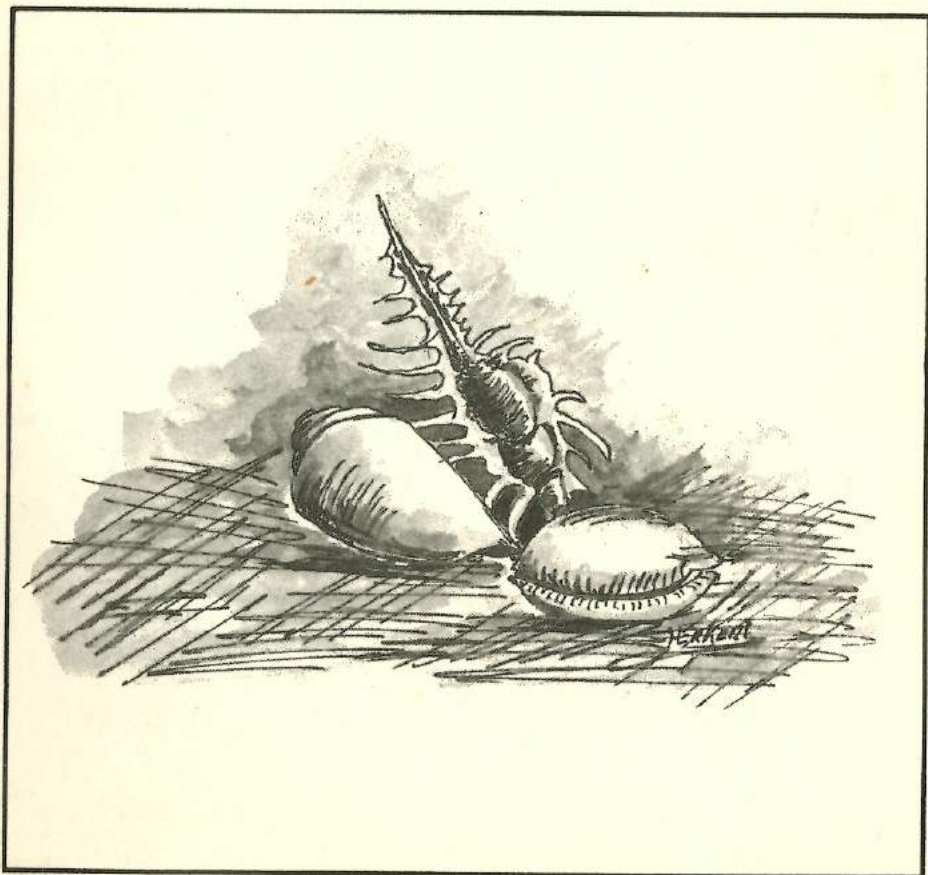




OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMEN'S CLUB

VOLUME 18, NUMBER 3 7

MARCH 1975



CHOLLA CHATTER

Official Publication
of the
CHOLLA BAY SPORTSMAN'S CLUB, INC.

COUNCIL

Chairman Lew Frazier
Vice Chairman Bill Pearson
Secretary Mary Brown
Treasurer Ray Hemphill

Members: Bob Parnell, Mel Jarvis, Don LaPorte, Adele Seyk, Charlotte Giebelhaus, Lew Frazier, Ray Hemphill, Pete Scott, Bob Bos, Gordon Erickson, Bill Brown, Harry Barker, Bob Courtright, Chris Tatum, Sue Bos.

PHOENIX CHAPTER

P.O. Box 7171, Phoenix, Ariz. 85011

President Mel Jarvis
Vice President Don LaPorte
Secretary Adele Seyk
Treasurer Charlotte Giebelhaus

Directors: Ray Hemphill, Walter Hohlstein, Bob Parnell, Bill Pearson, Bob Pennington, Jim Westfall.

TUCSON CHAPTER

P. O. Box 5904, Tucson, 85703

President Pete Scott
Vice President Gordon Erickson
Secretary Mary Brown
Treasurer Harry Barker

Directors: Bob Bos, Bill Brown, Bob Courtright, Chris Tatum.

MEMBERSHIP CHAIRMAN

Dick Davis Susie Bos
4202 W. Culver 1950 W. Lester
Phoenix, 85009 Tucson, Az. 85705
Tel. 278-8697 Tel. 624-1905

CHOLLA CHATTER STAFF

Editor/Manager
Susie Bos 1950 W. Lester Street
Tucson, Az. 85705
Tel. 624-1905

PHOENIX REPORTER

Verlene Barber 13211 N. 19th Street
Phoenix, Az. 85022
Tel. 992-3604

SICK BAY CHAIRMAN IN TUCSON

Annie 6418 East Eli Dr.
Faulkenberg Tucson, 85710
Tel. 298-2405

SICK BAY CHAIRMAN IN PHOENIX

Doratha 905 W. Campbell
Zimmerman Phoenix, Az. 85013
Tel. 266-9212

Don't Miss Your
Meetings !!

