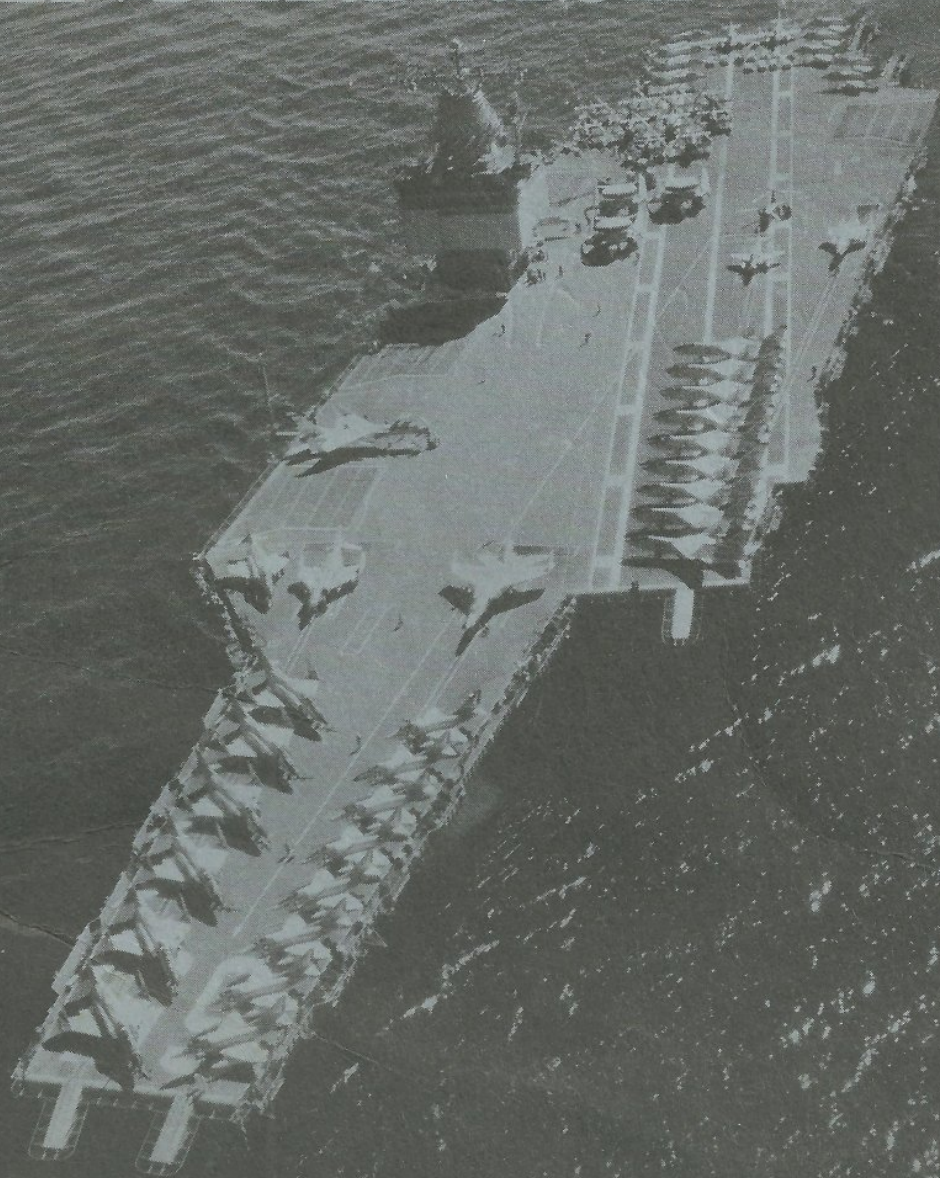


WELCOME ABOARD  
UNITED STATES SHIP  
ENTERPRISE



DEPENDENTS' CRUISE

31 OCTOBER 1964



#### SCHEDULE OF EVENTS

0530-0730 Dependents and sponsors rendezvous at Pier 12, check in, pick up colored tags and board boats for ENTERPRISE.

0715 Set special sea and anchor detail.

0745 Muster on stations.

0800 Underway from anchorage.

0815 Dependents tour ship with sponsors. Guided tours available at the information booth.

0930 Group I (red tags) go to island to observe flight operations.

1000-1030 Group I (red tags) observe flight operations from island.

1000-1400 Lunch.

1030 Group II (yellow tags) go to island to observe flight operations.

1100-1130 Group II (yellow tags) observe flight operations from island.

1130 Group III (blue tags) go to island to observe flight operations.

1200-1230 Group III (blue tags) observe flight operations from island.

1230 Group IV (green tags) go to island to observe flight operations.

1300-1330 Group IV (green tags) observe flight operations from island.

1400-1430 All groups observe fire power demonstration from port beam.

1430 All groups observe high line transfer with destroyer on the starboard beam.

1500 Set special sea and anchor detail.

1515 All groups attend movie in Hangar Bay #1.

1545 Tour ship with sponsors.

1730 Anchor at Hampton Roads.

1800 Dependents disembark.

*A very warm welcome is extended to the families and friends of ENTERPRISE, Carrier Division TWO, and Carrier Air Wing SIX*



*Captain F. H. Michaelis*

*Since her launching on September 24, 1960, this ship has never ceased to be the object of intense interest as the largest warship and only nuclear powered aircraft carrier in the world. Among her countless visitors have been heads of state, government officials, civic leaders, celebrities and people from literally all walks of life and every part of the world.*

*Today, it is with particular pleasure that we honor as our guests our families whose personal understanding and encouragement are most essential to the crew of ENTERPRISE. I cannot say too often that any successful effort we make would not be possible without the strong encouragement we receive from home. Yours is an indispensable element in the operation of this ship.*

*I hope that by increasing your knowledge and familiarity with our life at sea, you will form an even closer association with the part we play in maintaining freedom throughout the world.*

*A most sincere and warm welcome to you, our favorite VIP.*

*Sincerely,*

**F. H. MICHAELIS  
CAPTAIN, U. S. NAVY  
COMMANDING**



U.S. Navyman  
First Element of Seapower  
*theme of Navy Day, 1964*



## NAVY DAY 1964

It seems quite appropriate that this Dependents' Cruise aboard ENTERPRISE should be scheduled during the annual observance of Navy Day, the week of October 27, which commemorates the founding of the U.S. Navy and the birthday of Theodore Roosevelt, one of the greatest advocates of American seapower.

