

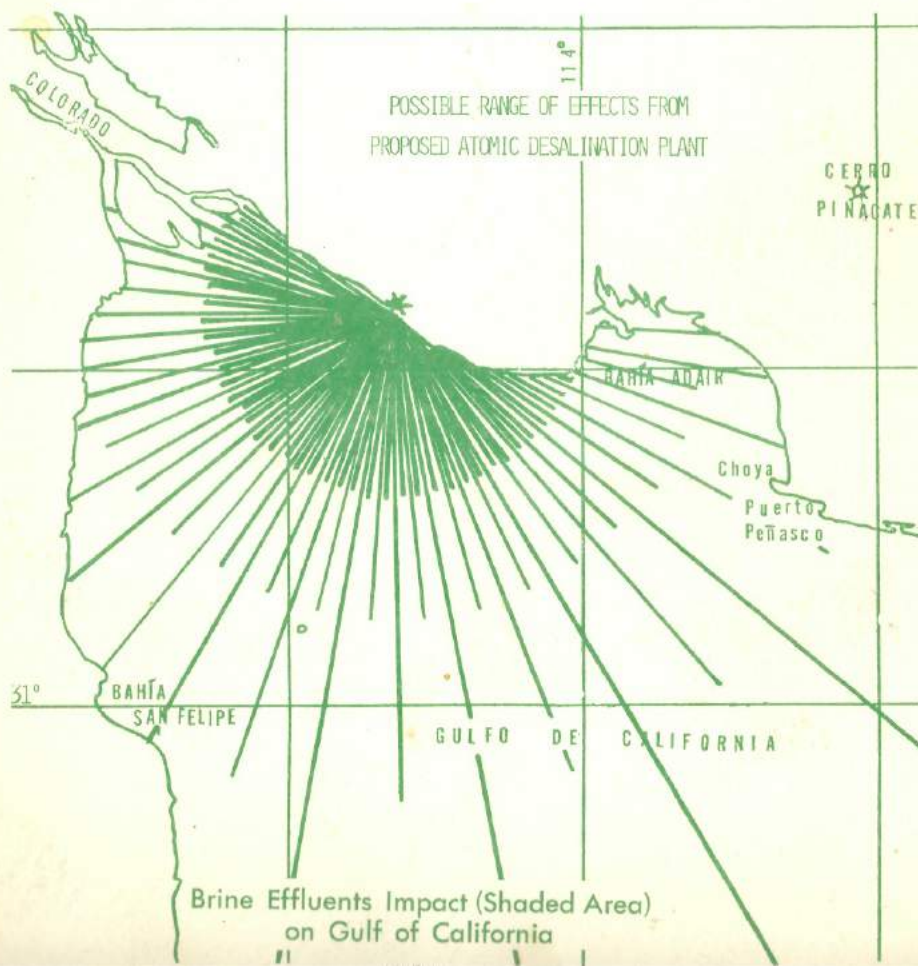


CHOLLA CHATTER

OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMANS CLUB

Volume 12, Number 10

October 1969



CHOLLA CHATTER
 Official Publication of the
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 P.O. Box 7171, Phoenix, Arizona 85011

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The "Southwestern Malacological
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 163 at 7:30 p. m. Next meeting will
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Cook meat until it practically falls apart, then mix in celery, tomatoes and onions. Simmer until vegetables are completely blended in with the meat. Fry tortillas either soft or hard as preferred — and stuff tacos with the filling. Add the shredded lettuce and to-
 mato bits last.

Courtesy — Rose Garcia
 Page, Ariz.

All people who use the radio facility at Cholla Bay should be members of the Cholla Bay Sportsman's Club.

NEW 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 Dave Conner at P. O. Box 7171, Phoenix 85001 or Verna Conlisk, 2570 E. Lester St., Tucson 85716.

