

Lifeline

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Next Flotilla meeting is Tuesday 18 January at 7:00PM

Communications Services (SC)

I had a slow start but things seem to be picking up with Communications Services here at The Flotilla. In summary, here are some items: successfully updated key elements of our flotilla website, and began planning website upgrade with input from Clark and Dan. Finally, I am developing plans to increase the role and presence of CS to the full benefit of our flotilla and our overall mission support effort.

Darryl Stevenson, FSO-CS

Information Systems (IS)

The New 7029 online is now available for use. Members wishing to learn how to use this new service can contact me and I will show you how to use it.

The form has new features where you can store your data entry, even if you are not finished filling out your form, for later use. You can also go back to previous months and review previous entry information.

Your FSO- IS seeks your cooperation this year in reporting your hours at least once a month. Many members decided to hold on to their paperwork until the end of the year and many problems came about due to the large volume of paperwork being sent in to division "at the last minute". I strongly urge all members to please send in whatever information you have recorded for the month, and send it in.

New for this year, all 7030's (Mission Activity Reports) MUST be sent in immediately after mission completion so it may get processed in a timely fashion. Holding on to the form until you are good and ready will only cause unnecessary delays if sent with a stack of other paperwork. All hours that were handed in for calendar year 2010 have been entered, now time is needed to cycle into AUXDATA. I will admit some mistakes were made on my behalf, and I apologize up front. It's my duty to make sure your hard work gets recognized, however, it's your duty to make sure your hours are reported and sent in a timely manner. If you need assistance reporting your hours, please don't hesitate to contact me, and I will assist you as best as possible.

Jose Roman-Rivera, FSO-IS

Materials (MA)

All members that are in need of any materials please e-mail me at jimmyde46@aol.com. Please include your full name, address and member ID number.

Jimmy Deleon, FSO-MA

Operations (OP)

Crew School has begun at SECTOR.

Additionally, there are many AUX Weekend College courses scheduled up to Spring time that would benefit any member interested in OPS Mission Support. Special Congratulations to Boat Crew Member Matt O'Brien for achieving the official award of successful completion of the AUXOP Specialty Program.

Brian Lynch, FSO-OP

Member Training (MT) and Human Resources (HR)

It's a new year and with that our flotilla has worked hard in getting together our 2011 Weekend College. I'd like to point out that we're calling this the 2-76 Weekend College since we're the people who put in the time for it. Many thanks must go out to Pat Cunningham for this - I may be the new FSO-MT but Pat is the man that got it together. My input can be seen in that I want to make AUXOP this year, and thus we're having every single AUXOP course offered this year. I encourage everyone to take these courses and increase our flotilla's operational capability. Likewise I hope that everyone takes our first aid course (remember crewmembers may only give aid which they are qualified in). I'm glad that ICS-300 and 400 filled up so quickly as well.

Our new boat crew school is also going well, nearly everyone who signed up showed up and we have a good, diverse group of trainees from all over the 5NR.

On the HR front I continue to try and find new recruits from avenues yet untapped by the Auxiliary. We currently have 66 members, 7 in AP status. I'm communicating with 5 potential members right now. I urge all of you to help me in my job by sending me leads on potential members. Bring along them to the flotilla meeting.

Things are looking up for the flotilla and for the division. If everything shakes out right 2011 will see a marked increase in our flotilla's underway hours and operational capacity.

Dan Toms, FSO-MA,HR

Public Education (PE)

A new flyer advertising Spring 2011 PE courses has been produced, and is available for distribution. The following courses will run in Spring 2011, and along with the ABS and SS&S courses, there are some new offerings that we hope will attract some attention. Auxiliarists who are new to the flotilla may be interested in taking these courses, or may be interested in becoming IT -certified so they can join the team of instructors who teach these courses.

