

OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMAN'S CLUB

Volume 10, Number 10

October 1967



# THE CHOLLA BAY SCENE IS CHANGING

Today our little community is not only attracting the fisherman and his family but also it is attracting families who simply want to get away from the city and find something new and different to do.

To the fisherman who has to stay ashore an entire weekend because of the wind; to the fisherman's friends and family who don't care to fish and to the families who come to Cholla Bay looking for something new and different, I present the 1967 AQUA-CAT catamaran sailboat.

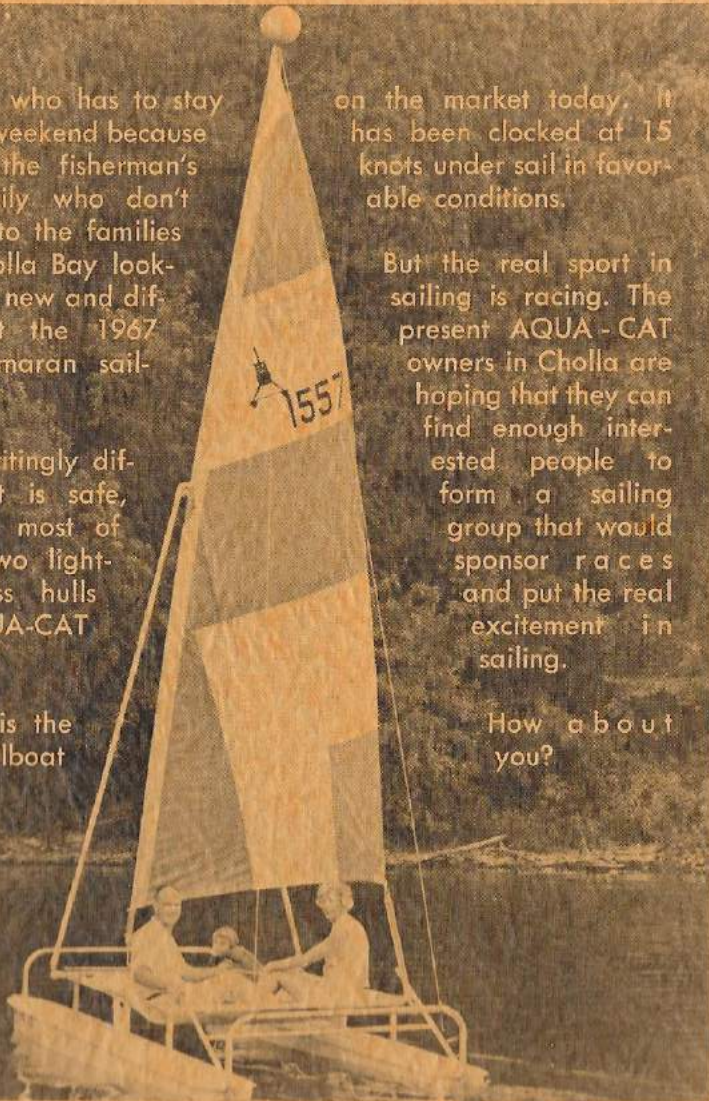
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CHOLLA CHATTER  
Official Publication of the  
CHOLLA BAY SPORTSMEN'S CLUB, INC.

P. O. Box 7171  
Phoenix, Arizona 85011

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### From the Editor's Desk

I sure had big plans for the Labor Day weekend, but fortunately I couldn't go to Cholla so the storm didn't ruin them. Others weren't so lucky; however, and one member discovered that his house didn't have a roof on it. It hadn't been blown off--it just hadn't been built yet. Jim was most displeased since he had been promised that the house would be completed by that time and he had, in fact, already paid out the money to have it done. This is not a unique situation at Cholla, unfortunately, and we should try to protect ourselves as much as possible. Get a written contract itemizing what is to be done and what the charges will be. The cautious person will pay only relatively small installments as the work progresses and no one should ever make final payment until the work is entirely completed.

There was a bit of excitement on Saturday, September 9, in Rocky Point. I don't know the details yet but Hector Rivera, the Immigration Officer, was shot and is in serious condition at St. Joseph's Hospital in  
Next Page

Front Cover: Courtesy and permission by L. C. Vought Co., P. O. Box 6071 Tucson, Arizona Vought's Gulf Guide Series, Puerto Lobos, Price \$1.00.

## M. W. DOUGLAS AGENCY

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Phoenix. Hector is an honorary member of the Club and everyone should send their best wishes for a speedy recovery.

We have started a new column in this issue called Search and Rescue. Everyone should read it and heed the safety suggestions. These are for your benefit--either to keep you afloat or make it easier for the Search and Rescue Team to find you.