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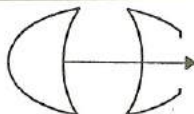
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Along the Waterfront

By Homer Smith

The month of August is a quiet one around Cholla Bay, and it is even more so in Penasco with all the commercial fishing boats in port awaiting the opening of shrimping in September.

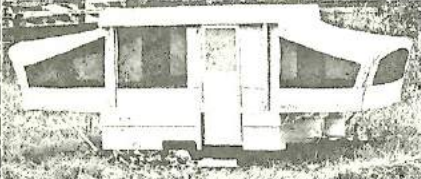
Betty Munro is writing a weekly "English Column" for the Rocky Point paper. In a recent issue she pointed up the fact that cabin owners at Cholla Bay pay rent which, among other things it is understood they are to receive police protection for their property when they are away. Recently a number of cabins have been

broken into. July, August and September are critical times for such activities - with hardly anyone around to interfere. For this period, at least there should be a twenty-four hour patrol. Let's hope Betty's timely remarks will stir up the proper action and something be done before the whole town is looted.

Since a good many Club Members have taken their boats to Lake Powell for a period during the summer - and a good many more are interested - it might be in order, at this time, to include a few remarks on what to expect there. At present, there are feeder roads, free launching ramps, and marinas at four locations: Wahweap at the south end; Hall's Crossing and Bullfrog in the middle; and Hite at the north end. Wahweap being on an Interstate Highway, is crowded at times, with facilities overtaxed. The others are not. The biggest month is August. In the summer months they are mostly vacationers - from as far away as Minnesota, Connecticut and Florida (more from California than all the other states combined) - enjoying water sports and camping. The elderly come in April and May, and again in September and October. They are the fishermen; the rock

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hounds; and the archaeologists.

The present lake level is 3575' above sea level - 100 feet higher than a year ago. It will be 3700' when full. There is a good buoyage system as far as Bullfrog (a little over half way) in the main channel. The tributaries are unmarked. The richest aboriginal ruins are near the center: Moqui, Lake and Escalante Canyons, and their tributaries. These people lived here for 20 to 30 generations (200 - 300 years) and left 600 years ago - to: nobody knows where, or why. They combined agriculture with hunting, fishing and food gathering, growing principally corn and squash, much like the Navajo and Hopi do today.

No boating vignette is complete without introducing the element of danger: at Lake Powell it is to be found in the "Narrows" - where the wave from the wake of the larger boats (more on weekends) bounce off the vertical canyon walls, increasing in force with each bounce, making it extremely dangerous for certain types of small boats - especially the overpowered outboards.

On this writer's last trip there, we rescued out of the water a family of seven, just starting on a two-week vacation, which was not only blasted at the outset, but resulted

in the loss of all their gear including a purse - containing not only the normal contents of a purse - but over \$500 in cash, leaving them 600 miles from home - penniless. Not even a credit card was saved.

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The Environmental Impact of Brine Effluents on the the Gulf of California

The above is the title of report No. 387 of the Office of Saline Water, U.S. Department of the Interior, regarding the possible effect of establishing an atomic desalination plant in the upper Gulf of California. Since this might very well affect the waters in our Cholla Bay Fishing ground, I thought the readers of the Chatter would like to know what some of the experts think about the situation.

The proposed plant will probably be located near El Tornillal which is about half way between El Gulfo and the northern tip of Baja Adair and will yield at least one billion gallons of desalted water per day. The operation of a desalination plant was described in the June 1968 Chatter, but basically consists of taking in sea water, converting part of this

to steam which is condensed to make fresh water and returning the remainder of the water, which is brine, to the Gulf.

According to Dr. Albert R. Mead, Professor and Chairman of Marine Sciences Committee, University of Arizona, the combined volumes of the water used for cooling purposes and the effluent from the desalination process would constitute the equivalent of a stream of hot brine (102° F) approximately 12 feet deep and 76.5 feet wide flowing back into the Gulf at the rate of about 5 feet per second. It is generally acknowledged according to the report that this "river" of heated brine is certain to change the physical environment within an area of uncertain dimensions and that this, in turn, will effect the animal and plant life in the

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upper Gulf to an unknown extent.