Although we are advertising these PE courses with brochures and on the 5 NR web site and Craigslist, the PE team is appealing to 2-76 Auxiliarists to **GET THE WORD OUT!**

Dot French, FSO-PE

Program Visitor (PV)

Are you a member that has not been active for awhile and do not know who to start. Try the PV program. It's fun and easy and you may save someone's life. The purpose of Program Visitor Program is to promote safe boating for the recreational boating public through the aid of local businesses, offices and any type of stores.

Promote Public boating education
Promote Boating safety
Promote Town watch by and on the waterways

Program Visitor does all this and more you may just save a life. Start by signing up for the April 10th training. It is quick and easy. Just contact the member training officer to get more details
Complete the class and get a PV kit.

Clark Edwards, FSO-PV

BECOME AN AUXOP BY PATROL SEASON

It is possible to earn the prestige designation of Auxiliary Operation Specialist (AUXOP) with participation in Flotilla 2-76's Weekend College. Seven credits are required to earn your AUXOP device. Between New Year's Day and the beginning of patrol season in May, the Weekend College offers courses that equal ten credits. These courses are:

1. **FLC** * 1 credit 15-16 January
2. **AUXPAT** 1 credit 23 January or 23 April
3. **IMSEP** 2 credits 12-13 February
4. **AUXCOM** * 1 credit 19-20 February
5. **AUXWEA** * 1 credit 26-27 February
6. **AUXNAV** 2 credits 5-6 12-13 19 March (5 days)
7. **AUXSEA** * 1 credit 2-3 April
8. **ICS-300** ^^ 1 credit 28-30 January (class is full)
9. **ICS-400** ^^ 30 April (class is full)

- *** Required courses for AUXOP**

- ^^ Both courses must be taken for 1 credit

These courses require time, commitment, and hard work on your part. With this attitude, the Weekend College staff will work with you to prepare you for the necessary examinations.

The complete Weekend College Schedule can be seen at:

www.cgaux276.org/main/Lifeline/SCHEDULE-WC2011-JAN2JULY.pdf

AUXOP by May! Doesn't that sound wonderful!

Register today. Please include the following info (put the name of the course on subject line): Your Full Name as shown in AUXDATA; EMPLID #; Flotilla #; Address; City, ST, Zip; Home and Cell Phone Numbers.

Send a separate email for each course. Send email to: hawsingham@comcast.net

Pat Cunningham

Weekend College Coordinator

Flotilla 2-76

Name: _____ EMPLID No: _____

Flotilla: _____

AUXOP Program (effective 01 January 2011):

The AUXOP program has been revised to consist of core, leadership, and elective credit elements. This gives variety to Auxiliarists, increases practical AUXOP relevance to Coast Guard missions, and better assists the Coast Guard to fulfill needed skill sets. Under this new program, Auxiliarists will be required to successfully complete a minimum of seven (7) credits from three categories of courses detailed below to receive the AUXOP qualification. The new program gives Auxiliarists more choices to meet program requirements, allow the pursuit of preferred focus areas, and apply credit for ICS training and expertise.

CORE ELEMENTS: Three required core courses, each worth one credit.

Auxiliary Communications Specialty Course (AUXCOM).

Auxiliary Seamanship Specialty Course (AUXSEA).

Auxiliary Weather Specialty Course (AUXWEA)

LEADERSHIP ELEMENT: Auxiliarists are required to complete one of the following leadership courses, worth one credit (AUXOP credit will not be applied for more than one course from this category). These courses include:

Flotilla Leadership Course (FLC) – this includes online and classroom versions.

Auxiliary Leadership and Management (AUXLAM) need A and B.

Auxiliary Mid-Level Officers Course (AMLOC).

Auxiliary District Captain Course (Formerly RCO Course).

Auxiliary Senior Officers Course (ASOC)

ELECTIVE ELEMENTS: Auxiliarists are required to complete their AUXOP credits by completing a combination of the following elective courses, totaling three or more credits:

Auxiliary Search Coordination and Execution Specialty Course (AUXSC&E) - 2 credits (AUXNAV is a pre-requisite for AUXSC&E)

Auxiliary Navigation Specialty Course (AUXNAV) - 2 credits.

