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# U.S.S. LOWNDES - APA 154

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## MAY 2002 NEWSLETTER

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**FOURTEENTH ANNUAL REUNION**  
INDIANAPOLIS, INDIANA - OCTOBER 17, 18 & 19, 2002  
.....

**THE FOLLOWING HAVE SHOWN THEIR INTENTIONS OF ATTENDING THE REUNION IN INDIANAPOLIS:**

Jim Chilcote & Margaret McGrody  
Sally Cary  
E. Max Cole  
John & Leby Dyer  
Jim & Maggie Frieden  
Mary Gebhart & Jan Trober  
Pam & Mike Hennessey  
John & Marilyn Hess (?)  
Bud & Jean Kautz  
David & Joanne Long  
Don & Shirley Lorenzi  
Mike & Jerry Michalski  
Roland & Becky Moore

Eileen Murray  
Leo & Margaret O'Brien  
Warren & Albena Proctor  
Arthur & Marjorie Rauseo  
Keith & Lorrane Richards  
Wally & Jackie Richards  
Earl & Frances Robertson  
Jim & Ina Mae Ross  
Dallas & Lorene Stratton  
Bill & Amelia Taylor  
Marty & Rowana Umbarger  
Walter & Jackie Umbarger

*(Note) There still are many postcards that have not been returned. We need to know how many plan to attend the reunion so that proper arrangements can be made for a successful reunion. Please help us.*

\*\*\*\*\*  
This may seem a bit early, but it would be great if we could come up with suggestions as to where and when we can enjoy our 15<sup>th</sup> reunion. We will discuss this item at our business meeting in Indianapolis. Let's get a head start on this. We have been lucky to date, having in the most part, volunteers to undertake this task.

***"This message will be repeated"***

\*\*\*\*\*  
Tentative package cost for Indianapolis reunion is as follows: \$100.00 per person.  
This includes the Banquet, Friday night dinner theater, Indy Speedway tour & possible box lunch and bus transportation at our disposal for two days. Make checks payable to USS Lowndes / Marty Umbarger.

Mail to: Marty Umbarger  
5180 W. 300 N  
Bargersville, IN 46106

Make room reservations on your own with the Indianapolis Athletic Club - (317)634-4331.  
Rate of \$80.00 will apply for 3 days before & after. **Be sure to mention USS Lowndes Reunion.**

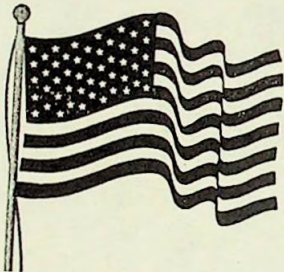
Anyone needing a special diet, please notify us in advance.

# TRIVIA

## More about our Captain Perdue:

Entered the Navy 27 July 1917 as a midshipman at the Naval Academy. During one of the midshipman cruises he shoveled coal!!! Commissioned Ensign 3 June 1921. Assigned to a Battleship in the Pacific. When in San Diego met the future Mrs. Perdue at a tea dance. Resigned effective 24 October 1922. Commissioned Ensign US Naval Reserve 8 Dec 1922. He was very active in the reserves, when called to active duty in 1940; He was Lt. Cdr. in command of the reserve battalion in San Diego. In 1946 he transferred back from USNR to USN. Retired in 1957 as Captain USN.

*Note: Above information from Charlie Perdue. Charlie attended our reunion in San Diego and arranged for the color guard.*



## “Old Glory’s Breaking Heart

I've just been hanging here thinking  
About something I heard today,  
They are saying it's alright to burn our Flag?  
Please listen, because I've something to say.

I'm not just a piece of Red, White and Blue cloth,  
I'm a symbol of this American Land,  
I flew across the ocean, and back  
With Love, and Pride for every serviceman.

Now my tears are being washed away  
By rain, because I'm left out, and cry,  
Do you mean this Wonderful Country of mine  
Actually wants me to burn and die?

This is the land of the free, and the brave,  
“Old Glory”, long may you fly,  
In your beautiful Red, White and Blue colors  
As the symbol to live, Not to Die.

*Composed by Virgie (Eugene Engle's widow)*

## The First Flag was Raised on Iwo Jima by:

Lt. Schrier H. George  
Platoon Sgt. Ernest “Boots” Thomas  
Corporal Chuck Lindberg  
Sgt. Henry “Hank” Hansen  
Jim Michels  
Louis Charlo

Marine Staff Sgt. Lou Loving photographed this first Flag Raising. The second – “Joe Rosenthal’s famous photograph of the flag raising on Iwo Jima depicts one of the war’s great moments,” “a frozen flash of history.” And Rosenthal was awarded a Pulitzer Prize in 1945.