The committee preparing the report was handicapped because there is so little physical and biological data on the northern Gulf of California. The only complete weather data for the northernmost Gulf are from stations at Yuma, Arizona and Puerto Penasco, Sonora. Temperature, salinity and dissolved oxygen content of the water are apparently only known from 16 "hydrographic" cruises into the northern Gulf of California, one of which was 30 years ago and the most recent one was more than 4 years ago. No data on the northernmost Gulf waters where the Desalting Plant is to be built were available.

The only tide data in the Upper Gulf is from Puerto Penasco and very few studies have been done on tidal currents in the upper Gulf. The general circulation of the northern Gulf waters is not completely understood but available evidence from sedimentation and turbidity patterns

indicate a counterclockwise current along the coasts; however, current measurements in the open water show a slight rotary motion in a clockwise direction.

The bathymetry (bottom topography) of the northwestern Gulf is based upon four transverse echosounder profiles, a number of shorter sounding lines off the western coastal plain, and miscellaneous lead line soundings--some of which were taken nearly a hundred years ago. The western Gulf floor is a smooth plain which slopes generally ESE at a very low gradient. To the northeast along the Sonoran coast an irregular bottom topography consisting of low ridges and intervening flat-bottomed troughs or zones of deeper undulating topography prevails. The surface sediments are principally sand, sandy silt and clay, and various mixtures of silt and clay (mud). Sand dominates a narrow band along the Sonoran coast (El

Turn Page Please

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Witness

Applicant

Tornillal site) and the deeper water area to the S and SE. The remainder of the bottom to the W and SW consists of mud and sandy mud.

Quantitative data on the food chains of the northern Gulf waters are absent. Although there have been extensive collections of plankton, algae, invertebrates and fishes, long term ecological studies (relation of organisms to the environment and other organisms) have not been made.

The fish fauna of the Gulf of California has a predominately tropical origin. The northern Gulf however has many temperate species that are not found further south and contains less than half of the total number of species recorded for the Gulf as a whole. The most important com-

mercial fishes in the northern Gulf are the totoaba, cornivas, cabrillas, pargos and sierra mackerels.

Sonora is one of the leading states in total value of commercial fisheries. Over 95 percent of its value is attributed to shrimp, with a little over one percent listed for totoaba. Puerto Penasco consistently leads the other northern ports in catch value, averaging over \$ 1.6 million (U.S.) annually during the years 1959-1966. Most of the fishery products from the northern Gulf are exported to the U. S. A.

On the basis of the admittedly meager information which I have summarized the committee attempted to estimate the possible effects of the desalting operations on the environment of the upper Gulf. This was done by dreaming up mathematical models, etc. and feeding known and hypothetical data into a computer. Most of this was beyond my comprehension but my interpretation of the reports is that the water would be hypersaline at the plant site with measurable increases in the salinity as far as Bahia Adair. Since the circulation along the shore is counterclockwise in the upper Gulf, our area might well be spared with most of the hypersaline water going into the delta and down the west side of the Gulf possibly as far as San Felipe. The committee, however, concluded that they had insufficient information available to produce a reasonable estimate of salinity distribution at this time.

"Heat budget calculations assuming complete vertical mixing" indicate that the mean temperature of the water will only increase by about 2-4° F for any 50 square mile area. In the body of the report; however,

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a table is given which indicates that there may be a measurable increase in the annual mean temperature as much as 105 miles from the plant which is far south of Cholla.

The committee considered that the extent of biological damage will depend upon the distribution of the effluent and the degree of mixing with Gulf waters--both of which are unknown at the present time. Assuming good dispersion, there could be only localized effects or a gradual, slow decline in overall productivity due to increasing salinities. Increased water temperatures may exert localized lethal effects in the summer but might be beneficial in the winter.

