

# The Devonport Yacht Club News

Auckland New Zealand  
(Established 1905)

April 2019

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## HOME OF THE DUDER CUP



## FROM THE QUARTERDECK A REPORT FROM VICE COMMODORE HUGH POLLOCK



There is no doubt the appalling event in Christchurch on the 15<sup>th</sup> March has affected us all and, for me, has placed a cloud over the writing of this month's quarterdeck article. The sorrow felt by club members was expressed in a small way at our Friday 22<sup>th</sup> club dinner where Peter Strathdee, as duty flag officer, said a few words and led a moment of silence in respect of those who lost their lives. Much has been said and will be debated in the ongoing months and years about how we, as members of the New Zealand community, can make each other safer and more secure in our everyday lives. For all of us the key will be in how we understand and accept the diversity of our communities and look at fortifying those who struggle with disadvantages.

For many of us summer holidays are over, and we are back to work or other related occupations (such as mokopuna duties). We look at the club racing calendar and are surprised to find the season is almost over with just a hand full of events until the final Easter Cruise weekend. While I have taken part in three of the Gulf Rallies in recent years each has been as crew on larger vessels than Kristen, this year I decided to have a go on my own: in Kristen. I required enough wind to complete each leg in a reasonable time and this year looked like it would measure up. I promised myself that I would pull out any time conditions became threatening as I could head for shelter easily. We started Friday morning in robust conditions that had us reaching at good speeds for the south end of Waiheke where some radical wind changes induced interesting inclinations. Looking back toward Auckland on the fine reach to Ruths Passage revealed humongous clearly drenching rain filled clouds that had me scrambling for wet weather gear. Once through Ruths Passage it was a downwind run to the invisible Coromandel peninsular. Some two to three miles from the finish boat 'Melody' the wind died, changed to directly ahead and never became more than a zephyr. The waves however didn't change so it took another hour and a half of rock and roll with sails slamming from side to side to make it to the finish. There were many tales of knock downs and other events at the Barbeque on Melody that night.

Saturday saw a start in light easterlies offering the extra's division yachts an opportunity to use their extras. That lasted all of half an hour

as strong northerlies set in and among other things had me scrambling to shorten sail. Then the threatening rain cascaded and ‘horror’ all signs of land disappeared. Among the surprises was to find the Coromandel wasn’t where my instincts told me it was. So, this is a first for me and while I knew what to do to establish my position adjusting the chart plotter in a pitching boat proved very difficult and I eventually decided to quit. (There are lessons of course and I am setting routes now for all races to develop better familiarity with the plotter.) All but two yachts finished this leg and while I can’t report on the Barbeque that night, I’m assured great tales were again swapped.

Sunday’s leg to Devonport was by contrast a very pleasant affair in fine weather and fair winds, with a spectacular finish seeing Started With A Kiss deploying the meanest of tactics to hold off Firsty by 38 seconds after 25 miles of sailing. In spite of the need for participants to take Friday off for the event there’s a clear indication that this event is increasing in popularity not the least because it provides extensive sailing and great social occasions.

Saturday 23<sup>rd</sup> saw the Rocky Bay race get underway. While four boats finished in A division the lack of wind at Rangitoto Buoy did for all entrants in B Division. I’ve long wanted to use my anchor to advantage in a race and with my Chart Plotter showing a speed of about a knot, in the wrong direction, I took the chance and watched some other competitors drift off around Rangitoto Island. To no avail however, but half an hour after lifting the pick and motoring toward Rocky Bay a fresh northerly blew in and I enjoyed a five knot reach to the destination. About a mile from the finish line and a couple of minutes before the 4.30pm cut off I encountered Danny Stewart on his catamaran Kotuku and was able to advise him that if there were finishers before the cut off time this was extended by 30 minutes. It was great to see Danny and his crew of reprobates complete the race.

The social event was of course the ‘Back to Rocky Bay Ball’. What a great time, delicious and abundant food, lots of tall tales, music and dancing. My thanks, and those of fellow attendees, to the organizers, that wonderful bunch on the Sailing and Social committees.