***The Star Spangled Banner was written by Francis Scott Key on September 14, 1814***

## 13 – Unlucky number?

This is almost a worldwide belief. Will usually never see a room numbered 13, or any hotels or motels with a 13<sup>th</sup> floor. But think about this: 13 original colonies, 13 signers of the Declaration of Independence, 13 stripes on our flag, on our one dollar bill, 13 steps on the pyramid, 13 letters in “E Pluribus Unum”, 13 stars above the Eagle, 13 bars on that shield, 13 leaves on the olive branch, 13 fruits, and if you look closely, 13 arrows, and for minorities: the 13<sup>th</sup> Amendment.

*Have just been informed by Jim Vaughan that in 1978 he also drove around the Indianapolis 500 Speedway track in a 1950 Studebaker. Not over 40 mph.*

*Ok Jim, that's make two of us to have that distinction. Any body else?*

*Ed. note: To date, Jim has heard from the following Reunion Members:*

Hal Brunner	Bill Ramsey
John Dyer	Earl Robertson
Leon Fougnes	Dallas Stratton
Clark Martin	

*See pages May 2002-3 & 4*



May 2002-3

## Responses to Jim Vaughan's request for information re Joe Botti

### **Harold Brunner**

Mr. Vaughan:

I received your letter concerning information about Joe Botti. I have checked all my papers and I find no Botti. There were two, one in the engine room and one in the evaporator room where salt water was converted to fresh water. I never knew their first names. I was one of three throttle men. I would refer you to Bill Taylor and C. C. Michalski for additional info. Sorry of no help. I passed the test for Chief Machinist Mate but the report went in after the war ended and rates were frozen.

### **John Dyer**

Dear Mr. Vaughan:

I was aboard the USS Lowndes after Mr. Botti left the ship. That was after Iwo Jima and Okinawa. I was thankful for the atomic bomb, as the ship went to Japan with the first troops after the bomb was dropped. I am 75 years old and spent most of my life in Indiana. This is our 16<sup>th</sup> year in Florida. Sorry I could not help.

*Ed. Note: John asks that I inform you, Jim, that our reunion in Indianapolis would be the best source to find information about Mr. Botti.*

### **Leon Fougnes**

Dear Mr. Vaughan:

I apologize for the "Stationary", Catherine and I will spend 3 months in Greece with our youngest daughter and grand-children, so I've rushed through my papers and am sending you copies of the history of the USS Lowndes, plan of the day, 19, February 1945, making of a shellback and an older roster. Sincerely hope they are of some value to you in your search for the

information you're looking for. Please duplicate them at your convenience and return the originals to me at your convenience. We'll be gone for 3 months so there is no hurry, even longer is OK. If as I recheck my papers I find anything, I'll send it on to you.

Sincerely

### **Clark Martin**

Dear Jim:

Thank you for sending to me your letter of 18 March and the valuable information about Joe Botti. You have rendered a great service to his daughter and his grandchildren. I regret that I cannot tell you that I remember Joe Botti; we probably met many times aboard the USS Lowndes but I cannot recall a face or name. As a lieutenant, Supply Corps, U.S. Navy, I reported to the Naval Station, Astoria, OR as the prospective Supply Officer of the USS Lowndes (APA-154) and at commissioning began duty as the Supply Officer. The Supply Department was responsible for general stores, ship's stores (personal needs, candy, cigarettes, etc.), clothing, the general mess and paying the crew. I remained aboard for the life of the ship and was the last to leave as a Lieutenant Commander at decommissioning in April 1946. My battle station was in the Coding Room adjacent to the Communications Center on the 02 deck. I assume that Joe Botti as a Chief Machinist Mate was probably in the "M" (Main Engine) Division. And his normal duty and battle station would be in the engine room, several levels below the main deck. Our duties would keep us from frequent contact but we would have met and had business to do together in the many common spaces in the ship.

Best regards and good researching.