Introduction to Marine Safety (after 01JAN11) - 2 credits(before 01JAN11, IIMS and IMSEP)

Auxiliary Patrol Specialty Course (AUXPAT) - 1 credit.

Auxiliary Aids-to-Navigation (ATON) and Chart Updating C-school(AUX-06) - 1 credit.

Incident Command System (ICS) 300 & 400 (no substitution) - 1 credit.

Auxiliary Air Coordinator C-school (AUX-15) - 1 credit.

Search-and-Rescue Specialty Course (AUXSAR) previous AUXOP course – 1 credit

Auxiliary Administration Specialty Course (AUXMIN) previous AUXOP course – 1 credit

_ Specialty ICS courses count as one credit for completion of the in-class course and one credit for the completion of the PQS for a possible two credits. If an in-class course is not available, then PQS must be completed for credit. Specialty ICS courses include:

ICS 346 Situation Unit Leader.

ICS 347 Demobilization Unit Leader.

ICS 248 Resources Unit Leader.

ICS 430 Operations Section Chief.

ICS 440 Planning Section Chief.

ICS 351 Finance Section Chief.

Upon completion of seven or more points, send this checklist, with copies of certificates, to your Flotilla Commander, who will forward the package to the Director of Auxiliary.

DO NOT SEND DIRECTLY TO DIRAUX!

Spring 2011 PE courses

About Boating Safely Courses: First Saturdays, February to June: Each is a 1-day course , 8:00-5:00 pm. Registration begins at 7:30am. Dates: Feb 5, Mar 5, Apr 2, May 7, Jun 4, 2011

Cost: \$65.00 to public, \$25.00 to Auxiliary (includes lunch). Location: USCG Sector Delaware Bay --USCG AUX Flotilla 2-76--Penn's Landing, Washington & Columbus Blvd.

Recognized by the US Coast Guard and approved by the National Association of State Boating Law Administrators , each course is a unique 8-hour study program covering the fundamentals of boating. Individuals successfully completing a course qualify for the PA Safe Boating Certificate. Course is taught by trained, qualified CGAUX instructors with many years of experience. Pre-registration recommended.

Sailing Skills and Seamanship Course:

Mondays : 14-week course, 7:00-9:00pm. Registration begins at 6:30 pm. Start Date: Feb 7 Cost: \$65.00 to public (\$25.00 to Auxiliary). Location: USCG Sector Delaware Bay--USCG AUX Flotilla 2-76--Penn's Landing, Washington & Columbus Blvd. Philadelphia PA

This course covers everything needed to make your sailing safer and more enjoyable. Modules include: What Makes a Sailboat, How a Boat Sails, Basic Sailing Maneuvering, Boat Handling, Legal Requirements, Aids to Navigation, Rigging and Tuning, Heavy Weather, Navigation Rules, Lines and Knots, Engines for Sailboats, Trailering, Radio, Inland Boating, and Piloting.

Individuals successfully completing this course qualify for the Pennsylvania Safe Boating Certificate. This certificate is recognized by PA state officials requiring proof of a safe boating course.

How to Read a Nautical Chart Course:

Thursdays : 3-week course, 7:00-9:00 pm Registration begins at 6:30 pm Start Date: Feb 10

Cost: \$50.00 to public (\$25.00 to Auxiliary) . Location: USCG Sector Delaware Bay -- USCG AUX Flotilla 2-76 --Penn's Landing, Washington & Columbus Blvd. Philadelphia PA

Topics include: charts, chart scales, symbols used, and information given. Also students will be able to : plot boat courses and bearings, determine direction and distance, and plot latitude and longitude. Includes text, chart, plotter and dividers.

