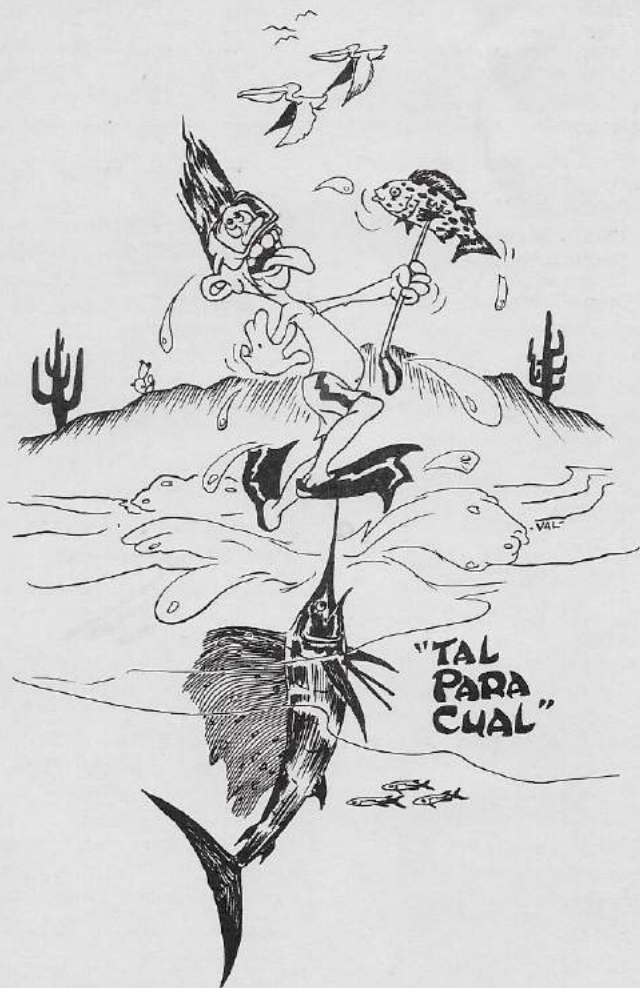




OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMEN'S CLUB

VOLUME 17, NUMBER 8

SEPTEMBER 1974



## CHOLLA CHATTER

Official Publication  
of the  
CHOLLA BAY SPORTSMAN'S CLUB, INC.  
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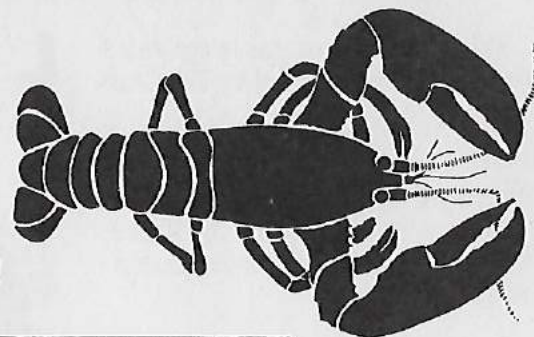
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the food will be delicious!



*Stars  
of the  
Sea*



*The Legend  
of the  
Sand Dollar*

Have you seen a starfish  
Lying in the sand,  
And as you held him by his leg  
He left it in your hand?

He will hardly miss it,  
For you know what he will do,  
He'll grow a new one in the place  
Of the one he left with you.

But how he loves his oysters!  
To him they are the best,  
He wraps himself about them  
And smothers them to death.

There he sits and has a feast  
On food fit for a king,  
He doesn't have to worry  
Or think about a thing.

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On the Way to Cholla Bay

**MERRITT'S  
ICE DOCK**

Gila Bend  
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There's a pretty little legend  
That I would like to tell  
Of the birth and death of Jesus  
Found in this lovely shell.

If you examine closely,  
You'll see that you find here  
Four nail holes and a fifth one  
Made by a Roman's spear.

On one side the Easter lily,  
Its center is the star  
That appeared unto the shepherds  
And led them from afar.