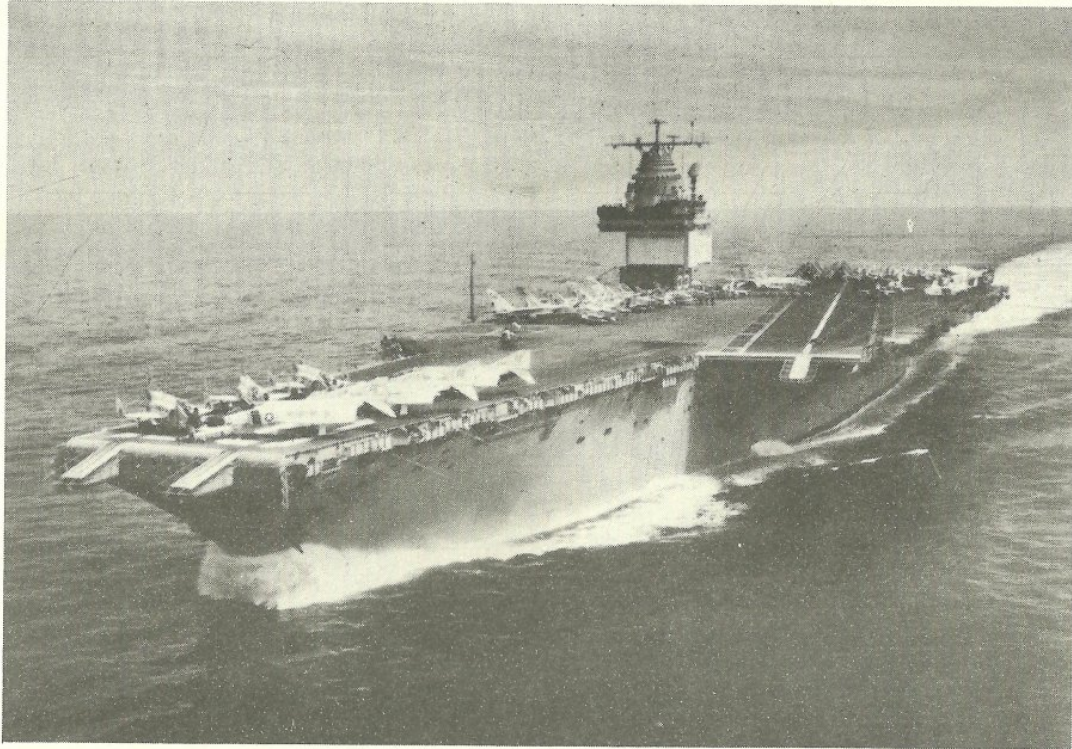
Sponsored by the Navy League of the United States, Navy Day is primarily an occasion for holding "open house" aboard ships and naval shore installations. It is the Navy's day at home and is essentially an internal rather than a public observance.

"U.S. NAVYMAN, FIRST ELEMENT OF SEAPOWER" is the 1964 theme of Navy Day. It emphasizes the importance of the individual in the modern Navy, which has been so well demonstrated by the recent deployment of the "BIG E."

Members of the ship's company and the air wing have earned an array of awards for operational excellence and aviation safety. They have represented the United States as unofficial "ambassadors" of goodwill in countries around the world. Their performance at sea and their conduct in port has reflected the highest credit on the Navy and the Nation--and themselves.

It is hoped that all of you who participate in the ENTERPRISE Dependents' Cruise today will experience the spirit of Navy Day, which is described by the Navy League as "...a spontaneous act of recognition and tribute by the people of the United States to their Navy and to the men and women who make it great."





## USS ENTERPRISE CVA (N) 65

### Her Heritage and History

The word "Enterprise"--signifying boldness, energy, initiative, and readiness to undertake important missions--very aptly describes the world's only nuclear powered aircraft carrier. She possesses all these qualities to a superlative degree and, in turn, serves as an outstanding example of the "enterprise" demonstrated by the American people throughout their history.

The name "Enterprise" is inherited from the proud records of seven former ships of the U.S. Navy. The seventh was the famous "BIG E" of World War II, the fast-steaming and fierce-fighting aircraft carrier that earned 20 Battle Stars, a Navy Unit Commendation and a Presidential Unit Commendation during her engagements in the Pacific Ocean.

The ship "Enterprise" is the new "BIG E" that in less than three years of commissioned service already has an impressive history of record-breaking and award-winning performance. Her keel was laid February 4, 1958 at Newport News, Virginia. She was launched September 24, 1960 and christened by the wife of the Secretary of the Navy, Mrs. William B. Franke.

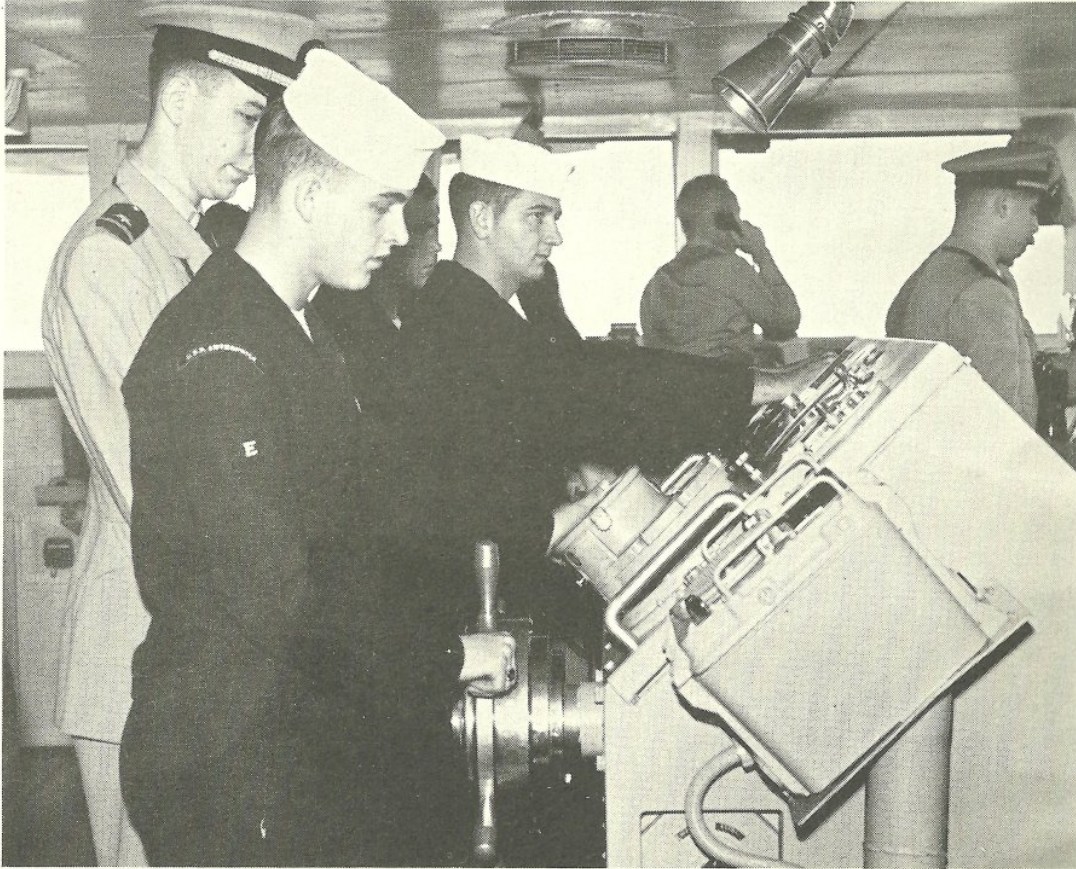
During her Builder's and Navy Pre-Acceptance Trials at sea which began October 29, 1961, the new carrier easily outran her destroyer escorts and broke all existing records for heavy combatant ships.