PHOENIX - MARCH 11th
Goettl Hall - 7:00 p.m.
2005 E. Indian School Road

TUCSON - MARCH 10th
Moose Hall - 7:00 p.m.
2180 N. Wilmet Road

SHIP TO SHORE AM MARINE RADIO

2182 Safety & Calling
2555 Boat to Shore
2738 Intership
2638 Intership

VHF MARINE RADIO

Channel 16

CITIZEN BAND RADIO

Monitor Channel 9
Conversation 11
Conversation 22

SEARCH & RESCUE OPERATIONS

Don Barber
13211 N. 19th Street
Phoenix, 85022
Tel. 992-3604, home, 272-9461, bus.

COUNCIL CHAIRMAN

Lew Frazier 3706 W. Thomas Road
Phoenix, Az. 85019
Tel. 278-6857

PHOENIX CHAPTER PRESIDENT

Mel Jarvis 1329 W. Whitton
Phoenix, Az. 85014
Tel. 274-6786

TUCSON CHAPTER PRESIDENT

Pete Scott 2702 S. Beechwood
Tucson, Az. 85710
Tel. 296-1832

CALENDAR OF EVENTS

MARCH 10, 1975 - 7 P.M.
POT LUCK - TUCSON

MARCH 11, 1975 - 7 P.M.
POT LUCK - PHOENIX

MAY 16 AND 17, 1975
ANNUAL FISHING DERBY



MARINA del SOL

Dealers for:

GLASTRON
SLICKCRAFT
REINELL
JOHNSON MOTORS

Complete line of boating accessories
and water ski equipment

4931 E. McDOWELL, PHOENIX
275-8561

PDQ MARKET

Fresh Meat & Sundries
Groceries Block Ice

Open 7 Days Per Week
7 A.M. Until 12 Midnite
Phone, write or send word - our
butcher will have your steaks cut
to order. Leave home without a
worry and pick up your supplies on
the way to the Bay.

Phone 387-5020

MAIN HIWAY - AJO
Our Meats Are Guaranteed!
CLUB MEMBERS



The Listening Sea Shell

BY VERLENE BARBER

This is my first report. As many of you know, I'm not in top condition, crutches and rest periods, etc. But I do have my telephone and am keeping it busy. With your patience, I'll jump right in with both feet.

First let's welcome the new club members... and hope they enjoy our club as much as I do. New members are: Ramon Carbajal Sontes and Family, Stan and Sharon Christian, and Ed Robinson. And a special welcome back to good guy Hal McKenzie.

A report from our president, Mel Jarvis:

Dorotha Zimmerman has consented to be our Sick Bay Chairman; let's hope she has very little to do, we want a very healthy club this year. Nancy and Harvey Hy-lan will furnish door prizes again; they did a great job last year.

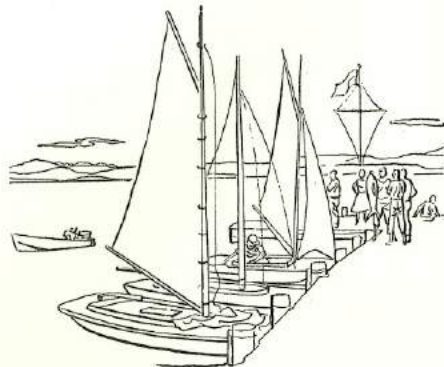
Phoenix Chapter has planned a Pot-luck supper for the March 11th meeting, at 7:00 p.m., Goettl's Auditorium. The entertainment for this meeting is to be a film on Deep Sea Fishing in the Gulf of Mexico. It is a 26 minute film and of more than passing interest to all of us.

February first we had two weddings. Carl and Sophia Maletich's daughter was married, and also Kim Westfall, son of our own Ship's Store proprietors Jim and Elnora Westfall. Much happiness to both couples.

Cal and Mary Fran Taylor had a nice vacation - friends from California drove over in a motor home to spend the winter, but he took sick, had surgery and wanted to go home. So, Cal and Mary Fran drove them back, coming home via Las Vegas. Forgot to ask if they left any money there.

Here is some not-so-good news; there's always a little of that, I guess. Dick Davis has his new camper in the hospital. Seems a neighbor just didn't see it and wiped out the rear end, as Dick and Sharon were packing it for a trip to you know where. Sounds like some of my luck...

Hope to see you at the Bay real soon.



Dear Susie,

My husband and I have purchased a home in Cholla Bay (No. 316) and are now in the process of adding a second story. I can't tell you how much we love it down there. We plan to retire there in the next few months.

Recently while there, I wrote a poem and am enclosing it with the thought that maybe the readers of Cholla Chatter might enjoy it.

Sincerely,
Mrs. Charles (Pauline) Murphy

Gift of the Sea

As I walked along the shore one day
I stopped to watch the fish at play
Far out at sea, I saw three pelicans fly
They looked so lonely against the sky
I saw a feather as I hurried home
All wet and torn and covered with foam
Borne by the wind and tossed by the sea
A pelican's feather was brought to me

Pauline N. Murphy



SABAN'S RENTALS & HITCH SALES

West: 3625 W. Indian School Rd. — 269-9316
East: 2934 E. McDowell Rd. — 273-7351

Phoenix, Arizona



BOAT TRAILER HITCHES
-WIRING-

- Draw Tite
- Easy Lift
- Reese

Repairs on:
ELECTRONIC GEAR
BOATS - MOTORS - TRAILERS

GEHON BOAT CO.