The Christmas poinsettia  
Etched on the other side  
Reminds us of His birthday,  
Our happy Christmastide.

Now break the center open  
And here you will release  
The five white doves awaiting  
To spread Good Will and Peace.

This simple little symbol,  
Christ left for you and me  
To help us spread His Gospel  
Through all eternity.

## From the desk of BOB BOS...

Well, here I am again: the seldom-heard-from Tucson President and Big Ten Chairman.

The summer fishing season is nearing its end and many fishermen have pulled in mountable prizes. Several Big 10 cards have been sold, and more have been signed by witnesses.

To note just a few names—most of you know Mark Giebelhaus caught his first sail of the season with Mary Brown being the first with a dolphin. And to the best of my knowledge Bill Brown weighed in with the largest sail to date. I stand corrected if I'm wrong, but I believe the boat named "Centuris II" owned by Jack Gill has flown more game flags than any other.

The Tucson Chapter discussed, wrote some letters about, and have now delivered to the Radio Shack, tagging kits for some of the game fish in the Sea of Cortez. There are six tags in each kit and each kit has a complete set of instructions. Anyone and everyone is welcome to use them, but the number was limited



so if the tags are not used please turn them back in so others can try. Divers may use these kits too. Cooperation on this will be greatly appreciated.

Safe fishing...



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By Mel Jarvis

Which way did he go, "George"?, which way did he go??? This is what Search and Rescue asks when someone hasn't filled out a launch slip, and is not back on his trailer at the end of a day of fishing.

I don't know of a more hopeless feeling than to find a boat is overdue and there is no launch slip to work from. At that point it becomes a guessing game, and the game we are playing is Eenie, Meenie, Minee Mo, Let's all guess which way would he go?

And you and your crew are our prizes if we guess right. If we guess wrong... everybody loses.

Making out a launch slip is no big deal and doesn't take any time and you don't have to be a penmanship expert or a spelling champ. Just put it down so we can make it out. Or if you have trouble doing it, Betty will be glad to help you.

It may be that some of the people who use our radio and launching area may not be aware of the fact that Search & Rescue, and Betty, the radio girl, are under the gun so to speak, of the Port Captain's Office. It is the Port Captain who makes the rules that you play by, and he and we are very proud of our safety record. We would like very much to see that it stays that way.

We know there is always the time when you just plain forget to fill out a launch slip until you're off your trailer. You can ease into the beach and let someone off to come ashore. Or go back to your trailer. But whatever you do, fill out the launch slip! It's our only way to find you if you can't get to us.

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# The Listening Sea Shell

By Mary Fran Taylor

To those of you who have not been coming to the Bay – it has not been that hot. Humidity, yes, but always a breeze. I'd heard that the wind died in July and August. There has been only one still night. Granted, down under the hill it is hotter – but all us natives have had a good summer.

As par for the course, the weekends for the fishermen have been windy. Many days that the Mexican boats were not even out.

There have been three of what I call "long boats" out of Penasco. They are new, gleaming in white and orange paint. And are manned by young boys, 3 to 5 or 6 in a boat. They troll back and forth for mackerel and have really been having a lot of luck. The boats out of Cholla Bay have been bringing in good catches of grouper and pinto. And sailfish and dolphin. Jack Gill comes in with flags all over the place. He says he's never seen a year like this. It will be interesting to see where the sails he's tagging turn

up. Lila Erickson of Tucson got her first sail – Bill Brown his. Both were entered on their Big Ten cards.

The ladies' floating bingo games dissolved during August – not enough players to make it interesting.

Taylor's Tank was the official vehicle of a group which called itself "The Green Berets" for about six weeks. The number always varied and the girls were accepted as a necessity for transportation and an audience. John and Jeff Hodges, Scott Thelander, Kevin Gay and various others made up the troops.

Bob and Susie Bos and family gave us a clam bake feast. First time I've ever had enough. Popped them open on the barbecue. Mmmm, they were good!

