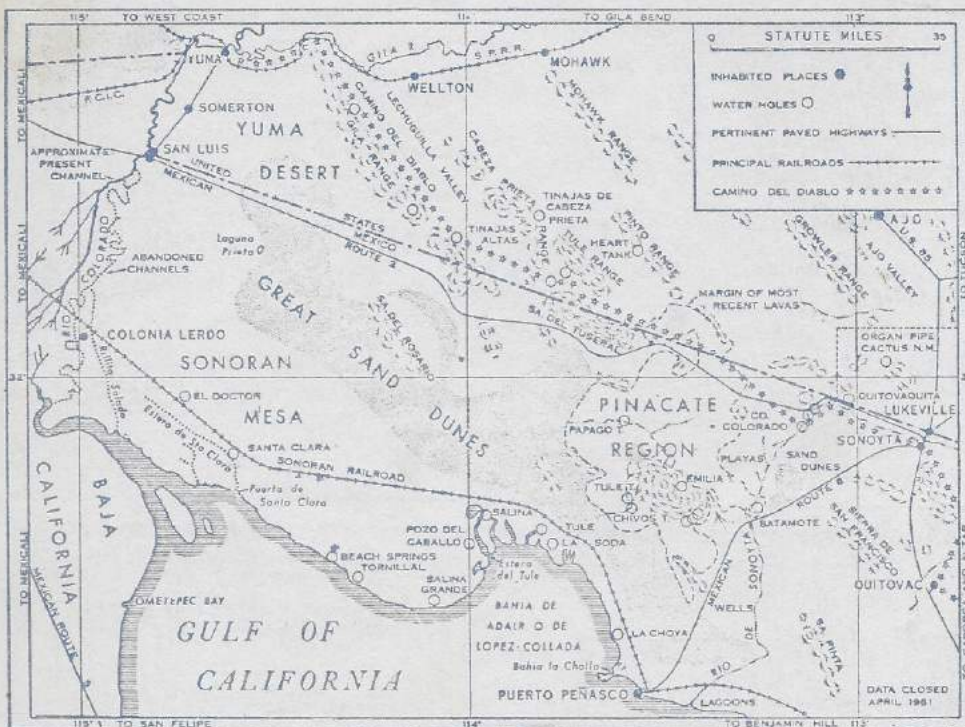




OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMEN'S CLUB

Volume 15, Number 2

March 1972



See Article "THE PINACATES" on page five

CHOLLA CHATTER
 Official Publication
 of the
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By Mel Jarvis

O HEAR YE old salts--fishermen of the reefs--skippers of small boats--catcher of sharks, dolphin, skats, Cochie, pinto, Grouper and all living things of the sea that appear in the domain of the Cholla reefs and beaches--drinkers of rum, tequila and Cervasa! Hear ye old salts! Come to the aid of the newcomers and offer advise and answer all questions. Be it known that the buddie system is encouraged towards all newcomers. And that safety equipment is carried in all boats be he first timer or old salt.

See the skipper has blessed his trailer with a name, be it his own name or his craft's name, and that said skipper has at all times appeared before our radio operator and filled out a launch slip and has at all times turned in his pink slip upon returning to the domain of the landlubber.

Be it known that those that have duly complied with the above may face the 18 mile reef at sun-up and be blessed by the grand daddy of all Groupers.

SAFE BOATING.

FROM THE EDITORS DESK

Sorry about not getting the Chatter out on time this past month. Have already taken steps to see that this doesn't happen again. Our deadline for Chatter articles, from now on, is the Friday following general meetings. As usual, member articles are always of the greatest interest and I'm always happy to help you with your article in any way I can. Rewriting, typing, etc.

B. F. C.

APOLOGY

ATTENTION PHILLIP MILES,
University of Arizona:

Sorry your name was omitted from your wonderful article "Mackeral Sharks," used in the February issue. We all look forward to your articles on the sea life in the Sea of Cortez.

LETTER TO THE EDITOR

Dear Sirs:

Though we have been members for a number of years, we have yet to get to "Cholla" since we have been members.

We do enjoy the "Chatter" though - so sign us on again and maybe, who knows? We might make it this year!

