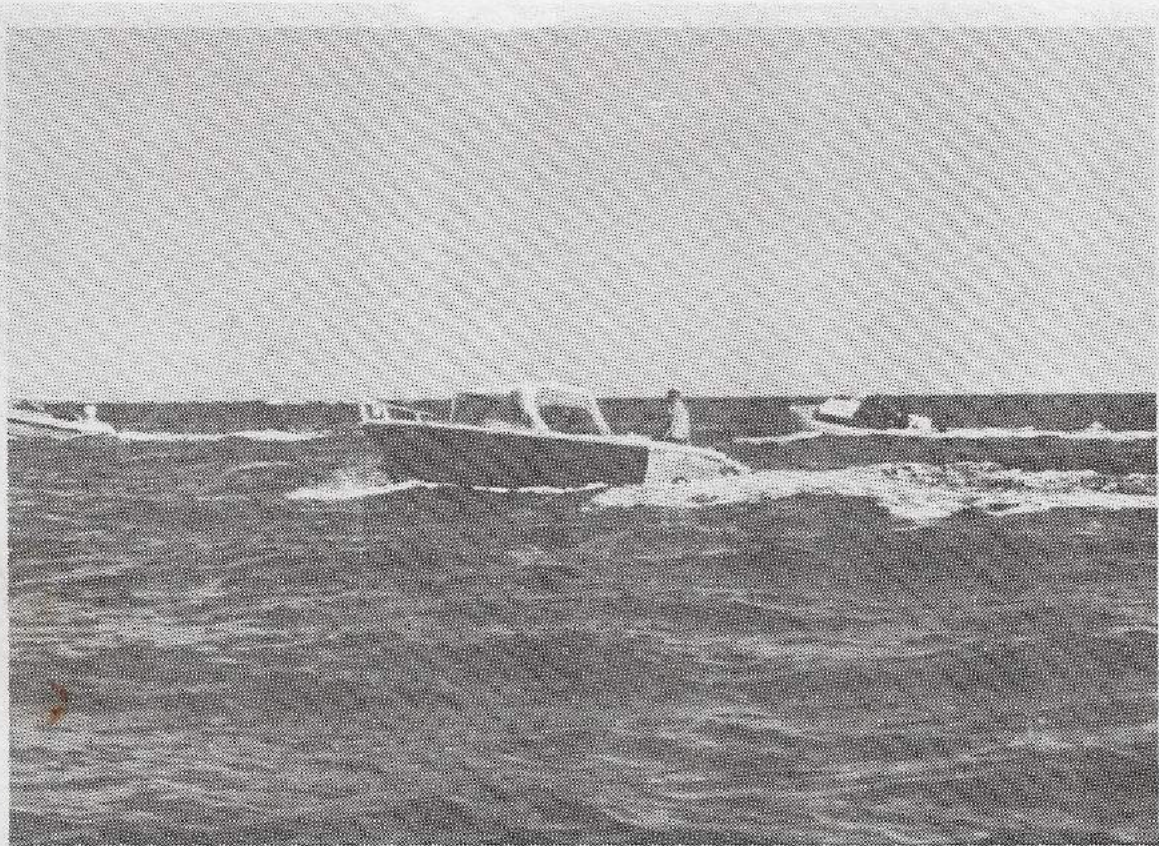




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CHOLLA CHATTER  
 Official Publication of the  
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November 9th

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COVER STORY

In 1970, 2 men were picked up after 4½ hours in the water and they told how their boat had capsized. Given the approximate location, the "Pelican" (Bob Allison) and the "Pleasure Seeker" (Harry Capen), with two Scuba Divers (Wayne Wood and Les Gray) aboard proceeded to the area and found the boat with only 2 feet of bow out of the water. The 2 divers went into the water with innertubes, inflated them, positioned them under the boat and brought the cabin cruiser to surface. This was a feat never before done in the Cholla Bay area. The "Pelican" towed her in, with Wayne and Les bailing her dry. Ray Curtis was aboard the "Pelican" for assistance. Just another successful job done by Search and Rescue Team.



By ... MEL JARVIS

Some of the boys give up fishing at the Bay in the Winter. It's just too cold for them! So the boat and motor is packed in the backyard or put in storage at the Bay.