2101 E. Indian School Rd.

MARINE RADIO
Radio - Antenna - Crystals
\$329.95

DEPTH INDICATORS
SONAR
SEAFARER
LOWRANCE

BEARING BUDDIES
cure trailer bearing trouble



DON BARBER – BOB BOS

To start out a new and safe year of boating, we might take a few moments to review our safety policies that have brought us the good things that we enjoy so much at the Bay.

The Buddy System has worked so well that at times we get lulled into a little carelessness or forgetfulness.

Remember, we still must file a float plan; it is imperative to be as exact as possible. You, as Skipper, are responsible for your craft and its passengers.

The Club maintains and provides the radio station with a first class operator, who is in constant contact with the Port Captain, who in turn can communicate with most of the shrimp boats. They will help when called upon.

The Port Captain at Penasco is new,

but very dedicated to our safety and that of all small boats. He has asked that we have all boats which use the Cholla Bay facilities be fully Coast Guard approved, with adequate fire extinguishers, life jackets, etc. It probably wouldn't hurt too much for all of us to shake down our own boats and go over our check lists to make sure that all safety gear is in good condition.

Remember one thing: The Cholla Bay Search & Rescue Unit is a volunteer unit made up of skilled and well trained men with one thought in mind – your safety. So, help us when you can – we need everyone's cooperation.

Make your next trip to the Bay a happy one – and may your pole always be bent!



BOAT PROPELLER SPECIALIST

All Makes Repaired – Repitched – Rehubbed – Cupped
We Are A Factory Franchised Repair Station
For Michigan and Mercury Propellers

SETH SMITH BOAT WORKS, INC.
1017 S. 23rd St. 273-1274 Phoenix, Ariz.

TUCSON SCUTTLEBUTT



By Sally Newman

To all those who missed the meeting because of sickness we wish a speedy recovery.

The new emergency equipment at the Bay has been put to good use the the people involved are now okay.

Search & Rescue needs some volunteers to facilitate their program of having two members at the Bay every weekend.

Tucson Chapter will be having our famous Potluck suppers every third meeting starting in March – new time: 7 o'clock, with the business meeting to start at 8 o'clock.

Bob Bos gave his going away speech (leaving the presidency) – said it was fun, and that everybody should get in-

INSURANCE ♦ MOTEL ♦ ICE
GENERAL STORE ♦ CAFE

GRINGO PASS

Highway 85 South of Ajo
Lukeville, Arizona



Phone
Lukeville
No. 2

TAX FREE LIQUOR

involved. And the way to get involved is to come to the meetings, volunteer to do this and volunteer to do that. There's always somebody willing to help or show you how.

Carl Patison, member of the Tucson Sailing Club, showed some beautiful slides taken on a trip with two buddies in three Sabots from San Augustin Bay to San Carlos.

Door prizes won by the Nichols, a wind bell and plastic container; Oscar Newman, plastic gallon pitcher; and Susie Bos, a magnetic bottle opener.

Still have time to get a ticket for the five-pound fire extinguisher.

See you at the Potluck...

Thank You

**CANADA
DRY!**

Mel Jarvis
MARINE REPAIRS
AND Sporting Goods

1501 E. INDIAN SCHOOL
PHOENIX, ARIZONA
265-4398

Cholla Bait Mackeral Squid Flying Fish Salt Water Tackle Fresh Water Tackle Electronics Boat Hardware And Accessories	INBOARD/OUTBOARD SERVICE FIBERGLASS – PAINTING TRAILER REPAIR SAFE BOATING Club Member Come in and browse- Coffee is always hot
--	--

Galley Tricks and Gimmicks...

BY J. FRANK BRUMBAUGH

Reprinted from "Boating," December 1974 — Contributed by Betty Barker

FISH A LA COCONUT

Here's a Polynesian dish which is easy to prepare and, despite the way it might sound to some persons, is delicious.

Cut boneless raw fish into bite size pieces, place in a plastic or china bowl and cover with freshly squeezed lime juice. Set this in the sun for several hours until the fish pieces turn opaque white and swell up to about double their original size.

Since the lime juice actually "cooks" the fish, they will be quite tasty if eaten as is. However, if you have access to green coconuts, you can make a coconut cream to pour over this dish which really makes it ambrosial. Open the green coconuts and, with a spoon, scrape the soft, jelly-like meat until it becomes creamy paste. Then, pour over the pieces of fish removed from the lime juice. Enjoy yourself — it's delicious.

MORE ON PAGE 16



UNDER NEW OWNERSHIP
WILLIAM MEWHINNEY

X4 ARCO Station and Cafe

Why, Arizona

STEAKS & MEALS

HOME MADE CHILI

SANDWICHES

HOURS: Monday thru Thursday 6:00 AM to 9:00 PM
Friday thru Sunday 6:00 AM to 10:00 PM

ON FISH AND FISHING

By Bill Valentine

I've come to one conclusion that I kinda hate to face — and that is the fact that as time creeps on, fishing gets worse. There is no way to stop the wheels of progress and as more and more fishermen discover Cholla Bay, work the reefs, and pick off the non-migratory residents of our favorite fishin' holes one by one. It just stands to reason that before long, there just won't be any pinto or grouper left to bust our tackle up.