May 2002-4

## Responses (cont'd)

### Bill Ramsey

Dear Mr. Vaughan:

In reply to your letter for information I'll try to help you as much as I can. I didn't know Joe Botti even tho I was attached to the USS Lowndes from the time it was commissioned to the very end when it was decommissioned. I was a Deck Officer and assistant to the Navigation Officer. And finally Navigator so I spent all of my time on deck and on the bridge. Joe was obviously a member of the engine crew and aside from sitting across from the assistant engineer in the ward room, I really didn't get to know any of that crew. Joe's battle station would have to have been in the engine room and I never envied engineers because they couldn't see what was going on. Mt battle station was in the chart room and bridge and at least I could see some of the action. Our ship wasn't damaged by enemy action and I'm thankful for that. I'm sorry I can't be of more assistance to you in your quest but I am sending you a duplicate copy of the ship's history which you may keep and hope it will be of interest. Bud Kautz has helped keep the reunions going with information. I find that reunions consist mainly of members of the boat crews, which was another part of the ship, which I barely knew. If this has been of some help, I'm glad, for I appreciate what you are doing and wish you well in your search. Call me any time if you have further questions.

### Earl Robertson

I'm sorry I can't furnish you with more information about your relative. I'm sure I must have known Warrant Officer Joe Botti during the time you specify. Time has taken it's toll on my memory. I will, however tell you what I recall of my own service, etc. I joined the Lowndes pre-commissioning crew at Astoria, OR as a MM1c. 2<sup>nd</sup> in command in July 1944 I served as Executive Officer for perhaps a week making morning roster

reports, setting duty schedules, supervising clean up detail and other related duties. Once higher ranking personnel came aboard, I had to move down the ladder and do things I has been assigning others to do. OH YEAH! During this period I taught evaporator operation and control to those who were to become, along with myself, evaporator personnel. Eventually, a full crew was assembled, the Lowndes was commissioned and we sailed to San Diego on a shake down cruise. That's about it. Sorry I couldn't be of more help about your relative. You might write C.C. Michalski MM1c of Texas. Mike was in the engine room and has a very good memory.

### Dallas Stratton

Dear Mr. Vaughan:

I received your letter asking about Joseph Botti. I joined the Navy in 1943. I don't remember Mr. Botti, but at 79 years of age I don't remember as good as I used to. I still attend most of the reunions and enjoy them.

Sincerely

*Note: See page 2002-6 for more from Robbie and Dallas.*

*This has nothing to do with responses. Just a note to announce that our son and daughter-in-law, Bill & Sheri have presented Jean and I with another grand daughter on May 3, 2002.*





May 2002-5

## Tom Godby

Thanks for a nice newsletter. It was good to read all of the news. Everyone said nice things about the reunion in Nashville, so it must have been a success. I'm sorry my wife and I could not attend. Betty's health is so uncertain that I probably cannot attend the next one in Indianapolis. If my memory serves me right, Bartol was a signalman striker when he and I came on board in Astoria, OR. He was learning the old phonetic alphabet and gave me the nick name "tear dog.) Now it's tango & delta, but I still use it in my e-mail [TEARDOG@GTE.net](mailto:TEARDOG@GTE.net). It's pronounced tear, like tearing paper.

## Clark Martin

I was asked if Lt(jg) John Bryant was the only regular Naval Academy officer on the Lowndes. I think he was. I was accepted regular (USN) in April 1944 from USNR but did not attend the Naval Academy, having been commissioned Ensign, Supply Corps, USNR directly from civilian in 1940.

*Note: Checking my records I find that our Captain Perdue attended the Naval Academy and therefore was another regular Navy officer aboard the Lowndes. Also the following officers were regular Navy:*

*Lt.(jg) H. T. Lyons & Lt.(jg) S. F. Thorndyke I don't know if they attended the U.S. Naval Academy.*

## Agnes Bensie

Got the newsletter, not sure about Indianapolis yet. Had cataract surgery on my left eye. At least I can see better. I spent a week in Costa Rico last fall with Bill and family. Was great. Just got back from 4 weeks in Florida. Seems to get shorter every year. Still miss my old geezer a lot. Having a hard time getting used to this apartment.

*The Swedes invented the toilet seat. Twenty years later the Norwegians invented the hole.*

## Bill Thomas

Sure enjoy the newsletters.

*Note: Now that's what I call short, sweet and to the point.*

## Rueben Johnson

It is certainly wonderful knowing all the crew of the APA-154 with their "First Mates" keeping the great old ship full speed ahead. Everyone puts a lot of heart into this, keeping the annual reunions on course, well attended and enjoyable for everyone. No small task hosting the reunion with umpteenth dozens of things to arrange and get done. I thank the Umbargers here for this spirit and enthusiasm for doing it this year. Always a complete job with no worries for attendees. We know you will have a great one again in 2002! We will be with you in spirit. Thanks for sending me the newsletters. Regards to all. Enclosed, my dues for the coming year.

