



OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMEN'S CLUB

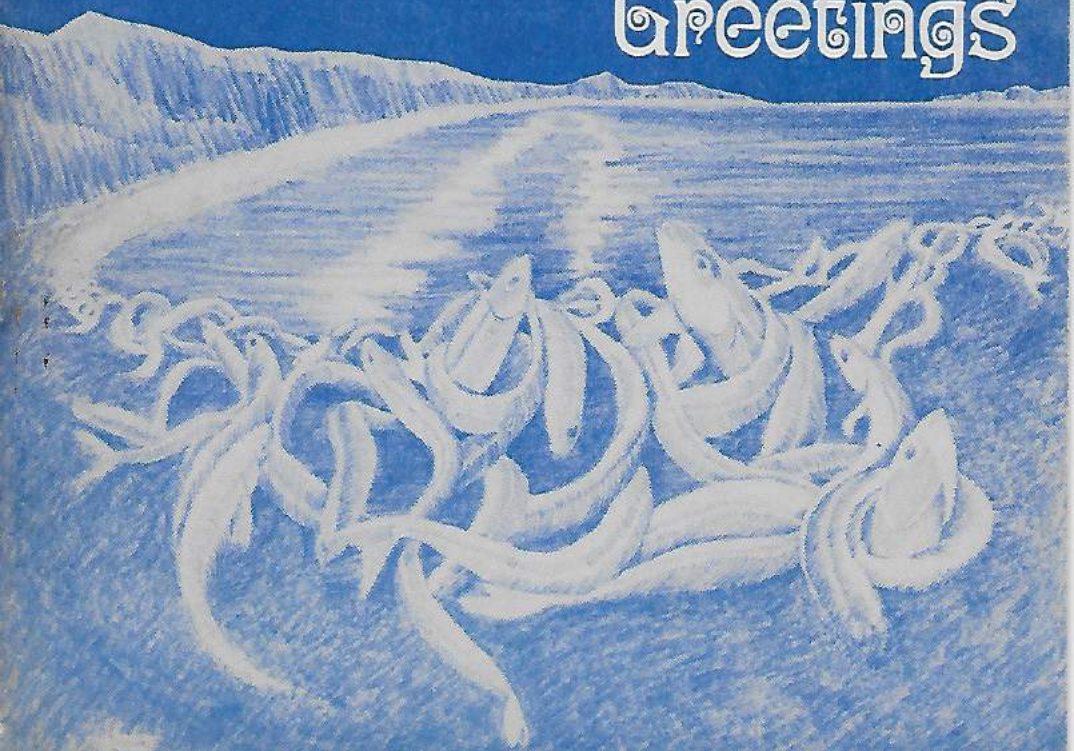
VOLUME 16, NUMBER 12

DECEMBER 1973

Season's



Greetings





## CHOLLA CHATTER

Official Publication  
of the

CHOLLA BAY SPORTSMAN'S CLUB, INC.  
P. O. Box 7171, Phoenix, Ariz. 85011

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*Don't Miss Your Meetings !!*

**PHOENIX - DECEMBER 11**  
Goetti Hall - 7:00 pm, Potluck  
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### Ship To Shore Marine Radio

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Conversation ..... 11  
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Conversation ..... 5

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# Attention All Members:

I am happy to announce that through an overwhelming vote of our membership, our dues will be increased to \$15.00 for individual membership and \$18.00 for a family membership, effective January 1, 1974. It is a welcome and much needed increase in the Club's income. Through the efforts of many hard working people this increase will mean that our club can continue in it's direction to insure that our membership will benefit from the objectives and improvements at the Bay.

The vote is as follows: a total of 363 members returned a vote of that total, 307 members voted yes, and 56 members voted no, giving the necessary two thirds majority needed to amend the constitution. The council has also directed that the ballots be kept on file for a period of ninety days, should any of the membership want to review them.

At the end of this period they will be destroyed.

Again let me state that as of January 1, 1974 our dues will be \$15.00 yearly for a single membership and \$18.00 yearly for a family membership.

