

CHOLLA CHATTER

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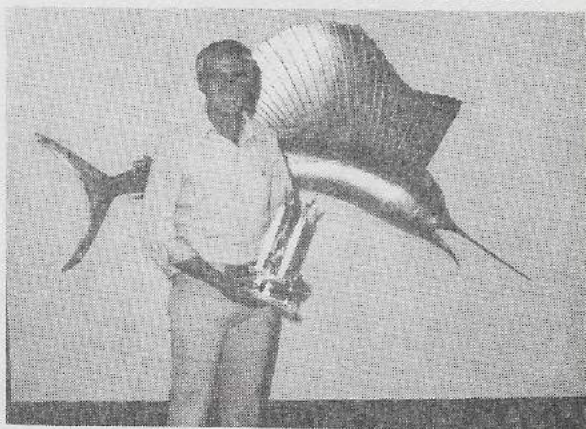
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CHOLLA CHATTER
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1972 CBSC FISHING DERBY

THANKSGIVING DAY WEEK-END NOV. 24th and NOV. 25th

Doug Cashion, the Derby chairman from Tucson and Charlie Reed co-chairman from Phoenix, say the Derby is on. They have predicted smooth water, good weather, prizes galore and a good fish fry. As you know, it takes a lot of members working to make this a success, so why not volunteer to do your share. Contact your Chapter's chairman and say "Sure, I'll be glad to help."

Jackpot tickets are again available for a 50¢ donation and the prizes in money. There are 3 winners. Be sure and get your Derby tickets \$3 and your team tickets \$1 (per day).



Bob Morris
Council Chairman



WANTED-A CHOLLA CHATTER EDITOR

I was sorry to be informed of Betty Capen's impending resignation at the end of the year. She has done a commendable job for the last two years. She took the Chatter without benefit of any aid from the preceeding Editor. She just had to gather up all the loose ends and put out a magazine by the trial and error method. The excellent job she has done is most noticeable in the cost per copy of the Chatter. At present the lowest

ever, to my knowledge.

If somewhere within the membership there is someone, who thinks he or she would like to take over the Editors job, will they please call Betty, in Phoenix, or me in Tucson.

Betty has agreed to help the new Editor all she can to make a smooth transmission. She even has agreed to come to Tucson as much as necessary, if the new Editor happens to come from there.

The Editor's job is very demanding so there will have to be some soul searching. But it is also rewarding in self-satisfaction for a job well done.



By Mel Jarvis

For some time now, there has been rumors and stories of coyotes in and around Cholla Bay. There is sound bases for these rumors and the country side of Mexico is a haven for them because no one hunts them or hurts them and they are of no value to the Mexican or the American.

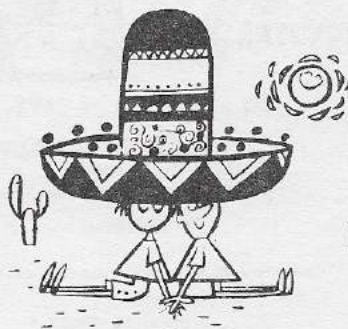
Coyotes are small members of the wolf family another name for them is prairie wolf. They are unpleasant, cowardly animals generally disliked. If he is alone he will not attack any dog or human big enough to defend themselves, but in a pack when they are hungry or rabied, they are unpredictable, very dangerous also they are primarily night hunters, through the day you can usually relax and not be so watchful.

A couple of weeks ago Search and Rescue, rescued two people off the beach a short distance from the little sand dune. These people had to spend the night on the beach after their boat went

aground and was swamped by the high surf. The report given to Search and Rescue was that they fought off a pack of coyotes most of the night with a flair gun. There is no doubt Search and Rescue will be helping someone else off a beach sometime in the future, if that someone is you and you have to spend the night on the beach, have you thought about what you would do? If a pack of coyotes should approach you.

One of the things you could do, is be sure all hands aren't sleeping at the same time, always have someone on guard. Build a fire if possible, keep it going all night and do not leave the beach. If the pack approaches stay close to the water and if need be get into it.

If you do end up on one of our lovely beaches around Cholla stay there. It makes it easier for Search and Rescue to find you if need be. Spend your time writing in the sand, big letters or use rocks or cans or shells etc. If you have matches (and you should, in your water tight match box that you have tied to your life jacket) have a fire ready to start. If you see or hear a plane or boat remember you can see and hear them long before we can see you, so stay put on that beach and we'll find you....



