

CHOLLA CHATTER
Official Publication of the
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From the Editor's Desk

It sure is nice to know that the majority of members approve of what appears in the Chatter. It would sure be nice, however, if more readers would submit articles or pictures. The only one received for this issue other than by a regular contributor was by Mildred Parnell and she wasn't even one of the 31 members who said that they would write one or more articles for the Chatter.

Since 37 percent of the members who answered the questionnaire were in favor of having a question and answer column and I even received a question, I'll start such a column in this issue (unless it has to be omitted because of space limitation). So, send in your questions and I'll try to get answers to them.

QUESTIONS & ANSWERS ?

Could you possibly give us some information on camping areas and what is available in those areas, such as electricity, bathing facilities, water and such. We are avid campers and think that motels and hotels are for the uncampers, if I may use that word.

-Juanita C. Van Winkle
Sierra Vista, Arizona

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such available at the Cholla camping areas are what you bring with you or improvise. Toilet facilities were present at some of the areas last month, but may well have been torn down and destroyed by the Cholla version of "uncampers".

The two main camping areas are along Sandy Beach (which faces Rocky Point) and Pelican Point (which faces Baja, California) although there are other places to camp. Ask at the toll gate for directions.

-T. Burch



This is mighty good to fix to eat at home or take to Cholla Bay.

GOULASH

- 1 1/2 lbs. ground beef
- 1 good sized slice of ham (smoked)
- 1 large onion (grind onion & ham)
- 1 - 8 oz. can tomato sauce
- salt & pepper to taste
- 1 tsp. mustard
- 2 heaping tablespoons brown sugar

First sear ground beef well in skillet. Add onion and ham, salt, pepper, mustard, tomato sauce. Cook 2 hrs. or more; add water ever so often if it tries to stick to pan; then add brown sugar last. If sugar is added sooner, it will cause all to stick or burn.

Just before serving cook elbow macaroni about what you would eat at a meal, about 20 min. then drain macaroni. Put a helping of maca-

roni on your plate, top with some goulash then last, put grated cheese over all.

If you have some goulash left put it in your refrigerator and warm up next day, cooking more macaroni. The longer goulash cooks the better it is.

-Esther Robinet

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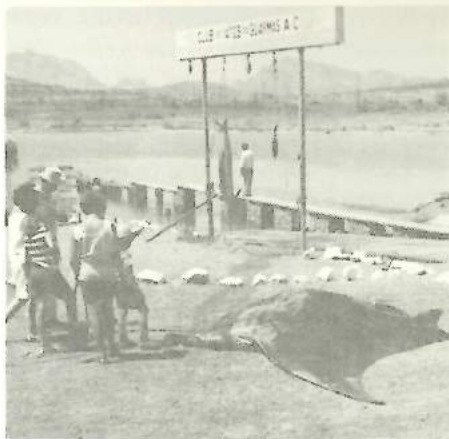
Shark Tagger's Manta Ray Watch

In the April Chatter there was a brief article about Mr. C. I. Gause of Tucson who tags sharks in his spare time. He visited Cholla Bay in August to tag more sharks and while visiting us at the Choya Bay Oceanographic Station told us about an adventure involving Manta Rays off Guaymas. I asked him to share his experience with the Chatter readers and he wrote the following letter: Dear Dr. Burch:

Here is the information you suggested I forward to you regarding our contact with the Manta Ray in Guaymas recently.

First, let me say that it was a pleasure meeting you and your wife again at Cholla Bay. Shortly thereafter, August 5, 6 and 7, I successfully tagged 9 more specimens of Rhizoprionadon Longurio, Family Charchardinidae. These are Requiem Sharks although this particular species is more commonly known as the Pacific Sharpnose Shark. My records now show, swimming in the Gulf, 21 tagged specimens of this species bearing tags numbered 18000 and up.

Now back to our Manta Hamiltoni, Family Mobulidae. On the 1st day of July my wife and I started on a short joy ride in our small boat. We cruised around the entrance to San Carlos Bay and noticed a 19' cruiser and a 17' runabout circling off Punta Paredones in an unusual manner. We eased over to investigate. The cruiser had run over a very large Manta and injured it with the prop. The cruiser's Mexican guide wanted to catch the animal for sale to a processing plant. The skipper of the runabout had speared the



Manta with his underwater gun, but the 250 pound test line snapped like a rubber band. There was a great thrashing about and the Manta was on its way again. This animal was very much alive and quite active. The skipper of the cruiser asked us to stay with the animal while they hurried to a fishing village for a harpoon. They were to be gone 15 minutes. My wife, Julie, maintained her position in the bow of the boat in order to carefully keep an eye on the monster. It was huge. Julie frowned upon this operation, but assumed an attitude of guarded silence like a good wife is supposed to do under these circumstances.