Family membership will include member and wife and all their children under 18 years of age - however, only member and wife will be allowed to vote. When applying for a family membership, please include all names of family that desire membership cards.

Happy boating, fishing, relaxing,  
and see you at the Bay ...

Dick Allyn  
Council Chairman



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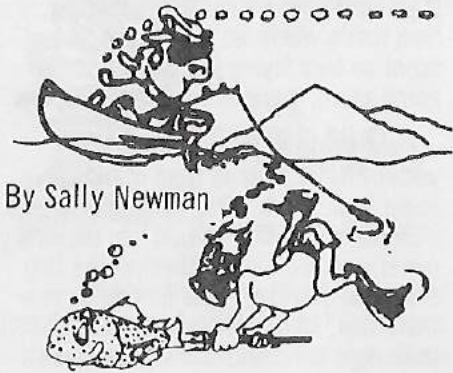
2101 E. Indian School Rd.

Repairs on:

ELECTRONIC GEAR  
BOATS - MOTORS - TRAILERS



# TUCSON SCUTTLEBUTT



By Sally Newman

To all our members who are ill we wish a speedy recovery.

A good part of our meeting was taken up with our raise in dues, which is **BADLY** Needed (we all know everything costs more), and the need of new members. So come to the Potluck and bring a friend who uses the facilities at Cholla or who is just interested in the club. Maybe your neighbor at Cholla – even if they are only shell hunters, clam diggers, dune buggers or just landlubbers... go getem.

We had a couple of good door prizes: a life jacket, donated by **GLOBE DEPT. STORE**, and a gallon of anti-freeze donated by **WOLF'S MOBIL STATION**.

Thank you, fellas. Chuck Dernberger won the anti-freeze and Nola Dykes won the life jacket.

Don't forget the Christmas Potluck – in case you have not been to one of these, they are 'scrumptious'. Bring a dish of your favorite beans, salad, meat loaf, spaghetti or whatever, to pass around. Your own silverware, also. Coffee and Koolade will be served and a lot of Christmas decorations will be given as door prizes. **SEE YOU ALL THERE!!!!**



## Mel Jarvis

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By Mel Jarvis

It's hard to believe that because they stopped the slaughtering of whales it would cause a problem with lubrication of the OMC out drive, isn't it? But that's what happened, according to OMC.

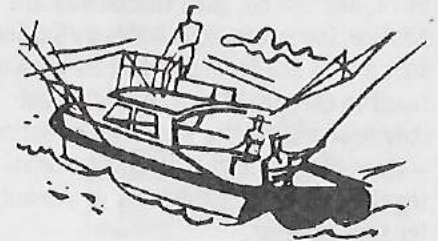
The old type C lower gear oil we once used, was in part, made from whale oil. And now because it is no longer available, OMC had to go to a different gear grease called Sea Lube. However, they also find it isn't doing the complete job it should on the larger motors, and OMC had to come up with a supplement. They are strongly advising all OMC owners of 200 horse power and up to add this supplement to the lower gear housing of your out drives. Your marine dealers have this supplement for you or they will add it to your drive for you if you so wish, I am sure.

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Weather at the Bay has really been great and fishing has been rather good, so it's time to start down that long old road and maybe it's time we took a look at those wheel bearings. I know most of you have bearing buddies, but don't let that give you a false sense of security. You still should pull those wheels and check and repack the wheel bearings once in a while and make sure the bearing adjustment is still okay.

See you at the Bay...



### Evinrude Sales & Service

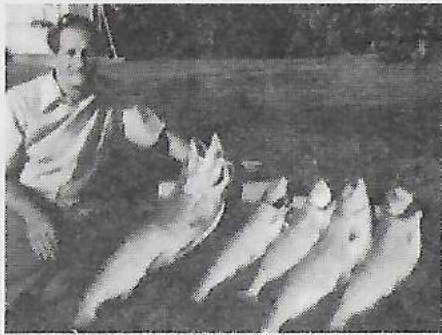
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Author Al Scott with Neah Bay Salmon...