We clammed with the Knights but barely got enough for appetizers Had to fill in with steak.

We were warned by some of our Mexican friends that this was going to be a bad summer for break-ins. People in Puerto Penasco and in Cholla are hard up. It has come to pass. It is not being done by the "hippie type" at Sandy Beach. In fact, the campers on Sandy Beach have been being regularly robbed as they slept out. Every day seems to bring another report. Mostly the items being taken are money, foods, of something of value for peddling. Hope not too many more of you come down for your first visit in the fall and find you have been cleaned out.

CONTINUED ON PAGE 14

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By Mel Jarvis

With the long, hot summer about to come to an end, it's time to start getting your boat ship shape for the reefs.

You may say it was ship shape when you last used her, but were you sure your bilge was dry? If not, then you are going to have a fun job of cleaning your engine's electrical system, because as the bilge water evaporates the humidity in the engine compartment goes to about 100 percent.

Also, were your gas tanks full? If not, the percentage of condensation

in the gasoline is going to be high. If you have inline filters in your fuel line, change them. There are also additives that can be added to the tank to help cut down on the water.

If you happened to leave your outdrive or outboard tilted up, then you have water in the water pump housing. The water has long since evaporated leaving a hard deposit of salt in the housing. This hard salt will damage the impella if you should start or turn the engine over without water to the drive. Whenever storing your rig, always drop the outdrive or outboard in the down position to let the water pump and housing drain.

Good fishing ... see you at the Bay.



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## TUCSON SCUTTLEBUTT



By Susie Bos

Hi out there! To those who are under the weather, here's hoping that you will be up and around before too long.

Pete Scott conducted a great meeting; fine job, Pete. It sure was good to see you all at the meeting and nice to meet new members.

The fishing tags are in now, at the Radio Shack, ready to be picked up and used. The kits explain how they are to be used, so let's tag and see where the various fish show up. It sure sounds exciting to be able to find out what becomes of any single fish...

Thank you, Chuck Derenberger, for

making those great looking poles for the tag kits.

The new jackets are in, and they surely are beauties.

I want to thank these girls for helping me send out the membership invitations: Mary Brown, Margo Clausen, Carol Scott, Joane Derenberger, Eileen Courtright and Winnie Sims. These gals help a lot all year 'round to make this Club a great one.

Tucson Chapter will have a Pot Luck next month. There is always a fine spread of good food at these suppers! The women outdo themselves every time. It will be at 6:30. Bring your tableware. Coffee and Kool Aid will be served.

Let's try a system this time: A to L may bring meat dishes or main dishes, and M to Z can bring the dessert. Or... bring anything you want...

But come one, come all! There will be a huge variety and just plain good eating.

Our door prize winners are: Hampton, W.D.40; Pat McClanahan, epoxy compound; Bob Courtright, belly belt; and Pat Crossman, epoxy compound.

Take care...

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## The SHARKS of Puerto Penasco

Here's a quick guide for identifying the sharks from Puerto Penasco waters.

Just find two or more characteristics in the guide which describe your fish, and then pick the name common to each characteristic.

Color:	gray	sharpnose, angel, scalloped hammerhead
	tan, plain	sicklefin smoothhound
	tan, dark spots	Mexican horn shark
Spine	in each dorsal fin	horn
Teeth	not sharp, flat and blunt	smoothhound
Mouth	right at front of the head	horn, angel
Head and Body	flat like a Ray but lateral fins separable from head	angel
Eyes	on lateral projections from head	hammerhead
Snout	long, narrowing	sharpnose, smoothhound

The sharpnose and scalloped hammerhead often occur near the surface; the others, smoothhound, angel and horn sharks are usually caught on or near the bottom.

All the commonly caught species in our area are small, ranging up to three or four feet in total length, and are relatively harmless. You can, of course, still get bitten by one of these, if you put your hand in a shark's mouth!

Should anyone want to sharkfish or if anyone has a big one they'd like more information on, contact Phil Miles, 1335 E. Prince Road, Tucson, Arizona 85719; phone 327-6788.