## Virgie Engle

I read the Salute to our Flag, and loved every word of it. I have enclosed the poem I wrote in September 1989, the year someone said to burn the American Flag was the thing to do if someone wanted to. I could not believe what I was hearing, until one day I actually saw it done. My heart sank completely. I was so upset that I started writing, this is what it was. My sympathy to Mary Rodriquez, Dolores McNamee and Murrah Dickson. I will always look to the U.S.S. Lowndes as my Navy family. Good news! I now have two great grandsons and in May looking forward to two great granddaughters. You wonderful group of people, "Hang in there."

*Note: See page May 2002-2 for poem Virgie composed.*

## Jim Chilcote

It's springtime in the Rockies, snow is gone from the valley but the mountains are still white. I'm trying to keep my energy high to join the young men in Indianapolis.

## ***"How the War was Won"***

### ***Earl Robertson***

I'll back up a bit in time and bring this story up to date. I joined the Navy on April 16, 1940 at Peoria, Illinois. Took boot camp at Great Lakes Naval Training Station, assigned aboard the USS Oklahoma as a S2c, served as a motorman with the running boat crew, was S1c on December 7, 1941. I had a fractured wrist and was in the base hospital one week before that raid, so legally I am a Pearl Harbor survivor. Around August 1942 after my wrist healed I went aboard the USS Vestal, an AR repair ship that was also damaged on December 7, was repaired and ready for sea duty. I received a rate change to MM2c. My total watch duty on the Vestal was in the evaporator room. I did stand some main engine watch while underway in the engine room. In due time I became MM1c. We cruised down to Australia, then island hopped, north along with repairing damaged ships. I was with ship's company, not ship's repair crew, so I didn't do any repair stuff other than on the evaporators. Around the middle of June 1944 I was transferred aboard the USS Bataan, a cruiser-air craft conversion for a trip back stateside as a passenger for 30 days R&R. That brings us back to my duty with the USS Lowndes. My battle station was a 60 KW auxiliary diesel generator on the fantail. We did go on the Iwo Jima campaign. We were there for opening day. I believe we were carrying 2<sup>nd</sup> wave Marines. We hung around for a couple of days, took aboard many casualties, transported them to Leyte, Luzon. Bud Kautz was injured here. (He stayed with the ship as a Master at Arms). We went back to Pearl Harbor, picked up a contingent of engineers and also got in on the Okinawa thing after the beach was partially secured. Unloaded the engineers, then cruised back down to some south sea islands and picked up a load of used landing craft, then back to Hawaii, then stateside. We were in San Francisco in VJ Day. I was transferred to Treasure Island Receiving Station, then to Chicago via 30 days R&R home back at Great Lakes again training to discharge Navy personnel getting out of war + 6 months. Transferred to St. Louis' Lambert Field Naval Discharge Center November 1945 for Discharge duty. Met Frances shortly thereafter

and married February 10, 1946. Discharged April 15, 1946. Worked in the leather cutting die industry as a machine operator and machinist until retirement October 1984. Have 3 daughters, 1 son, 11 grandchildren and 14 great grandchildren.

### ***Dallas Stratton***

I joined the Navy in January 1943, went to boot camp at Farragut in Coeur d'Alene, Idaho. After boot camp went to Machinist's Mate school at San Diego. From there went to Pearl Harbor for 13 months repairing damaged landing craft boats. I was transferred aboard the USS Lowndes in November 1944. My duties were in the evaporator room. I also was aboard going to Iwo Jima and Okinawa, also took Army occupation troops to Northern Japan. From there we came back to the States and I had enough points for discharge on Columbus Day in November 1945.

As editor of the newsletter it appears that I have a captive audience so I will relate my story. I worked the 11 PM to 7 AM shift as a wood carver. One morning as I was leaving I told a co-worker that I was gonna join the Navy, He laughed and said he'd heard that many times. I told him I'd bet him a quart of milk. A milkman (old fashioned) came every day before lunch to sell milk. Left the shop and instead of going home I went to the old Post Office in downtown Chicago. Met a friend, there from my neighborhood, George Peterson. All the prelims went along fine, until, – George was under weight and I couldn't give them a urine sample. There were two disappointed but determined young men. We went to a nearby cafeteria and I can't recall how many bananas George ate or how much liquids I consumed. We went back to the recruitment office, no problem on the weight and I gave enough specimen to shame a dozen guys. In less than 1-1/2 weeks I was on my way to boot camp in San Diego. I won the bet. Do you suppose that the war was won because of a quart of milk?