We have a good scary sea tale to tell some about fishing off the east side of San Estavan, down at the midriff. It should make everyone who reads it doubly careful.

Hasta Luego,
Boyd & Vea Knapp

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Sorry we did not receive any copy from Tucson for this month's issue, but expect an interesting one next month. OKAY?

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-Barbara and Harris Waren are proud grandparents for the first time. The grandson was born on February 4th to Debbie and Andy Nilsson.

-Mary Fran Taylor has sure had her knocks and bruises lately. In January she had an infected finger which required hospital emergency and two weeks later went to hospital emergency for stitches along her eye. Had been doctoring her dog "Smokey" and she jumped up to get him and fell over the coffee table. Well, that's what she said.

-Last month mentioned Dick Allyn lost his one bag of filets to a Mexican dog, this month wish to report the second bag of filets were left at the Bay - in the refrigerator. Well, you can't win 'em all.

-The Phoenix Chapter had their annual Officers and Board dinner Feb. 4th. There were many there to enjoy it. Present were the Allyns, Jarvis', Parnells, Reeds, Desenberg's, Mary Fran

Taylor, Scotts, Capens, La Portes, Sandersons, Fraziers, Gini Tucker and Jack Gyger. -Also present were Lyle and Mary Rogers, guests of Bob and Millie Parnell, down from Kingman. Glad to see them, they should come down more often.

-The Curtis's just spent ten days at the Bay -- accompanied by Ray's mother from Winnipeg, Canada, Ray's sister Vi and her friend from Vancouver.

-The Ray Sandersons just had a short sojourn in California and are heading for the Bay for a few days.

-George and Doris Muench are now at home in their new mobile home. Looking forward to seeing it.

-The Bob Taylors are really doing a remodeling job on their "Casa." Going to be really something when it's finished. Bob did say he had done some surf fishing at Sandy Beach and got some nice sea trout.

-Keep watching the progress being made on Hector's "Manana Maybe." It won't be long until she's ready to take on fishermen and catch the big ones. Betty's promised to write some articles for the Chatter and I'm patiently waiting.

-Phil Hunziker, permanent resident of the Bay, hasn't been

feeling too well and had to spend a few days in the hospital in Tucson. But back now and recuperating.

-It's Bay time again and the weather's beautiful. Have seen the Penningtons, Browns, Barbers, Hodges, Morris's and Cooleys of Tucson, Constables and the "Firemen."

-The "Oso," how does George do it? I'm interested, has he ever been skunked?

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THE PINACATES



For those members interested in natural history, one of the most unusual volcanic areas in the world is located right next door to Cholla Bay. Driving from the border to Puerto Penasco, the Pinacates are the unmistakable immense black range which looms from the desert floor to the north. The cinder cones and lava flows visible from the highway are only part of the spectacular formations the region contains.

Those willing to venture from the beaten track, with four wheel drive vehicles, will find the land punctured with large craters, or calderas as geologists call them. The largest of these, Crater Elegante, is 4800 feet in diameter and 800 feet in depth. Many of the caldera floors are filled with lush vegetation and a variety of animal life. At times rain collects and forms temporary lakes in the craters. The Pinacate volcanic field, one of the largest in the world, covers an area of approximately 1500 square miles. Highest points are the twin peaks, Pinacate Peak at elevation 4235 feet and Carnegie Peak at elevation 3180 feet.

Viewed from afar, it is obvious that the two peaks were once part of a larger volcano which must have exploded in one tremendous eruption. From the summit the view is truly spectacular, taking in Baja California, the Colorado River, and the vast sand dunes of the Gran Desierto.

Extending for miles around the main peaks are rugged lava flows, cinder cones and volcanic vents. Certain lava fields, referred to as lava chaos, are so broken as to prohibit crossing by anything except a man on foot. Other areas are covered by thick deposits of fine volcanic ash. Similarities between the Pinacate region and the moon have provided the Apollo astronauts with a valuable training ground prior to their lunar flights. The lava flows and volcanic debris are most interesting in their recent origin and state of preservation due to the arid climate. Based upon geologic evidence, the last eruption in the Pinacates took place about 700 A.D. Legends of the Sand Papagos who inhabited the surrounding areas confirm this date. Presently scientists are unable to ascertain whether the volcanoes are indeed extinct or merely dormant these last 1300 years, which is but a

moment in the geologic time scale.