With a little care and extra work in laying your boat up for the winter, getting ready for next Spring will be a snap.

Rinse the engine with a flushing attachment to get out all the salt. Also wash the outside of the engine. Leaving salt on it will damage the paint. Dry the engine and drain the lower unit. If there is water, you have a bad seal. You should have it checked.

Remove the prop. Store it in the boat or in your garage. Put a layer of grease on the prop shaft. It will look like new come Spring. Also grease the fittings and linkage but don't overdo it--a little grease goes a long way.

Drain the fuel system of an outboard. Remember you cannot run an engine dry of gas--use the drain on the carburetor bowl. On some new engines you remove the plug at the high speed jet to drain the bowl. Remove the filter bowl and clean it. You can add a new filter now or wait until Spring. Dump any gas that is left in your fuel tanks.

Remove the spark plugs and put a little #30 oil into each cylinder. Turn the engine over by hand to put a coating of oil on the cylinder walls and replace the plugs.

Remove the battery, add water, if needed, have it slow charged and put in storage. Some use their boat battery in their car or pickup, alternating with their regular battery to keep the charge up.

The boat should be washed down, the hardware gone over. Any part of the steering system should be cleaned and checked that comes in contact with salt water. Be sure to clean all the glass since leaving salt spray on glass will cause a buildup that is difficult to get off.

If your boat has a double bottom drain plug, it should be removed while the boat is in storage. This will let the inner hull dry out, but don't forget to put it back come Spring. Wash down the trailer, pack the wheel bearings, and



grease the springs and rollers, if they have grease fittings.

If you have a cover over your boat be sure air can circulate under it. Too tight a cover can cause condensation in damp weather.

But for those that like the cooler weather for fishing and leave their boats at the Bay, I'm sure you always run your engine with fresh water before starting home. I hope so. But one thing you should keep in mind is this should be done only with an approved water attachment designed for your make and horse power engine because, premature water pump failure in outboards, and inboards/outboards, can be caused by running the engine out of water. This is a dangerous practice. Under no circumstances should it be done.

At the Bay, I have seen outboards started and run until they ran out of gas, with the boat on the trailer. This is not only dangerous to the people standing near the boat, but it takes only a second for the pump empeller to dry out the pump housing and heat, causing the empeller blades to scuff and break off.

Also if you have to turn the engine over by hand for any reason always turn it in normal direction of rotation, never in reverse. This will

put a reverse set in the empeller blade, and damage to the blades will result.

You boys that use 10 and 18 H. P. kickers, if you should have to change the propeller, be sure you tighten down the propeller nut.

A loose propeller nut allows the drive pin to float in in the inter hub of the propeller, complete failure of the propeller will result.

Tighten the propeller nut as tightly as possible by hand, then tighten with a wrench until the key hole lines up. Never back the nut off to aline the cotter pin.

I've been asked why the automatic choke engines with the choke set on the automatic will not start a cold engine, and yet the engines flood. It's been found that this is being encountered on engines that are subjected to once a week use or only occasional usage.

The gasoline left in the carburetor bowl at time the engine was last used will partially evaporate, releasing all the lights end from the fuel. What is left is not an easy starting or good running fuel.

To overcome this problem it necessitates the use of the manual choke. The manual choke being very stiff will start an engine, where the automatic choke will not.

Remember, after the engine starts place the choke back on automatic. Should your engine be one that is only used occasionally, manual choking may be necessary for initial start.

### WORDS OF WISDOM

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

Edgar Guest

A man should never be ashamed  
to own he has been wrong,  
which is but saying, in other  
words, that he is wiser today  
than he was yesterday.

Men are never so likely to  
settle a question rightly as  
when they discuss it freely.  
(Macaulay)

None but a fool is always  
right. (Hare)

He who receives a good turn  
should never forget it: He  
who does one should never  
remember it. (Charron)



### "RAINDROPS KEPT FALLING ON MY HEAD"

Sunday, October 17th,  
was the first family picnic,  
held by the Phoenix Chapter.  
Approximately 100 attended  
and with the cold and the rain,  
still think everyone had an  
exceptionally good time. The  
food was excellent and the  
games for the children and  
adults were a ball. Dick  
Allyn, the Chairman, just  
couldn't have done a better  
job, along with his Committee.  
It was so nice to see so many  
new members attending and  
sure if they have one next  
year, it will be big and better  
yet. The food bought, by the  
Chapter, and left over, was  
purchased by the members  
present, some members  
purchased it and then donated  
it to the Orphanage in Sonoyta  
and the rest was donated to  
the Orphanage, by the Chap-  
ter.