I'm sure not blaming anyone for this state of affairs — I've done my dangdest in 27 years of line wetting out of Cholla, trying to catch a sack full each time I went out. I've cussed the wind so many times for so many years every time it has grounded me. But looking at it from another angle, it not only grounds me, but also the meat hunting specialists who are all a helluva lot better than I am at snaking these bottom-lovin' babies up from the depths. Possibly it's just Mother Nature's way of sayin' "lay off for awhile, fellahs!"

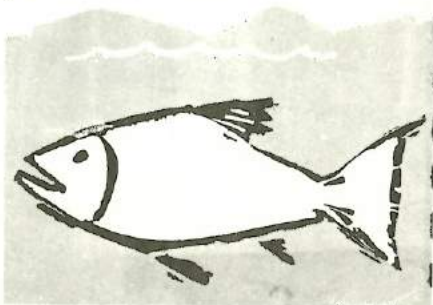
(I admit that this kinda thinking is way out — but there's just got to be some good reason that the f*! wind blows so much, and especially on the weekends that I get down there.)

The only migratory fish that are hurt seriously by 'over fishing,' are the many members of the Squeatague clan, i.e., sea trout, sand trout and the several other varieties of sea trout which cruise the shallows: yellowfin corvina, white sea bass and the Mexican heavy weight, the mighty totuava. The rest of the migratory game fish, such as sierra, cero and Spanish mackerel, bonita, Mexican skipjack, tuna, leather jacks (pompano), ladyfish, dolphin fish or sailfish are just too fast

or spooky for any serious depletion at the hands of either the gringo sport fisherman or the hungry nets of the Mexican commercial fisherman.

Man, how well I can remember 'the good ole days,' when you could actually pave the bottom of a 14' outboard with 20 to 30 pound yellowfin and white sea bass just by trolling either a lucky-Louie or Martin plug along the stretch of rocks between Pelican and Pinto Points. I can also remember losing more than I actually landed, but still catching enough of these beauts surf casting (not spin casting) lures out from these same rocks, so that by the time I hiked back to where I'd left the pick-up, carrying my stringer full, I was much too pooped to pucker. Boy, those days are sure long gone, and the way it is now, if you're lucky enough to stumble onto a school of sea trout spin casting from the rocks, baby, you'd better hide behind a rock — because if you don't, the gill netters converge on the area like a flock of flies to a horse-de-over.

One real bright spot in the future for me, is the fact that there are still a ton and a half of rock bass out there, and as I grow older, I find that I also grow lazier and weaker. So now I can plan on getting my jollies from now on by using my sailfish and grouper outfits to catch rock bass, hoping all the while that a mean old cotchi doesn't show up to wear me plumb out.



beware the gremlins of cortez

"You'd better be dead sure of your equipment if you're going into the Sea of Cortez. Take your own spare parts because there are none down there. And you'd better have a radio to yell for help because it seems like nothing simple ever goes sour..."

- Advice from a member of the Vagabundos Del Mar

Three brave boats and bold sallied forth from Kino Bay, Sonora, Mexico on a Sunday morning, June 9, 1974. Seven days later, almost to the hour, the same three boats - spent flare shells rattling in the bilges - came cringing back into the harbor at Guaymas, all trailing behind a Mexican Coast Guard vessel on one-inch hawsers.

Carelessness? Incompetence? We still don't think so. As we see it, the gremlins got us. We're only grateful that they were as gentle as they were - for they made their point that any piece of machinery can fail and one engine on a boat is not enough for serious cruising in remote areas.

Probably no vacation was ever so over-planned. There were three couples - Al and Helen Ruby with a 1967 23 foot Slickcraft, Jack and Jean Sowell with a 1972 24 foot Reinell, and Wayne and Carol Pryor with a 1971 21 foot Fiberform. All had V-8 engines with stern drives of the same make. All were carefully maintained. We spent four months getting ready for our two weeks in the fabled Sea of Cortez.

We'd read and reread the January 1970 Boating article "Cruising the Midriff" until we had it almost memorized.

Elaborate checklists were compiled and exchanged. We obtained an extensive briefing, complete with motion pictures, from a couple who belonged to the Vagabundos Del Mar (gypsies of the sea) - a happy club of Norteamericanos who range far and wide on the Sea of Cortez and who have built up an impressive backlog of experience and safety procedures. We paid close attention.

SMALL'S ARTCRETE CO.

Boat Propeller, Skag, and Trailer Repair

2874 N. EL BURRITO - TUCSON

624-1293

Club Member

by wayne pryor

Each of the three boats had a sea anchor, two good Danforths with ample line for each, two props, at least two spare sets of spark plugs, points, condensers, tool boxes, food, fuel, and water to supply a Roman legion. We brushed up on useful Spanish words and phrases - an activity that paid pure gold dividends.