The first white man to view the Pinacates was Father Eusebio Francisco Kino who discovered the area in 1698 during missionary activities in northern Sonora. From the summit in 1706 Father Kino demonstrated to observers that Baja California was indeed a peninsula and not the "largest island in the world" as was previously believed. After his death, Father Kino's voluminous diaries, maps, and notes were filed away in archives where they went unnoticed for over two centuries. Following Father Kino, few white people visited the area except for the ill fated travelers along the Camino Del Diablo (Devil's Highway) which paralleled the border just north of the Pinacates. Over 500 gold seeking immigrants lost their lives on the treacherous trek to California because of thirst, exhaustion or violence.

Interest in the region revived somewhat in the 1890's. However, it was not until 1907 that the Carnegie Institute sponsored the MacDougal-Hornaday Expedition, and the first thorough scientific investigation of the area was conducted. Detailed maps were prepared by the

explorers who traveled using pack mules and early day jeep-like vehicles. Many features in the area still bear the names of members of the expedition.

Since then the Pinacates have remained a virtual wilderness, attracting only isolated visitors. Even today with the road to Rocky Point on the south and the paved highway to San Luis on the north, much of the Pinacates is still inaccessible except by back packing. Recently an extensive international park has been proposed to straddle the border between the United States and Mexico. The park would include the Pinacate volcanic field, Organ Pipe Cactus National Monument, and the Cabeza Prieta Game Range. Such a park would protect for years to come the fragile beauty of this most unique desert area.

NOTE: Members are cautioned against inexperienced travel in the Pinacates. Trails are treacherous with broken lava and deep sand and ash deposits. Dependable water holes are non-existent. For safety always travel with two or more vehicles, preferably high clearance and four-wheel drive.

KARL LAUBACH

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Because marine radiotelephones are vital safety aids many boatmen are concerned about the changes in the radiotelephone system. Some of the questions most frequently asked are:

1. What are the major changes and when do they take effect?
 - a. As of January 1, 1972, no more new licenses will be issued for conventional marine radiotelephones (AM double sideband, 2-3 megahertz).
 - b. After January 1, 1977, all AM double sideband 2-3 megahertz transmissions must cease. (Except in international waters. Ed.)
2. Why is this change being made? Marine communications in the

existing bands (particularly the medium frequency 2-3 megahertz band) are saturated. These bands were incapable of providing safety communications for the expanding number of users.

3. Who made this change?

The Federal Communications Commission set the dates for U.S. compliance with an international agreement made by the maritime nations of the world. Their organization, the International Telegraphic Union, structured the changeover worldwide. (By 1982, Ed.)

4. What replaces conventional radiotelephones?

a. For shortrange use (up to approximately 20 miles at sea) very high frequency (VHF/FM) becomes the primary communications system.

b. Supplementing this for longer range use is single side-band equipment.

5. What are the advantages of VHF/FM?

a. virtually immune to most types of interference

b. no ground plate required

c. smaller antenna

d. continuous weather broadcasts

e. availability of shore-based units

f. more channels available

g. simplicity of installation.

6. What is the range of VHF/FM? It is a "line of sight" and therefore is very dependent upon the heights of the antennas. Nominally, the range is considered to be about 20 miles over water. However, a boat with a high antenna is able to exceed this figure.

7. What effect does power have on VHF/FM communications?

Unlike the conventional AM radiotelephones whose range is greatly influenced by transmitter power, VHF is more dependent upon antenna height and the quality of the receiver. By FCC regulation, maximum transmitting power for VHF sets has been set at 25 watts; with a requirement to reduce this to 1 watt for harbors, marinas, and close-range communications.

Many boat owners prefer the full 25 watts (where permitted) to assure maximum communications capability.

8. I have a properly licensed AM set presently on board. Must I now buy a VHF/FM?

You may continue to use your AM equipment until January 1, 1977 as long as your license is renewed when necessary. You may transfer the radio to another boat that you own and have your license validated but you cannot transfer the radio to another owner.