The area thought to be most threatened by the brine effluent is the Colorado River delta. Considered to be the spawning ground of the totoaba (May 1968 Chatter) and possibly a nursery for young shrimp and fish, the accumulation of warm hypersaline water in the delta could cause irreparable damage and possibly cause the extinction of the totoaba.

The committee recommended that further studies be made which would include detailed investigations on the climatology, geology, oceanography, and marine ecology of the delta waters and the Gulf waters north of San Felipe and Puerto Penasco.

They also recommended that ecological monitoring stations be established along both coasts to record natural changes in the populations correlated with natural hydrographic conditions (temperature, salinity, oxygen content, etc). They stated that the establishment of a sound "before" picture of the environment

would enable scientists to monitor over a period of years actual changes occurring during the affluent discharges.

I believe that the 196 page report can be summarized very briefly; The discharge of hot brine into the upper Gulf from such a desalination plant will change the marine environment of the upper Gulf to an unknown degree for an unknown distance and will have an unknown effect on the marine fauna and flora and that furthermore, if adequate studies are not started immediately, we may not be able to document the extent of such changes.

-Tom Burch

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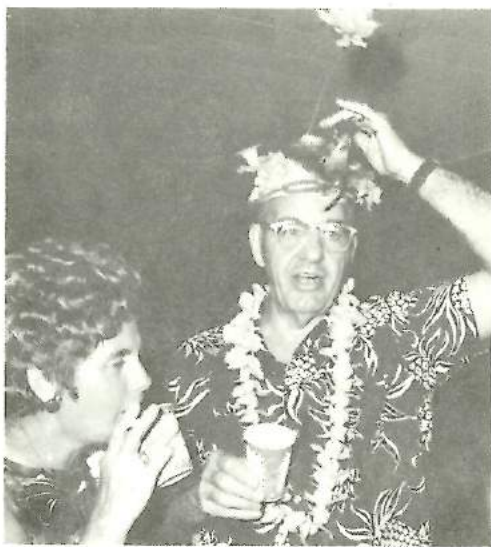
Phoenix Chapter Luau

Another successful yearly party was held in August by the Phoenix Chapter. Each year it's getting bigger and better. It was an absolute pleasure to be chairman this year as I had a committee that couldn't do enough to make the party the best. Peg Allison, Doris Muench, Verline Barbour, Helen Reed, Debbie Jarvis, Mary Sanderson and Beulah Woods who was my co-chairman. Would like to "thank" Tom Sharp for an excellent menu. Roy Buttons with his "music to dance by," certain individuals who entertained us and the club members who attended. All I can say is "What a luau." I had a ball.

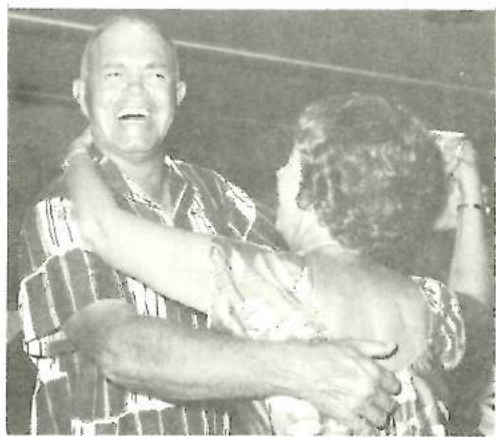
-Betty Capen
Chairman



Bill Sanderson Enjoyed
The Luau



Peg Allison & Charles Reed



Luau Time! (L to R)
Wayne Wood, Harry Capen,
Mel Jarvis, Debbie Jarvis,
Mary Capen & Bub Allison

TUCSON SCUTTLEBUTT



ARTHUR SCHWARZ

WHEN GOD MADE THE EARTH HE MADE MAN FIRST SIMPLY BECAUSE HE DID NOT WANT ANYONE STANDING AROUND TELLING HIM HOW IT SHOULD BE DONE.