This was literally true. Just being able to count in Spanish and cross reference dollars and pesos can save you \$5 to \$10 a day in a city. Being able to communicate with non-English speaking Mexicans in out of the way places is a satisfying extra bonus - at times essential.

The Fiberform, named the "Sybarite," carried an ancient, out-of-manufacture trolling motor on a bracket, plus a 300 watt Honda generator that could recharge batteries or run a quarter-inch drill motor (also carried, complete with an extensive array of nuts, bolts, sheet metal screws, sheet aluminum, a generous supply of resin, fiberglass, and other necessities for patching a holed hull). And a brand new repair manual for the outdrives, ordered just for the trip.

The Reinell, named the "Last 1," carried a Pearce-Simpson Bimini 500 transmitter and receiver. Jack pulled the radio, took it into the shop and had it completely checked out and all doubtful tubes replaced before the trip. For interboat communications, we had three walkie-talkies.

All three boats had inflatable dinghies for paddling ashore. If there was something more we could add to make the vacation trip safe and secure, none of our veteran boating friends could suggest it. As we saw it, we were ready. Bring on your big Sea of Cortez.

We crossed at Nogales and watched, as directed, for the "Alto-Policia" checkpoints along the road to Hermosillo. The visas we received at the border and the big "turista" stickers they slapped on us saw us through these.

CONTINUED ON PAGE 12

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

ENJOY THE SUN with
MEXICAN AUTO INSURANCE
designed for you . . .

SEE US TODAY

M. W. DOUGLAS AGENCY

940 W. INDIAN SCHOOL RD., No. 85

PHOENIX, ARIZONA 85013

265-9694 OR 263-5821





This was the view of our companion boats – for 22 hours. It was a long voyage home.

BEWARE THE GREMLINS OF CORTEZ — CONTINUED FROM PAGE 11

At Hermosillo we turned right toward the ocean and Bahia Kino. Gas stations were reasonably frequent along the good blacktop road. Using our Sanborns' tourist manual we received with our Mexican automobile insurance, we felt at all times that we were on course and on glidepath.

Our plan was to launch our boats at Kino Bay, cruise the 60-some miles across to the good harbor at San Francisquito, stay a day or so, refuel, and then run straight down the coast to Mulege, by-passing Santa Rosalia, fish for a few days off Mulege, then retrace our course.

There are numerous advantages to launching at Kino Bay and crossing at the "midriff" of the Sea of Cortez to the Baja California side. Three islands are spaced across the gulf at this point – Tiburon, Esteban and San Lorenzo. If you "island hop" across, going from one to another, you are never more than nine miles from a place to hide if the wind should come up. That made

lots of good sense to us.

That is, until we saw the launching ramps at Kino Bay. There are three different stone ramps that face the sea and with the on-shore wind that was blowing, all had huge waves breaking over the end. A fourth ramp, hidden down in the estuary of the Rio Sonora river, is accessible only by a narrow, soft sandy road, unsuitable for our big heavy trailers and boats.

We stayed the night in the Kino Bay Trailer Park which was clean and modestly priced. But the millions of mosquitos that rose up out of the estuary that night fed upon us until we were almost anemic the next morning and all scratching savagely. Happily, we observed, the sea had subsided.

None of the ramps were suitable for launching with an automobile. We found an American at the trailer park who for an unsought gratuity of a few dollars each would put the three trailers in the water with his heavy pickup truck.

We watched wide-eyed as a wealthy Hermosillo businessman launched his 32 foot Tolleycraft with a huge dual-wheeled truck. The stern of the Tolleycraft plowed into a sandbar just off the end of the ramp and boiled brown clouds as it clawed out, narrowly missing the rocks at the other side of the ramp and headed out to sea. But the truck had been forced to back down so far that the trailer fell off the end of the ramp and wedged. Despite a screaming engine and loud Mexican epithets, it couldn't seem to break loose.

"We'd better take you over to the number one ramp on the other side of the hill," said our truck driver and we wallowed up a narrow dirt road to a steep stone ramp about a mile away. It was greasy with algae but the truck managed to struggle back up after we launched. We shuddered as we thought of recovering the boats here – but maybe two cars in tandem with a line...

Firing up the engine, we planed around to the far side to see where Jack and Jean were going to launch. The big truck and trailer had somehow managed to clear the ramp and we had a ringside seat to watch the next problem.

A self-appointed Mexican launchmaster gesticulated frantically as the American backed Jack's rig smoothly and surely down the ramp. "Drop your drive, senor," he yelled excitedly. Jack did. Right into the rocks at the edge of the ramp. The "Last 1" was not deep enough. That got a prop right there.

And, so, the gremlins had begun their work...