While the yard is emptied over summer there is a constant trickle of boats using the slipways for scrub downs and minor maintenance. Haulage Master Nigel this year installed his cradle on the West slip which has enabled both slipways to operate. A notable user is Bob hauled with the original intention of installing an outboard but getting a rather thorough paint job and some upgraded gear as well. She can be seen back on her mooring looking spruce.

We have taken a further step in upgrading our communication systems with the installation of fibre to the clubhouse. Next step is to switch phones, alarms etc to the fibre then look at bringing internet to television and overhead projectors. We hope to be able to offer cover of The America’s Cup to club members over the 2020 – 21 summer.

While a major upgrade of the clubhouse took place some years ago the kitchen at the time was a step too far. We are now working our way through some plans for an upgrade. Since fish and chips is a very popular meal on Friday Nights we identified an urgent need to upgrade the fryers which has now been done so hopefully the same high quality will be presented in a more timely manner.

Being part of the committee and responsible for the management of the club can be difficult especially where time is spent voluntarily and other responsibilities demand attention. I’d like to thank our new Club Captain Tony Bullard for the cheerful progress he has made in many areas of which the deep fryer is one example. It is clear to us that a well presented and operated clubhouse is a key element in building a successful club where the membership feels comfortable using the facilities whether for social or other occasions.

Looking to the near future we have the Woody Bay race, the single handed around Rangitoto race and finally Easter Weekend races to Kawau and Mahurangi culminating in the Champagne Breakfast on the beach at Otarawao (Sullivans) Bay Sunday 21<sup>st</sup> of April. If you fancy a bit of cruising feel free to join us for the races. All are welcome to the Champagne Breakfast which is accessible by road. See you there.

The year’s sailing calendar will be completed with two social occasions – the Laying Up Supper and Prize Giving. Look out for these events and join us in celebrations.

**Hugh Pollock,  
Vice Commodore**

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# ROCKY BAY BALL

THE PREMIER EVENT OF THE SAILING SOCIAL CALENDAR!



*Pre-loading on Kudos*



*How patrons arrive...well-dressed from the waist up*



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## Sailing

# THE 3-HANDED GULF RALLY

(THE MAGNIFICENT WEEKEND THAT WASN'T QUITE SO)  
REPORT FROM CHAD THOMPSON (PRIZE)



**T**he Three-Legged, Three Handed Gulf Rally has been in Devonport Yacht Club's Event Calendar for 49 years.

I personally enjoy the longer events where a certain amount of endurance, magnificent destinations, coupled with a relaxed atmosphere compare more than favorably with the helter skelter of racing around the buoys.

I had taken the decision that I would not be extensively racing our 95-year-old Chas. Bailey Jnr 43' cutter this season after an extensive refit during 2018. My words relating to "not wanting to thrash Prize on the race circuit" are still ringing in my ears.

In the build up to the weekend the forecast indicated moderate northerly conditions for most of the period of the rally, changing at some stage in the weekend to SW; but nothing that would have you questioning whether you would participate.

Then a little closer to the start it was indicated a front would pass over late on Friday afternoon, but the weather would settle down on Saturday with a 15-20 NE, going N and eventually switching around to the SW very late afternoon. And then staying in the SW for Sunday at 10–15 knots.

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Quite possibly, the owners of the 15 yachts participating in the rally had been lulled into a false sense of security by the magnificent summer we have enjoyed.

With hindsight, when we look at the photos taken from the various yachts the clouds seem to have a greater sense of purpose on Friday, and when the front passed over with spectacular force we were all under pressure to keep our crew and yachts safe.



The modern cruiser/racers were flying over the wave tops. The heavier displacement yachts were sailing well above their hull speed, while Prize was surging downwind at over 9.5 knots, with the main boom lifting at up to 30 degrees from the horizontal thankfully depowering the mainsail (she doesn't have a boom vang).