Captain Vincent P. de Poix took command and placed ENTERPRISE in commission on November 25, 1961. Secretary of the Navy John B. Connally,



Jr. was present for the ceremony. He called the ship a worthy successor to the "BIG E" of World War II and said, "She will reign a long, long time as Queen of the Seas."

The newly commissioned carrier went to sea January 12, 1962 and five days later Commander George C. Tulley made the first arrested landing on her 4-1/2 acre flight deck. The 1,000th landing was logged less than a month later, on February 15. When she finished her two-month shakedown cruise April 15, it was with the highest score ever attained by an aircraft carrier on shakedown or refresher training.



Carrier Air Wing SIX (CVW-6), the largest air wing in the Navy, embarked in ENTERPRISE for the first time June 22, 1962 and formed with the world's largest warship the most powerful fleet attack force in existence. Since that date, CVW-6 has continued to deploy with ENTERPRISE.

From June 25 to August 16 ENTERPRISE performed type training and fleet exercises with the SECOND Fleet in the Atlantic, and then went to join the SIXTH Fleet in the Mediterranean. To indicate the degree of readiness attained in record time, it should be pointed out that the "BIG E's" original deployment date was scheduled for February 1963.

Enroute to the Mediterranean, the 86,000-ton warship participated in a NATO exercise--RIPTIDE II--with forces from the United States, United Kingdom, France and Portugal. After visiting ports of call at Cannes, France, and Naples, Italy, she participated in another NATO exercise with units of the U.S. SIXTH Fleet, United Kingdom, Greece and Turkey



When she returned to her home port at Norfolk, Virginia, October 11, ENTERPRISE had logged over 8,000 arrested landings. Just a week later she was ordered to sea again as part of the naval forces in the quarantine of Cuba, afterwards returning to Norfolk on December 8.

Departing Norfolk two months later (February 6, 1963) to join the SIXTH Fleet in the Mediterranean, ENTERPRISE proceeded to steam 50,000 miles, log approximately 12,000 aircraft launches, and visit ports of call at Cannes, France; Athens, Corfu and Rhodes in Greece; Palermo, Sicily; Naples, Taranto and Genoa in Italy; Beirut, Lebanon; and Barcelona, Spain. Captain Frederick H. Michaelis relieved Captain de Poix as Commanding Officer at Cannes on July 20, 1963.

In competition with the attack aircraft carriers of the U.S. Atlantic Fleet during fiscal year 1963, ENTERPRISE outscored all the rest to win the Battle Efficiency Pennant. It was the first time a carrier commissioned only one year had won the pennant which is awarded annually for the highest overall efficiency and readiness as demonstrated by battle drills, exercises, inspections and other factors of naval preparedness.

Subsequently, the Chief of Naval Operations selected ENTERPRISE as the aviation ship of the Atlantic Fleet which had demonstrated outstanding readiness and fitness as an integrated unit in addition to winning her Battle "E." For this selection, the Navy's newest carrier received the highest award for which she could compete--the Marjorie Sterrett Battleship Fund Award.

Returning to Norfolk, September 5, the "BIG E" alternated periods in port and deployments at sea with the SECOND Fleet until February 8, 1964 when she departed to join the SIXTH Fleet in the Mediterranean.

On May 13, ENTERPRISE formed the world's first nuclear powered task force with the guided missile cruiser USS LONG BEACH and the guided missile frigate USS BAINBRIDGE. Significantly, this task force possessed the unmatched endurance, rapid acceleration, sustained high speed and virtually unlimited range afforded by atomic reactors. A few weeks later, the three ships began operating with the atomic submarine SEA WOLF and further explored the newly found dimensions in seapower provided by nuclear powerplants.

On July 31, ENTERPRISE, LONG BEACH and BAINBRIDGE were designated Task Force ONE and steamed by Gibraltar embarking on a 30,565-mile un-replenished cruise around the world called "OPERATION SEA ORBIT." As a practical demonstration of the advantages of nuclear powered surface ships, the task force performed the entire 65-day, globe-circling voyage without receiving any fuel, food or other provisions enroute. It was an unprecedented, history-making feat that obviously could not be duplicated by a task force with conventional, oil-burning engines.

Along the "SEA ORBIT" course, the task force performed underway demonstrations of naval air firepower for visiting dignitaries of Morocco, Sierra Leone, Senegal, Liberia, Ivory Coast, Kenya, Pakistan, Australia, New Zealand, Uruguay, Argentina and Brazil. ENTERPRISE visited ports of call at Karachi, Pakistan; Sydney, Australia; and Rio de Janeiro, Brazil in addition to the previous Mediterranean ports of Istanbul, Turkey; Palermo, Sicily; Taranto, Naples and Genoa in Italy; Cannes, France; Barcelona, Spain; and Palma, Mallorca. When she completed the cruise October 3, ENTERPRISE had steamed a total of 74,943 miles since leaving her home port on February 8.

A few hours before ENTERPRISE arrived in Norfolk, Secretary of the Navy Paul Nitze flew out to meet the giant carrier and congratulate the

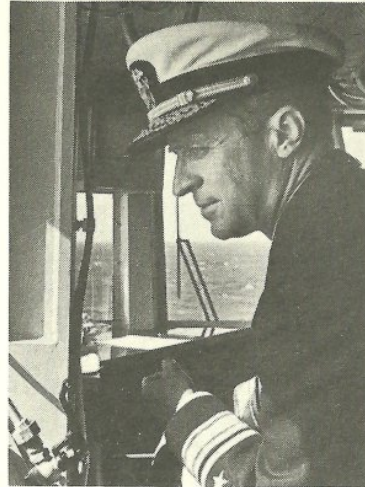


## USS ENTERPRISE, Flagship of Commander Carrier Division TWO

*ENTERPRISE has served as the flagship of Commander Carrier Division TWO during three deployments with the U.S. SIXTH Fleet in the Mediterranean, with the U.S. SECOND Fleet in the Atlantic and in the Caribbean during the Cuban quarantine.*

*Carrier Division TWO had the distinction of having within its organization the world's first all-nuclear powered task group, composed of ENTERPRISE, LONG BEACH and BAINBRIDGE, which was later designated Task Force ONE during its unreplenished, record-breaking around-the-world cruise.*

*The constant close contact and liaison with the carrier division commander and his staff has proved to be a profitable and rewarding association for the "BIG E."*



RADM B.M. Streat  
Commander  
Carrier Division TWO

### ENTERPRISE History and Heritage (continued)

crew for having participated in "...the most significant naval voyage in modern history." Other officials who were airlifted aboard ENTERPRISE to welcome her home included the Chief of Naval Operations, Admiral David L. McDonald, who told the crew, "You look magnificent!"