For the next hour we were to stay with the animal. It took a course beneath the cliffs off Punta Paredones and then returned toward Isla San Nicolas. Always underway, it never rested. It slowly circled, dived and occasionally surfaced bringing both wing tips out of the water. It began an uncertain course seaward while we maintained our position at a distance of 30 feet off its starboard side. Suddenly, as if alerted by some mys-

terious command signal, it turned. Our course changed in the direction of Isla Santa Catalina, a steep rocky island towering out of the water off Punta Doble.

As the seas became a little higher Julie became quite tense. We slowly came under a sheer cliff that fell into very deep blue water. On the crest of the next wave we spotted the cruiser searching for us. They saw us and turned. At this moment our animal became quite active while circling on the surface. Suddenly Julie saw the immense shadow of a visiting animal rapidly passing beneath our boat. This shadow suggested the size of an animal that would dwarf the injured Manta and our boat together.

Julie broke her silence. She became very vocal. She said this whole operation was ridiculous, that those animals could flip our boat over like a bottle cap, that she really was scared, that I must be stupid, and that we were to go home right then and there. She was right, of course, but I reminded her, as Captain of the ship, that we were under obligation to another vessel. There was a great thrashing about which turned the water white 50 feet across. Then both animals became calm as if to say "good by." The largest Manta I have ever seen turned seaward and disappeared into the depths. The cruiser arrived and set the harpoon in the wounded animal. After towing the Manta for about 1/2 hour we arrived at the San Carlos boat ramp. With the assistance of about 5 men the driver of a pickup truck towed the animal ashore. It measured 15 feet 8 inches tip to tip and was estimated to weigh up to 1000 pounds.

According to Ray Cannon in his

book, "The Sea of Cortez" the Manta Hamiltoni grows to weights over 3500 pounds and reaches 22 feet across. I am certain the visiting Manta from the depths off Isla Santa Catalina was this size at least.

If you find use for this information in your Cholla Chatter, I would appreciate receiving a copy. That's it for now. Best regards.

-C. I. Gause
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I think all who go fishing from Cholla Bay should count their blessings for having such a fine Search and Rescue Team.

On our trip to Cholla Bay weekend of September 14, Bob and I came in from fishing about 5:30 and were told there was a boat needing assistance about 5 miles out on 240. At that time of night you don't fool around, you just take off in that direction. Spotting a boat at this time of night is most difficult, but we didn't have too much a difficult time. If we hadn't had our binoculars, we might have had trouble spotting the boat. The only problem was the boat was about 10 miles out instead of 5 miles.

We found the boat; a 21 foot tollycraft; hooked onto it and started in. This was the easy part. When we

got into Cholla it was dark, I mean dark. The tide was out almost around the point. Now, with just two people in the towing boat there are a few busy moments - watch for boats anchored in the harbor - watch the boat we are pulling and try to find the big boys with our trailers, and watch the depth finder so as not to run aground.

One thing we had in our favor, the water wasn't rough.

So as a wife of one Rescue Team member, I can say our Search and Rescue Team is the greatest, not overlooking our Radio Operator who gets the ball rolling. I know a little of what you have to go through to help a stranded boat back to Safety. (Not allowing for wear and tear on equipment.)

-Mildred Parnell

P.S. Bob, Millie's Captain, says she is an excellent "First Mate."

-Mary Rogers

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By Gene Henry

The Fall surf fishing in the Cholla Bay area usually pretty well winds up by the end of November. However, in past years some of the hottest fishing of the year has been around the Thanksgiving holiday period. It seems like the seatrout, pompano and mackerel go on one last feeding spree before heading south.

The seatrout fishing has been generally poor this past Spring and so far this Fall. Some attribute it to windy weekends, others to lack of bait fish, but the majority seem to feel it is due to the heavy netting which has taken place this last year. Whatever the cause, this has been the poorest year for seatrout in many years.

It doesn't seem to have affected the pompano, however. The last time we were down in early October, you could hardly make a cast without snagging a pomp. For real sport, use your light fresh water spinning outfits armed with 1/4 to 3/4 ounce silver or chrome spoons. They will also eat up streamer flies, especially those with white bucktail. In my estimation, a pompano will

outfight both trout and mackerel pound for pound.

According to late reports, the mackerel fishing has been terrific in the area between Pelican Point and Sandy Beach. Not many have been caught from shore, but small boat fishermen have been filling their sacks trolling just offshore. If it's not too choppy, you can have a ball casting to the feeding school of macks from a boat. Cast to the outside edges of the school and don't get too close or you'll cause them to go down.