It was one of the most spectacular fronts we've seen in a long while, with a solid line of black cloud charging out across the Firth of Thames bringing a 90-degree wind change in a matter of minutes. We could see yachts further back towards Ponui Island sailing fast on port jibe. Our course ahead of the front had us heading straight for Te Kouma (068 degrees M), as the front struck we stayed on port jibe and were heading for Elephant Cove (355 degrees M), some 80 degrees off course. The wind strength was probably 30 knots plus (no wind instruments on Prize). Other yachts were crash jibing, tearing sails and hanging on for the wild ride.

The stories recounted that evening around the BBQ and over a few beers confirmed the passage of the front was a wakeup call for us all and certainly tested the yachts, the rigs and the shorthanded crews in what was meant to be a "more relaxed rally". On Prize we put her through stays and headed off on a wild ride to the northern approach to Te Kouma

The old adage, "Always keep a weather eye out for change" rings very true.

Saturday's forecast was for 15-20 knots out of the NE, going N and with a SW change expected late in the afternoon. A full sail breeze, even for shorthanded crewed yachts.

We all gathered for the 0900-hours start at the entrance to Te Kouma in 10 to 12 knots of wind and as we progressed the breeze built to the forecast 15-20 knots out of the NE. The rhumb line would take us a couple of miles off the NE corner of Waiheke Island and 4 miles NE of Tiritiri Matangi.

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The sail across the Firth of Thames towards the NE corner of Waiheke was fairly smooth with the flooding tide being pushed by the NE, which by now was rising. On Prize we lowered our jib on the bowsprit and decided to lash it there given we were shorthanded and the seas were building. The tide turned 1½ hours after the start so the slower yachts were now facing wind against tide in the Firth. With the building wind now over 20 knots they were confronted with an ever-steepening sea. North of Waiheke it was also starting to build and rainsqualls were gathering between the competitors and Coromandel. We were all soon confronted with very poor visibility and no reference to any land. The compass course for the rhumb line was 290 degrees M and the wind was backing to the north bringing us all almost hard on the wind. On Prize with our low topsides and little reserve buoyancy we had more water passing over the decks than under the keel so chose to pull off 15 degrees heading for Tiritiri Matangi. This enabled her to be a little drier (not much) and certainly lessened the thrashing that I had said I wanted to avoid.

What we were now all experiencing was definitely not forecast and if they had known the rally organizer, Devonport Yacht Club, would have called off this leg of the course. After all it is meant to be an enjoyable Rally not an out and out race.

With the early arrival of the front on Friday, I had been speculating that possibly the SW change forecast for Saturday might also come early. However by the time we were half way to Tiritiri I was more focused on pulling out rather than positioning Prize strategically for the SW change. When we were less than a mile from the SW corner of Tiritiri when the SW change arrived. It built beautifully to 15- 20 knots and we were off on a fast reach to the finish line. All thoughts of retiring were gone, and we were looking forward to the camaraderie of our fellow competitors, and John Duder's hospitality at Kawau.

How to avoid fatigue? Keep your fluids up. Keep up your blood sugar. Rest!

Switch around the positions that the crew & skipper are performing. All of the above were well carried out on the Friday so that when the testing conditions arrived, the crew of Prize were well prepared and in good physical condition to cope with the violent change in the weather. Saturday though was different. In the testing conditions (sea & wind) I wrongly thought I was the person for the job of helming. And later in the morning when the conditions deteriorated that was true. What I should have done after clearing the start line was hand the helm over to one or other of the crew. And kept my reserves and experience for later. Hindsight is a wonderful thing.

So after three hours on the helm in those conditions I was running on empty. Only then did we start ripping into the chocolate, muesli bars, and water. And not surprisingly when all of that kicked in we all had a very different outlook on our predicament. The well-known Korean kitchenware brand wrung true after all "LG" = Life is Good.

So those weather systems did come early and hopefully therefore what we were to experience was going to be just beautiful. Sunday morning was just that, SW 10-15 knots with a little more later in the day, all under clear skies.