TO BE CONTINUED

TATUM MARINE RADIO
SALES ♦ INSTALLATION ♦ REPAIR
1944 West Lester
Tucson, Arizona 85705
Member
CHRIS TATUM PHONE 624-2892

Tom Van Atta's
Ship's Store
SAILBOATS – EQUIPMENT
FITTINGS – MOTORS
 5042 East Speedway
Tucson, Arizona 85711
Phone (602) 795-4857
Club Member

On the Way to Cholla Bay
**MERRITT'S
ICE DOCK**
Gila Bend
Beer Soda Pop Ice
Right on Highway 80

Vasquez Liquor Store
Sonoyta, Sonora, Mexico
COMPARE PRICES BEFORE BUYING.
DOMESTIC AND IMPORTED LIQUORS.
Main Highway to Cholla Bay
Manuel Vasquez

MARINE RADIO TELEPHONE SERVICE FOR SMALL CRAFT

POINTERS

A CONTINUING SERIES

VHF MARINE RADIO

A great deal of progress has been made in the VHF-FM marine radio telephone service in recent years.

Crowding and abusing of the airways in the 2-3 MC range has led the Coast Guard to urge the use of this new service. In support of this recommendation, the Coast Guard has set up a continuous guard on the VHF safety and calling channel - 156.8 MC/s (which compares in function to the 2182 KC in the 2-3 MC band.)

Other services are also similarly provided. The Telephone Company now has public correspondence shore stations operating in many boating areas - and at a cost usually considerably below that of 2-3 MC ship-to-shore calls. Yacht clubs and public mooring facilities are also allowed to use VHF for shore based services on 156.45 MC (FCC forms 403 and 407 are required).

Other services include continuous FM weather warnings, forecasts and reports.

FM has the advantages of relative freedom from noise - ignition as well as outside electrical disturbances. It is essentially dependent of time of day, season and atmospheric conditions. Because of its restricted range, the channels are free from crowding.

Licensing procedures for VHF hones are the same as for the standard medium frequency radios.

The reader must now think that VHF provides the perfect radiotelephone. In certain cases this may be true but, unfortunately, not for everyone. Let us examine its limitations.

Firstly, VHF is out of the picture for long distance off-shore cruising. It is essentially line of sight communications. This means that the transmitting and receiving antennas must "See" each other. Since the earth is curved, the higher your antenna the greater the distance it will be able to "See" over this curvature. Therefore, although you have a short antenna, it is highly advantageous to place it as high on your boat as possible. Crowding on the band is greatly reduced - but this is due to the fact that distance stations are not within line of sight (and skip is rare since radio waves do not reflect from the earth's ionosphere at VHF frequencies). Maximum ranges of 20 to 30 miles ship-to-ship and ship-to-shore are all that you can expect from VHF communications. An uncongested channel is an advantage, but when you are out at sea 40 miles from another boat and he can't pick up your signal you are out of luck. This is also true if another boat is within your range, but is equipped with 2-3 MC gear (and most are).

In addition, although the Telephone Company has established operator service in

many strategic locations, coverage is still relatively sparse. The shorter range of VHF makes it necessary to provide many more stations, and place them much closer together than for the 2-3 MC service. When you travel 40 or 50 miles in either direction from your base station in coastal waters in many areas you can no longer reach a marine operator.

The cost of VHF is also a consideration. More complicated circuitry in both the receiver and transmitter and closer frequency tolerances makes this a considerably more expensive piece of equipment watt for watt.

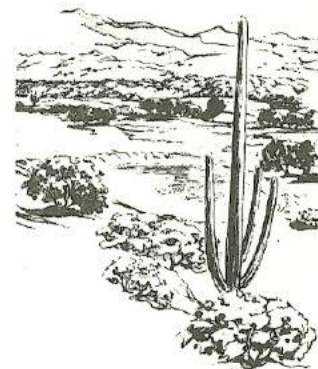
VHF-FM has a definite place in the market and will be used more and more extensively in the near future. It provides ideal communications for the boatsman who does not cruise more than 30 miles off shore, for use on inland waters and the Great Lakes, for the commercial vessel to be used in and out of port and as a second radio to back up a standard 2-3 MC rig.

VHF-FM MARINE FREQUENCIES

Ship Stations (FCC R & R - 83.359)

Channel Designator	Frequency (Mc/s)		Points of Communication	Authorized Communication
	Ship	Coast		
6	156.3	—	Intership only	Safety
7	156.35	156.35	Intership and Ship to Coast	Business and Operational
8	156.4	—	Intership only	"
9	156.45	156.45	Intership and Ship to Coast	"
10	156.5	156.5	"	"
11	156.55	156.55	"	"
12	156.6	156.6	"	Port operations
13	156.65	156.65	"	"
14	156.7	156.7	"	Port operations
16	156.8	156.8	"	Safety and calling ²
18	156.9	156.9	"	Business and operational
19	156.95	156.95	"	"
20	¹ 157.0	¹ 161.60	Ship to Coast	Port operations
23	157.1	157.1	Coast Guard Auxiliary	Governmental
24	¹ 157.2	¹ 161.8	Ship to Public Coast	Public correspondence ⁴
25	¹ 157.25	¹ 161.85	"	"
26	157.3	161.9	"	"
27	157.35	161.95	"	"
28	157.4	162.0	"	"

1. Business and operation in the Great Lakes area only. In other areas, communication is authorized primarily with other ship stations for the exchange of navigational information.
2. This frequency is authorized for call and distress traffic also.
3. These frequencies are not available in Puerto Rico or the Virgin Islands.
4. "Public correspondence" is the same as marine operator service.



