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COLDHAM CHRONICLE

Coldham Hall Sailing Club Est. 1951

'The Heart of Sailing in the Yare Valley'

President: Maurice Ward



The Coldham Chronicle

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www.coldhamhallsailingclub.co.uk



Coldham Hall Sailing Club

With just a month of Spring left what's happened to the weather? Some days with thick cloud cover and others of bright sunshine but all with that chilly Northly breeze, itself being of varying strengths. We have had downriver races with fairly moderate winds, giving for an exhilarating sail, followed by local races with hardly any wind at all and just drifting around going nowhere. Maybe with Summer round the corner things will pick up.

Anyway, this month we have a lot to cover with the RYA Push the Boat Out open day, last Sunday's picnic race, a report from David Taitt on his and Ben Adam's visit to Loche Erne sailing Club in Northern Ireland, as well as the latest from the committee, What's on and sailing and canoe/paddle sections.

We also publish an interesting article sent to us by Paul Shreeve about his experiences whilst sailing single handedly almost daily from the Club.

The annual Try Sailing course has started with two sessions this month of onshore training before the on the water training begins in June. We would like to extend a warm welcome to all the new members joining us for the Try Sailing and hope that you have a enjoyable and fun time and that this experience leads to a fulfilling new hobby for you.





Notes from The Committee

From the CHSC committee meeting of Tuesday 9th May.

Treasurer, Club finances are looking healthy and the last few outstanding membership fees are almost in. No major outgoings reported this month. Three new members proposed and accepted. (2 x paddle members, 1x sailing member).

Bosun, With the recent heavy rain (particularly on the night of the meeting) a major leak has been found in the storeroom and boatshed roof. DT & DG will investigate. The two potholes nearest the car park entrance are to be filled with gravel and at the next low tide opportunity the slabs at the base of the slipway are to be looked at and gravel infilled around them.

Social Secretary, thankyou to all who helped in the clubhouse with teas etc. for the open regatta weekend. The raffle took the sum of £110. Judith will begin to make enquiries for potential venues for next January's Presentation Dinner.

Race Officer, Invites have been sent out to the club to take part in the WOD team event at Oulton Broad on the 24th May. We can have a team of 8 people. This year's Hardley Mill cruise has been agreed with Hardley Mill group and they will provide a BBQ for participants at the cost of £12 per person.

Vice Commodore, A discussion was had between the committee members to try to address the loss of new members after the end of the Try Sailing course. Reports suggest that there is not suitable means of progression after the course other than for those who have their own boats. It can be difficult for new members to break into the established racing and they may not have the time to take part in midweek events. More thought to be given to this.

Upcoming Events

June

1st – 29th Thursdays Try Sail - water based.

July

Sunday 2 nd	Yare Challenge Cup
Thursday 6 th	Try Sail – water based.
Saturday 8 th	Club Cruise – Hardley Mill
Thursday 13 th	Social BBQ (evening)
Sunday 16 th	Club Regatta

September

Saturday 9 th	Open Yare Navigation Race
Saturday 16 th	Ramuz Inter Club Challenge
Saturday 23 rd & 24 th	WOD Invite

October

Saturday 7 th	Triple B Race
Sunday 22 nd	Commodores Day
Sunday 29 th	Downriver Series Starts

December

Wednesday 6 th	AGM
Sunday 10 th	Christmas Pudding Race

A full list of all racing and social events is on the club website.

General, The YNR subcommittee has met to begin planning this year's race. A member has requested storage and use of a speedboat from the dinghy park. This has been rejected as it was felt that this was not in keeping with the aims of the club (i.e., promoting sailing) and would set a precedent that could be used against us in the future.

David Linder has advised that the pubs electricity costs have now risen considerably (around 300%) so he would no longer be able to supply us with cards at £10 per card. He suggested that the price would need to be doubled to £20 per card. This has been agreed as it was felt that this was a reasonable rise in the current circumstances.

The club is now halfway through the year, and we still do not have a Rear Commodore. It is important that we make every effort to find a member willing to take on the role and progress to become Commodore in three years' time. If other members are not willing to take on roles, instead leaving it to the same few people every time then there is a strong risk to the future and success of the club. The Commodore will email the membership to try to find a willing member.

Coldham Hall Musings

Article submitted by Paul Shreeve.