Twelve yachts were on the start line at 0900 hours on Sunday morning, well almost. In the prestart maneuvers we on Prize successfully wrapped our port jib sheet around the propeller and took 12 minutes to clear it by sending the most junior crew overboard while Prize was hove-to.

It was a glorious sail back to Auckland with fractionally eased sheets to Whangaparaoa and then hard on the wind to North Head and Devonport, but into an ebbing tide from Whangaparaoa onward. The temptation in SW conditions is always tack in towards Long Bay, but the trap is going in too far. By the time we had to make the decision as to how far to go in we could see the leaders were virtually all the way into Long Bay. Earlier in the season we had experienced playing catch-up in the race back from Mahurangi to Auckland on the Sunday of Anniversary weekend. Yachts that stayed the course

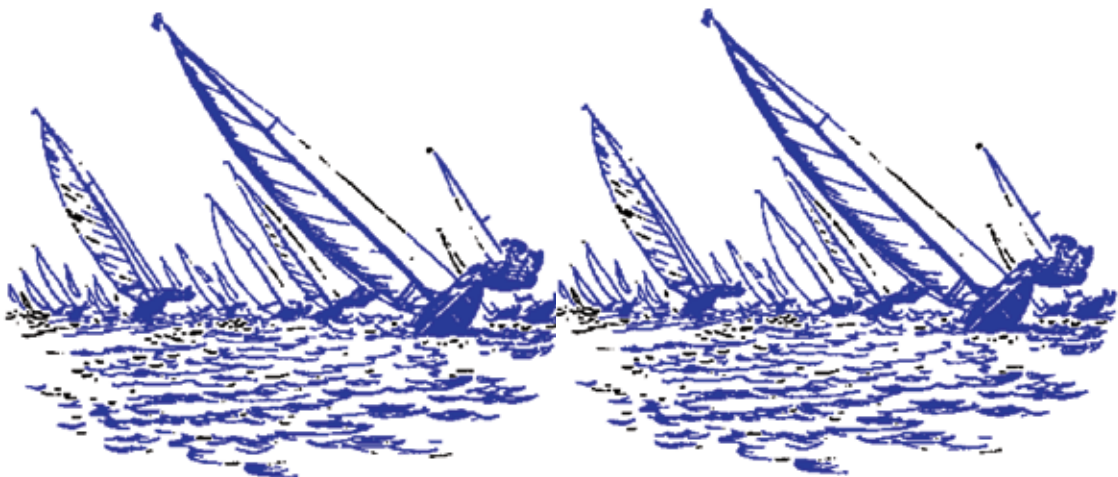
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from Whangaparaoa to Rangitoto were actually lifted up and around Rangitoto Light and obviously sailed the shortest course. Prize was tacked back onto starboard off Shakespear's Bay and thus was set up to sail a significantly shorter course. And Hughie was on our side; we laid all the way through to North Head sailing under almost full sail. We badly tore the staysail across the second seem at it's head and the sticky back tape we used to effect a repair wasn't prepared to do it's job.

What a weekend. What an experience. Do it again? You bet.

### **Lessons learned on Prize:**

- Keep a weather eye out in all directions. Friday afternoon was a perfect example.
- When sailing short-handed make sure you have all the skills and physical abilities on board that you are likely to need. On Prize we were short of a second helmsman for the conditions we experienced on Saturday.
- Minimize the possibility of fatigue: nourishment, and rest are essential
- Sail within the capabilities of the crew. On Prize, Friday and Sunday were just fine. Saturday though we were outside the zone of safety.
- Don't hesitate to call it quits and make for a safe haven.
- Is the sail you have up able to be reduced without putting the crew at severe risk? On Prize, during the sail to Te Kouma, we took the jib down and off the bowsprit in the Waiheke Passage in order to cope with whatever was thrown at us in the Firth of Thames. No problem. Saturday though was different. We took the jib down no trouble, but the sea state was such that we didn't take it off the bowsprit at that time. I should have simply sailed dead down wind with the mainsail hard aboard to slow her so that we could have removed it from the bowsprit.
- Sail the shortest possible course. It helps if you want to be a winner.
- And the weather – Be prepared to live with what you get.





