



TALEISIN'S TALES – Lin and Larry Pardey. Published in soft covers by Pardey Publications [www.landlpardey.com] at £14.53, US \$18.95 and NZ \$35.00. 189 150mm x 229mm pages, with many colour photos, chart excerpts etc. ISBN 978-1-9292-1411-2. Also available for Kindle

Having written several cruising narratives during their circumnavigation aboard *Serrafyn*, after they built and launched *Taleisin* Lin and Larry concentrated mainly on how-to-do-it books and videos. These included *Storm Tactics Handbook*, *The Self-sufficient Sailor*, *The Capable Cruiser*, *The Care and Feeding of Sailing Crew* and *The Cost Conscious Cruiser*, all still in print and nearly all reviewed in these pages over the years. Then in 2011 Lin returned to the narrative genre with *Bull Canyon*, the story of how the 29ft *Taleisin* was built 60 miles inland from the coast. It concludes with her truck-ride to Newport Beach for launching.

Probably more a book for dipping into than for reading from cover to cover, *Taleisin's Tales* picks up where *Bull Canyon* left off, with the launching of *Taleisin* on 31 October 1983, and follows the three of them as they head south to Mexico, then across the South Pacific to New Zealand where they established a permanent 'home-base' – all without the security-blanket of an inboard engine. The Pardeys have always been champions of the 'keep it simple' mode of cruising, while also enjoying attainable levels of comfort – a philosophy which comes through in Lin's description of showering in the specially-constructed tub beneath the companionway, complete with foot-pumped hot water. In the same way, and without any attempt to preach, advice on sound seamanship is unselfconsciously included in passing whenever relevant.

Each of the nine chapters, other than the first, carries a section from the relevant chart, with *Taleisin's* track clearly marked in blue though some of the chart details are necessarily so small as to be almost illegible. It's necessary to turn right to the back, however – pages 188 and 189 – to see her entire route, together with her later passages including her 16-year circumnavigation concluded in 2010. Scope for several more volumes there!

Lin has a gift for lively writing, which does full justice to the islands they visit and, particularly, to the many people they meet along the way, both local and fellow cruisers. There is no doubting their gift for friendship and empathy with people of all ages and from very different backgrounds, who invariably welcomed them with open hearts. It's very good to know – see *Sweet Carolines*, page 5 – that at least in the less-visited archipelagos this is often still the case. That Lin and Larry always kept comprehensive logs and journals is clear from the detailed descriptions of incidents which occurred well over thirty years ago, though one assumes the many verbatim conversations must have been largely reconstructed.

Taleisin's Tales is very definitely a 'feel-good' book, illustrated by many colour photos, all of which must have been digitised from prints or transparencies taken at the time. Unfortunately many have come out rather dark, which is a great pity as the scenes they depict are often fascinating. Sadly they do let down the otherwise high quality production.

Taleisin's Tales will be of particular interest to those either planning to follow the same route or already familiar with it, and for the rest of us it perfectly fits the age-old description of 'a jolly good read'. I look forward to further volumes!

AOMH



SURVEYING METAL CRAFT and SURVEYING WOOD CRAFT – Ian Nicolson. Both published in soft covers by the International Institute of Marine Surveying [www.iims.org.uk] at £25.00. 64 and 54 148mm x 210mm pages respectively, including 21 and 12 full-page diagrams. ISBNs 978-1-9110-5812-0 and 978-1-9110-5804-5

These twin volumes are published by the International Institute of Marine Surveying for their members and intending surveyors. Any prospective metal or wooden boat owner can learn from the accumulated experience of a lifetime of owning, sailing and surveying these craft. Successive chapters review tools used (rather more complex for steel craft), the limitations of any survey and the pitfalls of litigation.

The construction of wooden and metal vessels is dealt with in a logical sequence, with tips and wrinkles abounding on every page. The first 20 or 30 pages will hold no surprises for those familiar with Ian's books – immaculate line drawings which easily orientate the novice to the basics of construction.

The author rightly stresses that the vessel must be soundly built initially, and suggests a blueprint for this based on strength and prevention of deterioration of the structure. She must have been well-maintained, and the rule that the more awkward it is to get at, the less likely it is to have been maintained, is stressed.