While the wind was blowing a gale last Sunday, John and I spent a pleasant afternoon visiting with our very good friend, Hector Munro. As most of you know, Hector is one of the top guides in Cholla Bay.

Hector informed us that he had just finished outfitting his new charter boat and would be available for any kind of charter, from surf fishing to sail fishing. He can be contacted in person or by mail at Cholla Bay. I would suggest contacting him well ahead if you want to make a charter reservation, as he is one popular fellow with us Cholla Bay regulars.

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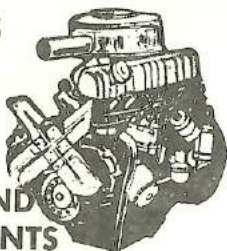
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THE FUEL SYSTEM

By Mel Jarvis

Permanent Tanks & Inboards

The vapors generated from a 1/2 pint of gasoline are equivalent to the explosive power of 5 pounds of dynamite. Multiply that a few times and you can see what the result can be if you spill or gasoline leaks into the bilge of your boat.

If you have installed or are going to install permanent tanks in your rig, it should be done right.

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No tank should be installed directly on the deck, that is the best way to rust it out, also it's hard on your deck, tanks should be mounted 1 to 2 inches off the deck, so water and dirt will not lay under the tank. The suction line should come out the top with a drain in the bottom to drain off water or oil accumulation, if you have outboards.

Filters should be installed between the tank and engine especially if you use Mex can gas - the type filter used on automobiles works real good, for both inboard and outboards. The tank should be vented and a deck type filler installed for filling the tank.

(No tank large or small should be filled from in the boat.) That is the best way to fill your boat with fuel, vapors and for you to go into orbit.

The tanks and filler pipe must be grounded to the water, there are grounding plates that are made for this purpose.

The damages from explosion by gasoline vapors are not limited to the inboard boat, I've talked to boaters with small ski boats and even the sailor with the 17 and 18 foot outboard boat, and some have the idea that unless you have a 24 footer and an inboard there is no danger from gasoline vapors. Don't believe it, fuel vapors are heavier

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than air and will settle to the lowest part of your boat and lay there until exposed to the open air or a spark.

Any compartment that has gasoline tanks in them should be aired before you go poking around in them.

With the outboard there isn't too much damage of engine spark igniting gas vapor. Your outboard has built in anti-explosion safeguards, but you as the boater don't have, so it's you that can cause the spark, so be careful. Air that compartment and that inboard won't forgive you often for not turning on the blower or airing compartment before starting your engine.

The coast guard says you have to ventilate the tank and engine compartment by forced air (air scoops) and/or blower and they mean it, I believe some have found that out the hard way.

The air scoops ventilate the bilge and engine compartments while underway and the blower for cold starts. It should be run five minutes before starting your engine.

Some of the boys are using blowers out of car heaters, they are good blowers and will move a lot of air, but they are not vapor proof, they could cause the spark that could put you on the bottom. If you use this type of blower do not mount it in the bilge or compartment.

The surest way to make sure your bilge or compartment is free of vapor is a fume detector. There are many on the market.

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★ NOTICE ★

Nomination of officers is on the agenda of the November meeting. The names selected will be elected by mail by members. The ballots will be counted at the December meeting. These are the times for you members to express yourselves. The new set of officers will be representing you for the next year, so, if you don't like those on the nomination slate, come to the November meeting and nominate the men of your choice.

More Comments About The Chatter Magazine

Please limit to the Cholla area only.

Richard McClanahan, Tucson

We are tired of scientific articles.

The paper is full of nothing interesting and still pays for extra pages. Why? Unsigned, Phoenix

We have enjoyed the magazine as it

stands. Roseann Redwine, Phoenix

We like any articles about Cholla

Bay. W. L. & Shelly Briggs, Ajo

An article about the desalination

plant & associated activity. Henry Furtwangler, Phoenix

Think you do a very good job. B. E.

McKee, Phoenix

Thank you for your fine efforts. We

enjoy the publication very much.

Keep up the good work. Harry & Mary Constable, Phoenix

There probably isn't a subject above

that would not draw full interest,

if presented so that the majority of the members enjoy it as you

have covered the waterfront. Bob Taylor, Phoenix

This is the first time in the history

of the club that there were so many complaints that something like this

(questionnaire) was necessary. No more scientific articles or stories

about any place in the world except the Gulf. Unedited letters to the

Editor. No editing except for foul language or defamatory statements - print all letters or reasonable

criticisms of club, council, editor, Chatter, or any subject that members have to complain

about as well as those that praise. Let's just get back to the kind of Chatter we used to have -

then I think the advertisers will come back in. Please make a change. Wes Douglas, Phoenix

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This _____ day of _____ 19 _____

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Signature of Applicant/Member

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