Less than a week later, October 9, ENTERPRISE received her second successive Battle "E" Pennant and Plaque with additional repeated "E" awards for her Air, Weapons, Engineering and Reactors Departments. Competing with all the ships in the Atlantic Fleet of her type, ENTERPRISE earned top scores in overall efficiency and readiness during fiscal year 1964 to win the much coveted award.

At this same ceremony, Chief of Naval Operations Aviation Safety Awards were presented to Carrier Air Wing SIX, Fighter Squadron THIRTY THREE, and Attack Squadrons SIXTY FIVE and SIXTY SIX. It was the third successive CNO safety award for VF-33 and the second successive award for CVW-6. VF-33 is the only day fighter squadron in the Navy holding a third successive annual award.

Fighter Squadron ONE HUNDRED TWO received the Battle Efficiency Pennant which marked it the top all-weather fighter squadron in the Atlantic Fleet.



## SAFETY FACTORS OF NUCLEAR PROPULSION

The eight atomic reactors which provide power, heating and lighting for ENTERPRISE are the largest complex of nuclear power in the world. These pressurized water reactors are basically the same as the power-plant of the submarine NAUTILUS which has been operating since 1954 without a single safety incident.

ENTERPRISE propulsion plants incorporate all the knowledge gained from a prototype which was thoroughly tested and operated for several years before her commissioning to develop the highest possible degree of safety. Personnel who operate the plants are required to have extensive formal training in nucleonics and demonstrate complete familiarity with the equipment before they are assigned.

Recommended radioactivity limits of the International Commission of Radiological Protection are carefully observed aboard the "BIG E" and many visitors have been surprised to learn that less radioactivity can be detected near an atomic reactor than is radiated by the luminous dial of their wrist watch.

## SOME ADVANTAGES OF NUCLEAR POWER

ENTERPRISE represents one of the most amazing feats of engineering in modern times. Her eight nuclear reactors can provide rapid acceleration, sustained high speed and virtually unlimited cruising range for years at a time before it is necessary to refuel. Whereas, the black oil consumed by non-nuclear ships constitutes the bulk of the supplies needed by forces afloat.

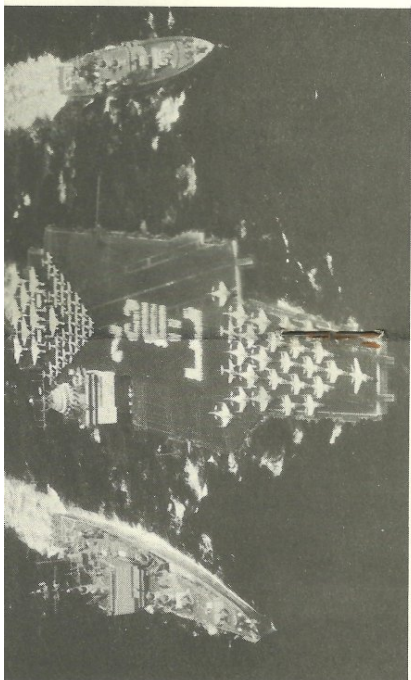
Conventional boilers must have large uptake spaces in the ship's upper decks and superstructure to get tremendous volumes of air for combustion and get rid of exhaust gasses. Eliminating these spaces in the "BIG E" provided room for the huge antenna array of her advanced radar system while keeping the size of her island structure nearly equal to that of the other supercarriers.

Stack gasses are a continuous maintenance problem for topside equipment, particularly radar and radio equipment on the masts directly in the path of these corrosive fumes. Soot is blown from boiler tubes and settles over exposed parts of the ship where it deteriorates the protective coat of paint that is needed to prevent salt spray corrosion. The manpower and material which must be expended in combatting this one factor of topside corrosion gives much credence to the saying that ships are called "she" because it costs so much to keep them in paint and powder.

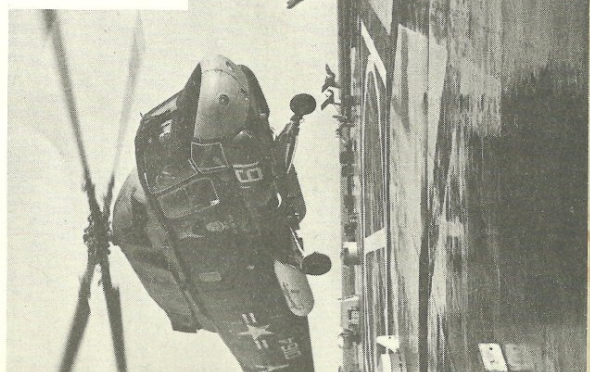
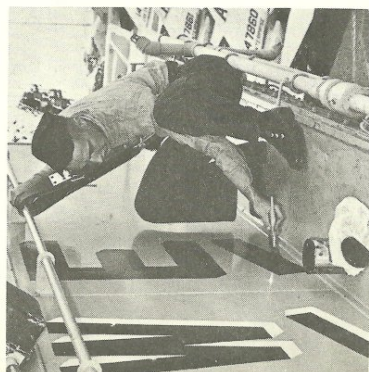
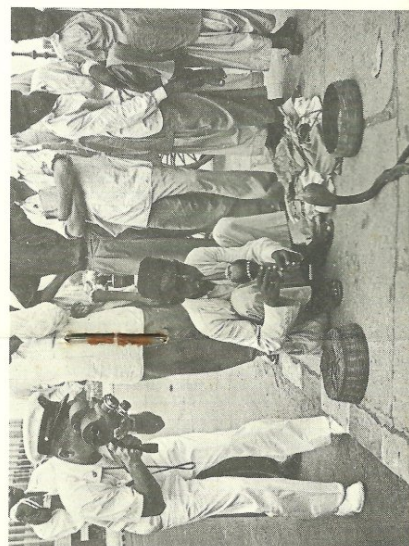
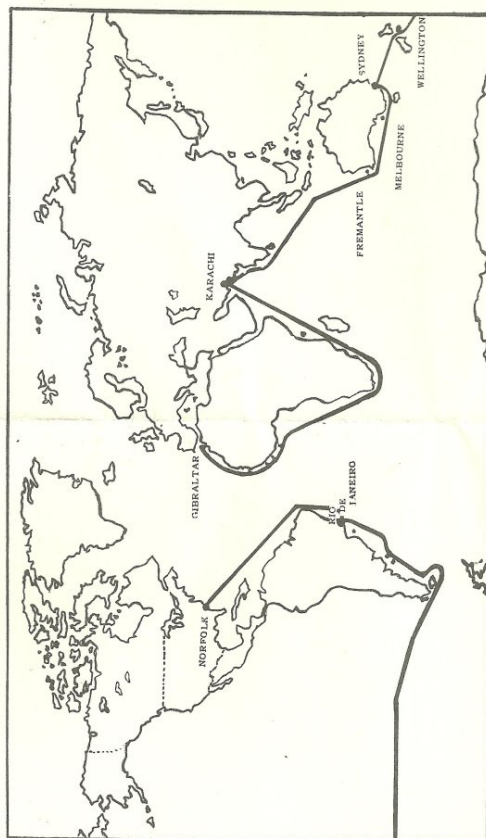
By not having to store standard fuel oil for her own propulsion, ENTERPRISE has much more space available to carry either aviation fuel or black oil for her escort vessels. This advantage greatly extends the time and distance she can be deployed without replenishment.