Weekend Navigator Course : Thursdays : 10-week course, 7:00-9:00 pm

Registration begins at 6:30 pm Start Date: Mar 3

Cost: \$75.00 to public (\$40.00 to Auxiliary) . Location: USCG Sector Delaware Bay -- USCG AUX Flotilla 2-76 --Penn's Landing, Washington & Columbus Blvd. Philadelphia PA

This is a comprehensive course designed for both experienced and novice power-boat and sailboat operators. The course is divided into two major parts designed to educate the boating enthusiast in skills required for a safe voyage on a variety of waters and boating conditions.

Topics include: Fundamentals of Waypoint Navigation; Navigation Tools; Planning and Navigating with GPS and Paper and Digital Charts; Avoiding Dangers; Double-Checking with Instruments; What to Do If the GPS Quits; Tides, Currents and Wind; Using Radar, Depth Sounder, Radio and Autopilot; and Adverse Conditions. Chart work is an integral part of this training course.

HRNC + WN COMBO = \$100

Take How to read a Nautical Chart and Weekend Navigator to receive discount.

FIRST AID , CPR and AED Courses :

Five sessions of the First Aid, CPR and AED course are planned to run on Sundays as a 1-day course , from 8:00 am to 5:00 pm on Jan 9, Feb 6, Apr 17, July 10 and Oct 9 . Cost is \$75.00 to public (\$45.00 to Auxiliary) and includes lunch. Mr. John Mosley, a Red Cross certified instructor /flotilla member/instructor will teach these courses.

The following excerpt is from an e-magazine DIY. Submitted by Matt O'Brien, FSO-CS

'Operator Error'

Forget Storms and Equipment Failure. Most Accidents Are Caused by Carelessness.

By Capt. Art Pine

Updated January 6, 2011

Ask anyone involved in investigating boating accidents, and you'll find that hefty proportions are caused by what's euphemistically called "operator error." Some skippers don't have the training or experience to operate safely. Others get distracted or become complacent. Some drink too much. Overall, too many screw up – and get into trouble.

Take John Graham's experience. The 30-something white-collar worker was heading home in his cabin cruiser after a waterside fireworks display last summer. The night was dark, and the small anchorage along the river was jammed with spectator boats. One of John's crew had broken the boat's only searchlight. And his chartplotter had conked out.

Unfortunately, that didn't stop John. (We've changed his name, but the incident is real.)

Authorities say he told them he eased the boat forward to about 6 knots and was heading downriver with the others when the boat suddenly bucked and he heard a jarring THUD. He'd cracked into a piling for a lighted daybeacon. The boat's bow was bashed in.

John's crew was understanding, defending him as a victim of circumstances. But more experienced mariners were less forgiving. "Why did he get under way when he couldn't see?" one veteran skipper asked. "Where was the lookout that the NavRules say he had to post?" And "At least, why didn't he wait for the crowd of boats to clear out?"



BOATUS MARINE

INSURANCE While John's experience didn't result in any major injuries or collisions with other boats, it left him with some \$15,000 in repair bills and cost him the use of his boat in the interim. And that doesn't count the cost of inspecting the daybeacon the next day to make sure it was still working.

SMALL MISTAKES, BIG TROUBLE

Even mistakes that seem innocuous often have serious consequences. In 2009, a party of fishermen, caught in unexpectedly heavy seas off the Florida coast, anchored their boat by the stern, despite oft-delivered warnings that doing so makes your vessel more vulnerable. The boat capsized, and three of the four men aboard were lost, the Coast Guard reported.

"It happens all the time – somebody makes a mistake, or it's inexperience that causes the accident," says Bob Adriance, technical director of BoatUS's insurance division, which keeps tabs on boating accidents. "Alcohol is a big factor as well, responsible for the most severe accidents. Even a couple of drinks, and you can lose your edge."

The numbers back him up. Coast Guard statistics for 2009, the most recent available, show that operator error – rather than equipment failure, bad weather, fires and the like – accounted for some 58 percent of accidents, 49 percent of deaths and 66 percent of injuries sustained on recreational boats that were under way.