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# impressions of the baja voyage

A two-year talkathon between Don Barber and Bill Pearson about the inherent pleasures of a boat cruise from Cholla Bay to and down the Baja Peninsula came to a climax in late December 1973 when they decided that 1974 had to be the year to quit talking and start doing.

In early January a few others with large enough boats and who had expressed a desire to take such a trip were contacted by Don to see if they were still willing and able. Don wanted a small congenial group for safety but the number of boats in the flotilla had to be limited because of the hardship of obtaining sufficient gas on the Baja side. The group initially planning the undertaking consisted of Don and Verlene Barber on the "Dondos," a 22-foot Caravelle — the smallest and lightest boat in the group; Bill Pearson, Caroll McKnight, Don and Ruth LaPorte on the "C JII," a 24-foot Sea Camper; Bub and Peg Allison on the "Pelican," a 24-foot Sabercraft; Dave and Theresa Conner on the "Seagull," a 24-foot Owens; Bob and Phyllis Pennington on "Penney's Pride," a 26-foot Tollycraft; and Claude and Arlyse Coker on the "Aquarius," a 25-foot Fiberfoam.

The first meeting in January resulted in a tentative itinerary with definite plans to leave Cholla Bay during the early morning hours on May 25th, proceed to La Paz, with return to Cholla planned for June 8th. In this way the men calculated the tides would work for us instead of against us — both going and coming back — the only ideal time of year this seemed to occur. Unfortunately, the start of our trip coincided with the Annual CBSC Fishing Derby which the Council later scheduled for Memorial Day weekend also.

At the Barbers' monthly (and later as the pace quickened, bi-monthly) meetings of the group were held to draw up further plans and tentative running schedules for the trip. The men usually gathered in a corner (near the bar — where else?) discussing tides, mileages, fuel stops, extra gas, stowage, progress on revamping the boats, replacement parts, and closely scrutinizing aeronautical and navigational charts, while the women bunched together discussing menus, convenience foods, fresh meats, spoilage factors, dry ice, soaps, and naturally — clothes. As you can imagine, we had a lot of territory to cover. (No pun intended!)

BY RUTH LA PORTE

PART 1: GETTING IT ALL TOGETHER

The April meeting, held at the Conners' home saw Nancy Hylton, the Pennington's daughter, welcomed to the group. She and her husband, Harvey, were able to farm out their 4 children with a neighbor for the time involved and were all set to crew on "Penney's Pride."

This is also the meeting where the truth had to come out. Theresa and Dave had contacted the Mexican officials and had verified what was needed to request official permission to make this trip in a group. Theresa would type up the information so that Sr. Delgado, the Port Captain at Puerto Penasco, could start the long, drawn-out paper processing the following weekend. We all needed official 6 month visas (complete with photographs) which had to be stamped in at both Sonoita and at the Immigration Office in Puerto Penasco; valid fishing licenses for each individual (regardless of whether we planned on fishing or not — hate to admit it but there were a few rugged individualists who are not avid fishers), current boat Permits; group titles on the flotilla; and information on all the boats, crews and individuals. In connection with this necessary information Theresa furnished Sr. Delgado with information on each boat owner's name and address, description of the boat, name of the boat, serial numbers on engines and outdrives, Arizona Registration Number, the name and capacity (title) of each person aboard, as well as the individual's age (very few secrets among us now — what a set-up for blackmail!)

She also listed the flotilla titles such as Captain (Don Barber), Navigator (Bill Pearson), Mechanic (Don La Porte), First Aid (Peg Allison), Radio Operator (Bub Allison), Linguist (Theresa Conner), etc. for the group. Believe it or not, I truthfully do not remember who was given the glorious title of "Cook" for our group, but whoever it was must have been very happy that it did not turn out that way. Hopefully, this would complete our pre-arrangements to process the necessary papers well in advance of our scheduled departure.