A problem that was discussed at the last meeting of the Search and Rescue Team concerns the reluctance of rescued boatmen to follow directions of the rescuing boatmen. In some instances failure to follow directions can endanger both boats. If this be the case, the Rescue Boat should look to its own safety. Sometimes the rescued boatmen only endangers himself and his passengers.

For example: There is a real danger of a small boat being capsized when being towed by a larger boat in rough water. If this happened at night, the passengers might be lost even though the boat was saved. Rescue Team members should, therefore, insist that all passengers get into the tow boat. The outboard motor or outboard unit should be left down in the water to reduce the tendency to yaw.

-Tom Burch



Some people just don't care how the other half lives. There will always be some individuals who are perfectly contented with floating in a boat dangling a line for hours on end with nary a thought as to what is going on below. Then, of course, there are the other "people" who do care. They ask questions like "I wonder why they aren't biting?", or "I wonder if I'm in the right spot?" or a dozen similar questions. Now, of the people who do care, we have the doers and non-doers. For the latter, there is no hope, they are really no better off than the people who don't care. But, if you are a doer who cares, the solution is simple, you merely don mask, fins, and snorkel and you go see for yourself. When you do, you will discover a whole new world. A busy world of

countless living organisms, each going about performing its function in this new and friendly place. You will see species of fish undreamed of by our friend on the surface. Shells, fan coral and dense growth of algae all add to making the scene one of unforgettable beauty.

You say you're hooked and you want to know how to get started? Well maybe I can help you.

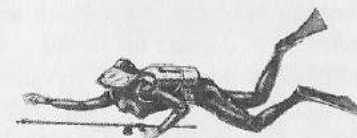
The first ingredient was desire, having acquired this there remains only the time and equipment. The proper selection of mask, fins and snorkel is important. A poorly fitted mask or ill-fitting fins can take all the pleasures from an otherwise pleasant experience. If a mask does not fit properly, it can either leak or exert undue pressure on the upper lip becoming painful after a few minutes. Ill-fitting fins or poorly designed fins will cramp your legs or cause blisters on your feet. There are dozens upon dozens of mask and fins on the market but only a few worthwhile. When you are ready to buy, get good professional equipment. The difference between the top quality and the mass market sales equipment is only a dollar or two.

To determine if a mask fits you is a simple task. Without using the straps, gently place the mask over your eyes and nose and inhale through your nose. The mask should stick to your face like a suction cup. If you have to press the mask to your face to get it to stick, it is not a good fit.

Fins should fit snug so they will not come off in water but not so tight as to hurt. Any slight discomfort at time of purchase will become worse as you use them for prolonged periods of time. The blade shape of the fin is important if you wish to

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avoid leg cramps and get maximum thrust for the least amount of work. A good fin should float thus assuring you that it is made of pure gum rubber, and not mixtures of clay and rubber. This latter type besides being short-lived does not have the snap a good fin needs. A snorkel should be J shaped (no ping pong ball), made of rubber, comfortable in the mouth and easy to clean.

Having purchased your equipment you are now ready to try your hand at using it. The best place to learn is in a swimming pool.

First attach your snorkel to your mask strap by means of the small figure 8 holder that comes with your snorkel. In attaching the snorkel to the strap the snorkel should go between the strap and the side of the head. Place the mask on the face and slide the snorkel around until it positions comfortably in your mouth without distorting the mask from your face. Put your fins on your feet and step into the water.

The first thing to notice is that your vision underwater is now sharp and clear (thanks to the mask). The next thing to notice is that in snorkeling the body floats just below the surface (very few exceptions) and since the snorkel sticks up out of water, it is very effortless to float and breathe. In this manner many effortless hours may be spent floating and looking.

Next you concentrate on developing a proper kick with your fins. The "proper" kick to use will depend largely on the type of fin you have. If your fins are of the wedge type, a flutter kick is used with the thighs and hips doing all the work and knees and ankles held loose. If the curved bladed fin is used a bicycling action

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(with a slight push) is used.

One of the most common problems in snorkeling is that of not relaxing in the water. It is essential that you convince yourself that you won't sink. Then you can relax.

As you swim along the surface exploring the bottom there is a tendency to look at interesting objects without stopping so that as you swim over the object your head tilts downward continuing to look at the object in question. This causes the snorkel to tip forward and into the water disrupting your breathing. In the beginning concentrate on keeping your stare fixed at a point on the bottom ahead of you. This will keep your snorkel in the upright position. As you gain experience, this will no longer be necessary as you will have an instinctive feeling for the location of the end of your snorkel. After a little practice you will be ready to advance to making surface dives.