SEE PAGE 16
FOR THE
PHONETIC ALPHABET

Evinrude Sales & Service
Pima County's ONLY Evinrude Dealer
ONLY Factory Trained Mechanics
Work on your Motor

DISTRIBUTORS FOR
SEA RAY RENKEN
GLASTRON DELCRAFT

BEST BOAT SALES
2854 N. Stone; Tucson, Ariz.
792-2316
ED TAPPAN - Club Member

YATES Boat & Surf Rods
Penn Reels
Kastmaster Lures
Rebel Lures

Whatever You Need for
FISHING

3931 E. THOMAS ROAD
4750 NORTH 16th STREET

OPEN 7:00 A.M. - 5:30 P.M.

LEFTY'S
Complete Auto Electric Supply & Service
HONEST DEPENDABLE WORK
(602) 269-2567
24 Hour Towing - 253-6143

C. R. "LEFTY" ALLEN 2522 W. McDOWELL ROAD
Club Member PHOENIX, AZ 85009

Club Member

• HEATING • PLUMBING •
• COOLING • SEWERS & DRAINS •

Pete's Plumbing Service
REPAIRS OUR SPECIALTY

4860 E. 22ND ST.
TUCSON, ARIZ. 05711 PHONE 326-0722

PHONETIC ALPHABET

The phonetic alphabet is used by the Coast Guard and Marine Telephone operators in order to insure accuracy in the transmission of individual letters. It would be good practice to become familiar with this alphabet for use in your own transmissions.

Letter to be Identified	Identifying Word	Spoken as:			
A	Alfa	AL FAH	N	November	NO VEM BER
B	Bravo	BRAH VOH	O	Oscar	OSS CAH
C	Charlie	CHAR LEE	P	Papa	PAH PAH
D	Delta	DELL TAH	Q	Quebec	KEH BECK
E	Echo	ECK OH	R	Romeo	ROW ME OH
F	Foxtrot	FOKS TROT	S	Sierra	SEE AIR RAH
G	Golf	GOLF	T	Tango	TANG GO
H	Hotel	HOH TELL	U	Uniform	YOU NEE FORM
I	India	IN DEE AH	V	Victor	VIK TAH
J	Juliett	JEW LEE ETT	W	Whiskey	WISS KEY
K	Kilo	KEY LOH	X	X-ray	ECKS RAY
L	Lima	LEE MAH	Y	Yankee	YANG KEY
M	Mike	MIKE	Z	Zulu	ZOO LOO

More Galley Tricks and Gimmicks

CONTINUED FROM PAGE 8

SHIP-SHAKE THE CLOTHES CLEAN

Washing clothes can be a problem, especially on long cruises. But there's a way to make Mother Nature do the hard work for you. A plastic garbage can, with a cover and holding about six gallons of water, makes an excellent washing machine at sea. Simply add seawater, detergent, and dirty clothes and snap on the cover. Place in the cockpit or against the stern pulpit and lash in place.

Forget about it for several hours and let nature take its course. The movement of the boat will slosh the clothes around as effectively as an agitator-type washing machine and will get them cleaner than hand-washing. When ready, remove the clothing, wring out, rinse, and spread out over the lifelines to dry. Look, Ma, no work!

BUY ARIZONA
Nothing Happens Until It's Air Conditioned



20th Street at Indian School
"If it's made of metal call Goettl"



When most people think of spaghetti sauce, they think "Italian"—and how good it is. Well, this is a strictly New England version, from three generations of Connecticut cooks all adding a little here and a little there. And we think it's a whole lot better than the Italian restaurant variety.

Actually, much of New England has a large Italian population, much of which was originally imported in the 1800s as labor for the many mills and factories which line such rivers as the Connecticut, Housatonic, Quinnipiac, Penobscot, Thames, Kennebec, etc. Naturally, many culinary tastes have been adopted by the natives over the years.

This sauce is good not only on spaghetti, but is also the base for veal or eggplant parmigiana, lasagna or cacciatore, with a few omissions or additions. But it seems to me that a jar of it would pack into a cooler for transfer to the Bay — along with a package of spaghetti (and we prefer the very fine spaghettini) or vermicelli (also fine and more like noodles). The sauce freezes well also.

SPAGHETTI SAUCE

Into a deep, heavy iron skillet thinly slice 1 large onion, about an inch off a bunch of celery, some green pepper (or use dried), half a dozen mushrooms (or use a 6 or 8 oz. can of stems & pieces), and about twenty ripe olives. As these begin to brown (in butter or bacon fat),

crumble in one pound of lean ground beef. While it is browning on both sides, add salt and pepper, seasoned salt and seasoned pepper, onion salt, celery salt, garlic salt, parsley, chopped dried chives, rosemary, thyme, oregano, paprika, and any other herb or flavoring you like. I have a bottle of mixed herbs labeled 'for sauces' and use some of it too. Just do not be too heavy-handed — you can always add more!

Stir this mixture thoroughly — and let the heavenly aroma give you a clue as to what you would like to add more of. Then add one 8 oz. can of plain tomato sauce, one 6 oz. can of tomato paste (along with a can-ful of water or the liquid from canned mushrooms), and one 14½ oz. can of peeled whole tomatoes which you will want to cut up (along with their juice).