Don and I were unable to attend the last pre-planning meeting at the Allison's but at that meeting I understand that tentative plans were made to make a test run of some of the boats (pre-loaded as much as possible) from Cholla to St. George's Bay for an overnight stay and then back to Cholla — all for a true gas consumption and performance

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## GROUP AUTO POLICY FOR C.B.S.C. MEMBERS

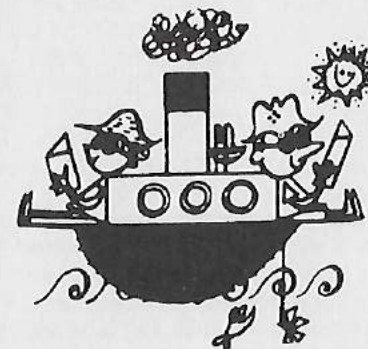
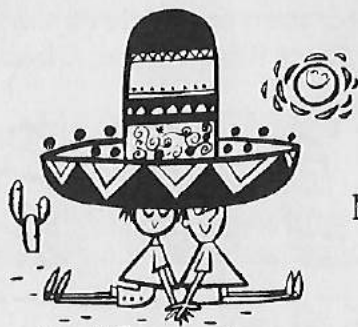
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test early in May. This never really materialized. Actually the "Dondos" was the only boat that did make actual test runs that I am aware of. Don and Verlene took their boat out three weekends in a row to Bird Island and back, to test not only fuel consumption but also to test the performance of the boat after the hard top was added and some pre-loading done. The "CJ" and the "Sea Gull" also tested out about an hour one day, in the Bay area only since the water was really rough. This was prior to any actual loading but after Dave had installed the flying bridge but not the extra gas tank which was added later to the "Sea Gull." Our intentions were good but we all kind of fell down on the actual staging.

Regardless of how well you know your boat and how it performs, there is always the unusual, under adverse conditions, that can and does arise on a long trip. For anybody else contemplating a similar trip, Don Barber offers the suggestion that the boat be thoroughly tested when all the extra goodies have been added - under both ideal and not-so-ideal weather conditions if possible. I think that's pretty good straightforward advice.

The last week before departure was a truly hectic one. I never realized I could get by on so little actual sleep. I think Don and I were having a contest to see how many times we could wake each other up to say, "Did you remember to . . . ." At the last I know I was mumbling "Yes, dear" to everything which seemed to make my husband very happy. Since Don and Verlene Barber were planning to eat most of the major meals aboard the "CJ", all but the perishables had been bought and stored already for the six of us, but there were still the last minute purchases to be made - fresh fruit and vegetables stored, meat frozen and packed in dry ice, canned goods packed, clothes packed, cats to be palmed off on our children, clock put on 'holiday', and all the last minute errands run that had been put off, as well as final arrangements made at work to get a full extra day off instead of a half-day since the group had to be at Sr. Delgado's office at 9:30 a.m. on May 24th instead of late afternoon.

Somebody should have had sense enough to take a picture of our station wagon when we loaded up prior to departure at 4 a.m. sharp on the 24th to drive to the Bay instead of a picture of the loaded boat later that day. Don and I had carefully placed our things in the wagon before catching a nap that night and were up way before the alarm rang. We drove to Carol's to pick her up and the major share of the ice chests, food, extra water cans, etc. I don't know where she collected all that stuff - surely we hadn't bought it all! At the last minute we found room to put our big picture hats where they wouldn't be sat on, we thought, and the loading was finished. I don't think we could have found a spare inch anywhere to stuff another solitary item in and we still had to drive down to pick up Bill at his place. He owns the boat - we couldn't tactfully ignore him. Somehow we managed to find room for Bill and all the collection of **must have** last

minute items for the boat, the 'Cold Duck' and the collapsible dinghy. That poor wagon bottomed at every dip between Phoenix and the Bay. Fortunately there was barely any traffic so early in the morning because Don could see in only one direction - straight ahead.