Included in the "error" category were alcohol and drug use, excessive speed, improper lookout, inadequate navigation lights and operator inexperience or inattention. Also listed were restricted

vision, excessively sharp turns, improper anchoring, overloading or improper weight distribution and violations of the Rules of the Road.

"Without a doubt, boater error is a huge factor in causing boating accidents," says Jeff Hoedt, the civilian who serves as chief of the Coast Guard's boating safety division. Many boaters go out on the water with no idea of what the Rules of the Road are, they aren't aware of the risks and they let themselves get distracted.



BOATUS MARINE INSURANCEPRIME

EXAMPLES

In Lake of the Ozarks, Missouri, a 52-foot powerboat with twin 800-horsepower diesels was speeding out of a small cove and into the main channel late one night when a small boat came across the bow. The large boat dodged to avert the newcomer, but crashed into a seawall, where it bolted onto the rocks, the Missouri State Water Patrol reported. Excessive speed took its toll, says Charles Meyer, a Towboat U.S. captain who responded to the call for help.

In Manasquan Inlet, New Jersey, last year, a cabin cruiser going out at sunset and heading directly into the sun collided with a smaller boat that was coming in at a high rate of speed. The skipper of the cruiser didn't see the smaller vessel in time, and hit it broadside. His errors: going too fast into the sunset and failing to keep a proper lookout, says Rick Frye, a Towboat U.S. captain familiar with the case.

In the Midwest this past fall, a skipper was backing his 28-foot go-fast at clutch speed into a slip, with a crewmember at the stern, fender at the ready. Just before the boat got to the pier, the skipper hit reverse by mistake, and the boat lurched astern, striking several vessels and killing the crewmember, the Missouri State Water Patrol reported.

In San Diego Bay last October, a 47-foot sailboat ran aground – no small matter for a vessel that size – because the skipper got distracted and missed seeing the daymark. "Usually daymarks like that should be pretty obvious, but not this time," says Rob Butler, a towboat captain in the area. "He just messed up and didn't pay attention."

On Chesapeake Bay last July, first-responders had to brave heavy seas to rescue more than 100 small recreational vessels that had gone out during a severe summer storm, despite clear warnings and forecasts of gale-force winds, the Coast Guard reported. Surprisingly, many of the small craft were jonboats and kayaks – far too small to be operating in such conditions.

Last spring East Coast rescuers searched all night for a fishing boat, but gave up after heavy rain cut the visibility to near-zero. The next morning, a pleasure craft found the vessel, with everyone safe, local rescue personnel said. The fishermen said they'd seen a rescue boat close by the night before, but couldn't hail it because they didn't know how to fire their flares.

THIS AIN'T 'MAMMA'S BUICK'

Towboat Capt. Rick Frye blames most of the accidents he sees on "inexperience, lack of training and ignorance." He says too many boaters don't know how to keep track of what's going on around them, don't know the Rules of the Road and don't follow well-marked channels.



BOATUS MARINE INSURANCE"They

think there's nothing that says that if they have the money they can't go out and buy a boat that does 100 miles an hour," Frye says. "The problem is, you're moving several tons of fiberglass when you're operating a boat, and it doesn't handle like Momma's Buick."

Rob Butler, the San Diego towboat captain, says the number-one problem in his area is that people don't take their equipment seriously. Many run out of fuel because of poor planning. Others suffer breakdowns that wouldn't occur as often if they'd check their batteries, fan belts, exhaust manifolds and impellers.

"With a boat, if your battery goes dead once, you need to change it – because if it fails again you can't just go to an auto parts store if you're 25 miles out at sea," Butler says.

Hoedt and Adriance say boaters who operate personal watercraft, or PWCs, account for a disproportionately large chunk of boating accidents and injuries, often because they're teenagers or are friends of the owner who aren't very experienced and frequently barrel along too fast. Although few deaths arise from PWC incidents – because the boats are lighter than conventional vessels and their operators are required to wear life-jackets whenever they're under way – they get into plenty of accidents, often involving injuries to crew members and other boaters.