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LETTER TO THE EDITOR

Dear Mrs. Capen:

I feel like writing to tell you, you are most certainly doing a good job of putting out the "Chatter".

I particularly enjoy the personal true "tales". They are something. Such as Mr. Valentine writes, he's had so many trips to Cholla Bay and I also enjoyed Mr. Scott's story. Maybe others have had similar experiences, which could top these already written. Hope they also will contribute these stories to you. I enjoy them.

I am not a member but my husband was years ago, when the going was rough. He has since passed on, but I can still remember how good the fish he caught, tasted. I've cooked many.

Keep up the good work and

bless you.

Mrs. A. C. Hall

P.S. More good and true stories.

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FISH IDENTIFICATION AND THE DERBY LIST

PART ONE

As Deane Fisher says, he doesn't care, what kind of a grouper he's catching as long as its a grouper. Most fishermen feel this way. However, the fish names used in the derby could be improved. A slight revision would eliminate some confusion in identification, would increase the wisdom and observations of the fisherman and would set the stage for the laymen to offer his knowledge and observation of fish life to the scientists who are trying so desperately to gather information to preserve the fish populations.

Consider the name, "pargo". This is the spanish word for snapper. There is the yellow-tail snapper, the red snapper the dog snapper, the striped snapper and a number of other snappers. When a derby fisherman catches a "pargo" he means a striped snapper and should learn to call it a striped snapper. Note that the striped snapper has short tubes over the front nostrils on each side of its upper lip. It's an easy way to identify it. The red snapper is all red. The yellowtail snapper is similar in shape and color except that the tail half is yellow. The

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dog snapper grows larger than these others. It's also red but has canines in both jaws and has dark fins.

Now about the croakers on the derby list. There is listed the yellowfin and also the sea trout. The yellowfin is a sea trout. So, the yellowfin should more correctly be identified as a yellowfin corvina. A "sea trout" should be identified by a more specific name such as scalyfin corvina--or whatever is caught.

Do you know that the totuava and the white sea bass are also in this corvina (or croaker) family? So the white sea bass is not a bass! The Mexicans call the white sea bass a corvina blanca. They are correct.

And the mention of the totuava brings me to another point. If the derby is held in November this year someone may bring in

(cont'd. on page 5)

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a totuava but it is not on the derby list. The kind of fish we catch will vary somewhat depending in part on the time of year.

The derby sure has mixture of Spanish and English names:

A cochi is a trigger fish.

A pinta is a pinto.

A pargo is a snapper.

A pompano is a little leather-jacket. Another pompano frequently brought in is the gafftop-sail pompano.

A sierra is a sierra mackerel.

The "king" mackerel, so called, may be either a large

sierra or a large Pacific mackerel. It is impossible to tell the the large ones apart unless the gill rakers are counted. The name, mackerel, might be sufficient for the derby list.

Now about that word "flounder". In addition to the left-eyed and right-eyed flounders there are other flatfish such as soles, halibuts and sand dabs. Maybe "flounder" should be changed to flatfish so that more catches would be eligible.

Dolphin should be called dolphinfish to avoid confusion with the porpoise-type mammal.

The name "skipjack" could stand as it is on the list. Maybe the fishermen would like to know that they are catching two species. The true skipjack is the black skipjack which has three large irregular black spots under the pectoral fin and the flesh has a black color. The other "skipjack" is the bonito and it belongs in the mackerel family. It is similar to the black skipjack in appearance but lacks the black spots.

I probably have confused everyone. Next month I'd like to write about the basses and confuse you more, but at the same time make some identifications easier.

--"Nonie" McKibbin

Boater's Dictionary

WITH GUIDE TO
PRONUNCIATION
(PRO-NUN-SEE-A-SHUN)

By Weary Willy

WITH SOMETHING LIKE FIFTY THOUSAND BOATS churning things up on just about every overgrown mudhole in the state these days, it's vitally important for everyone to understand boating talk so they can scream and cuss at each other in the proper terms. We'll try to keep it simple so we can understand it ourselves. We'll also try to explain the pronunciation on the trickier words. Boat people talk funny!

Abaft (*a-BAFT*): Now there's a really goofy term! It means "back yonder" or "behind of," only usually off to one side, like in "Abaft the Beam." (see "Beam.")

Aft: This can be a noun or an adjective, depending on how you use it. It means "back," as in the back part of the boat. This gets very confusing in a double-pointed canoe, especially when it's going backwards, or sideways through the current. "Aft" might also mean clear behind the boat, like when somebody asks: "Where's the top of the styrofoam ice box?"