ENTERPRISE is even more than a formidable weapon in the United States arsenal of "Power for Peace." She is a technological marvel of nuclear power which represents the future of our Navy.





OPERATION SEA ORBIT — NUCLEAR TASK FORCE ONE WORLD CRUISE





## CARRIER AIR WING SIX

Carrier Air Wing SIX and ENTERPRISE--these are two names that have been linked together since Midway, Truk and the Marianas Turkey Shoot. They are a team that is now more powerful than ever. The air wing has progressed from their "prop-driven" planes of World War II to the most modern Mach 2 jets and is today the largest air wing in the Navy. The combination of CVW-6 aircraft and the nuclear powered carrier ENTERPRISE has created the most powerful fleet attack force in the world.

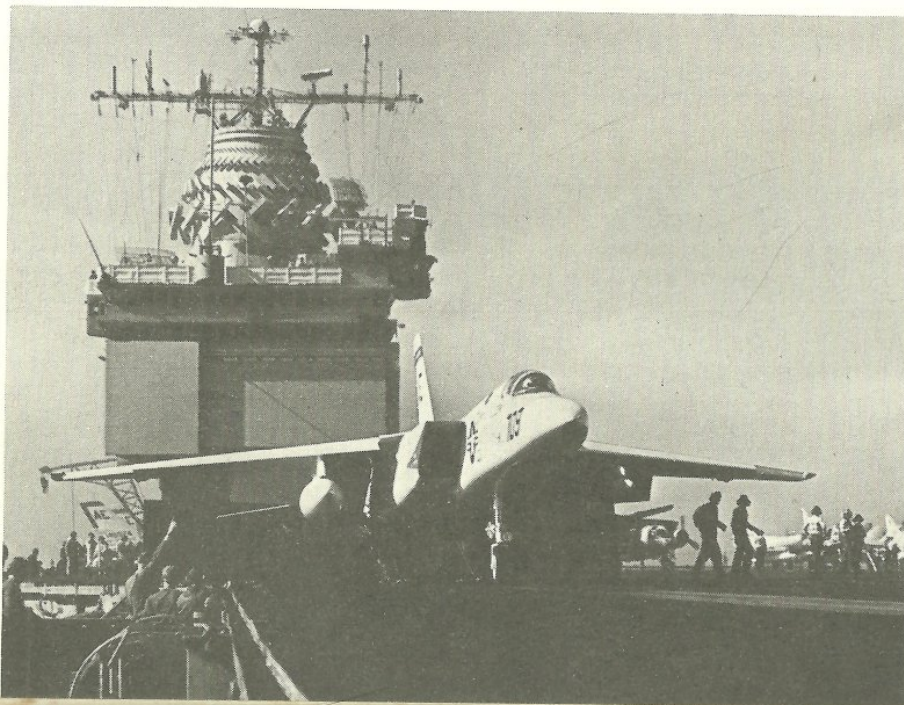
### Squadrons and Aircraft Embarked in ENTERPRISE

VF-33	VA-64	VA-65	VFP-62
VF-102	VA-66	VAW-12	*HU-2
VAH-7	VA-76	VAW-33	*COD

\*Assigned to ENTERPRISE Air Department.

## HEAVY ATTACK SQUADRON SEVEN

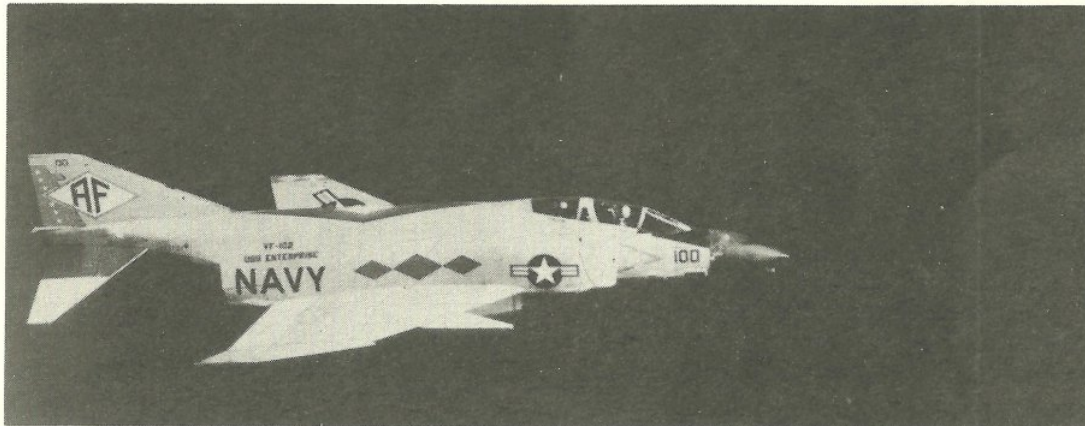
Heavy Attack Squadron SEVEN flies the A5A "VIGILANTE." In December 1960 the twin-engine A5A set a world altitude record of over 91,000 feet while carrying a payload of more than 2200 pounds. Weighing more than 22 tons and capable of speeds in excess of Mach 2, the "VIGILANTE" is an all-weather attack aircraft that can deliver both nuclear and conventional weapons from almost any altitude.