## Salmon Fishing

This August 9th my wife and I started on our annual vacation trip to the beautiful ever-green state of Washington. Our friends are awaiting us in Seattle. I have only one thing in mind: Salmon. My wife, a visit with her childhood friend. After a few days of visiting my relative in Frisco, we went along the coast of California, beautiful as always. Along the coast of Oregon, beautiful but windy. Much too windy to go on charter boats salmonfishing but did enjoy the lovely state of Oregon. We had plans to stop in Rock-a-way there, and see our good friends Ray and Adeline Sanderson, Bill and Mary Sanderson, and to see their paradise they have found in Oregon. What a beautiful spot they have and what a wonderful situation — three brothers and their wives spending the balance of their lives in a beautiful spot together.

Ray and I had talked before he and

Adeline left Phoenix and had spoken of going salmon fishing when my wife and I got there. But even if we could have, the wind was bad and the charter boats were not going out. After visiting a few hours with the Sandersons, we spent the night in Rock-a-way.

The following day found us on our way to Seattle and our good friends Herbert and Nellie Kendall. We had lunch in Astoria, Oregon, then took the bridge across to Washington and on to Seattle. While our friends were at work, my wife and I drove over Seattle for a few hours each day waiting for the weekend and our usual trip to the Ocean and Neah Bay, Wash. Come Friday noon, I had the station wagon packed, when our friends came from work and before long we were on our way.

The Ferry ride across Puget Sound was wonderful. We were lucky as this was one of the new ones and was like a big plush hotel. This Ferry took us to Winslow, Washington, then we drove awhile and then took a toll bridge across the Straits of San Juan, beautiful, and before nightfall we arrived at Peters Resort at Neah Bay.

We found the cabin we had reserved and bedded down and dreamed of the big ones we would catch the next day. The Moon was still shining the next morning as the girls had bacon and eggs and coffee ready when Herb and I came back from the boat landing where we had gotten everything ready to shove off at the break of dawn.

CONTINUED ON PAGE 16

On the Way to Cholla Bay

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## Communications Department

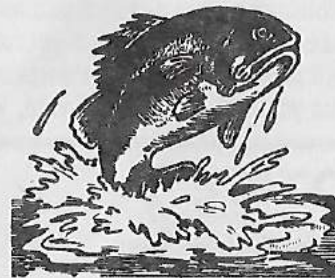
Since man began, he has tried to communicate — sometimes without avail.

Cholla Bay Radio has a similar problem at times. For instance, did you know that from the time you call in and get a response from Cholla Bay Radio, some 30 to 60 seconds elapse? That is because the filament switch is turned OFF on the transmitter in order to conserve power during the listening periods as all the equipment is battery powered. Radios in most boats have similar installations, so after going to transmitter position allow 30 to 60 seconds prior to your transmission also. This will aid in better communications for both boater and Cholla Bay.

There has been a lot of talk about VHF versus marine radio. The subject can be discussed at no end. The facts are that watt for watt (say for daytime use) VHF has 1/3 farther range than marine radio. All communication in daytime is line of sight. At nighttime the lower frequency marine radio will have a sky wave effect, so that you can hear distant stations on your broadcast set at night that you can't hear in the daytime. This is also known as the skip condition. On the other hand, due to the high frequency, VHF does NOT have the skip or sky wave as it penetrates the layers that reflect the lower frequencies.

C.B. Radio has a normal range of 5 to 20 miles depending upon the equipment. For example, the base station has a better range than the boat due to a better antenna... base mounted system. It would be to the benefit of all for you to look over your radio systems to see that your radios are tuned to your antennas, and that both antennas and radios are working properly.

Steve Steffens  
Radio Chairman  
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# vagabundo

ON THE SEA OF CORTEZ

By Bill Troxell

As we left you last month, we were in need of a doctor and were headed for Rancho De Los Dolores. We anchored close ashore and rowed in to ask for help. There was none available. Not one vehicle was on the ranch at the time and they were forbidden to use the radio because they lacked a license now being required by the government. Now what? Nothing to do but wait out the night and head for La Paz with the first light of dawn. Both depth finders had gone sour, and it was imprudent to travel parts of those waters at night without one. We might wind up in worse shape, with no transportation at all.