Wooden boats will often be old, and many traditional aspects of construction – ie. wooden masts – are covered in surprising detail, refreshing to a traditionalist but initially frightening to a prospective owner only familiar with alloy spars.

Electrolysis can kill steel boats, but gets little mention in the metal volume and rather more in the wood! Almost all the headings could merit a book on their own, but Ian has covered all the basics well. His philosophy comes through on every page – the surveyor's responsibility to owners to prevent unsuitable or unseaworthy vessels going to sea. The warning to surveyors is to prevent litigation; the warning to those commissioning surveys is that they are not infallible. Thirty years ago my boat was surveyed and a short report typed: 'Me and me brother think she's alright.' I'm pleased to say that, coming from experienced boat builders, it was accepted by my insurers! Clearly times have changed.

I see these books as essential reading, allowing further detailed study of specifics.

There are no indexes, but a comprehensive contents page and useful suggestions for further reading. Perhaps the cover price is a little high, but if prospective owners or surveyors read them and put all Ian's words into practice it could be good value indeed.

PBF



MEDITERRANEAN FRANCE & CORSICA PILOT – Rod and Lucinda Heikell, 6th edition. Published in hard covers by Imray Laurie Norie & Wilson [www.imray.com] at £45.00. 400 A4 pages, in full colour throughout. ISBN 978-1-8462-3849-9

It's hard to find good things to say about Rod Heikell's Mediterranean guides that have not been said before. Always returning to the Med after sailing elsewhere, Rod and Lucinda's *Skylax* is back there again after a circumnavigation, and Rod and Lu are back at work updating their books.

This 6th edition of *Mediterranean France & Corsica* contains substantial changes from previous editions and is an essential reference for anyone sailing the western Mediterranean. It covers territory from the border with Spain to the Alpes Maritimes and Italy. Divided into six sections, it gives detailed information about Languedoc-Roussillon, Provence, Côte d'Azur (West and East), the French Riviera and Monaco, and Corsica. Most important, although not much has changed about the infrastructure in this region, the authors cover what has changed in the rules and regulations governing mooring and anchoring in the bays and along the coast, where protecting the environment and managing marine reserves has become of vital importance. This will continue to be a major concern to cruising sailors as marine reserves are established, restricting access to safe anchorages.

There is a substantial section on the southern inland waterways, including the Canal du Midi from Port-la-Robine to Les Onglous, La Nouvelle, Etang de Thau, Canal du Rhône à Sète, Beaucaire, Le Petit Rhône and the Rhône (from Arles to Port-St-Louis-du-Rhône). Advice is given on licenses and documentation, hiring boats, mooring and negotiating locks, and there is a reference page showing the signs used on French waterways. Many plans show the channels and places to tie up along the way.

The authors spent the summer and autumn of 2016 cruising in Corsica, then worked their way northwest to the Golfe du Fos-sur-Mer, stopping in many harbours, collecting new information and taking photographs, and adding details to the text. There are many more aerial photos than in previous editions, and important information as to the predominant wind patterns for each harbour and stretch of coast is given.

Naturally, after spending two recent seasons in Corsica that section has been seriously updated. I particularly like the Quick Reference guides, which for Corsica show on one page all the ports and anchorages in order, starting from Calvi and continuing in an anticlockwise direction and providing visual reference as to shelter, moorings, fuel, water, provisions, eating out, plan and charge band (cost). When the wind shifts or a *meltemi* blows, it could be very helpful to quickly locate an alternate anchorage.

The Appendix, completely up-to-date, offers useful addresses, associations, books, charts and guides, as well as a brief glossary of common French words, including translations of French terms found on charts.

DOB



SIR JOHN FRANKLIN'S EREBUS AND TERROR EXPEDITION – Gillian Hutchinson. Published in soft covers by Adlard Coles Nautical [www.adlardcoles.com] at £18.99. 176 245mm x 192mm pages, copiously illustrated in full colour throughout. ISBN 978-1-4729-4869-4. Also available for Kindle

The Arctic has always fascinated me, so when the opportunity came to review this book, I leapt at it. Our last unknown frontier... To read about the ghosts of our past added an extra frisson, especially as the main protagonist bears the same name as our previous Commodore.