Amidship (*a-MID-ship, also "amidships" even though you're only talking about one boat*): Somewhere near the center of the boat.

Bail: to scoop, mop, sponge or otherwise remove the water from your boat. Sometimes, it can also keep you out of jail while you wait trial for grinding up some swimmers with your prop.

Beam (*beem, as in a certain brand of pretty good drinkin' whiskey*): This has two meanings —it's the greatest width of your boat measured from side to side in a more or less straight line, and also straight out from the side. This is difficult to determine precisely unless you saw your boat in half lengthwise, then place a carpenter's square on the center and sight straight out. Usually, though, an approximation is good enough.

Bow (*the "ow" sound as in "ouch you just stuck a fishhook in my ear!"*): Noun, when used in boat talk, although in the Orient polite boatmen stand up and bend over in your direction to apologize after they cut your fishing line with their motor. Most of the time, though, it means the front end of the boat; the pointy part. (Also, see comment about canoes under "aft.")

Broach: This is when your boat suddenly turns sideways in the waves, just before it dumps you into the drink and sinks.

Capsize (*CAP-size*): It means turn upside down, like what your boat might do right after it broaches. It has nothing to do with the measurements of your headgear.

Chine (*"chine," just like it looks, or "shine," like you do to your shoes*): Another dumb word! It means the more or less square part of your boat where the sides meet the bottom. A "hard chine" has a sharp angle; a "soft chine" is more rounded off. If you can't decide how to pronounce it don't bother to use it.

Chock (*chok, like in shock*): A little gizzmabob you run the line through after you tie it to the cleat. It looks kind'a like a letter "U" fastened to the deck.

Cleat (*kleet*): This is a metal thing you tie line to. It has points poking off in opposite directions so the knot will hang on better.

Crew: Any passengers you can con into making themselves useful.

Deck: A covered part of your boat, usually somewhere near the front.

Drunk: Several meanings; it's the past participle of "drink," and also "full of booze" which you shouldn't be when you're monkeying around in a boat.

Forward (*for'd sort of like the car*): The front part of the boat, or even the back part as long as it's not so far back nothing is behind it except the water or the top of your styrofoam ice box. Anything can be "for'd" of anything behind it, as long as the behinder of the two is still in the boat.

Gunwale (*GUN'l*): Boat people sure talk funny. It's the top edge of your boat; the part you have to get past when you fall overboard.

Keel: This is an imaginary straight line which runs down the middle of your boat, right on the bottom. In most boats, it's not totally imaginary, since it's also the main piece of wood (or whatever) that helps hold your boat together. Some boats have a definite keel which you can see, or feel if some guy runs over you with it.

Leak: A hole in your boat, so the water can get in during calm weather.

Line: Any kind of string, rope, cord or piece of twine. You gotta say "Line" instead of those other words if you wanna sound like a boat person.

Point: To extend the index (or any other) finger in a given direction. Also an angle of direction: the little bittiest mark on your compass, if you have one.

Port: Besides being a rather sweet wine, it means the left side of your boat; provided of course you're pointed forward (see "forward").

Prop: The thing that looks like a fan. It's on the bottom of the motor and makes the boat go.

Rake: Very similar to "sheer," whatever that means!

Sheer: This has something to do with the slope of the bow, as far as the profile goes. Some boats have more or less sheer than others, but nobody seems to know what's more and what's less. I suggest you forget it.

Skipper: The guy who runs the boat. He's the boss.

Starboard (*"STAR-b'rd" like you had a mouthful of mush*): The other side of the boat from the portside. I think it's the right side; "right" as right-handed, not necessarily as in "correct."

Stern: Noun or adjective. As an adjective, this word describes the look you get from other boaters when you goof up. In the noun form it means the back of your boat; or, in a somewhat looser usage your own back end.

Transom (*TRAN-sum*): The flat (more or less, in most cases) part of the boat where you hang the motor, if you have one. It's also the little flappy door over hotel doors where you can peek out and see who's sneaking up on you, but most boats don't have those kinds of transoms, except maybe floating hotels.

Wake: This has two meanings, both of which are important. Wake as in "Wake up, idiot!" means pay attention when you're driving a boat. The other kind of wake is the chopped up water you leave behind you. You're responsible for what it does, so play it cool around other boats, swimmers, sea lions and nearly submerged bathtubs.