Eight and a half knots on the speedometer turned out to be more like ten in time made good next day. Again, luck and kindly seas and currents were with us. A better bonus was the slow improvement of the first mate. By the time we reached La Paz in the early afternoon she appeared out of danger.

The entrance channel to La Paz surprised us with buoys and shore markers all exactly where they were supposed to be. We were also surprised by the antics of a youngster in a yacht named JUNIOR. Violating every rule in the book and traveling at excessive speed he nearly rammed us as we followed the channel markers in to the harbor. Only a last minute dodge on our part saved us from this idiot who was obviously playing "chicken" with someone else's expensive boat. Both Ray and myself are former U.S. Navy officers ... we know the rules of the road fairly well ... and neither of us had ever seen such a display of deliberate folly on the water before.

Arriving adjacent to Abaroas shipyard, we went ashore in the dinghy to inquire if there was a mechanic who might understand our problem. We were directed to a fellow who could not have been more disinterested. He did bother to say that he might have a look at it if the boat was hauled out, but there would probably be no repair parts available anyway. I spoke with Jose Abaroas, eighty-plus year old owner of the yard, who

agreed to haul us on an old trailer attached to a winch. When? Manana ... possible. In Mexico Manana means sometime, not necessarily tomorrow. Tomorrow maybe means either never or at eventual convenience. Meanwhile, Ray struck up a conversation with an American who proved to be the local Volvo dealer. He had, he assured us, a mechanic who could fix us up. But first ... the boat must be hauled. We explained our luck in this respect so he added his own persuasion and it was settled. Tomorrow we would be hauled. Without going further into details, tomorrow would have been Thursday, and we were finally out of the water by Saturday noon. It required two hours to pull us about one hundred feet, because the motor running the winch would only run a few seconds at a time. An Abaroas son, owner of the winch, laughed and shrugged. "No sirve", he said. Meaning ... it doesn't work. But when the Vagabundo was finally out of the water all hands walked away. Nobody gave another glance at the ailing winch engine.

Bob Read, the Volvo dealer in La Paz, was as good as his word. He was on hand with his mechanic who quickly discovered that the excessive cavitation we had experienced in the port motor and outdrive during our rough passage had weakened the rivets in the clutch, officially termed a vibration damper. They had sheared, and the springs were pretty well ground up. Without exception, everyone assured us no repair was possible in La Paz. So Bob called California for a new damper. It arrived next morning via Air West, and then our troubles REALLY began. Customs declared that since the plane landed at twelve o'clock rather than earlier they could not deliver the part we were standing there waiting for. Of course they could make an exception ... for eight hundred pesos. However, next morning it would cost us nothing. I told the gentleman I liked his price better in the morning. Little did I know.

We were in the Air West Office at 8 o'clock next morning as directed and were informed the part was in but we could not have it until 11. At 11 we were back and asked to wait until 11:30. At 11:30 we were told the part was actually still at the airport, and customs would not let Air West bring it in unless we paid a customs man to ride along out and pick up the part himself. You would have thought we were trying to import heroin. So ... we paid ... and waited ... and finally were handed some papers. "Great," I said. "It's still before noon. We'll get the part right away" "I'm afraid not," he re-

CONTINUED ON PAGE 12

## SPECIAL NOTICE

**On the Special Group Auto Policy for Club Members, we can now increase the Limits of Liability from \$5,000 per person/\$10,000 per accident to \$10,000 per person/\$20,000 per accident for an Additional Premium of \$10.00 for the basic auto and \$2.50 for Sand Buggy and/or Motorcycles, plus taxes.**