Our Mexican insurance is becoming more valuable as time goes on. Bob Morris informed us that each policy covers us up to \$5000.00 if accidentally killed south of Sonoyta. This policy is now in effect 24 hrs. a day instead of 8 hrs. The increase in policy premiums was paid for by the Council.

OLD HIPPIES NEVER DIE - THEY JUST GO TO POT.

The Rocky Point Little League Baseball Team needs any equipment members of this club care to donate. Gloves, balls, shoes, etc. Bob Morris or Hector will see to it that it gets into the right hands.

DON'T BOTHER TO TELL YOUR WIFE YOU ARE NOT WORTHY OF HER. SHE ALREADY KNOWS IT.

The problems connected with bringing your large boats across the border have been settled. Dr. Burch notified all members of this some-time ago. However, some members still feel doubtful. It's O.K., according to Hector.

We were surely glad to see Verna Conlisk at the meeting. She had major surgery in July and recovered rapidly. Oh well, at the age of 39 you can do those things.

The writer's wife just returned from visiting her son in La Paz, Bolivia where he is a Military Attache. I don't say I was glad to see her go, but I surely was so much gladder to have her back home again.

Our September meeting was well attended. Tucson Chapter now has 294 members. You sure have to hand it to Verna when it comes to getting new members signed up. We will reach our goal of 300 before the end of the year.

Hector, our Tucson Chapter President, who is Foreign Student Advisor at the U. of A., has had 177 used mattresses and box springs donated to us from the U. of A. dormitories. They are now at Cooley's Service Station Repair warehouse awaiting pickup by the Rocky Point Hospital and/or Red Cross. Many thanks to the members who donated a hot sweaty evening transferring mattresses from the U to Cooley's.

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Several sailfish have been caught by members of the CBSC. The door prize for this meeting was donated by Catalina Marina. Don't forget to patronize those who donate to us.

Our next regular meeting, Oct. 14 will be a potluck. Please bring a covered dish.

WOMEN HAVE NO PLACE IN BUSINESS. TREAT THEM LIKE MEN AND THEY GET MAD. TREAT THEM LIKE A WOMAN AND YOUR WIFE GETS MAD.

If you want weather information at Rocky Point, call U.S. Weather Bureau - 889-0027 and don't hang up after the recording in is over. ●

THOSE METRIC MEASURES

Before you complain about people in Mexico weighing and measuring everything in an unnatural way, as the metric system may seem to you, you should be informed that it is WE not THEY who are clinging to an outmoded system.

Which is easier to count — 100 centimeters to a meter and 1000 meters to a kilometer, or 12 inches to a foot, 3 feet to a yard and 5,280 feet to a mile? THE SPANISH WAY, YOU SAY? It is the International way of measuring. The following table will be of help to you while you are adapting yourself to the Spanish:

1 centimeter =	.3937 inch
1 meter =	39.37 inches
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1 liter =	1.0567 quarts (liquid)
1 inch =	2.54 centimeters
1 foot =	.3048 meter
1 mile =	1.6093 kilometers
1 pound =	.4536 kilogram
1 quart =	.9463 liter (liquid)
1 gallon =	3.7852 liters

Buena suerte!



By Mel Jarvis

Boy what a summer. It's just been too hot to fish. We were at the bay over Labor Day, and spent most of the time trying to find a cool spot.

I think at last it's going to cool off and I just know the fishing is going to be good this fall.

So I guess it's time to see just what it's going to take to get ready for reef hunting.

Some of you bring your boats home in the summer and do some skiing in the lakes. Even if you're not a lake fisherman, you can pick up a lot of fish line on your prop shaft. Pull off the prop and take a look.

If you notice oil on your driveway where you park your boat, you may have a seal out. One of the fallacies of the lower unit, however, is that

the lower unit may look like it's leaking, but it is only doing the job it was designed to do: Bleeding extra oil and gas that the engine does not burn. If your lower unit has that oily look, and you're not sure, ask any experienced nut buster. He can tell the difference.