## INFORMATION PLEASE !

### *Jim Vaughan*

Enclosed are my annual dues for 2002, Sorry to be so late. My "Senior Days" seem to become an on-going "Senior Daze", for I was not sure how much the dues were (thus my last e-mail to you), when all the time it was on the bottom line of the page.

*Note: Jim phoned me a while back and said he was going to contact several of the MM's that are on the roster in hopes of getting some information regarding Joe Botti. Here's hoping his efforts are not in vain.*

Jim received a nice e-mail from Clark Martin in response to my snail mail to him on Joe Botti and the Lowndes. "His is the first response to my final count of letters mailed to ex-officers. Machinist's mates & yeomen in reunion group. Although he did not recall Joe he did fill in many of the gaps of missing information I am looking for. I thought you might be interested in knowing that when I sailed to Leyte from San Francisco in 1945, it was aboard the attack transport, La Porte – APA 151, a ship of the same let contract that built the Lowndes. It took exactly 30 days to make the journey, by-passing Hawaii because of bad weather, but stopping at Eniwetok for supplies or off loading (I never know which)."

### *Andrew Simms*

My grandfather, Kenneth Simms, served on board the USS Lowndes during WW II. I found the information on the Internet about the APA-154. I am hoping to obtain information about this ship and possibly my grandfather's service. I believe he was a cook or landing craft operator. I have been seeking information for a long time to understand what role he had in the ship's operations. Anyone having details, please contact me at:

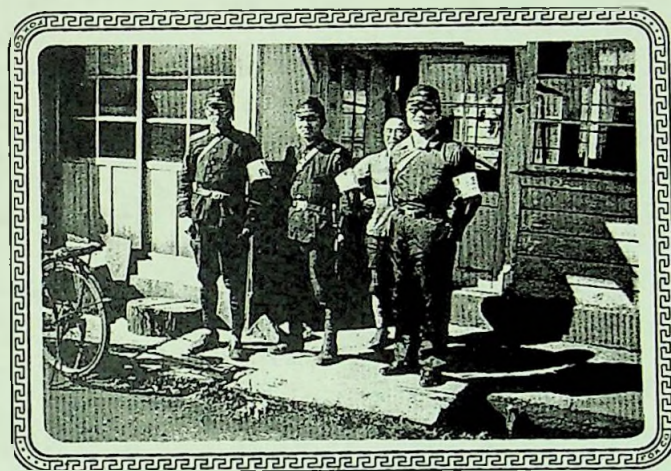
703 Lafayette Ave.  
Columbus, IN 47201  
(812)379-1340

*Note: Found his name on one of the original ship rosters, but no other info available.*

### *Mike Michalski*

To all those who received a set of pictures from me that was taken while we were aboard the Lowndes. There is one photo I've lost and it was one of my favorites. It was similar to the one shown below on this page. Except that there were approximately eight of the Japanese police and detectives with big teeth showing smile. They were smiling because of a remark made by one of our group that we laughed at and caused the Japs to laugh also.

*Note: Can any of Mike's shipmates help him out on this request?*



Police & Detectives – Amori, Japan

*Note: Does anyone have any information on the following? The last mailings to them has been returned.*

*Harley J. Hughes  
Sherwood P. Johnson  
Isaiah Sneed*

*Editor's note: Are there any suggestions regarding the newsletter, such as any items of interest that can be included in future issues? Please don't be shy, I have a thick skin. Who knows, I might even pay attention to any ideas that are sent my way.*



May 2002-8

## **Mildred Binney**

Thanks for all the cards you have sent to Buell, I read them to him at Cameron. He doesn't gain a whole lot and had been in the hospital 15 days with pneumonia but is back in the home now. He had problems eating, going down the wrong way. He has had this problem several times since his stroke in January, 2000. It has been a long old road to hoe. Just glad he is a veteran and can be in such a nice place. So clean and all the necessities they need. Buell had a stroke and on left side and can't use his left arm at all. I will have surgery for Carpal tunnel on my right wrist April 8 when I will be 81. I don't get along with these golden years, don't know where they went, have had a good, life tho. Wish we could have attended more reunions. But, that's done gone by. Will keep you informed.

## **Jim Vaughan**

Just thought I'd pass on the results of my queries to Lowndes shipmates regarding Joe Botti. I have received four more great letters in answer to my snail mail requests to 20 former crew members. So far besides Clark Martin have heard from John Dyer, Leon Fougnyes, Lyman Nedeau and Bill Ramsey.