I know Dick would like  
to "THANK" everyone, for  
the work, they did. The La-  
Porte's, Sanderson's, Jarvis',  
Cal Taylors', Sanderson's,  
Reed's, Coker's, Curtis',  
and Harry Capen.

Harry wishes to "THANK"  
Dick for the bang-up job that  
he did and hopes that we have  
another next year.

B.F.C.



## IMPORTANT NOTICE

Remember, Members, November is the month of nominations for your 1972 slate of Officers and Boards. The Nominating Committees will present their selections, on November 9th, but each individual has the right to nominate someone of his or her choice. Would say November is the most important month of our Club year, and following, December, when we elect. Let's be very particular this year, always keeping in mind our obligation to the Club.

(Ideas from several past Chatters)

--Our Club ideals upheld first, not personal friends and social contacts.

--Willing to do what is necessary, for the good of the Club, not for individuals.

--Have an interest in every phase of the activities of the Club.

--Someone we're proud to have represent us here and especially in Mexico.

--Officers who will make us want to participate and express our opinions in open quorum.

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MEL JARVIS

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TUCSON CHAPTER —  
BOB MORRIS

I had a meeting down at Cholla Bay with Carlos Rodrigues Salmon. He is the new fish inspector chief. He is taking over the job previously held by Francio Luna. He said that Senor Luna left a lot of work to be done over in Rocky Point and that he needed to bring the fishing license seller at Cholla Bay, back over to Rocky Point to help him. He asked that all Cholla Bay fishermen please buy a one year fishing license so there would be no need for a man in Cholla Bay. The procedure he asked us to take was to collect the \$5.00 for the license from each club member and deliver the money and a list of names to his office. He would then fill out all the licenses and leave them with Patty at the Radio Shack to be picked up by each individual on their next trip to the Bay.

I told him I would present the proposition to the club members at Tucson and ask Harry to tell the Phoenix members about it. One aspect about the deal is the licenses will be stamped that they sold for \$50.00 Mexican money which is \$4.00 American money. The extra dollar will go to his office working fund

which he says he needs separately to get his office out of the red. Most people who now own a 1 yr. fishing license will tell you it was very difficult to get and took 3 or 4 hrs. to get and most cost \$5.00 anyway. Personally I think it would be a good deal for the club members but I expect there will be some who will want to get off free if we are going to loose our license seller at Cholla. I suppose even after he leaves, he will make periodic spot checks.

One other thing I want to bring up is while I was at the meeting of the Rocky Point officials August 30th, Senor Ramon Bustamonte, who owns 5 shrimp boats said he would like to put his boats up for Charter next year during the months of July and August. He said he would take up to 20 people per boat over to the Baja California side where it is cool, for 7 days for \$50.00 each. Each person will have to furnish his own food, booze, and fishing equipment. The boat would furnish a cook and will cook anything caught.

I will try to write an article for the Chatter about this soon. I guess that's all for now. See you at the Bay...



## TUCSON SCUTTLEBUTT



ARTHUR SCHWARZ

To our members who are ill, we wish you a speedy recovery and hope to see you real soon at meetings and at the Bay. I hear Les Conlisk to more than holding his own. Keep it up, Les.

Our October 11th meeting was very well attended. Since most of the time was taken up with discussions of Betty Capen's resigning as editor and reading long letters from Betty and Dave Conners, there is very little to report. Chris Tatum gave us some interesting and useful information on Marine Radio Licenses. I believe Chris will have an article in this issue of the Chatter explaining all the requirements.

If you still have questions to ask, call Chris and he will be glad to inform you. Bob Morris delivered more medical equipment to the Rocky Point Hospital. The refrigerator for the

Marines is still in Phoenix, awaiting arrangements to take it over the border.