Most individuals should be able to dive to 10, 15, or 20 feet with little effort. In most cases this is adequate to explore the shallow water off the Pelican Point area at Cholla Bay.

When you dive with a snorkel you start by taking a large breath and holding it for the duration of the dive. Do not exhale underwater. Wait until your snorkel breaks the surface and exhale, this will also clear the water from your snorkel permitting you to inhale. Upon surfacing avoid lifting your body out of water, this requires work. In order to execute the surface dive let your arms hang downward in the water and let your legs float near the surface. Gradually lower your head below the surface and at the same time raise your fins out of water and above you. The weight of your fins and legs will force

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you underwater. The moment the fins are in the water start kicking and down you go.

If you have to fight too hard to get to the bottom you will probably need a weight belt with a few pounds of lead. To fight the need for lead will only exhaust you and takes all the pleasure from diving.

Upon descending you will note the mask will tend to squeeze down on your face. To correct this merely exhale slightly through your nose until the mask returns to its normal position. If your ears hurt, equalize the pressure by swallowing or moving your jaws. If this does not work, and if you are not plugged up with mucous from a head cold or sinus problems, get out of water and practice the Val Salva method, that is, hold your nostrils closed with your fingers and gently blow until your ears pop. Repeat this until your ears clear readily then continue diving. If you have a mucous problem you might try one of the many preparations on the market for clearing up your upper respiratory region. Never use ear plugs as they are a hazard in diving. Now you are ready to have fun, just remember to always dive with a buddy and use a float or inflatable life vest or belt or dive from a boat.

From June until the end of October the aforementioned equipment is all you will need. If, however, you wish to dive all year long the purchase or rental of a wet suit will permit it. Winter diving has the advantage that the water seems to contain much more life. A well fitted wet suit will keep you warm for several hours at a time.

If you are having so much fun underwater and you hate to come up

for air, then you are ready for SCUBA diving. If this is the case, it is strongly urged that you take a certified SCUBA course from a certified instructor. SCUBA diving is a safe sport when practiced by a trained diver, it is not a do-it-yourself project.

So, if you like to know how the other half lives don't be surprised if you become one of them or if not, at least you will find out where the fish are hiding.

Boris Innocenti  
-Aqua-Sports, Inc.



The Search and Rescue Team is made up of a group of volunteer members of the Cholla Bay Sportsmen's Club who are dedicated to fun and safety in and around their favorite fishin' hole and there is no charge for their services. The team is ready to help anyone in trouble and whether they are members or not makes no difference. It would be appreciated; however, if non-members who are rescued immediately took out membership in the club. Rescued individuals who care to do more than this should turn any contributions over to the Search and Rescue Chairman who will distribute them. Any funds in excess of

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2005 E. Indian School Road

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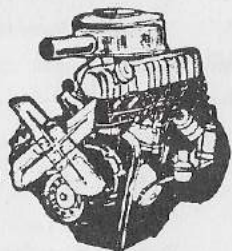
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rescue expenses will be added to the Search and Rescue fund.

Team members are frequently asked how much a search costs. An uncomplicated search lasting four hours and involving 5 search boats would probably cost at least fifty dollars out of pocket expenses. This would include launch fees for each boat at \$3.00 each or a total of \$15.00. Gasoline consumption will average about 4 gallons per hour while searching and double that while towing. At thirty-six cents per gallon that will amount to approximately \$35.00 (figuring one boat tows for two hours). Please note that wear and tear and possible damage to the search boats is not included. If an airplane joins the search, the cost immediately jumps since it costs as much to operate the plane as all five boats put together.

The Search and Rescue Team would like to have every boat that goes out from Cholla to have on board safety equipment and supplies. This should include an absolute minimum of a fire extinguisher, adequate anchor and line, life jackets for everyone on board, and signal gear such as flares or smudge pot. This will enable the boaters to take better care of themselves and make it easier for the team to locate them, if they need help.

-Tom Burch



By Mel Jarvis

This month, just a few Do's and Dont's on service of your engine, be it outdrive, out-board or inboard.

You boys with the I. O's and this is important, in your owner manuals it tells you to use AC# PF 12 oil filter or equivalent for 120 or 155 engines. The manuals goofed. You can't use the same oil filter for both engines. For the 120 OMC you should use PF #12 or equivalent and for the 155 engine, you should use PF#10 or equivalent. This takes in the 110, 120, 150, 155 OMC stern drive models.