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# A WOOLLACOTT SPOTTED IN HOBART

(FROM BILL COLE)

In February, I was in Hobart Tasmania, for two reasons, one to visit The Wooden Boat Festival and secondly, to attend a reunion of some ex-Sea Cadets who had sailed on the schooner *Astor* with us in the 1964 Hobart Race, taking line honours.

For anyone who has any interest in wooden vessels of any type, this bi-annual Festival is well worth a visit. Every type of vessel is there, from small to large, sail to steam, paddles to oars. The organization and effort that is put in is amazing, even running events for children in adjacent parks, and the whole atmosphere is so relaxed and friendly.

Spotted whilst prowling around was a small Woollacott sloop named *Emma* she apparently sailed to Tasmania in the 1980's.



There were Tall Ships, the last Australian registered sailing fishing vessel from Bass Strait, the quirky, with a tiller shaped to go around the mizzen, to tiny craft, made in schools.





I was very impressed with the keen start in the race for the traditional trading ketches and fishing boats.

Definitely worth visiting.

Later the old owner of Astor and I were driven down to Huonville for a long lunch with six of the seven Sea Cadets who had made up half of the crew for the Hobart Race with the other half being regular crew. Before she was sold to the US, she had been on a peppercorn charter to the Esperence Sea Cadets for a year, and they had trained on her regularly, and sailed her to Sydney for the race. These lads were 15 -17 with the youngest being 14, I think still the youngest crew to compete.

Several said that competing in that race changed their way of looking at life.

1964 Approaching the finish line after a cold wet night slogging up Storm Bay, some of the Sea Cadets.



## SUMMER CRUISE ON OFFSHORE

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Janet and I spent January and February cruising the gulf in Offshore in the best weather that we have had for years and during our cruise we stopped in Putiki Bay and there moored beside us was this John Spencer designed keeler unloved, unwanted and very quickly deteriorating.

What wouldn't I have given as a teenager to own that boat!! A real keeler, now days the young executives own Maritimo's and Rivas. Straight across the bay from us a mast was sticking out of the water belonging to a yacht that sank on her mooring, the powers that be have laid a buoy at each end of her but after two months have done nothing about lifting her out. Our harbourmaster again.

On another matter, Janet and I attended Peter Parsonson's funeral and I counted eleven past Commodores present, twelve if you include Peter. That represented twenty four years of the Club's history and it was a pity that the circumstances did not allow a photo to be taken.

From Frank Warnock (Offshore)



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## HANDICAP

In the early 1970s I was racing secretary for three years. We had fleets of up to 15 in each division. Many of the yachts were home built with galvanised rigging and bow and stern rails the norm.

We had up to 120 starters for the Duder Cup ranging from Infidel down to the smallest yachts. We handicapped really well as I recall.

I first met Alan and Pam Hooper when they were racing Nimbus 2, a photo of which is in the March Boating NZ article on Alan.

Alan Hooper (not Harper) is the author of the article in a previous newsletter about the police appearing on Devonport wharf to arrest someone discharging a firearm. We started and finished the Duder Cup from the wharf in those days. A shotgun and blanks was the sound system.

I had a half share in the A class yacht Tuahine (43 ft by 8ft 6) in those days. She was among the faster yachts afloat in Auckland and was built by Jim Dickson and his sons Roy and Frank and modelled on Ranger but with short ends. Tuahine means 'Little Sister'. We bought her from Roy and Frank. With a mortgage over the yacht I had \$2500 invested.