Taken from Tucson newspaper:

### TOURISTS' BOATS NO LONGER NEED MEXICO BONDING

U.S. tourists taking boats into Mexico are no longer required to post bond to cover or guarantee importation duties or fines, Gregorio Delint, Mexican tourism department delegate in Tucson, said yesterday.

He said Mexican customs authorities will issue temporary importation permits merely upon presentation of a valid tourist visa.

"This permit will remain valid for whatever time is allotted to the holder of the permit for his legal stay in the country by the Mexican immigration authorities," Delint said.

He said the tourist may return to his place of origin as often as he desires without having to take his boat back to the United States until he is ready to do so within the time allotted on the boat permit.

So, I guess the rest of this article will be devoted to enlightening you on Politics, which is something we all should know something about now that election time is approaching.

POLITICS HELPS SIMPLIFY HISTORY. ANYTHING BAD THAT HAPPENS DURING AN



ADMINISTRATION, THEY INHERITED. ANYTHING GOOD THEY INVENTED.

A POLITICAL JOB MAY NOT TAKE MUCH KNOW-HOW, BUT IT SURE TAKES A LOT OF KNOW-WHO.

POLITICAL CAMPAIGNS TEACH US THAT NOT ALL PEOPLE WHO STRETCH FACTS ARE FISHERMEN AND GOLFERS.

POLITICIANS MAY PROMISE A CHICKEN IN EVERY POT, BUT TOO OFTEN IT'S THE TAXPAYER'S GOOSE THAT'S COOKED.

POLITICS IS LIKE MILKING A COW. A LOT CAN BE ACCOMPLISHED WITH A LITTLE PULL.

ADDING TO THE ALREADY SERIOUS PROBLEM OF AIR POLLUTION IS THE HOT AIR WHICH IS BLOWN AROUND THIS TIME OF THE YEAR.

IT USED TO BE THAT GUINEA PIGS MULTIPLIED THE FASTEST. THEN A LONG CAME THE GOVERNMENT JOB HOLDERS.

ONE WONDERFUL THING ABOUT BEING A POLITICIAN IS THAT YOUR WIFE NEVER KNOCKS YOU IN PUBLIC.

POLITICS IS LIKE KISSING. YOU DON'T HAVE TO BE AN EXPERT AT IT TO GET RESULTS.

A LOT OF POLITICIANS THESE DAYS GAS THEIR AUDIENCES INSTEAD OF ELECTRIFYING THEM.

LETS DROP POLITICS AND TRY REDUCING.

SOME WOMEN REDUCE AND REDUCE, BUT NEVER BECOME A BARGAIN.

FAT PEOPLE KNOW THAT REDUCING IS STILL BEING DONE ON A LARGE SCALE.

THE WORST KIND OF REDUCING PILL IS THE ONE WHO KEEPS TELLING YOU HOW HE DID IT.

ITS IRONIC. WHEN A GIRL STARVES HERSELF UNTIL SHE GETS TO HER DESIRED WEIGHT, EVERY FELLOW SHE KNOWS WANTS TO TAKE HER TO DINNER.

THE TROUBLE WITH REDUCING PILLS IS THAT THEY USUALLY REDUCE OUR WALLET MORE THAN THEY DO OUR WEIGHT.

WE REALLY SHOULD NOT HAVE TO TAKE REDUCING PILLS. THE PRICES WE PAY FOR THE FOOD WE BUY WILL TAKE THE STARCH OUT OF ANYTHING.

YOU CAN'T REDUCE BY JUST TALKING ABOUT IT. YOU HAVE TO KEEP YOUR MOUTH SHUT.

ONE WAY TO REDUCE IS TO SET THE BATHROOM SCALE IN FRONT OF THE FRIGE.



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BY EXERCISING THEIR VOCAL  
CHORDS, WHAT A GANG OF  
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A search and rescue meeting was held last week in the office of AriState Realty and was conducted by Dr. Phil Lahr.

The topic of the meeting was the A. B. C. 's of what to do IF. At this point I would like to interject, I'm not sure if before this meeting some of the other boys and myself on the rescue team could have done much for that IF, and the IF is, a person or persons in a state of drowning, suffering from heart attack, stroke or any other ailment that stops, A.. air to the body, B.. breathing, C.. circulation, blood and heart. I'm sure now that after the lecture, film, slides, and demonstration with "Rescue Annie" and her partner "HALF THERE" (the two inflated mannikins used for demo.) the search team will have the confidence to render aid when that IF should happen.