Although you are not required to

buy a VHF/FM you should seriously consider adding this capability because of its many advantages.

9. How do I replace my 150 watt AM radio?

This is long range equipment which can be replaced with single sideband equipment. Under the new FCC regulations you must first install VHF/FM equipment and then establish your need for longer range communications.

10. Can I buy a combination radio that will include both VHF and SSB?

No, because the different frequencies involved have practically no common circuit elements.

11. What range do I get with single sideband?

SSB range depends upon frequency

and power. Ranges up to several hundred miles are typical while ranges of several thousand miles are not uncommon.

12. What about citizens band? CB is not a marine communications system since it does not have a distress frequency monitored by the Coast Guard and does not provide for marine operator service. CB is popular for vessels cruising in company, for personal communications between boat and house or car (within the range of CB gear), and as a secondary communications mode used by commercial fishermen within a particular fleet.

CHRIS TATUM
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Two anonymous donors have given \$2,500 each to a University of Arizona scientist to support research for preservation of the totoaba, a large fish that exists in the northern half of the Gulf of California.

They made the donations to the UofA Foundation to help Dr. John R. Hendrickson, professor of biological sciences, in his research to prevent extinction of the totoaba.

Dr. Hendrickson, top marine biologist, warned the totoaba were in danger when they return to the mouth of the Colorado River each spawning season. Totoaba is regarded as one of the finest game fish in North American waters, and the catch during each of the past four years has been only half of the year before.

Dr. Hendrickson hopes to capture enough specimens to complete work on artificial fertilization to produce larvae for replacing the wild stocks. They can learn how to raise young totoaba in a hatchery. The biologist said his goal is to provide enough information so the Mexican government can establish hatcheries.

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Dr. Hendrickson was director of Oceanic Institute of Waimonalo, Hawaii, before joining the UofA faculty in 1969.

NOTES FOR SHELL COLLECTORS

To many, Cholla Bay means clams--clams for eating! And I must admit the denizens of those mud flats make a pretty good chowder. A clam is a clam is a clam, but at Cholla they go by other names as well. It's a toss-up which is the more sought after, the butter clams that nestle under and among the rocks of Pelican Point or the big chiones (ki-own'-eez) that wax fat on the flats.

The butter clams are, scientifically, Protothaca grata (say, 1831) and if they were not so prolific, would certainly be exterminated by now at the Point, for many bushels of them have been taken since the settlement of La Choya. And besides man, it has other enemies as well which seek them out for the tasty morsel they afford--witness the many empty shells intertidally. No two butter clams are colored just alike, ranging all the way from white, blotched and streaked, to all brown on the outside; white to purple within.

Among the butter clams, which is to say, among the rocks, you will find a very common chione, C. undatella (Sowerby, 1835), resembling Protothaca in size, shape and coloring. The differ-

ences are plain, however, undatella having predominantly concentric sculpture--sharp ridges--and a deeply beveled "escutcheon"--the back of the clam where the hinge is located. Protothaca has close-set radial sculpture, relatively smooth, and no escutcheon.

Chione californiensis (Broderip, 1835) is the alternate favorite for eating. It has a heavy shell, dull white or gray outside, white with some blue-purple inside. Feel for them with your bare feet or learn to recognize the little hole they make in the sand; they'll not be buried more than three or four inches. The best time to look for them is just ahead of an incoming tide, when they become impatient and raise a tell-tale hump in the sand.

That "hump" may be any of several other clams, notably Chionopsis pulicaria (Broderip, 1835) smaller than the California species, more pointed at one end, having sharper edges (or growth rings) and zig-zag or chevron shaped brown lines against the light gray ground color. Inside there is more or less blue coloring.

One day while searching the estuary, I came across a man with a rake, one of the native

inhabitants of La Choya, gathering food for his family. He had nearly a pail full of Chione fructifraga (Sowerby, 1853)--but I didn't tell him what they were, his thoughts were on "almejas." This clam is medium in size, about the same as pulicaria, and prefers the muddy estuarial drainage channels, either the bottom or the sides. There is a huge deposit of old shells of fructifraga in the bank beside the boat mooring.