TIPS FOR AVOIDING ACCIDENTS

Learn all you can about boating before you go out. Take a boating-safety course and, ideally, classes on seamanship and navigation. Go to a local boating school for hands-on instruction on how to handle your boat. Practice with an experienced boater so you get to know what your boat can do. And study the Coast Guard's Rules of the Road.

Make sure your vessel is properly equipped with all the safety gear required by the Coast Guard and by your state, and have the boat checked regularly for mechanical problems. Get in the habit of wearing a life-jacket and requiring your crew members and guests to do so as well. Once you're in the water, it's likely to be too late to put one on.

Ask where to find the best weather forecast services in your area, and take the predictions seriously. Don't go out if it looks as though the winds, currents and sea-conditions will be more than you can handle. Be sure you take a VHF-FM radio with you, and listen to updates of the weather forecasts every two hours or so.

"There's a tremendous amount of responsibility in operating a boat," says Frye, the Manasquan Inlet towboat captain. "People go out in conditions that just aren't suitable. Don't be afraid of being called the chicken of the sea. If conditions aren't right for your boat and your experience level, stay home."



BOATUS MARINE

INSURANCER Remember that at all times you are responsible for what happens with your boat, no matter who's at the helm. Make sure you're continually watching the helmsman's performance. Always keep a lookout posted. And concentrate – don't let yourself become distracted or complacent. "Even experienced people get sloppy," Adriance says.

Don't overload your boat or position your passengers and cargo so the vessel is unstable. "A lot of people, particularly in rental boats, will pick up eight or 10 friends and try to go into an area that has a lot of heavy wakes from other boats," says Towboat U.S. Capt. Charles Meyer. "They end up getting swamped."

Drive carefully. Don't go too fast for the area in which you're operating. Keep aware of what's going on around you – whether nearby or approaching boats are on what could turn into a collision course. Don't make unnecessarily sharp turns or head into the waves at a dangerous angle. And watch your wake to make sure it isn't causing damage.

Also: think about what you'd need to do if a vessel changed its speed or course. If you're going to change course yourself, signal your intentions by turning briefly (but sharply) to starboard or port. Don't assume the other boater knows the rules.

Remember: a boat is not a car. Don't operate it like one. Besides being aware of where the channel is, you need to take account of wind, currents, waves and wakes from other vessels – not to mention rain and other bad weather. It's a different kind of responsibility and a lot more complex than driving an auto or truck.

Make sure you carry a VHF-FM marine radio and a working anchor with plenty of rode in case you run into trouble. If your engine fails and you're drifting toward the rocks, anchoring may be your only way out. Use a marine radio to call for help. Cellphones only reach the number you're calling. Radios reach everybody within range.

Avoid drugs and alcohol. Difficult as it may seem to imagine boating without beer, even a small amount of alcohol can impair your judgment. And it heightens the risk of hypothermia if you (or your passengers) fall into the water. At the least, make yourself the designated driver for your boat, and limit what crew and passengers consume.

Don't go out at night unless you're sure of what you're doing. Boating in the dark is very different. It's often difficult to see both navigational aids and other vessels, and the lights don't

always look like what's shown in the textbooks and study guides. Look away for a moment, and you can easily get disoriented. Get used to night boating gradually.

Not all boater mistakes are as serious as some of those chronicled above. One Mid-Atlantic law-enforcement officer recalls an incident when a boater issued a distress call reporting urgently that his vessel was taking on water. The watchstander tried to calm him down and pinpoint his location so that rescue units could respond more quickly.

"What is your position?" the watchstander asked over the VHF-FM marine radio.

"I'm senior vice president of our local bank," came the reply.

Art Pine is a veteran journalist who has served as a Washington correspondent for the Baltimore Sun, the Washington Post, the Wall Street Journal, and the Los Angeles Times. He is a longtime Chesapeake Bay sailor and a Coast Guard-licensed captain.