To get back to the story. Handicaps were always something to grizzle about so I made a practice of sending out a copy of the finishing and handicap times to every competitor after every race. One year I used a duplicate set of handicaps derived from the performance of the previous race with the idea that this would smooth out any failures of the system in use at the time of adjustments up and down for the first and last three finishers on handicap. The new handicap would be one that got all corrected finishing times for the previous race the same. And what did this prove? Nothing much. It just proved that performance on the day of each yacht racing was so variable that the theoretical perfect system did not work anyway.

From Mike Webster (Angel, Northerner)

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# BUOYANCY AND STABILITY

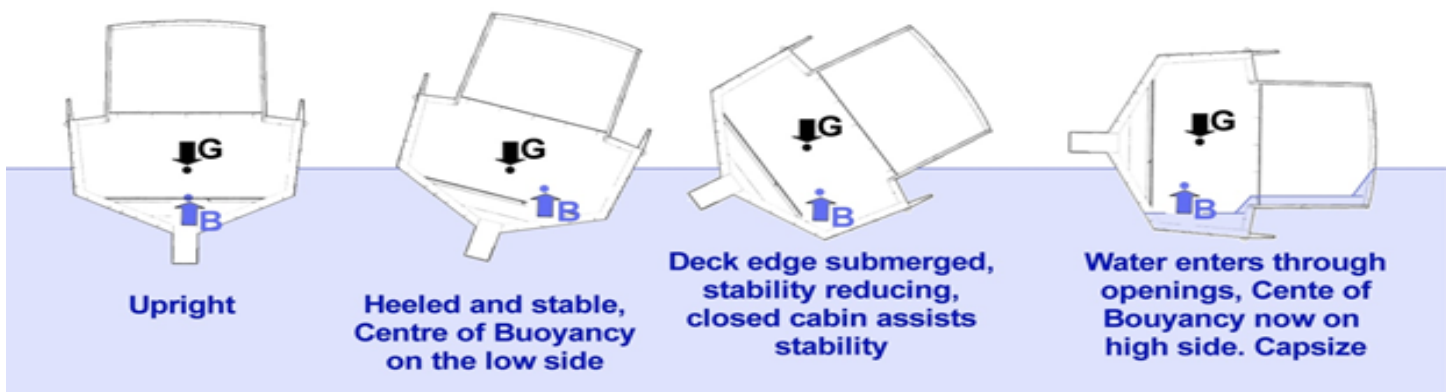
**Buoyancy:** The water pressure on a hull is built from many forces each acting at 90 degrees to the hull's surface. The horizontal components pushing right and left and forward and aft cancel out, however the vertical components sum to the weight of the vessel (it sinks if they don't!). The vertical forces are 'buoyancy'. Water pressure increases with depth at the rate of 1,025 kg per square metre area per metre depth, (1000 kg m<sup>-2</sup> for fresh water). Thus buoyancy increases with depth; a laden tanker berthing at Marsden Point with a 12 metre draught has 13 tonnes acting on each square metre of the bottom plating, whereas a launch ferrying passengers from Ovation of the Seas in Auckland has less than a tonne.

**Stability:** Vessels return upright after inclining – are 'stable' – because of design. People know 'centre of gravity' as meaning the one place where all of the weights in the structure of a vessel can be replaced by a single weight. In naval architecture its position is very important because it has a major influence on stability.

The upward forces of buoyancy can be treated in the same way. If the underwater part of the hull is treated as a solid block of water the centre of gravity of this block is the point at which the upward buoyancy forces act and is called the 'centre of buoyancy'. To be stable if the vessel heels buoyancy has to push the vessel back upright. This is called 'positive stability' – and is highly desirable at all times!

It is possible to calculate the positions of the centre of gravity and the centre of buoyancy. However the former is very complicated allowing for all of the different components of even a small vessel; the latter is comparatively simple being in a homogeneous block. Therefore the centre of gravity it is found by practical experiment after the vessel is ready for sea. This 'inclining experiment' consists of moving known weights through known distances from one side to the other in still water, measuring the resulting angles of list. The measurements have to be very careful since the list must be small - only 5 degrees or so. The centre of gravity is then calculated from the known position of the centre of buoyancy.