Any chione beauty contest would be won valves down by Chionopsis gnidia (Broderip & Sowerby, 1835), a large pure white clam whose corduroy outer surface is interrupted by concentric rings of raised thin shell erupting in points and prickles. This armor may ward off it's

lesser enemies, but it seems no match for the black murex, a carnivore, that has the power to pull the valves apart, often chipping the edges in the process.

At the opposite extreme are two miniatures (if it's the shell you want), Chione mariae (d'Orbigny, 1846) and Nioche squamosa (Carpenter, 1857), the latter more commonly known as Chione picta (Willett, 1944). I have the former from shrimp dredgings, specimens a quarter to a third of an inch long; the latter gathered from beach drift at Marua (Espinoso's) and kept in a tiny plastic vial. They measure less than a quarter inch--so don't get your teeth set for a stew with these.

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GULF RESCUE

By Harold K. Milks
The Arizona Republic
Feb. 14, 1972



Here is some good news for Arizona sportsmen and women who brave the sometimes turbulent waters of the Sea of Cortez (Gulf of California) in search of the big ones.

The U.S. Coast Guard and Mexican officials finally have got together in an effort to improve search and rescue operations in the inland sea and the Mexican waters off the Pacific Coast.

A key problem was the time required for U.S. search planes to obtain permission from Mexico to make searches in its territorial waters. Thanks to U. S. Ambassador Robert McBride in Mexico City, officials of the two countries recently held a three-day conference on a speedup.

Capt. Abe H. Siemens, commander of the San Diego Coast Guard Group, told the meeting it frequently took five to six hours after an emergency report to get permission from Baja California authorities to start a search.

The disappearance of a 24-foot fishing boat last April, resulting in deaths of three U.S. sportsmen, set off the hunt for improved operating procedures. Hopefully, U.S. officials said, security forces on both sides of the border will improve their cooperation.

A first step was to upgrade overdue reports on fishing boats. Hereafter they will be on the priority scale just below distress signals that a vessel is on fire or sinking.

Elimination of the time lag on searches also should help, with Mexican officials now pledged to act immediately on any request for use of U.S. search planes, helicopters, or ships in Mexican waters.

All this should make Arizona fishermen feel better when they set off from Puerto Penasco or Guaymas for a try for the many sport fish to be found in the Sea of Cortez. But it doesn't lighten their obligation to leave word with someone on shore--preferably with the captain of the port--as to where they are going and when they expect to return.

Latin American Digest

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**"WHY NOT THE SEA
OF CORTEZ?"**

I just read an article in a fishing magazine about "chumming." Had never heard of it before, but wondering why it wouldn't work in the Gulf. It seems the practice is to cut bait up in some small pieces and drop them into the water where you are anchored. Use bait that you know the fish you are after like. Just keep throwing bit pieces and the next thing you know they won't know the difference between the bites and the hooked bait. Like mix one-half can bait and one-half can sea water and it really works! You keep this up until your boat drifts 50 to 75 feet and then throw out another can full. When you throw out less the fish will move in closer to your boat. This system seems to have worked everywhere,

such as the Gulf of Mexico, Pacific and Atlantic oceans. Why not in our area? I'm going to try it the next time out and give you a report. Maybe I'll come in with wall to wall fish. WOW!!

FIN SKIPJACK

P.S. Just talked to a friend and he said they had used this "chumming" for years on the Arizona lakes. Guess we are never too old to learn something from somebody.



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By Mel Jarvis

For many years the flushette has been the boater's insurance that his motor was going to run before he took off for the water. Also it gave the do-it-yourselfer a way to check out his engine after working on it. It was truly the boater's friend. I know of only a very few engines that were made that you couldn't find a Tempo flushette for, but now with the new thru hub exhaust (or engines that the exhaust goes thru the hub of the prop), the Tempo company found that using

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the flushette for long periods would damage the rubber hub of the prop because of the heat. With the prop out of water there just isn't enough cooling for the prop hub. This does not mean you can't buy a flushette for your thru hub equipped engine but be sure to read the instructions on the box or ask your marine dealer.