I've been asked if the stern drive engines should use oil and if they do,

what is the reason? If your stern drive does use a noticeable amount of oil, between oil changes, but not more than a quart, there is no cause for worry. You must remember unlike your automobile engine that seldom reaches top RPM's, the marine engine is operated at wide open throttle most of the time and it would be acceptable for it to use a quart in 10 or 15 hours of operation.

When changing oil, it is important not to over-fill your crankcase as this has an important factor on controlling oil consumption.

When you check your oil level after stopping your engine, give the oil time to drain down into the oil pan. Any internal combustion engine will or should use some oil to lubricate and to cool. On marine type engines, the oil consumption should stabilize itself after a hundred hours or so.

On some of the 90 HP engines (out-board type) you will find five holes in the lower motor pan. There is no use for these holes. They were put there for the wash cycle during production. So plug them. It'll keep the salt water out on those rough days. Newer engines have nylon but-

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tons to plug the holes.

I've been asked many times about using engine cleaner in fuel tanks. It is NOT intended for this purpose. Engine cleaners' intended purpose is to clean out varnish, gum, lacquer and carbon. Since the floats in the carburetor are varnished, they can be damaged as well as the fuel pump diaphragms and gaskets. Any out-board shop can tell you the recommended use of engine cleaners.

We have been told there is a change in fuze size on the 100 and 80 HP OMC engines. Anyone keeping extra fuzes on board for use in the voltage regulator lead size SAF 20 AMP should change to 3AB 30 AMP.

Anyone pulling out or damaging the press in type grease fittings on your engine can repair the damage by drilling out the hole with a #3 drill and retapping with 1/4-28 thread tap, and use threaded fittings.

**Tell 'em you saw it  
in the CHATTER**

**Scuba Boat Lost  
On Pelican Point**



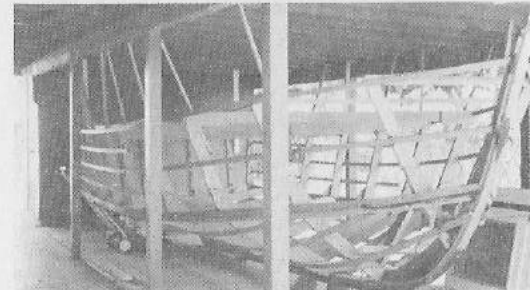
Joe Cottrell, Club member from Tucson, was scuba diving off Pelican Point on the Fourth of July weekend. He came to the surface to find his boat on the rocks. Unable to get it off, he had no alternative but to leave it there to be totally demolished.

-Bob Morris

**Bub Allison Presented First Sailfish Trophy**



Bill Valentine (right) presents Bub Allison with Republic-Gazette Trophy for the first Sailfish caught off Cholla Bay. Presentation was at the Phoenix Chapter's Fiesta held at Tom Sharp's on August 11th



**Proving You Don't Need  
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Deer Isle 28 footer is being built by Bob Morris, Tucson Prexy, in his car port.

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Signed at \_\_\_\_\_ State of \_\_\_\_\_

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Signature of Applicant/Member

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The Insurance Chairman reports that he has arranged for Medical Expenses to be added to the automobile liability policy available to Club members. This coverage is for the named insured on the certificate and and all passengers up to the limit of \$1,000 per person and \$5,000 per accident, with a \$25.00 deductible for any one loss.

This additional coverage costs \$7.97 per year which makes the total premium for the combined Automobile Liability-Medical Expenses policy amount to \$35.07 per year. All future policies will have this included. Those who would like it added to their current policy should write to Insurance Chairman, Cholla Bay Sportsmen's Club, 940 W. Indian School Road, #83, Phoenix, Arizona, 85013.

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**TUCSON SCUTTLEBUTT**

Tucson Prexy, Bob Morris, gave the Rocky Point Hospital two grocery sacks of assorted medicine collected by the Tucson Chapter on July 17.

**SHELL STUDY CLUB  
MEETS MONTHLY ASU**

"Southwestern Malacological Society" meets third Wednesday of every month at the Arizona State University Zoology Building Room 163 at 7:30 pm. Next meeting will be Oct. 18th.

**One Way To Make A Catch**



Mary Sanderson holds one of the lovely paper fishes used to decorate the banquet room for the Phoenix Chapter's Fiesta held in August

**DUES FOR — NEW MEMBERSHIP**

Single membership dues for NEW members for the last half of the year have been reduced to \$6.00. The dues for spouse and sponsored children remain the same at \$2.00 each.

To join at this 6-month reduced rate, send your dues to Wayne Wood at P.O. Box 7171, Phoenix 85001 or Verna Conlisk, 2570 E. Lester St., Tucson 85716.

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