Zebra (*ZEE-bra*): A horse-like animal with black and white stripes running vertically around its body. Zebras are not usually found on boats, but we needed a "Z" word to end this dumb story.

Arizona Game and Fish Department

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Travel in Baja getting easier

By **MARVIN ALISKY**
ASU Professor of
Latin American Politics

MEXICALI, B.C. — Baja California's siesta has ended, as record numbers of Arizona and California tourists continue to drive, fly, and sail southward along the 900-mile peninsula, even before its main north-south highway can be completed.

Ferryboats from the Sonoran port of Guaymas in 1973 will be able to take tourist cars to Santa Rosalia, linked by paved highway southward to La Paz, where ferries already bring in cars and visitors from Topolobampo and Mazatlan across the Gulf of California (Sea of Cortez).

Until now, the top half of the peninsula (State of Baja California), has been relatively isolated from the bottom half of the peninsula (Territory of Baja California) for land travelers, with only a primitive jeep trail of gravel and dust (a 200-mile stretch) joining paved highways in the north and south.

A paved highway northward from La Paz already goes almost to the line dividing the state and territory and in early 1973 will connect to El Arco, 400 miles south of Ensenada. The federal Ministry of Communications and Transportation has announced that paving from Ensenada to El Arco will be completed by January 1974.

Then passenger cars will outnumber the four-wheel-drive buggies and trucks. Tourist facilities are expanding to handle the expected influx of visitors the north-

south expressway will bring within two years.

As important to Arizona tourists as the north-south highway is the under-construction east-west highway linking San Felipe and Ensenada.

This \$3.2-million project began in July, to make the Pacific Coast Highway a smooth one-and-a-half-hour drive from San Felipe, on the Gulf of California.

Only 127 miles south of the U.S. border, San Felipe is easily reached from Yuma over a paved road sporting boat trailers with Arizona license plates. Fishermen are lured by one of the best food and game fish, the totuava, spawned in the mouth of the Colorado River.

For those not hauling their own craft, rental skiffs and motorboats abound, and charter fishing boats can be rented at up to \$50 a day. San Felipe's part of the Gulf has a 23-foot rise and fall of tides. The outgoing tide leaves fishermen's boats high and dry on the beach. Mexicans with old jalopies tow them to water's edge and refloat them for a small fee.

San Felipe so far remains a fishing camp, not a luxury resort, with prices lower than elsewhere in Baja. Motel rates begin at \$6 double.

Reflecting demand, there are twice as many trailer parks as motels. San Felipe's seven motels have 260 beds, and its 15 trailer parks have 567 spaces. Nearby are 12 restaurants and six taverns. Liquor stores carry drinking

water in plastic jugs.

Most visitors fish. But others can rent bicycles, horses, and dune buggies for exploring the unspoiled beaches.

South of San Felipe, pavement changes to dirt and sand. Even now, before the east-west paving links this Gulf site to the Pacific, some tourists already drive westward over the dirt road towards Ensenada. Chuckholes and bumpy stretches alternate with smooth sections.

So far, the most serious problem can be remaining on the main road to Ensenada. Many unmarked intersections lead to dead-end detours. Within a couple of years, federal engineers will change all that.

According to the Mexican Tourism Department, most Arizonans driving around the southern tip of Baja take their cars to La Paz across the Gulf of California from Mazatlan on the ferries Presidente Diaz Ordaz and La Paz, operated by the government.

The 235-mile trip takes 17 hours one way, rates range from \$30 to \$44 for automobile or truck depending on size. Passenger rates per person are \$5.20 for reclining seats, \$10 for bunks with bunks, and \$24 for state-room. Each boat makes two round trips per week.

The privately owned ferry Salvuerra makes two round trips a week between La Paz and Topolobampo, a port not far from the line dividing Sonora and Sinaloa state. This 10-hour trip costs \$24 for automobiles and \$4.60 to \$6

for passengers.

Aguila Bus Company provides daily service from La Paz southward to Cabo San Lucas and in all directions to other towns of the peninsula tip. Hertz and Rentas-Bremajo rent jeeps and passenger cars at the La Paz airport and downtown.

Up north in Mexicali and Tijuana, an agreement was signed in early August between unions and bus companies of Baja state to permit U.S. buses across the border into Tijuana.

Tourism booms at both ends of Baja, and when the north - south highway gets its paving completed, the charm of isolation will end. But Arizonans will have a bonus exotic land to explore by car.