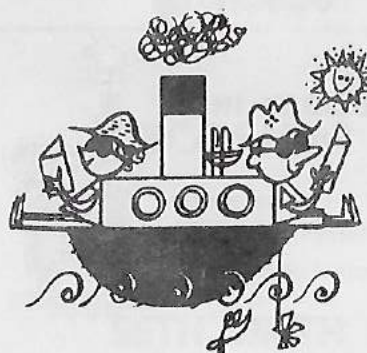
**If you desire to increase your policy, please contact:**

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turned. When I asked why he simply shrugged and suggested the part was in the customs shed around the corner. We took the papers to the man in charge who immediately went into a high speed tirade about how much work he had to do and NO we could not have the part. Maybe tomorrow. Definitely not today ... and he strode around waving his arms and shouting at the top of his voice for ten minutes telling us in very rapid fire Spanish that he had no time to stamp the papers and sign one of them ... a matter of perhaps ten seconds.

Bob Reed finally wearied of the discourse and set out in search of a local businessman of considerable influence who attempted to talk some reason into the gesticulating, still shouting customs man. Failing here, the businessman went directly to the head of customs, where he also got a flat no ... but a weak promise that tomorrow we could have the part. Just before the three o'clock closure of the whole operation much wheedling plus a certain amount of mordita finally broke them down ... one by one ... each of the four departments that got into the act with flourishes and signatures. Meanwhile, no one could care less what might actually have been in the box. With less than one minute to spare I had my hands on that precious package. Bob asked Ray to drive him in his truck to the airport where Bob was departing for Guadalajara. The mechanic and I took the box out of the shed and opened it up in the middle of the street. Sure enough ... wrong part!

Ray was wheeling back from the airport when I flagged him down. We headed back as fast as the old truck would go and still stay in gear. We finally found Bob in the restaurant and explained our plight. He vented a few choice observations, and continued his meal. We were getting anxious. Bob's plane was due in and there was the matter of another telephone call to the states. Bob laughed at us and told us to relax ... get into the Mexican way of doing things. It was good advice but hard to hack at the moment. When he did get the call through, while his plane was boarding passengers, the California office said ... "Sorry. Only part we have." We were a trifle depressed at this time.

CONTINUED ON PAGE 13

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I-10 at GRANT ROAD

Bob gave us the key to his shop. I resurrected the broken parts from our outdrive ... hunted for a clutch mechanic ... and found one. Half a block from where we hauled out. I asked if he could fix it. He said "Sure." "How long?" "Two hours." And he was as good as his word. In exactly two hours it was ready to put back in place. Six days after we arrived in La Paz.

You can't very well live aboard a boat hauled out on a busy dry dock. We had spent several days at Los Arcos hotel in La Paz. For the benefit of those who might sometime visit this city at the lower end of Baja, Los Arcos is a satisfactory lodging place. The less deluxe rooms come at twenty dollars per day for two ... American plan ... and your choice of anything on the menu three meals each day. It's hard to beat that. This was our third at Los Arcos, and each time we found the place more than worth the money.

Refueled in as much of a hurry as we could get anyone in after we were once again in the water. We eagerly sailed back out of the harbor headed up the Eastern side of the Baja Peninsula ... now ten days behind schedule. Our first night out we gorged ourselves on thick T-bone steaks broiled on the beach at Partida Cove. Should you ever anchor in this cove, stay in plenty of water. The guesstimates of local fishermen are a mile off. The tide is considerable and you can't touch down. We did ... but no harm done.

Next morning yours truly had developed a case of the Turistas plus a strep throat. Great day in the morning! With the entire Baja Peninsula northward to navigate. Thank Heaven for a great wife and a great buddy. For several days they had the burden mostly on their shoulders, including Sal Si Puedes and Ballena channels. We stopped at Escondido and Mulege again on the return voyage, but avoided Loreto. We had had so much trouble with customs and immigration in La Paz that we wanted nothing further to do with such offices. Incidentally, for the information of anyone planning such a voyage, if you do decide to travel in accordance with the rules as you are supposed to do, do NOT make any effort to arrange anything yourself. Hunt up an agent ... give him the papers ... if you have to order anything from the states ... let him do it. You'll probably wind up having to hire one anyway, even if you do speak Spanish, and you'll save an inestimable amount of time and strain on your ulcers. And remember that Mexico is now on the forty hour week officially.