*Jim: I'm sure there are several others that should be responding, they just need a little more time.*

## **Frank Miller**

Sure would like to make the reunion this year, but it looks like health problems won't permit us to go that far. I have very fond memories of Indianapolis, spent a few weeks in the city and had an offer to work at Camp Attaberry just outside of town. It is funny how life plays tricks on us and I ended up out here in Salt Lake City, UT. Kearns sure got on the way with the Olympics speed skating being held here. It was very interesting. A friend of mine got to carry the torch and she let me carry it around the room at our meeting (Big deal). Frances and I still hope to see all you good people again at a reunion, as we both have enjoyed them. Why did we settle in Utah? We were living in St. Louis, MO in 1950 and we just could not take the

humidity any longer, so one morning at 3:00 AM I told Frances we were moving west that day to either Portland, OR or Tacoma, WA or Seattle, as I liked that area when on the Lowndes. Well! We left that morning and drove west as far as Salt Lake City when my car broke down and I was low on money. I thought I could work a little and move on, but we ended up having three daughters there and ended up making a home here. I guess we could have done worse, (Chicago). Never know what fate holds in store for you. Still active in the VFW Honor Guard and think of all of our shipmates who have gone before us.

## **David Brinkman**

Mom is doing very well. Odess and I and our little boy, Jeremy (2-1/2) are all well. I've been busy in my job. I left my job of 13 years with the NCR Corp. 2 years ago to start a new Telco Computer server group with Intel Corp. just 1 mile from where my Mom lives here in Columbia, SC. Also got an old Revell Model kit of an Attack Transport just like the Lowndes. The model is "U.S.S. Randall Attack Transport PA 224." I found it ebay, but it appears it's not available at the moment. Haven't had a chance to building it yet, kind of hard to do with a little one running around. I've added the Lowndes history and a ship photo to the Web site, <http://military.com/HomePage/UnitCreatedPage/0,11003,200322,00.html>. Hope to see all at the next reunion, but can't commit to a vacation that's any more than a few weeks away. Hopefully we can have more breathing room later.

At our Nashville reunion Jan Trober and Mary Gebhart did a terrific job in arranging the distribution of the many door prizes donated by members of the reunion group. Due to the success there are requesting donations for this event for the upcoming reunion.

*Ed. Note: I'm sure the response will be just as rewarding as the last time. There is plenty of time to give this serious thoughts. Let's do it for the girls! They have to have something to keep them out of mischief. They're good kids.*

*But you didn't hear it from me.*



May 2002-9

**Joyce O'Brien** (Jim Frieden's daughter)

I just wanted to let you know that my Mom was in the hospital. She passed out on the 23<sup>rd</sup> of April and Dad was home and called 911 and he started CPR, and when he lost a pulse he started chest compressions and then the cop came and had the defibrillator in his car and they used that twice and then the ems was there and they had to use it twice on the way to the Warsaw Hospital, when they got her stable she was flown to Parkview Hospital in Fort Wayne in the Samaritan Helicopter. She was in CICC for 9 days. She had a pace maker defibrillator in on Monday the 29<sup>th</sup>. She is still coming around mentally and doing better. She may have to have some rehab, they are still assessing that. Dad has been very upset and trying to cope with all of this He has been having some medical problems himself, they are not major and he is OK.

*Note: I called Jim last night (May 7<sup>th</sup>) and he informed me that Maggie was home and really doing fine, to his amazement. Maggie was in the hospital at the same time that our son and daughter-in-law had a baby girl in the same hospital. We tried to call Jim and Maggie to let them know about our addition, but found out later why there was no answer. We received an e-mail from Joyce when we arrived home from Fort Wayne.*

Also learned that Lebbly Dyer spent 5 days in the hospital, had high blood pressure and anxiety attacks. Said she had a good check up.

Loreta Freitas had a knee replacement February 4<sup>th</sup>.

*We certainly wish all of them a speedy recovery and they are in our thoughts.*

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We have just learned of the passing of the following members of the Lowndes Reunion Group:

James B. Douhitt – 9/12/2000 Influenza.  
Mrs. Leonard Johnson \*  
Leon McGuire \*  
Edna Trevillyan 3/30/2002

\*No details.

**John Lackey**

I lost my wife, Betty, due to cancer. She passed away at 4:15 PM on March 4, 2002. We had been married 55 years and 9 months.

**Patrick McGinley**

My father Andrew John McGinley, passed away on February 20, 1969 of a heart attack. Father of three children. He is survived by his wife Alice and myself.