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FOR TUCSON CHAPTER MEMBERS ONLY

The first Cholla Bay Directory will be made up and published soon. However, we need your cooperation to complete it. Please fill out as much as possible of the following detailed information. When referring to cabin locations, refer to major points. For example, south of Hotel - east of Nachos on waterfront - west and south of Betty and Hector's - overlooking Tucson Beach - on Pelican Point, etc. Even if you do not own a cabin but use the same one each time, fill in the information as if owner. Use nick names if preferred.

Please advise us in writing if you do not wish to have your name or information appear in this Directory. If we do not receive a specific written request to withhold your name, etc., it will be listed as you have submitted it or as we assume it should be. Please send this information to CBSC Directory, P.O. Box 12707, Tucson, Arizona 85711.



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Cholla Fish Head Chowder

- First: Rescue a big fish head and its backbone from the gulls.
 Second: Remove the gills.
 Third: Bring slowly to a boil in slightly salted water to cover and simmer one half hour.
 Fourth: Pour off the liquid and boil enough potatoes and onions in it to make a meal, plus pepper, sea food flavoring and parsley.
 Fifth: Remove fish flesh from the skin, bones and any scales.
 Sixth: When potatoes and onions are done add the fish flesh and a can of kernel corn. If desired, add a little milk or cream. If I don't have the prepared sea food flavoring, I like to use celery salt and paprika.

Fanny Farmer's Boston School Cook Book has similar recipe but I like the above variation better.

"Nonie" McKibbin - Tucson



P.S. I think that what makes this chowder so good is the huge amount of gelatin in the liquid. You'll never want to waste another big fish head!

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By Mel Jarvis

If there is anything that would get me going straight up, it would be to start for Cholla, and end up along the highway with a trailer, that no longer will trail.

Most of us that leave our boats at Cholla give little thought to our trailers the short distance back and forth to the beach. What happens when we do bring the old rig home for some much needed work? Most of us have very little trouble if we have taken care of our wheel bearings, the rest of the trailer stays in pretty good shape, except for rust. There is some little chores we should really do, even if we don't run up and down the highway with the old girl. The Debbie J stayed in Cholla two years the first time before I brought her home, I was two days getting the wheels off. The lugs had rusted to the hub, now all the

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I had a crack in one of the loading rail supports, when I started to weld it, two gallons of water dumped out in my lap, all the drain holes were rusted over. I made larger holes and

(cont'd. on page 15)

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"Somebody said that it couldn't
be done,
But he with a chuckle replied
That maybe it couldn't, but he'd
be one
Who wouldn't say so till he'd
tried"

On the Way to Cholla Bay

**MERRITT'S
ICE DOCK**

Gila Bend

Beer • Soda Pop • Ice
Right on Highway 80

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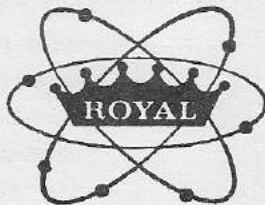


a "must stop" on your way down and
back from Cholla Bay.

Paul Colorich — Jack Cameron
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1972 NEW DERBY
DATES

NOV. 24th & 25th

cleaned them out and do every now and then. I always oil the tongue jack at Cholla. I've had her home this time since the weekend we were going to have derby, this past Sunday I was going to raise the tongue up to run the lawn mower under it, two hours later and 1/2 quart of oil, I got it free.

The winch rope looked pretty good at Cholla and never had any trouble with it but I noticed the other day that it had parted, pulling some off the winch I found it all to be rotten. At Cholla I've kept the winch oiled, by just pouring oil over it out of the can, so I've always had a free working winch but you can bet I'll keep a sharper eye on the winch rope from now on.

The trailer to a boat is like a shoe to a foot it has to fit or it hurts it. There is many a boat that has been damaged almost beyond repair by a poor

fitting trailer. On large boats 18 ft. and up support should be evenly distributed on the keel and outer hull of the boat with slightly more load on the outer hull. With few exceptions rollers should not be used to support the out parts of the hull, as rollers will cause the hull to develop hooks or pockets in the hull where they rest and in time causing poor boat handling and performance. Bunks or 2x6s, carpeted laid flat running from the stern and forward to the bow as far as possible. With the keel rollers pushed up against the keel until they cannot be turned with the hand will make a pretty good fit between trailer and boat.

Having a flat tire is just bad luck in most cases, but whatever the reason, do you carry a jack that will raise your trailer wheel

(cont'd. on page 16)

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Most cars today carry the good old bumper jack, there are very few trailers that a bumper jack will work on. A small screw jack or a hydro jack works very good.