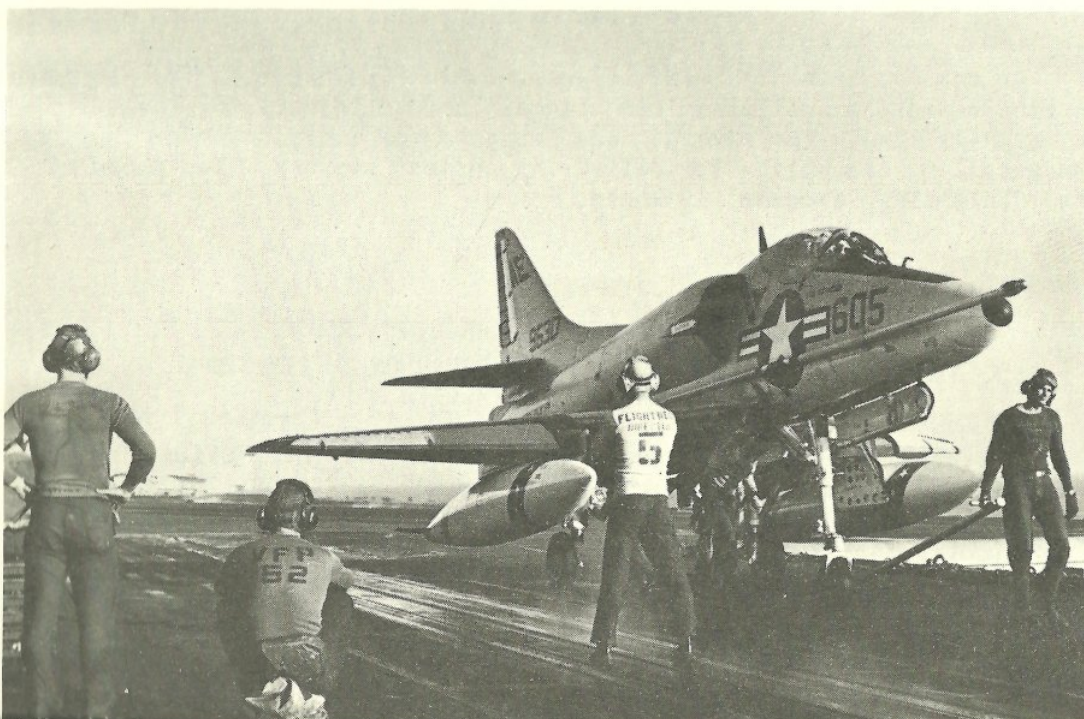
#### FIGHTER SQUADRON ONE HUNDRED TWO

Fighter Squadron ONE HUNDRED TWO flies the F4B "PHANTOM" II. This aircraft is a dual-seat, twin-engine, supersonic jet capable of intercepting and destroying enemy aircraft under all weather conditions. It holds the world's speed record of over 1600 miles per hour and can be armed with both "Sparrow" III and "Sidewinder" air-to-air missiles.

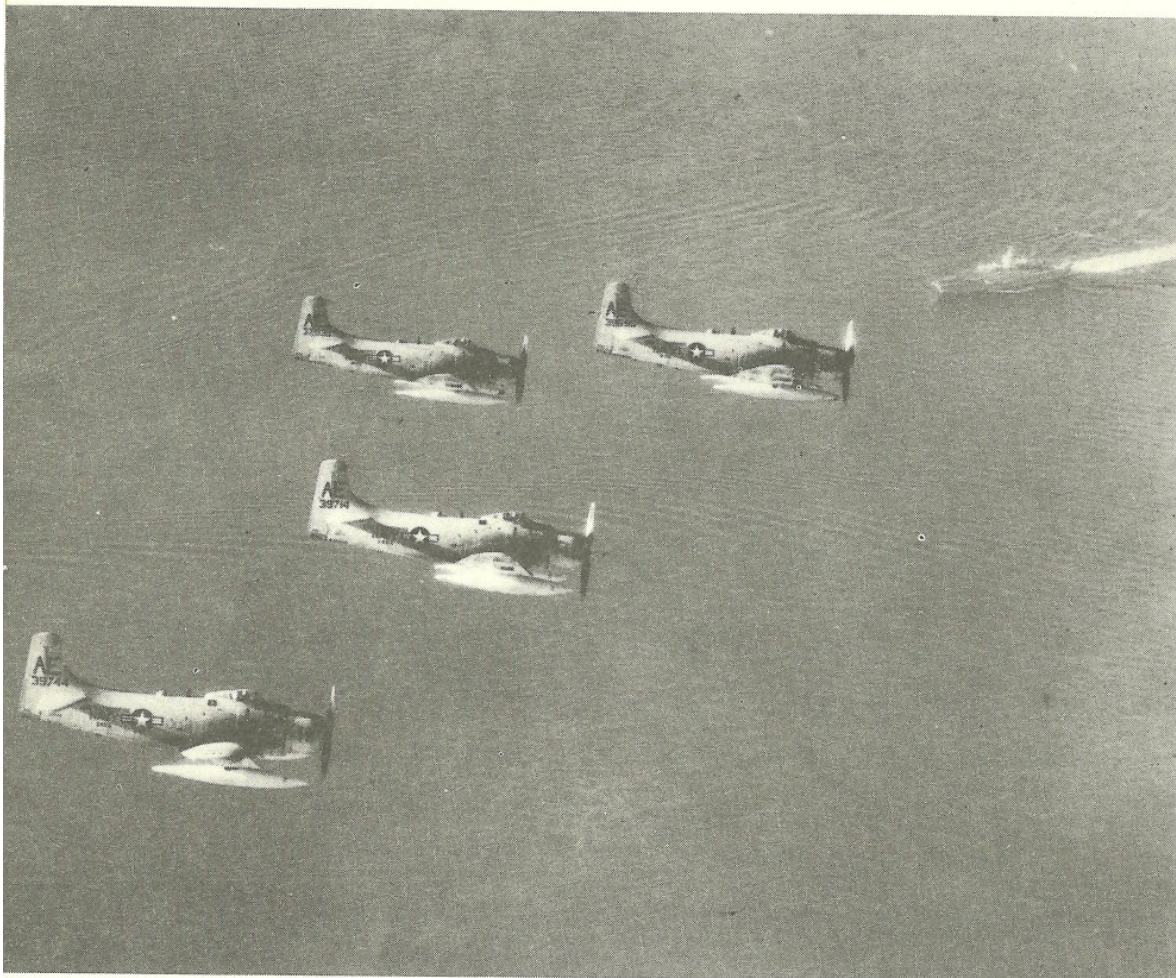


#### ATTACK SQUADRONS SIXTY-FOUR, SIXTY-SIX AND SEVENTY-SIX

Attack Squadrons SIXTY-FOUR, SIXTY-SIX and SEVENTY-SIX all fly the A4C "SKYHAWK." The A4C is a single piloted jet aircraft of great versatility in nuclear and conventional weapons delivery capabilities. The "SKYHAWK" is the smallest carrier-based jet aircraft and is capable of speeds in excess of 500 knots.







#### ATTACK SQUADRON SIXTY-FIVE

Attack Squadron SIXTY-FIVE flies the A1H "SKYRAIDER." The A1H is a single-seat, propeller-driven aircraft used primarily for low-level attack missions. The aircraft was designed for limited warfare but has an excellent capability for delivering nuclear weapons. The speed of the "SKYRAIDER" exceeds 210 knots.