**Righting forces:** All vessels will be subject to heeling forces, especially so a yacht. For buoyancy to resist heel it must always thrust upwards on the low side of a vertical through the centre of gravity. This is a critical function of design and for each vessel the naval architect has to consider the worst case heeling force and design the hull form and weight distribution accordingly. There are some generalisations with effects on stability.



**Deck edge immersion:** The righting – stabilising – force always increases until the deck edge is submerged, from which point it decreases; hence the importance of freeboard in the range of stability. Accommodation sides can add to freeboard; however hatchways have to exclude water, perhaps by using battens in rough weather.

**Free surface:** Free water on and below deck creates water pressure thrusting downwards - negative buoyancy. Since the water can move to the low side the reduction in stability is far greater than adding a fixed weight of the same amount. When sailing our YW Heron, after a capsizing it was unmanageable until most of the water was bailed out. New Zealand has lost fishing vessels overturned by ice melt in fish holds.

From Tim Ridge

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# DYC – Seataalks



## Coastguard and Chains Ropes and Anchors

**Bob Jenner** now volunteers for Coastguard Northern Region. He will explain: how Coastguard operates; what essential services Coastguard can provide for you; what happens if you need assistance, what can you do for Coastguard?

**Grant McDuff** from Chains Ropes and Anchors, NZ's only dedicated specialist in that field, will talk to us about - chains, ropes and anchors. Should be fascinating!

**7.30pm Thursday 25<sup>th</sup> April 2019**

**All welcome. The club bar will be open**

# STORIES FROM THE PAST

Here are some old naval sayings and an explanation as to their origin.

### Did You Know

**Weapons - Grade** - this term was coined by the Atomic Energy Commission in 1952 to refer to quality plutonium for use in nuclear weapons. Since then, it has been applied to any material used by Armed Forces. In 2001 it was selected as the most useful term for the year.

**Piping Hot** - this expression had its origins in the way food was collected from the ship's galley for the mess after a 'pipe' was sounded. The sooner it was collected after the 'pipe' the hotter it was.

**Swinging the Lead** - an expression that describes the act of wasting time. It comes from the task aboard ship of dropping a sounding weight (made of lead) over the bows to determine the depth of water. It was seen as a way to avoid the more arduous tasks involved in bringing a ship into harbour.

**IJN Ship's Names of WW2** - unlike the Royal Navy and the United States Navy who used words or individuals, and geographical locations for their ship's names the Imperial Japanese Navy chose more poetical names for their warships e.g. *Hiryu* - Dragon Flying in Heaven, *Kaga* - Increased Joy, *Fuso* - Land of the Divine Mulberry Tree.

**In the Black Books** - in the mid-14th century, maritime laws began to be codified into a book. In time this book became known as the Admiralty's Black Book. This also included a section on punishment of breaches of the laws. Hence to be in the Black Books is to be in some form of trouble.

(From CR Leech ED\* Past Commodore)



## Classified ads

# HERE'S A BARGAIN FOR AN ENTHUSIAST!

Swing mooring at Stanley Bay PLUS Pelin Prelude sailing Yacht for sale  
Mooring inspected and parts replaced Feb 2019

\$4,000 for mooring and yacht

Sailing yacht needs a lot of work

robert.angelus@live.com

## AND AN OPPORTUNITY

### Crewing position available

My name is Michael Kildea and I have been sailing since I was eight years old. I have always had a sailing boat. I currently own a 1984 Passport 40 Robert Perry design and this yacht is my sixth keel boat. I have sailed from Adelaide to Hobart and then to Picton. I am currently in the Marlborough Sounds. I will be departing to return home to Australia in April and leave the boat here at Waikawa.

I plan to return around September and depart Picton when the weather is good in October or November. I am looking for crew preferably experienced to sail from Picton and work our way up the New Zealand North Island coast to Auckland a distance of around 531 nautical miles. In May 2020 I plan to sail from Opuia to Fiji and again looking for experienced crew. I would be grateful if you would kindly make it known to your members that a cruising opportunity exists. I have been sailing for over 50 years.