See you at the Bay

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PHOENIX CHAPTER PICNIC

SUNDAY - OCTOBER 8TH

SQUAW PEAK PARK

11AM TO 8 PM

"YOU AND YOUR FAMILY

WILL HAVE A BALL"

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Nothing Happens Until Its
Air Conditioned

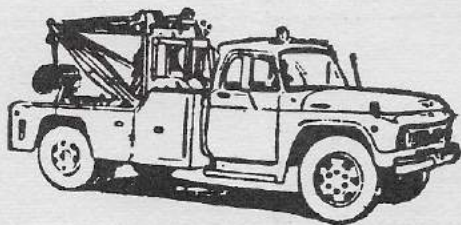


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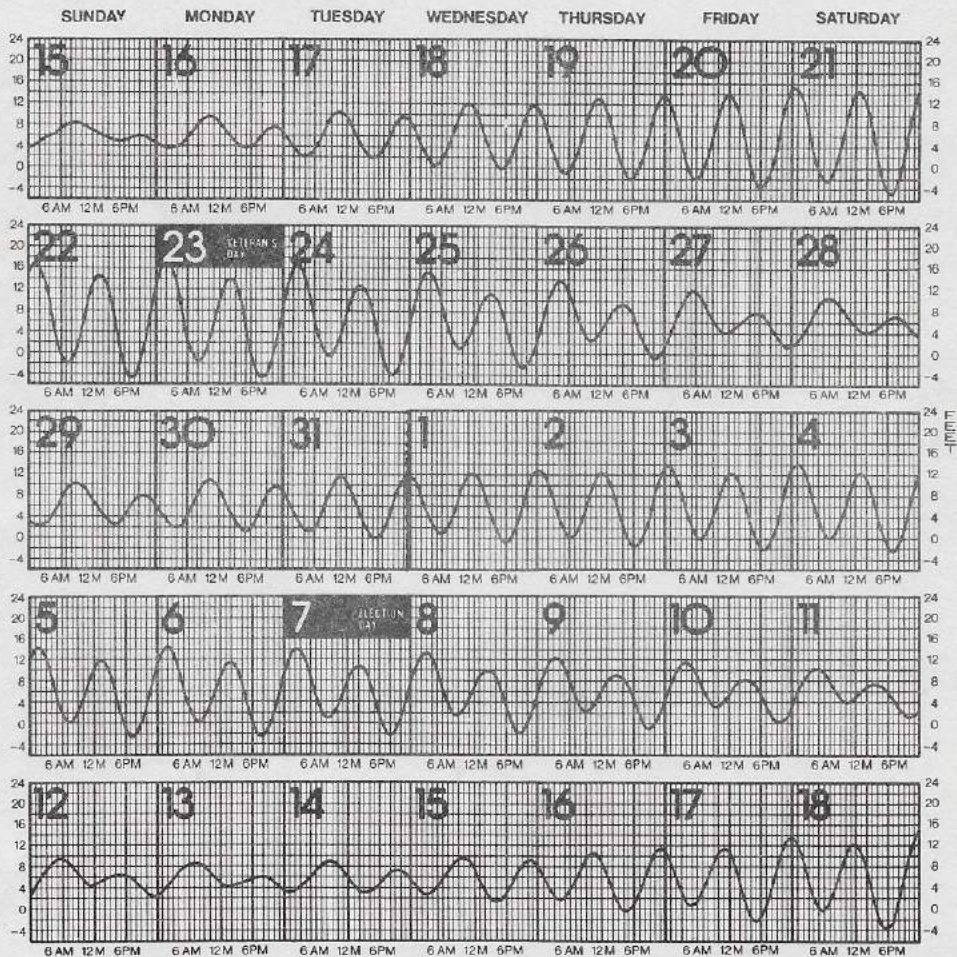
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OCTOBER 1972



	PUERTO PERASCO	SAN FELIPE
AIR TEMP. (°F)	74'	79'
SEA TEMP. (°F)	83'	N.A.
RAINFALL (in.)	0.45	0.36
WIND SPEED (mph)	8.5	N.A.

22nd	7th
6:25 A.M.	1:08 A.M.

N.A. - INFORMATION NOT AVAILABLE
ALL VALUES ARE MONTHLY AVERAGES

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DATUM: MLLW
ALL TIME IS MOUNTAIN STANDARD TIME (MST)