Or use the sliced baby tomatoes — or better yet, cut up the Italian style ones, both packed by Contadina, but hard to get anymore.

Now here is secret number 1. Be sure to add a Tablespoon of sugar. This takes the acid taste away from all those canned tomatoes.

And secret number 2. The old recipe calls for half a dozen whole cloves tied up in cheesecloth. (Be sure to remove before serving.) But I find it easier to add about 1/4 teaspoon of ground cloves along with the seasonings.

Allow the sauce to simmer at very low heat — all day if you have the time and patience, or at least an hour or two. Stir occasionally to be sure it doesn't stick, and add liquid as necessary. But the sauce should be thick and stable rather than runny, and one needs really very little pasta under it to make a hearty meal.

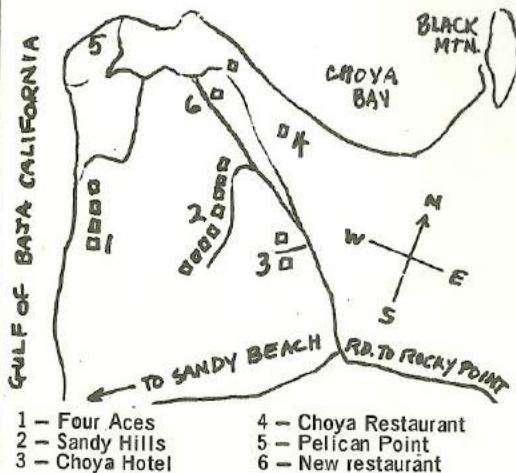


Good News FOR CHOYA BAY VISITORS!! FOR RENT or FOR SALE

NEW FURNISHED HOMES AND CABINS
ARE NOW AVAILABLE FOR YOU
AND YOUR MANY FRIENDS WISHING
TO SPEND A FEW DAYS AT THE BAY -
All have running water, electricity
and new furniture and cabinets -



The homes above are part of the new SANDY HILLS subdivision which faces Choya Bay and Black Mountain. Built on lots measuring 62 x 60 ft., the houses are 1 and 2 bedrooms. Large enough for entire family. Rent by day, \$20.00 to \$25.00. Weekly \$100 to \$125.



- | | |
|-----------------|----------------------|
| 1 - Four Aces | 4 - Choya Restaurant |
| 2 - Sandy Hills | 5 - Pelican Point |
| 3 - Choya Hotel | 6 - New restaurant |

For information
& reservations, write:

A.S. BROWN

604 E. Loyola
Tempe, Ariz. 85282

or call 968-8009
or 967-4131

**FOR
SALE!**

FOR SALE OR TRADE - Cabin No. 76
- 16' x 22' cabin, 12' x 24' boat house,
16' x 16' screened in sleeping porch on
top. 18' boat with 2-40 h.p. Evinrude
motors, outriggers, C.B. radio. Every-
thing furnished, ready to go. Phoenix,
276-1417.

WATERFRONT CABIN for sale, under
white cross, Cholla Bay. Room for addi-
tions. Great view. Phone Phoenix...
967-3708.

When in Mexico...
CARRY YOUR MEXICAN AUTO
INSURANCE WITH YOU AT
ALL TIMES!

CHOLLA CHATTER ADVERTISING RATES COSTS PER ISSUE

2 1/2" x 1 1/2"	6.00
2 1/2" x 2 1/2"	8.00
2 1/2" x 3 1/2"	10.00
5" x 1 1/2"	12.00
5" x 2"	15.00
2 1/2" x 4 1/2"	15.00
1/2 Page	25.00
Full Page	45.00

Tell 'em you saw it
in the CHATTER

FOR SALE - 22 ft. 1967 Cabin Cruiser,
head. V-6 110 hp. Eaton out drive -
tandem axle trailer. Many extras. Needs
tender loving care. Deep hull - fiberglas
- Sell reasonable. 264-1774 or 279-6189,
3838 N. 4th St., Phoenix, Ariz.

FOR SALE - Lot 385. Improved proper-
ty. 13' travel trailer. Concrete patio.
9' x 12' cinder block building. Bath facil-
ity. Call Tucson, 327-2177 after 6 p.m.
"Hyatt".

FOR SALE - 23 ft. CABIN CRUISER
boat. Built by Seth Smith. Fiberglas over
Marine plywood. Completely equipped,
anchors, buoys, ropes. Name: POLLY C
7 props
2 radios (1 Marine, 1 CB)
2 Aperco Depth Finders with Chart
1 Gas detector
1 Airplane motor driven compass
1 regular compass
2 155 inboard-outboard OMC V-6 with
heat exchangers
1 750 gal. per hr. Bilge pump
2 small bilge pumps - 250 gal. per hr.
2 5-pound Fire extinguishers
1 35-gal. aluminum gas tank
1 25-gal. aluminum gas tank

Anyone interested please call: 684-2081
or 684-2782. Priced Right!!

BULK RATE
U. S. POSTAGE
PAID
PERMIT NO. 379
TUCSON, ARIZONA

MARCH 1975