TO BE CONTINUED

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# WE CAN HELP THE ECOLOGY OF CORTEZ!

By Lila Erickson

As an avid reader of Ray Cannon's weekly column in the Western Outdoor News, I feel that many of his pet theories and projects might be of interest to Cholla Bay Sportsman Club members. Ray Cannon, the author of "The Sea of Cortez", has a wealth of knowledge of "our sea" gained from years of research and travel.

He recently wrote about the great Basses of the Cortez and described research done by John Fitch of California Fish and Game, Marine Division, in aging large fish by counting the rings on the ear bone (otolith). He estimated a 450 pound Black Sea Bass as being 60-70 years old. With each year, their growth slows, so a 550-600 pounder could be well over 100 years old. Other large basses may also live as long.

When the Mexican Government learned that these old native fish become more prolific with age and that a Jewfish weighing close to 1000 pounds contained and could have spawned millions of eggs, a law was passed prohibiting their capture by any means. This is a serious law and carries a lengthy prison sentence.

Mr. Cannon states that the over 50 year old fish is not replaceable, not ever! No replacement would get a chance to grow that long before being caught. So, after we catch that first BIG one, we probably should give serious thought to releasing any big Bass. (The smaller ones really are more tender and tasty.)

Mr. Cannon also writes enthusiastically about the importance of the Pelican to the ecology of the Cortez. The U.S. Fish and Wildlife Service at Davis, California banded and marked 5500 young pelicans between 1970 and 1972. They have asked that banded pelicans spotted, be reported to Dr. Daniel W. Anderson, U.S. Fish and Wildlife Service, P.O. Box C, Davis, Calif. 95615.

Markings to look for and note for your report are: the kind of leg band, whether right or left leg. If streamer is attached give its color. These colors represent breeding colonies, i.e. Isla San Luis - dark green; Puerto Refugio - light green; Isla Peojo - pink; Isla San Lorenzo Norte - orange; Isla San Pedro Martin - lavender; Bahia Paballon (mainland coast of Mexico) - white and Anacapa Island (Pacific side) - dark blue. Dr. Anderson would also like information on the date and location of the sighting and whether the pelican was dead or alive, sick or maimed. If captured or in hand, note the

number on the band. Please don't remove it. Photographs would be most helpful. This research will continue for another two years and is a project that all Cholla Bay Sportsman Club members can contribute to.



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## GRINGO PASS

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TAX FREE LIQUOR

# the log of the GRAN PASEO

Captain: E. J. Fieldhouse

Still nothing going quite right - Immigration Officer has refused to allow Mexican sailors to sail U.S. boat, sale of boat has strings attached, have flown to Phoenix.

5/30/73 - Drove to Mexicali, Mexico to see Aduana, Immigration Officer and Mexican Travel Bureau regarding legality of boat sale, and refusal of Immigration Officer to allow Mexican crew to Guaymas. No sale possible on tourist visa (Aduana) no reason for refusal on Mexican crew (Immigration) same as above (Travel Bureau). Returned home.

6/1/73 - Drove to Guaymas. Had idea of putting boat on barge going empty to San Diego (Salt Co. barge & tug). Stayed at Las Playitas.

6/2/73 - Took ferry to Santa Rosalia - left 1200, arrival 1900. Drove to Gerrero Negro - 150 miles - 3 hours.

6/3/73 - Stayed on boat and slept late. Donna at home of Mr. & Mrs. Davidson.

6/4/73 - Saw Mr. Bremmer. Confirmed - no legal way to sell boat. Said he would consult top management on transportation by barge.

6/5/73 - Arranged to have mechanic (Vincenti) repair shift cable on fly bridge starboard shift lever.

6/6/73 - No word on barge.

6/7/73 - No word on barge.

6/8/73 - Management said "no" on barge idea. Insurance problem? Called Tom Mason, insurance man in San Diego for U.S. pilot and mechanic to take boat back to Dan Diego. Called Donna.