#### CARRIER AIRBORNE EARLY WARNING SQUADRON THIRTY-THREE DETACHMENT SIXTY-FIVE

Carrier Airborne Early Warning Squadron THIRTY-THREE flies the EA1F aircraft, a modified version of the "SKYRAIDER." Its mission is to provide airborne early warning for naval forces. A distinguishing feature of this airplane is the side-by-side seating of the pilot and crewman.



### FIGHTER SQUADRON THIRTY-THREE

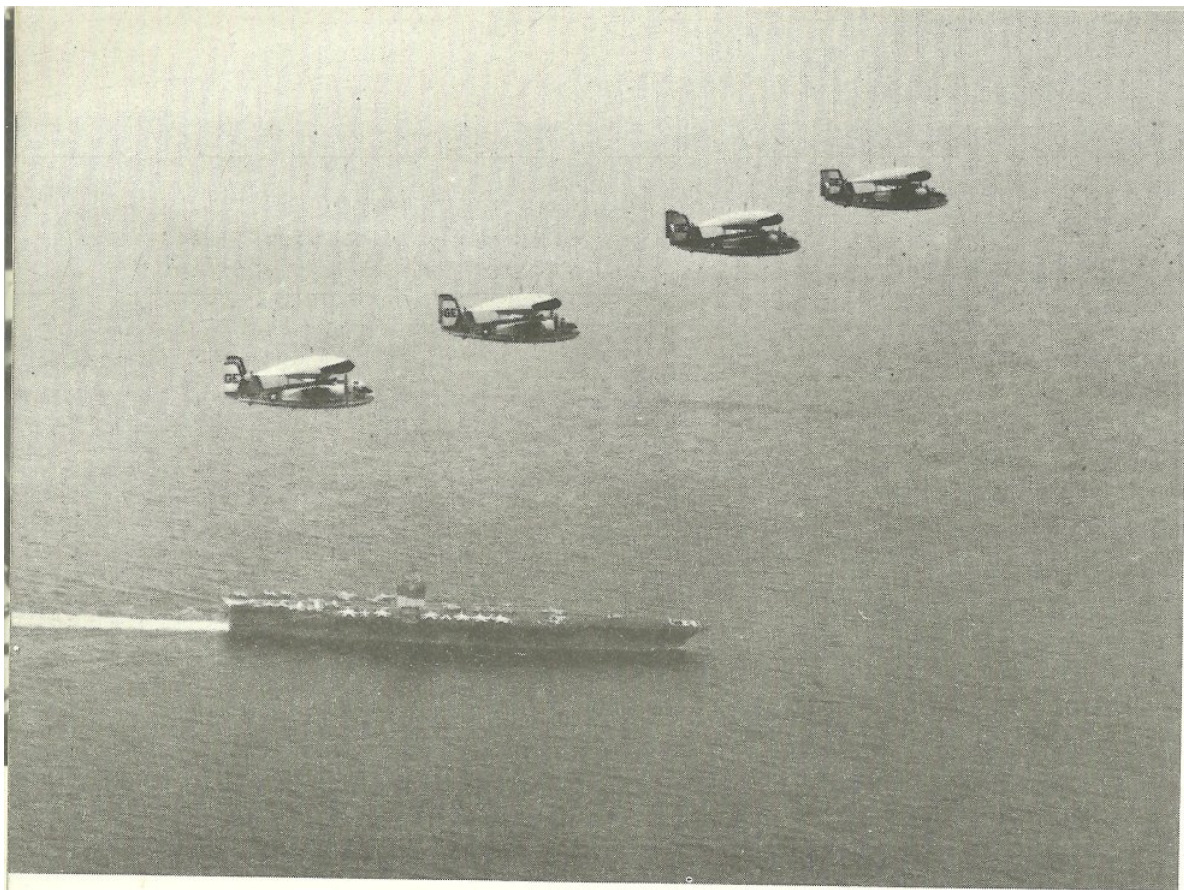
Fighter Squadron THIRTY-THREE flies the F8E "CRUSADER." This aircraft is capable of flying at nearly twice the speed of sound. Its special two-position wing allows it to fly at supersonic speeds yet slows it down sufficiently to land on a carrier flight deck. In addition to rockets and cannon, the "CRUSADER" can be armed with "Sidewinder" missiles.



### LIGHT PHOTOGRAPHIC SQUADRON SIXTY-TWO DETACHMENT SIXTY-FIVE

Light Photographic Squadron SIXTY-TWO flies the RF8A "CRUSADER." The RF8A or "PHOTO CRUSADER" is similar in performance to the F8E flown by Fighter Squadron THIRTY-THREE. The major difference in the two models is that the RF8A photo version has a less powerful engine but slightly greater range capability. The major mission of this squadron is photographic reconnaissance, specializing in a high-speed run-in for their effectiveness.





CARRIER AIRBORNE EARLY WARNING SQUADRON TWELVE  
DETACHMENT SIXTY-FIVE

Carrier Airborne Early Warning Squadron TWELVE flies the E1B "TRACER" aircraft. The mission of VAW-12 is to provide airborne early warning to fleet and shore units. The propeller-driven E1B "TRACER" is an all-weather, twin-engine airplane easily distinguishable by its 18-foot radome mounted above the fuselage.

HELICOPTER UTILITY SQUADRON TWO  
DETACHMENT SIXTY-FIVE

Helicopter Utility Squadron TWO flies the Kaman UH-2A "SEA SPRITE." These turbo-jet helicopters are often called "angels" because they are used primarily for search and rescue missions. The HU-2 detachment aboard ENTERPRISE also transports cargo and passengers from ship to ship and ship to shore.

ENTERPRISE CARRIER-ON-BOARD-DELIVERY

Grumman C1A "TRADER" aircraft are operated by the ENTERPRISE Air Department and flown by the ship's aviators. Their assigned mission is logistical support, the transport of high priority cargo such as urgently needed spare parts. They also serve as mail planes and passenger transports. The C1A "TRADER" is a twin-engine airplane somewhat similar to the E1B "TRACER" of VAW-12.



## ENTERPRISE CATAPULTS

ENTERPRISE has four type C-13 steam-driven catapults with an energy potential of 60 million foot-pounds. In terms of actual accomplishment, this means that the largest of the Navy's carrier-based bombers can be accelerated to 160 miles per hour from a "standing start" in a distance of 250 feet. Using all four catapults it is possible to launch aircraft at the rate of one every 15 seconds.

During the catapult shot, acceleration is controlled so that no dangerous "G" forces are imposed on the pilot or aircraft. This is an amazing feat considering that a concrete strip more than a mile long is required for a normal land-based take-off. Although take-offs are a relatively safe flying evolution, catapult launches have proven to be even less hazardous than self-powered take-offs.