Spent very little time at the border since we had had the good sense to have our visas set to go at the Mexican Consulate's Office in Phoenix and we were among the first group allowed to enter the Immigration Office for the official entrance stamp. Drove on to Sr. Delgado's office in Puerto Penasco without stopping, where we joined the others playing the "waiting game." Arrived there at about 9:15 but we weren't quite the last to arrive. The Allison's and the Conners' puffed up to join us on the curb. Their radiator hose had gone

CONTINUED ON PAGE 13

## Mel Jarvis MARINE REPAIRS AND Sporting Goods



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kaput and their vehicle was out of business for awhile. It had happened in town so Bob later helped them fix it. Meanwhile, Theresa managed to convince Sr. Delgado's office help that the 24th really was the day we were to put the boats in the water. Yes, we were not leaving Cholla until the 25th but we would be in the water then and couldn't be in two places at once. Yes, we knew that she had been so busy she hadn't had time to type the papers out that week because there were vacations and people off and a lot of extra work but Sr. Rivera would not stamp our visas until we could prove to him that the boats had clearance papers and that our group had official permission from Sr. Delgado to make the trip. With some timely assistance from Sr. Delgado who came in just then, Theresa with proven linguistic ability, calmed the young lady down, so that finally each boat owner did get to sign the series of official papers. But not until "Aquarius" and "Penney's Pride" changed ownership and descriptions several times . . . which of course meant a retyping job each time.

While the men stood or wandered around trying to hide cans, the women sat on the curb or on the grass hunting the slightest bit of shade and trying to favor our posteriors. We looked a motley crew - not in any way resembling the tour guide advertisements found in any slick magazine. Sr. Delgado was a most gracious host allowing the women to use his rest facilities several times during the course of the paper preparation and discussing the trip with the men as well as advising the men in the proper procedure to follow on the Baja side when we hit the various ports. This slight delay was a blessing in disguise though, because it allowed Michelle and Joe Janusz to join her parents, Claude and Arlyse Coker, literally at the last minute, as official crew on the "Aquarius." The border had been extremely busy that morning with early birds starting their holiday weekend a day ahead of time as is usual and the Immigration Officials kept refusing to make out six month visas for them. Persistence paid off for them though because each time they were refused, they kept getting back in line and politely explaining why they needed six-month type instead of the usual visa when they got back up to the desks. After five attempts, the sixth finally worked and the six-month visas were made out. Maybe they finally reached an understanding official who could translate their excited conversation or maybe it was one who simply gave in just to get rid of those crazy gringos.

With crews officially designated and with signed papers in hand, our small parade started for Sr. Rivera's office for the last lap of the legal-go-round. His office was closed but after a ten minute wait, our men were ushered in and the final stamp affixed. Sr. Rivera was a tremendous help all these many months in explaining Mexican laws and procedures and in assisting us in our preparations for our forthcoming voyage. Both Sr. Rivera and Sr. Delgado deserve a big vote of thanks from all of us . . . but I will never understand why all of the women were instructed to be at both offices for the signing of the official papers when not one of us touched a pen or picked up a piece of paper. In fact, none of us even witnessed the signing or stamping of our own papers. It's a man's world all right!

After an egg ranchero brunch at the Choya Cafe, unloading cars and stowing everything away in the boats, picture-taking by Debbie Jarvis and Charlotte Giebelhaus, and launching, we all anchored. The "CJ" ran some tests. The water was rough and seemed to be getting rougher . . . Everyone very excited about finally getting off in the morning!

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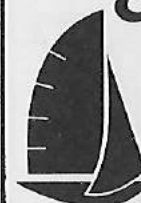
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Club Member

## THE LISTENING SEA SHELL — CONTINUED FROM PAGE 6

There is one juicy bit of gossip that has had us all chuckling. A very vivacious new grandmother came down to help care for the new baby. Went out to a Gus Brown garbage dump to empty a wastebasket. Somehow in the process she managed to up-end herself into the dump too. Carefully she raised her head, looked all directions, hoping no one would see her before she managed to get out.