6/9/73 - Could not reach Tom for answer.

6/10/73 - Same. Ran engines 1/2 hour - OK.

6/11/73 - Talked to Tom, 0800. He left list of available men on his yacht. Called back 1000. Had list, but said it would be necessary for me to fly to San Diego to arrange details. Had shore boat repaired, \$20.00, also unpretzeled spare anchor. Charged batteries with Lewco Charger.

6/12/73 - San Diego. Arrived late. Talked to Tom Mason and George Henderson, pilot. Had dinner with Tom.

6/13/73 - Contracted with Geo. Henderson to bring boat back to San Diego with helper, Jim Morrison, who fished these Mexican waters many years, for \$600.00 and expenses.

6/14/73 - Relaxed.

CONTINUED ON PAGE 16

## Roofing Wholesale Co., Inc.

1918 WEST GRANT STREET - PHOENIX, ARIZONA 85009 - (602) 258-3794

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564 S. DREW - MESA, ARIZONA - (602) 962-8351

CLUB MEMBER



## LOG OF THE GRAN PASEO — CONTINUED FROM PAGE 15

6/15/73 — Flew to Gerrero Negro. Secured crew list and clearance for San Diego, with a lot of trouble and \$55.00. Checked out boat for early departure next morning.

6/16/73 — Left for Guaymas ferry, Phoenix and San Diego.

6/16/73 — From log of Capt. Goerge Henderson. . . Departed Chaparito 0550. Arrived Pt. Blanco 1900. Weather fair to bad.

6/17/73 — Departed Pt. Blanco 0240. Nice weather to 0900. Lost starboard transmission. Lucky to reach anchorage at Pt. San Carlos. Called Tom Mason at 1330. Wind 40-50 knots.

6/18/73 — At anchor, Pt. San Carlos. Weather not bad. Rigging jury rudder to compensate for thrust on port screw.

6/19/73 — Departed San Carlos 0830. Abeam Geronimo 8830, passed San Martin 2045.

6/20/73 — Changed fuel filters port engine 0000 hours. Reached Colnett 0315. Weather fine. San Tomas abeam 1040, Totas Santos 1330. Arrived San Diego police dock 2345.

6/21/73 — Cleared customs. Delivered boat to Kettenburg Marine for repairs. End of Captain's log.

Complemented crew on difficult voyage completed under conditions lesser men might not have coped with. Bonus well deserved.

6/22/73 — Boat surveyed by Capt. Smith. Necessary repairs ordered. Bottom very foul. Has to be cleaned and painted. Bottom paint applied 4 months ago not very effective against barnacles. Listed boat for sale with broker.

6/23/73 — Looked at Grand Banks trawler.

As June's issue of The Ensign quoted from John Masefield's "Sea Fever" — "I must go down to the sea again, for the call of the running tide is a wild call and a clear call that may not be denied."

### CONCLUSION

## SALMON FISHING — CONTINUED FROM PAGE 8

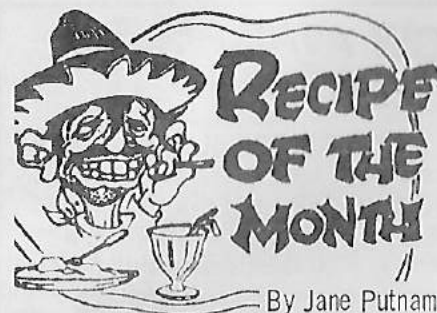
A beautiful day it was. Before on this trip to Neah Bay, I would wear three pair of pants, three wool shirts and a big jacket, but this day only one pair of each.

I think we swallowed a couple of eggs, bacon, coffee — and away we go. Surprise, surprise, the water is really beautiful. As a rule, the water is really rough, but not today. Ten miles from the landing we started to troll for salmon. We had been told fishing had been very poor, so we didn't expect to fill the boat with salmon.