The book itself is beautifully presented for a softback, printed on glossy paper and full of evocative imagery. Written by Gillian Hutchinson, Curator Emerita at the National Maritime Museum at Greenwich, it reads as though an expert is taking you from room to room of an exhibition on the subject, filling in the history as you go. As such, it serves both as a wonderful introduction or highly informative follow-up to the first major exhibition about the attempts to find the North West Passage since the discovery of Sir John Franklin's two expedition ships – HMS *Erebus* and HMS *Terror* – an exhibition that is due to run until 5th January 2018 and that I for one certainly will not miss.

The author carefully sets the scene prior to the ill-fated expedition of 1845, outlining previous attempts made to find a northern route through to the Pacific and the reasons for its trade and naval importance. The cartographic use of globes from that time is atmospheric and the reproduction of portraits of the various protagonists brings to life the explorers of the day. The inclusion of paintings inspired by the various expeditions adds to the richness of the book as a cultural publication as well as an historic review.

Sir John Franklin's Erebus and Terror Expedition is devoted to the men and ships that took part in the expedition. A short biography of Sir John illustrated with personal objects, and a detailed description of the two ships he was to command, is followed by an account of the officers and crew. Reproductions of early daguerreotype photographs of the officers – commissioned by Sir John Franklin's wife Jane – provide a haunting aspect to the book as we gaze at the men who were all lost. This section is also enhanced by the personal stories that Hutchinson has pieced together from the archives.

The expedition was expected to last at least two summers up in the frozen wastes, although they provisioned for three years. Hutchinson draws on reports from previous expeditions, and letters and reports sent home from Greenland and further west, to describe in vivid detail how the men spent their time, and uses photographs of everyday artefacts and artistic renditions of typical scenes to bring the experience to life.

The second half of the book covers the numerous searches that were undertaken

to discover the fate of the expedition over the next 40 years. Lady Franklin herself sponsored seven expeditions, and eventually more ships and men were lost looking for Franklin than were lost in the expedition itself. (Her actions inspired many authors to examine her role, and her efforts to find out what had happened to her husband prompted the composition of *Lady Franklin's Lament*, a ballad which has been recorded by over 40 artists including Bob Dylan. Reading about her tenacity has certainly inspired me to find out more about her.

Whilst traces of the expedition were found, and various theories about what had happened were reported in the journals of the time, it was not until 2014 that HMS *Erebus* was finally located and a team of Parks Canada archaeology divers were able to work on the wreck, bringing up some of the many artefacts that Hutchinson has used to illustrate her work. HMS *Terror* was found the following year, and the final chapter describes their findings and conclusions.

This book is a great read and will undoubtedly prompt a desire to know more, and the bibliography suggests how to go about this. Finding out about our maritime adventurers is always inspiring – such extraordinary stamina and bravery in the face of the unknown. But it is also fascinating to find a little nugget of information that brings a connection with today's world: who would have thought that Sir John Franklin, whilst he was governor in Van Diemen's Land (now Tasmania) prior to returning to the UK in 1844, would have sailed to Melbourne in a schooner called *Flying Fish*!

APC



THE BALTIC SEA AND APPROACHES – RCC Pilotage Foundation, 4th edition.
Published in hard covers by Imray Laurie Norie & Wilson [www.imray.com] at £45.00. 448 A4 pages, in full colour throughout. ISBN 978-1-8462-3689-1

Having just completed my fourth summer cruising in the Baltic (with a well-thumbed 3rd edition of this book) I was delighted to be offered the opportunity to review the 4th edition of *The Baltic Sea and Approaches*.

The first question is, 'Why go to the Baltic?'. Here are just a few of the reasons:

- The summer weather is generally far warmer than might be expected in those latitudes.
- The days are long, so there is little need for night sailing. For Scandinavians, the season starts around 21st June and lasts for approximately six weeks, but cruising is perfectly possible from May until the end of September.
- Apart from a few easily avoidable hot-spots in high season, the Baltic is generally, relatively uncrowded.
- There are no tides.
- There are hundreds of beautiful anchorages and a huge variety of harbours with good facilities, and which are generally much cheaper than the UK.

- In the sheltered archipelagos there is relatively flat water, very little swell and short distances between anchorages. This makes it ideal for sailing with young children or less experienced crew.
- All the Baltic countries have rich and eventful histories, with a great number of castles, churches and interesting towns to be explored should the weather turn nasty.