In the whole summer there have been only a couple of sprinkles. As a result the road gets sandier. It was bladed after each sprinkle, but it didn't stay smooth very long. Work on the new road has stopped. When, why, or how is anybody's guess.

Our daughter Belle and Maya Pineda have filled in on the radio while Betty was getting back on her feet. First hand knowledge now on the job Betty has done and the problems people create for her. Labor Day weekend should see Betty back

on the job and everything back to normal.

One type of problem Betty contends with was the case of a 15 foot boat with 5 people aboard and 3 tanks of gas plus the usual paraphernalia, putting out one very rough morning before the Radio Shack could be opened and the red flag raised. They disappeared around the point before they could be stopped. Luckily Marcello was working on his boat and saw them pass with only about three inches of freeboard showing. As they cleared Pelican Point their fuel pump quit and the next wave broached them and over they went. Marcello sped to the rescue. Hector commandeered a boat at Tucson Beach hoping to head off trouble. He was on hand to help them on board and try to salvage what they could find of the equipment. Marcello towed the boat in bottomside up to Tucson Beach. One man had managed to swim to shore — the others stayed with the boat. One was in a leg cast from his knee to his toes. The boat was righted and hand pushed to the launch area and onto the trailer. Mr. R. J. Michey of Albuquerque learned a bit about the Gulf.

My shell collection has only select items in it now. I don't duplicate unless it is in very good condition. Now to finish by deciding how to display them. The low, low tides always bring up some true beauties.

Sitting under the stars at night without interference from street lights and smog, we have been able to view two satellites crossing at about a 45 degree angle of each other in the space of five minutes. Also Vandenberg has given us quite a show with some missiles coming down range and ending in a luminous cloud that reflected in the water. With binoculars you could see the stars through the cloud. And nature herself has lit up the sky with shooting stars.

CONTINUED ON PAGE 16

## MARINE RADIO TELEPHONE SERVICE FOR SMALL CRAFT POINTERS

A CONTINUING SERIES

More radio telephones have received a black eye, for reasons beyond their control, than you can possibly imagine. Poor accessories coupled with a good radio telephone result only in a low standard of performance. For this reason, make sure that the accessories are of equal quality to the radio telephone you have selected. The most important parts of a radio telephone installation are the antenna and ground.

By all means, install a ground plate unless your vessel has a steel hull. Oops! We are in the middle of a very controversial subject. Let's get the record straight. A radio telephone will operate **without** a ground plate. A radio telephone **will not** operate at maximum efficiency **without** a ground plate.

Now, a little explanation. For fundamental technical reasons, it is imperative that a low resistance path be provided for the transmitted signal, in the antenna system. The ground is an integral part of the antenna system. A large amount of current flows through the entire system when the transmitter is in operation. You would not think of connecting the starter of your 160hp "Super Whizzer" engine to the battery with a hunk of doorbell wire, would you? Actually, such a stunt is not much more ridiculous than having a poor ground. The ground plate is a big fat wire which completes the transmitter output circuit. Let's investigate an erroneous but popular misconception. "Ground plates and radio telephones cause electrolysis." Anything electrical, if defective or improperly installed, is a potential or actual cause of electrolysis. A properly installed radio telephone and ground plate is not a cause of electrolysis. In fact, it is possible to substantially reduce electrolysis by using a ground plate as a central bonding conductor. Electrolysis is caused by dissimilar metals in contact with an electrolyte such as salt water. The resulting action is nothing more than electroplating in reverse caused by the difference in electrical potential between the two metal objects. The best insurance against electrolysis is a properly installed bonding system. This is accomplished by electrically connecting all thru-hull fittings together with a heavy wire. The engines and ground plate are then connected into this network. When this is done, all metal parts concerned are "shorted" together and are at the same electrical potential.

CONTINUED ON PAGE 16

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## MARINE RADIO TELEPHONE SERVICE POINTERS...