Of course, this isn't just a fortunate coincidence. Years of the country's best engineering talent have been spent in the design, development, testing and evaluation of these powerful, precise machines. Even the best machinery, however, is only as good as the men who operate it, and ENTERPRISE has the best. Each member of the catapult crew has been especially trained for his job.



*A plane crew readies a guided missile to be carried by the waiting fighter.*



## USEFUL INFORMATION

### Safety Precautions.

1. No smoking on weather decks, hangar decks, or in passageways.
2. Maintain control of children at all times, especially in the exposed areas.
3. Remain clear of the flight deck during air operations.
4. Obtain cotton from hospital corpsmen stationed in the island to protect your ears from noise during air operations.
5. Remain clear of lifelines and catwalks.
6. Remain well inboard of the deck edge during demonstrations.

First Aid. Medical officers and personnel are available in the main sick bay to handle emergencies. Should anyone need medical assistance, telephone extension 999. WAVE nurses and corpsmen are available to attend women and children.

Restrooms. Ample restrooms are available at several locations which are well marked.

Meals. Buffet lunch will be served for dependents and guests of officers in Wardroom No. 2 from 1100 to 1300.

Lunch will be served for dependents and guests of Chiefs in the CPO Mess from 1100 to 1300.

Lunch will be served for dependents and guests of enlisted personnel, except S-5 Division personnel, from the forward galley from 1000 to 1400.

Lunch will be served for dependents and guests of S-5 Division personnel at the No. 5 Crew's Mess Deck from 1000 to 1100.

Compartment Designation. Compartments throughout the ship are numbered according to the following example: 03-157-4-V.

The first group of numbers (03) represents the deck level. The zero of (03) indicates the level is above the main deck.

The second group of numbers (157) represents the frame number of the forward bulkhead of the compartment.

The third group of numbers (4) represents the number of compartments outboard from the centerline of the ship. Even numbers indicate the port side of the ship and odd numbers indicate the starboard side.

The letter (V) at the end of the compartment number represents the purpose for which the compartment is normally used.

Compartment letter designations and what purpose each represents are listed below:

A - Storeroom  
C - Control  
E - Machinery  
F - Fuel  
J - Jet Fuel  
K - Chemical  
L - Living

M - Ammunition  
Q - Office Space, Miscellaneous  
T - Trunk  
V - Void  
W - Water  
FF - Cargo Fuel  
GG - Cargo Gasoline



#### FACTS ABOUT ENTERPRISE

Number of Reactors	8
Horsepower	Over 200,000
Speed	Over 40 miles per hour
Length (over-all)	1,123 feet
Length (between perpendiculars)	1,040 feet
Breadth (width of main deck)	133 feet
Extreme breadth of flight deck	257 feet
Depth	229 feet 6 inches (25 stories)
Commissioning	November 25, 1961
Area of flight deck	4.47 acres
Displacement (weight)	85,350 tons
Number of crew (including air group)	Approximately 4,600
Number of compartments and spaces	Over 3,000
Rudders: Weight	35 tons each
Number	4
Anchors: Number	2
Weight	30 tons each
Weight of links of chain	360 pounds each
Propellers: Number (all five blade)	4
Height	21 feet
Weight	64,500 pounds each
Number of telephones	Over 1,800
Number of designers required	915
Number of drawings made	16,100
Miles of blueprints made	2,400
Number of elevators (all deck edge)	4
Capacity of air conditioning plants	1,255 tons (enough for 400 homes)
Daily capacity of distilling plants	280,000 gallons (enough to supply daily needs of 1,400 homes)

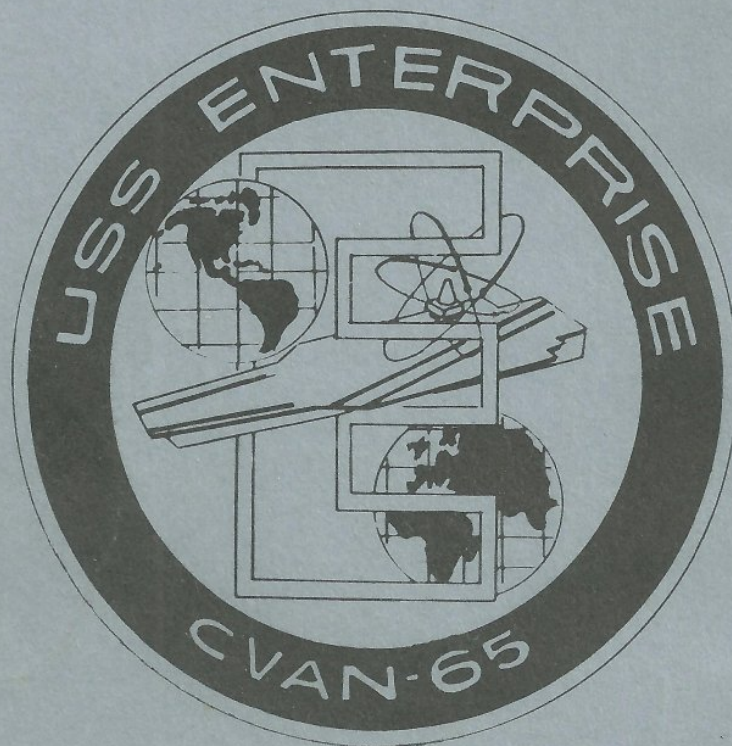
#### FACTS ABOUT THE MATERIAL USED

Steel required	76,000 tons
Aluminum used in construction	3,014,266 pounds
Length of ventilation and heating ducts	About 37 miles
Length of electrical cable	About 625 miles
Materials received	Equal to 3,000 carloads

#### FACTS ABOUT THE ELECTRICAL & ELECTRONIC EQUIPMENT

Total output of all electronic equipment on board	Equal to the output of 300 powerful radio stations
Estimated number of tubes, transistors, and diodes	About 1,000,000
Total power of Auxiliary Motors	About 30,000 horsepower
Area covered by switchboards	Approximately 7,000 square feet
Potential electric generating capacity	Enough for a city of 2 million
Total number of lighting fixtures	25,000
Length of all cable and wiring systems	3,000 times the length of the ship





#### THE ENTERPRISE EMBLEM

The emblem of the newest USS ENTERPRISE is designed around the "BIG E" outlined in gold which refers to her nickname inherited from the aircraft carrier USS ENTERPRISE (CV-6) of World War II fame.

An outer circle of Navy blue and gold encloses the "BIG E." Over the upper left section is a global chart of the Western Hemisphere, home waters for the U.S. Navy and ENTERPRISE. The lower right section partly covers a globe showing the Eastern Hemisphere and indicates that the range of ENTERPRISE aircraft can be extended over every part of the world.

Emerging from the center section is an aircraft carrier with her island superstructure encircled by an atomic symbol which signifies the nuclear power and capabilities possessed by ENTERPRISE.