For you that have the new Merc Cruiser outdrive, there is a new type flushette. On the older units or white unit, your flusher was screwed into the side of the unit after you removed the small plug. Water was injected into the side of the water pump. But on the new Merc outdrive this is no longer done, in fact on the 72 unit the flushing plug is no longer there. There is a new type flusher now that clamps to the lower part of the unit at the water intakes. On the older-new units (69-70-71) the flushing plug is still installed in the side of the unit but flushing by this means will not supply enough cooling for the pump or engine because of design of the pump housing. So the new type flusher was designed and works very well. When using city water pressure to flush or run out your I/O DO NOT turn on full water pressure for any length of

time without the engine running. Because of engine design, thermostat, etc., etc., damage could result. Oh! By the way, if you leave your rig at Cholla and do your flushing there, I don't think water pressure should be a worry.

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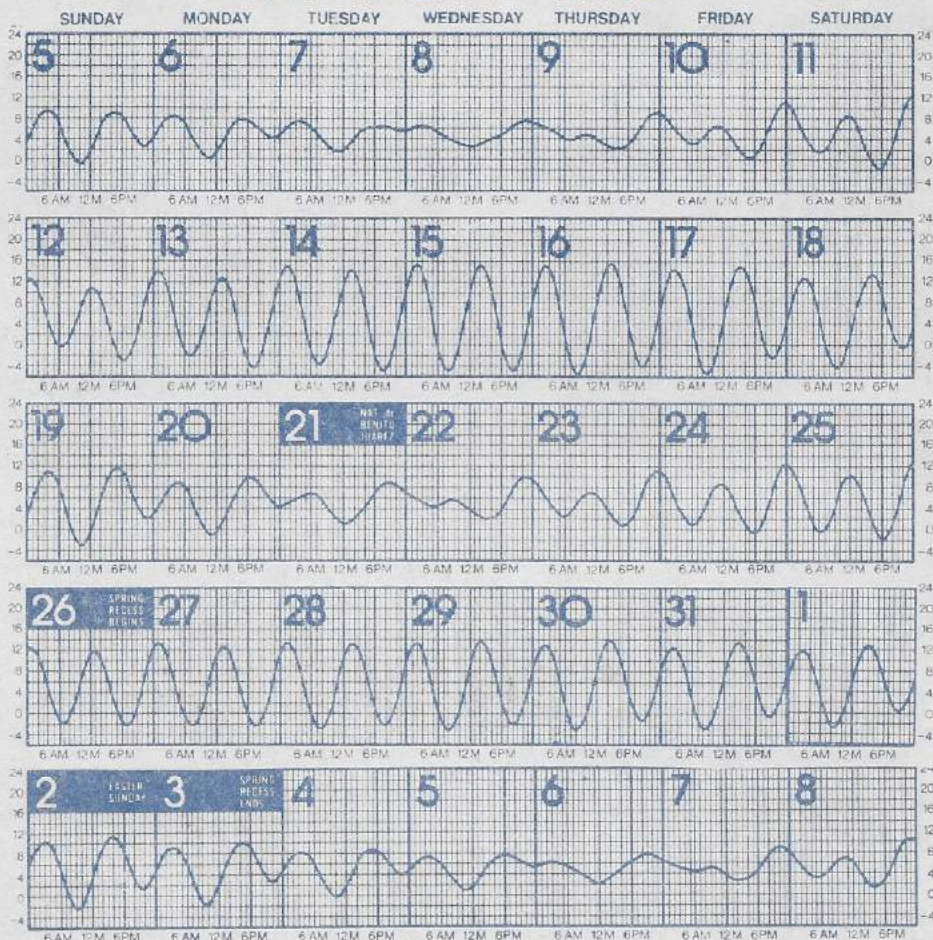
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Melvin & Deborah Jarvis
 1329 E. Whitton
 Phoenix AZ 85014

MARCH 1972



	PIERCE PENASCO	SAN FELIPE	2000	2010
AIR TEMP. (F)	56	70		
SEA TEMP. (F)	54	64		
RAINFALL (IN)	0.21	0.22		
WIND SPEED (MPH)	7.4	N.A.		
			FULL	NEW
			1:06 P.M.	1:35 P.M.

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