The 4th edition of *The Baltic Sea and Approaches* has been completely revised in order to cover the many changes that have taken place since the previous edition was published in 2010. Each country has been researched by a different editor who has first-hand knowledge of their area, and they have drawn on the experience of many others. Should you decide to explore the Baltic, this book is an indispensable aid to getting there and, once there, deciding where to go. It provides a general introduction to the surrounding countries, capturing the flavour of the places and the people, and because in one volume it would be impossible to cover such a large and varied area in detail, it acts as a reference to more detailed pilot books and charts. While not a comprehensive pilot book it includes, in great detail, the main harbours and their approaches, and is invaluable as a planning guide to a fairly confusing cruising area. It also includes information directly relevant to us as 'foreign' cruisers which would not normally be included in a local pilot book.

The Introduction covers some of the history of the Baltic, has a section on how to get there, and another describing navigation – with a relevant comment on how surprisingly small some of the buoys are. There are several beautifully illustrated pages showing the various methods of securing a boat. Due to the lack of tides, some of the berthing systems, such as tying up to a rock, are quite different from those in tidal waters.

Following this are ten sections covering the countries which border the Baltic. The Key Information for each lists, among other things, available pilots and cruising guides, formalities and regulations, public holidays, and useful websites. Then there is a section giving information about the country, its history, the cruising area, and practicalities such as shopping, yacht services and chandlery, diesel, gas availability, alcohol limits and health. The bulk of each chapter covers harbours and marinas. Everything is beautifully illustrated with excellent photos and large-scale chartlets. Where appropriate there are pilotage notes, followed, for each harbour, by a general description – including, importantly, how to pronounce the name. Who, for instance, apart from a Pole, would pronounce Trzebież *Chehbyeh*? The harbour approach is described, and there is information regarding berthing and the facilities available.

The Appendix gives addresses for the suppliers of charts and publications, Abbreviations used on Russian charts, information of firing practice areas (of which there are a great many in the Baltic Sea), search and rescue, radio and weather, and lastly chart coverage of Russia, Estonia, Latvia and Lithuania.

If you are considering cruising in this beautiful area – which I would thoroughly recommend – then you should definitely invest in a copy of *The Baltic Sea and Approaches*. It will make interesting winter reading, and later be invaluable on the chart table.

AMB

SAIL THE WORLD – Erick A Reickert. Published in soft covers by CreateSpace Publishing and available via Amazon at £29.00. 286 216mm x 279mm pages, with a sprinkling of good quality colour photos. ISBN 978-1-5441-2143-7

This is most definitely a book about a particularly 21st century style of bluewater sailing. It describes the purchase and fitting out in 1996 of an Oyster 55 *Escapade* and, in great, indeed exhaustive detail, the author's experience of worldwide cruising aboard her including a circumnavigation. It will intrigue and I suspect infuriate (or maybe just amuse) many sailors with bluewater experience. The author has some very definite views about how to go about sailing around the world and evidently very deep pockets. Parts of the account will bring the reader up short. On his Atlantic crossing east to west, he tells us that all six crew members had a hot shower every day. He later tells us that during the 14 years the book covers he flew back to his home in the USA four times every year and always for Thanksgiving and Christmas. He also tells us that during the circumnavigation he had a full-time, paid, qualified crew member aboard and a chef 'most of the time'. Another example of his approach to cruising is that on a passage northwards on the East Coast of the USA he paid a student to shadow the trip by car and meet him with it at the dockside for each stop.

The boat itself seems to redefine the description 'lavishly equipped'. She carried, amongst many other things, three air-conditioning units, a washing machine, microwave oven, powered winches, in-mast power furling of the main, a collection of communication and navigation instruments to outshine the USS *Nimitz* and a tonne of diesel (enough for 1000 miles). The power required to run all this would give many yachtsmen nightmares, but we are assured it was ably coped with by a separate diesel generator and a very large battery bank.

The book has a tedious amount of detail, including a year's log entries transcribed verbatim, a challenge to read. It reveals that, in the year 2002, 1289.9 hours were spent underway, the main engine running for 780.32 hours or 60.49% of the time. The precision of these figures illustrates the author's meticulous approach, but leads the reader to question whether this qualifies as cruising under sail.