The yacht a Passport 40 is a very seaworthy craft and there is plenty of information on the web. Your members if they are interested can view the review by renowned sailor John Kretschmer on YouTube.

Michael Kildea Ph plus 610407770653 Email [emubay224@bigpond.com](mailto:emubay224@bigpond.com)



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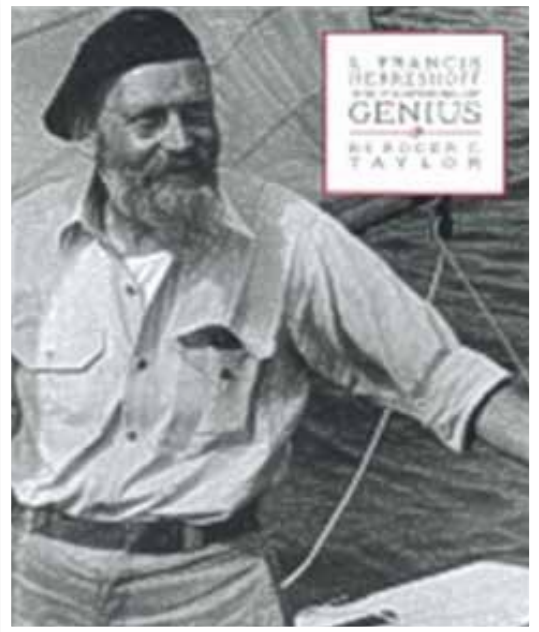
# L FRANCIS HERRESHOFF.THE FLOWERING OF GENIUS. VOLUME 2

By Roger C Taylor.

Hardback, 2.32 kgs, 210mm x 268mm,  
628 pages, Black & White Photos, Line  
drawings & Plans . Published 2019

L. FRANCIS HERRESHOFF (1890-1972) was most remarkable yacht designer of his time. He emerged to become a designer who approached the perfection of form in yacht design and was widely known for his unconventional designs and innovative engineering of hull and rig. **Volume 2, L. Francis Herreshoff: The Flowering of Genius, 1931-1972,** covers the second half of his life and many of his most beautiful and influential designs.

With 230 plans and 146 illustrations, this volume features the notable 1931 ocean racer Landfall, the supremely beautiful Tioga, the magnificent Tioga II/Ticonderoga, and the distinctive 12-Metre Mitena; his popular How-To-Build series that introduced readers to the H-28; his thoughtful articles published as The Common Sense of Yacht Design and The Complete Cruiser; his innovative shallow-draft coastal cruisers; his love of powerboats, good motors, and fine engineering; and his final years in the Castle, his unique home overlooking Marblehead Harbor. His was a genius that still resonates with those who admire the artistry and engineering of fine yachts.



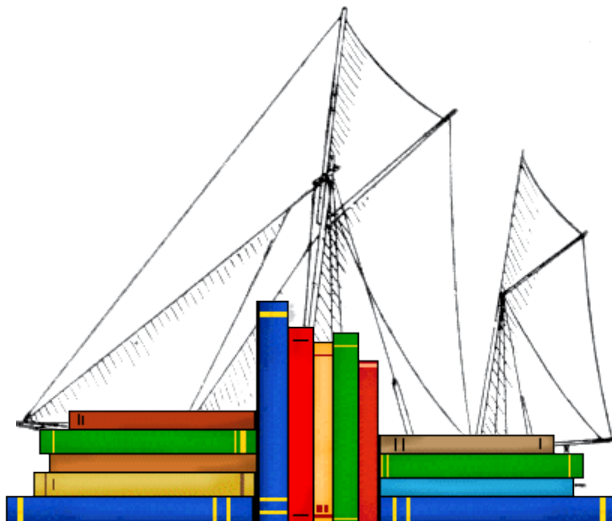
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