Each of the team took their turn at Annie and Half There. They worked as a two man team with mouth to mouth resuscitation and heart massage. My writing ability and limitations hamper me from putting down on paper the true results of the team work on the first try. Believe me, it was not only informative but at times hilarious. Bill and Ray Sanderson, after some frantic team work on Rescue Anne decided they had lost their Patient when she went flat because of a small leak in one leg. I want to thank Dr. Lahr for his help and interest in making the search and rescue team a more efficient and knowledgeable team.

I'd like to explain Rescue Annie and Half There. Annie is a mannikin filled with air made as true to the human body as possible in structure and respiratory

system. Half There, and I call it that because I don't remember it's name.... this is also a mannikin with only a head, part of a chest and lungs and a great big heart that really works when the heart is massaged... they are a great team.

See you at the bay...

MEL JARVIS

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above head.  
(Not moving)

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Stand facing plane  
wave both arms  
rapidly above head

Fire on Board\*Urgent



Stand sideways to  
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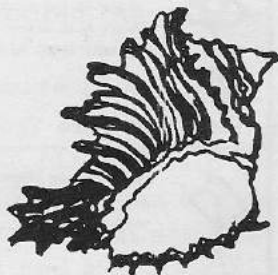
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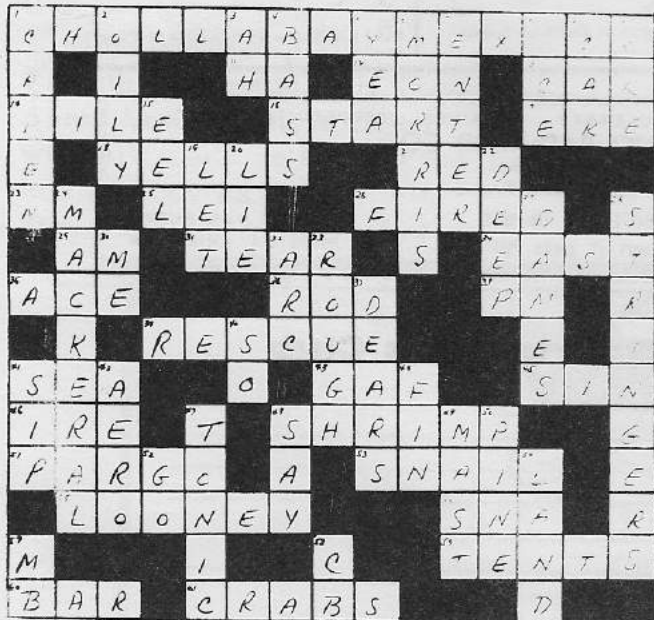
by Lela Gary

This Green Chili Casserole is a dish with a real south of the border flavor to cook on one of those "rare" days at Cholla Bay when the wind blows and there are no fish to fry. All the ingredients are easy to obtain and store with minimum refrigeration. Pack in your food box; 1-5 oz. can of chicken, 1-10½ oz. can cream of chicken soup, 1 small can green chili (chopped), 1 doz. corn tortillas and some jack cheese.

About 45 minutes before mealtime melt 1 inch of fat in a saucepan. When it is hot drop the tortillas in one at a time for only a minute (until they sing to you). Drain them well on paper towels. Pour fat out of the saucepan and mix together the chicken, chili, soup, ¾ can of water, salt and pepper. Heat. Cut up tortillas into bite size pieces and put half of them in a casserole, add half the cheese, grated, top with layers of remaining tortillas and cheese and pour soup mixture over all. Cook at 350° for 25 minutes. If you haven't an oven put the ingredients in a heavy pan and cook on a low burner or coals. This amount serves 3-4 but can easily be doubled or tripled for a crowd.

We enjoy this north of the border too. It's so good served with corn-on-the-cob, garlic toast, tossed salad and fruit.

Thanks to Ida Bourland for this recipe. Won't you share your favorite Cholla Bay recipe with us?



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