However, fair's fair, you might say – the author is an engineer by profession and has had a successful career at a senior level in the automobile industry. He's entitled to spend his cash how he likes and indeed to sail his boat how he likes. He is also clearly skilled and industrious enough to maintain all the machinery in good working order and effect complex repairs without outside help. All admirable, one might say ... or at least one might accept that if it were not for the fact that he seems to believe that his way is the only way to do it. He maintains that 46ft is the minimum safe size for an offshore boat and six the safe number of crew.

Just a few years before the cruise of *Escapade*, I set out on a similar venture in my old Moody 36. Over a period of about ten years I covered a similar area of the globe including Alaska (although I omitted the Mediterranean and did venture around one of the Great Capes). I shudder to think what Erick Rieckert would have thought about my venture had we met, especially as most of the time I was on my own. I managed with just a VHF radio and, when they got cheap enough, a couple of GPS sets, and paper charts. I had great fun position-fixing with a plastic sextant and two cheap digital watches. I even suffered my sundowner warm after my fridge packed up!

The author was evidently sufficiently senior in the motor industry to name-drop Henry Ford himself, who is reputed to have declared, 'History is bunk'. The reader is entitled to wonder whether the author shares this belief, and how familiar he is with his compatriot Captain Joshua Slocum who first had the idea of sailing around the world for fun in the ancient and engineless 37ft *Spray*, and whose navigation equipment consisted of sextant, compass, log and an old alarm clock with the minute hand missing. If there were any justice in the world, Erick Reickert's dreams would be haunted by the spirits of Eric and Susan Hiscock and their beautiful 30ft sloop *Wanderer III*, who did so much to awaken land-bound sailors to the thrill of bluewater cruising.

The author's view about minimum levels of equipment is easier to forgive than his apparent indifference to the importance of the psychological barriers which these pioneers overcame. Were it not for them and many others (including many OCC members) who caught the imagination of the world, Erick Reickert would probably never have considered the notion of sailing around the world in a pleasure boat and been quite happy spending his declining years on the golf course.

Nevertheless I would recommend this book, mostly because of the questions it raises about what bluewater sailing and the OCC is about. If you are lucky enough to have a couple of million to spend you will find lots of good advice here. If you have a tighter budget it's probably prudent to look for advice elsewhere.

JSN



ROGUE WAVES: Anatomy of a Monster – Michel Olagnon. Published in soft covers by Adlard Coles Nautical [www.adlardcoles.com] at £20.00. 160 234mm x 156mm pages with 125 colour photos, paintings and diagrams. ISBN 978-1-4729-3621-9. Also available for Kindle

I approached this book with some trepidation, almost akin to that experienced when crossing the Gulf Stream from Bermuda to New York in some very lively seas, or crossing the Agulhas Current from Reunion to Richards Bay in 30+ knots of southerly winds – it was dark so we could not see the height of the waves, but we could feel them. The author is a recognised expert in the field, and founder of the International Conference on Rogue Waves – he is a scientist, mathematician and statistician, hence the trepidation.

Rogue Waves addresses the definition of a rogue wave; the difference between a rogue wave and an extreme wave; the effects of rogue waves; measurement, statistical and scientific analysis of rogue waves; and, importantly for mariners, how you can manage the prospect of a rogue wave without a forecast of their appearance.

It starts by defining a rogue wave as of 'a size and severity which one would not expect given the prevailing conditions', but this requires further explication – is the definition based on a minimum height which also assumes severity, or is a wave 'rogue' because particular characteristics distinguish it from a population of predominantly 'normal' waves? The author chooses the notion that 'a rogue wave is a wave whose severity, in

relation to other waves in the same place at the same time, surprises the expert', and notes some experts may be 'more surprised than others'.

A discussion of tsunamis absolves them from being rogue, as their formation and propagation are sufficiently known to enable prediction. Similarly, the highest wave recorded, at 524 metres, was the result of an earthquake-induced landslide in Lituya Bay, Alaska – already known to have experienced tsunamis. Other unlikely waves such as standing waves, tidal waves and storm surges are also examined but do not fit the bill.

A chapter addresses Legends and True Stories, emphasising that 'a proper rogue wave results from a storm, more or less in the vicinity, and the combination of waves created in it by the wind', and describes a chilling incident that resulted in the cabin boy being consumed by the survivors of the resulting shipwreck. It also reckons the credence of 'Beware the 100 fathom line' is largely based on experiences when approaching the Continental Shelf and in the Agulhas Current, rather than science. The author has amassed many other detailed stories about ships and yachts encountering rogue waves and their consequences, and these are spread throughout the book to keep the reader's interest aroused.