Believe it or not, by noon we had our limit of salmon — "6" including a 40 lb.

ling and a 25 lb. king. The rest were silvers. The people at the dock couldn't believe their eyes and I heard several men say they were going to follow us out the next day. How lucky some people are, but as I always say, clean living will win out every time.

We came home with more salmon than we should have, but it is hard to throw them back. A really great weekend we all had, and after another week in Seattle, we said good-bye to our wonderful friends and started on our way back to our Phoenix home. I'm sure it will be a long time before we forget this trip to Washington.



In the winter when we seem to be busier than ever before and have less time to spend in the preparation of meals, the once lowly pork chop really comes into its own. Rustled up according to these homegrown recipes boasting entirely different flavors, they even become hearty company fare.

### APPLE PORK CHOPS

In a large deep skillet (with a cover), melt about a teaspoon of bacon fat or other shortening. Brown chops — and these should be the thin quick-fry kind — on both sides, in relays or in two pans if necessary. Then lay all the chops in the pan, overlapping to make them fit.

Cover the chops with peeled and thinly sliced raw potatoes (enough to go with all those chops), then smother all with peeled and thinly sliced raw onions. Top this with slices of peeled and cored fresh apples sprinkled lightly with ground cinnamon. Add salt and pepper to taste, about a half cup of water, cover and let fry/steam for about half an hour.

Periodically lift with pancake turner to make sure nothing is sticking and add more water as necessary. When potatoes have browned and are cooked through, everything else will be done too. Serve with a green vegetable.

If fresh apples are unavailable, use cans or jars of Escalloped Apples fresh from the supermarket!

### PORK CHOP BARBECUE

Braise until brown either quick-fry or large chops as in above recipe, then lay

out in baking dish (or dishes) and pour over them your favorite bottled or home-made barbecue sauce. Add enough water to barely cover bottom of pan (less if chops have been frozen).

Bake uncovered at 375 degrees for 30 to 45 minutes, depending upon how brown and crisp you want them. Serve with baked spuds and a salad.

### STUFFED PORK CHOPS

My family is 'specially partial to quick-fry chops for this because "they hold more stuffing" than conventional butterflied chops! And a pair of them is usually sufficient for each serving.

Lay out enough chops in flat baking dish or pan. Then with spoon and fingers form moist stuffing into a thick layer covering each chop completely. Top off with another chop about the same size and shape of the first.

Bake uncovered at 375 degrees until browned and done, usually about 45 minutes to an hour. For extra moist chops, baste with a little water or cider twice during baking time.

### Stuffing

For 4 servings I use 4 slices of fresh or stale bread broken up into small pieces, a small onion finely diced, an equal amount of celery finely chopped, enough water to hold it all together, and lots of herbs and seasonings (garlic salt, onion salt, celery salt, a dash of powdered clove, parsley flakes, green pepper flakes, rosemary, thyme, seasoned salt, seasoned pepper, paprika, etc.). Knead with the hands and fingers for smooth mixture.

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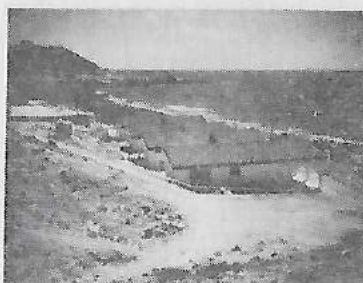
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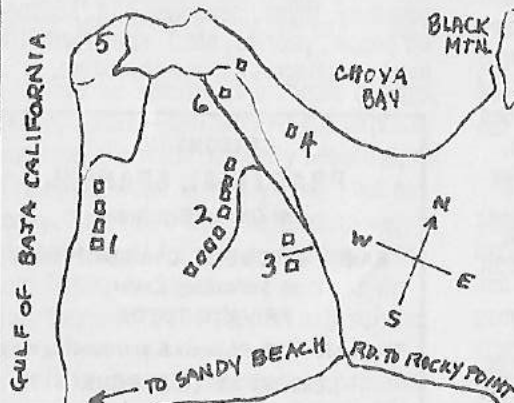
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