If you check your gear grease, and it has a muddy look, but you cannot

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see any sign of a leak you have a seal out under the water pump. One way to tell if water is in the gear housing, if the engine has not been run for some time, is to remove the lower drain plug, leaving the upper one tight. If there is water in the gear case, it will be at this plug. Since oil floats on water, the water will be

on the bottom. If you check the gear housing right after running the engine, the grease will have a light color or a muddy look, if there is water in it.

Once in a while, we'll all nick a prop at the bay, but boy, what they do to them on the lakes! Guess the bottom is closer to the top of the water or something. Anyway, there are times when I almost flip. We do a 30 or 40 dollar tune-up on an engine, and the prop is so beat up and out of pitch it would shake the teeth out of a tiger shark. Think what it does to the seals in the lower unit!

Get it repaired or replaced, if it needs it.

If you service your own lower unit don't use just any old grease. It could be disastrous. Some grease will not mix with water under agitation and will cause gas. This could blow your seal! Use only type C grease in evinrude, Johnson, or O.M.C. outdrive. Type C. grease can be used in most all marine gear units - outboard or outdrive. To be sure check the manufacturer's specifications.

Check your electrical system. I can say without a doubt, it's the most neglected, out of sight out of mind part of your gear. Clean and tighten

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all connection, hang wiring in clamps. Check for bad wire, pinched or rubbed spots. Check your battery for water, and make sure it's tied down, and connections are tight.

Look over your steering system. Be sure the cables are in good shape and adjusted. Check the pulley anchors and pullies.

If you have used your rig all summer on the lakes, and your last tune up was last spring, it's a good idea to have it checked. It's a long way to Cholla just to find out your engine won't run, or just good enough so you decide to stay close to the Point and fish for rock bass. A check-up at your favorite shoppe could put you over that reef you've been thinking about all summer.

See you at Cholla.

-Mel



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Wes Douglas, Chairman Insurance Committee

When I told Tom Burch the subject of this article he said, "Wes, you've had a number of articles in the Chatter on this subject before." True, I have had, but like so many other warnings I have published, such as not letting unlicensed children drive your sand buggies and cars around Cholla Bay because it voids your insurance, this subject is a warning that needs repeating at this time for there is now a concrete example of what happens when you do not live up to the rules of good old common horse sense. One of our very good members was being generous to three of his employees by letting

them use his cabin at the Bay and also his sand buggy. But he failed to send his Mexican insurance certificate along, and the moral to this article is that it shouldn't have happened!!!!

One of the fellows pulled into the driveway about eleven at night and suddenly found two forms lying in the driveway sleeping. He almost missed, but not quite. An ear was torn off of a 14 year-old boy.

The people involved have promised that they will have articles for the next Chatter so I won't at this time go into all of the terrible details that immediately followed.

The first I heard of it was on a Tuesday morning after I had just spent a week in Mexico City working on our various Mexican insurance problems. When it was reported to me I tried to charter a plane to go down but I found that none of the charter operators will go into Mexico. As a result I drove down Tuesday afternoon and started to work on the problem Wednesday morning. I thought I could get it settled in one day but it took two and a half days to get the job temporarily done. The insurance company has to pay the bills and take the receipts down to the powers that be in order to get final clearance of everyone concerned.

In someways this fellow was quite fortunate, if you can call staying in a bare 6' x 6' room with nothing but a concrete floor and no ventilation for two days and nights without food and water in 100 degrees humid heat. LUCKY!!! Yes for there was con-

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tributory negligence on both sides and the authorities did not file any charges, but since he was unknown he had to be kept in jail until the officials were convinced that he would pay for all of the expenses involved. He was a pretty good salesman for he finally convinced them that he would bring the boy to Phoenix for medical care and that he would pay all the bills and also had to promise in writing things that would or could have cost several thousand dollars.