A third of the book addresses the problems of collecting and analysing data, and the theory behind rogue waves – those with an engineering, scientific or mathematical background will find this easier than those of us who struggled in these fields. If you can see the inner beauty of Rayleigh distribution or Schrodinger's non-linear equation then you will be at home – the rest of us just wonder at your erudition.

Rogue Waves is beautifully illustrated, with photographs and paintings of waves and their impact on ships and shorelines (curiously, shore walkers and shore anglers are more likely to encounter a rogue wave than those at sea) adding to the lustre of the book.

All in all, *Rogue Waves* delivers what the mariner wants to know – can rogue waves be predicted and what precautions can you take to prepare for meeting one? Well, without writing a spoiler, first get to know what significant wave height means, and know that a rogue wave will be twice that height, and that an extreme normal wave can become rogue in a sea state whose severity grows rapidly. The author helps us understand the where and when.

PH



OFF THE DEEP END: A history of madness at sea – Nic Compton. Published in hard covers by Adlard Coles Nautical [www.adlardcoles.com] at £16.99. 264 153mm x 224mm pages including eight pages of colour photos. ISBN 978-1-4729-4112-1 Also available for Kindle

This book tells of tragedies at sea and attempts, through these accounts, to explore how madness relates to seafaring. In some instances there is an obvious cause for mental problems aboard, such as alcoholism, delirium tremens, scurvy or syphilis. Among survivors of shipwreck, starvation, thirst and drinking salt water might send men

mad. But in many cases the sea did not send these poor souls mad, it simply magnified their problems. It has been suggested that people with poor social integration – the misfits – may be more likely to go to sea, and so explain the incidence of mental issues in some sailors.

Among those who emigrated or were transported to the colonies, the incidence of mental illness was high. But it was not necessarily the sea or the voyage that caused this. It was easier for the authorities to send their ‘pauper lunatics’ away than to care and pay for them at home. Some even went straight from the docked ship to a mental asylum. In 1873 the New Zealand Imbecile Passenger Act (no euphemisms here) allowed for immediate repatriation of such cases.

Starvation leading to death and, on occasion, cannibalism is unendurably awful, but is it madness? In 1884 three men drifting in a 13ft dinghy murdered the fourth, a young deckhand, to save themselves. The court dismissed their plea of insanity and found them guilty of murder.

There is so much suffering, gore and death in these pages that it is a book to dip into, not to read at a sitting. The gruesome statistics keep mounting. On the *Cospatrick* 470 drowned, in HMS *Defence* 900 were lost, from the *Medusa* only 15 survived from 146 seeking to escape on a raft, in one year 838 British ships were lost – and so on and so on and more. One can only take so much.

Despite the title, the theme running through the pages seems thin. The madness here is often just a peg on which to hang another tale of dreadful disaster at sea. Many celebrated maritime stories and their famous vessels are recruited to illustrate this ghoulish theme of madness at sea. Names include *Bounty*, *Beagle*, *Sharon*, *Medusa*, *Essex*, *Titanic*, *Spray*, *Grimalkin* – the list goes on. For several, such as *Grimalkin*, it is difficult to see what role madness played, and yet *Grimalkin*’s story takes six pages to tell.

Some good came of all this misery when caring and empathetic people recognised the desperate state of seamen and sought to help. The Royal Navy recognised the problem and in 1818 moved sailors with mental issues from appalling asylums to purpose-built facilities at Haslar Hospital. This was a decade before the Madhouses Act for civilians. The Marine Society was founded in 1756, followed by the Sailor’s Society, the Seamen’s Hospital Society and, in 1856, the Mission to Seamen – still going strong as the Mission to Seafarers, as is also the Shipwrecked Fishermen and Mariners’ Royal Benevolent Society. Although these charities dealt then – and still do now – with poor and destitute sailors, a significant part of their work has been with sailors suffering mental health issues.

Off the Deep End is well written, Nic Compton’s prose embracing the reader’s attention and clipping along at a pace. Although some of the stories are well-known and even well-worn, there is new and fascinating material. If considering it as a stocking filler at Christmas be sure the recipient is robust, however, as much misery resides in these pages.

MHT