CONTINUED FROM PAGE 15

It is impossible to completely eliminate all traces of electrolysis, but it will be reduced to the point where no major trouble will be caused.

The antenna should be selected with a number of considerations in mind. It should be electrically efficient, mechanically strong, light in weight, be adequately insulated against electrical leakage, have adequate resistance to corrosion, be easily raised and lowered (in most cases) and present an attractive appearance. All things considered, the 1/4 wave length type, fabricated of fiberglass, is the most practical, efficient and durable.

## THE LISTENING SEA SHELL

CONTINUED FROM PAGE 14

Cal had a do or die death fight with a pelican. He was snorkling below the house and was attacked by the crazy bird. He treaded water and fended him off a couple of times. All he could see was mouth and wings. The fourth time the pelican came at him he swung at it with his mask and connected. The pelican gave up!

We've raised our usual batch of ground squirrels - "Squeakies". Belle has them coming to feed at a whistle. They have become fat and sleek.

There has been some building going on. The George Schellings had a porch added, Bub Allison some work on his addi-

tion. The George Thompsons the fireplace in and the floor tiled. Carlos Saenz man aging a few days on his new home. Some work on the Geibelhaus', the Barber's and Pearson's. Work on Ray Gray's and John Tubbs' among others. And whoever bought Coker's place has a new boathouse.

The last of August saw everything in limbo. Those who live here were trying to take vacations where it was cooler. We all need a change. We to Cholla - others to the mountains.

Fall is upon us - so hope to see you at the Bay soon.



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By Jane Putnam

We love going to all the Indian fairs, craft shows and rodeos — and part of the reason is so that we can eat those delicious Papago Popovers they make and sell. One year at the Labor Day rodeo in Sacaton they gave out printed copies of the following recipe. So why not make them at home?

Try them we did... and then along came the homegrown variations. Of course!

**POPOVERS or  
SLAP-IT-AGAIN BREAD**

- 4 cups flour
- 2 Tbsp. powdered milk
- 1 heaping tsp. baking powder
- 1 tsp. salt
- 1½ cups warm water (or more as needed)

Combine ingredients. Work with hands into a soft, manageable dough. Cover with a damp cloth and let set for ½ hour or longer. Pat out small circles of dough. Hand-slap again and again until each one becomes the size of a pancake. Fry quickly in hot grease (lard or bacon fat) until golden brown. Serves six ... with honey and powdered sugar, or with chili.

Or best yet, if there are any left over, cut them up into bite-size pieces, top with a sliver of longhorn cheese, and put under the broiler until cheese melts.

**FOR SALE!**

FOR SALE — Large furnished 4-bedroom house. Boat House and Grage, Kohler lite plant. \$8,000. For information call Tucson 623-4164 or Phoenix 948-3337. Leonard Reichardt.

FOR SALE — Coronado 15 sailboat, equipped for racing, complete with trailer, sail, anchor. Can be seen at the Ship's Store, 5042 E. Speedway, or call Kak Place at 887-4465, Tucson.

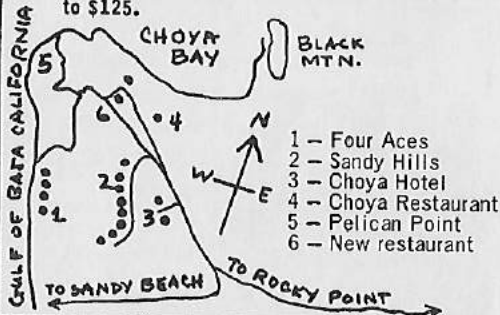
FOR SALE — Furnished cabin No. 328 (between the round cabins) at Cholla Bay. Contact Jim Kilsdonk at 279-4261 in Phoenix.

FOR SALE — Adjustable auxiliary motor mount, to 6hp; 15 mushroom anchor, car top bars with straps, swivel boat seat, boarding ladder, two 5 gal. water cans. Call Dick Terry at 885-3524, or residence 296-0843.

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