The official told me that had he not been so cooperative and sincere that he would have had no choice but to keep him in jail. He said he had an awful time making up his mind whether to believe this gringo or would he perhaps get the boy across the line in the States and kick him out on the desert and drive off and leave him.

Yes, the man was lucky, for after two days and nights in jail the official finally decided he could trust him to do what he said he would do and released him.

I found out what the usual procedure was when an accident happened that would be considered a crime. The man would have been held in the Penasco jail until they could take him to Caborca where the judge, when he could find the time, would hold a hearing to determine whether to fine him or incarcerate him in the Caborca jail for an indefinite period. Had there not been contributory negligence on the part of the boy this would have been the route that would have had to be taken.

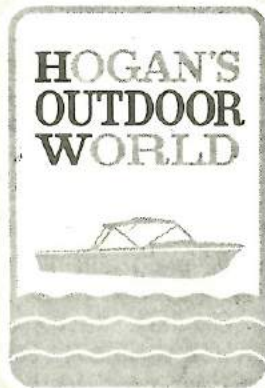
It just so happened that the officials involved were personal friends of mine, not that this would have made any difference, and cooperated with me 100 percent.

I of course took down copies of all Mexican insurance papers and was quickly able to show that the man was insured and that any damages done would be paid for and that no expense would be spared in seeing that the boy was properly taken care of.

This Friday the 19th of September
Turn Page Please

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MEL JARVIS, SERVICE MANAGER

will be three weeks since the accident and the boy is to see the plastic surgeon today for the last time before he will release him to be taken back to Cholla. CAN YOU IMAGINE HOW MUCH IT HAS COST FOR THREE WEEKS BETWEEN DOCTORS, HOSPITALS, MEDICINE AND OTHER CARE???????? Since the principals involved are going to have articles in the next Chatter I will not go into any further detail at this time.

THE MORAL!!!! & WARNING!!!!
Don't ever cross that border without having your Mexican insurance

papers with you and if you loan your place and sand buggy or boat to someone else be sure they have the papers with them. The official assured me that had this man had his Mexican insurance papers with him he would not have had to spend one minute in jail. SO PLEASE LET THIS OLD CREPE HANGER GET THROUGH TO YOU AND ALWAYS HAVE YOUR INSURANCE PAPERS WITH YOU.

-Wes Douglas

Chairman, Insurance Committee
(Editor's note-- Better remember this the next time you let an unlicensed driver operate your car or sand buggy in Mexico.)

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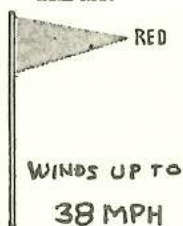


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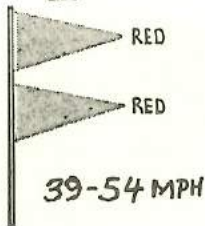
SMALL CRAFT, GALE, WHOLE GALE AND HURRICANE WARNINGS

DAYTIME SIGNALS

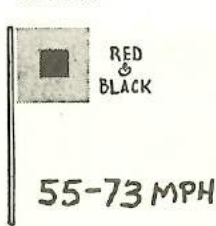
SMALL CRAFT



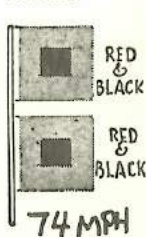
GALE



WHOLE GALE



HURRICANE

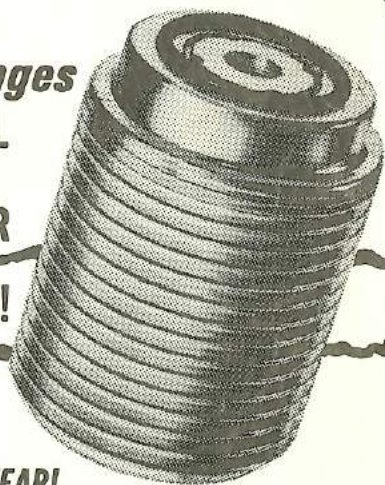


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