Paul has been a member of CHSC for several years now and many of you will know him through having met or watched as he single-handedly sails his Coypu 'Ratty' almost every day from the club. If you attend the dinghy park on most weekdays, you'll see Paul either launching or recovering his boat, generally irrespective of the weather, unless it's blowing a gale and as such this has given him a unique perspective on the daily comings and goings. So next time you're at the dinghy park and Paul is there why not stop and say 'Hello'.

Commuting - Surlingham style

A few years ago, a club member and his family lived locally in Surlingham. They joined the sailing club, and were quite active members, with dad eventually becoming Commodore for the 2014 season. They had two sheepdogs (mother and daughter?) who would always run ahead of their owners, across the marsh, to the dinghy park. I once made the big mistake of throwing a stick for the dogs, and then every time I saw them there, they expected me to throw a stick, which they quickly retrieved, dropped at my feet, and expected me to throw again and again and again.

One day whilst I was sailing *Ratty* along Surlingham Fleet Dyke from Bargate Water to the river, a light plane flew overhead. I found out later that the father was in the plane, he saw me sailing down below, and took this photograph of 'Ratty' on Surlingham Fleet Dyke



At the time I was working for Norfolk County Council Social Services, my hours were such that they enabled me to go to CHSC several times a week, early, to sail before I went to County Hall. I would often see the member doing his usual daily commuting journey. Turns out he was a teacher at a High School on the opposite side of the river. Every day he would cycle from his home, along Beerlick's Loke, across the marsh to the dinghy park where he would put the bike into his rowing boat, moored in the slipway dyke, and row across the river to Brundall Riverside, tying up somewhere along Hobro's Dyke. At which point, he got on his bike and continued his journey to school, doing the reverse trip at the end of the day. Now, that is what I call an individual and interesting commute and totally 'Green'.

Coldham Hall Foot Ferry

I was at the dinghy park at Coldham one afternoon, several years ago. I had just returned from a sailing trip and was sorting out a few bits and pieces on *Ratty*. As I worked, a small group of hikers came along the footpath from the pub and stopped by the bench. They looked a bit agitated, studied their map and had a lively discussion whilst I just carried on with my maintenance work. Eventually they came over to me.

One of the hikers spoke: *'Could you tell us when the next ferry goes from Coldham Hall across to Brundall, please?'* I stopped working, looked up and after a short pause said: *'I'm sorry, but the last ferry has gone.'*



The hikers looked shocked! Eventually one said: *'Oh no! We were dropped off on this side of the river for our walk, but we need to catch the train at Brundall to get back to Norwich.'* At which point one of the others enquired, *'Do you know when did the last ferry go?'* I smiled and said: *'I'm sorry, but the last ferry went in 1940! The service was stopped for the duration of the war, and never resumed.'*

It turned out that they were using an old copy of the Ordnance Survey map, which still had Coldham Hall Ferry marked on it! I ended up relaunching *Ratty* and rowed them across to Riverside so that they could get to the station to catch the train.

Other memories of earlier days at Coldham Hall

Do you remember when there was the Riverside Shop next to Brooms Yard? There was something special about sailing upriver to the shop and mooring in the side dyke, with motor cruiser holidaymakers looking on. At busy times there was even a teenager who took your painter to help tie up your boat. It was very convenient for getting chandlery items, plus they had an anglers' department, as well as food and souvenirs. All gone now though. Just the fueling facilities left. Not much use to 'Ratty'.



Charlie Bettles once ran a fishing business taking anglers out on the river to catch the biggest and best pike – he would take photographs of the successful fishermen and their catch. I believe he passed away at an early age due to cancer, a few years ago.

As we know only too well, when the outgoing tide is blocked by conditions in the North Sea, as the next incoming tide backs up we get flooding at Coldham Hall and Brundall.



How nice it was to get ice cream from the Ice Cream boat (complete with fiberglass cornet on the front!) on a hot summer's day at Coldham Hall. Now sadly sold on and moved to the Northern Rivers.



As well as enjoying my sailing year-round, it was after Jimmy Upton had passed away that I would see Mary, his wife, walking her dog, and we would often stop and have a good chat (see Ed's note).

My regular visits had a benefit to the club, too – one day I found the safety boat, which used to be moored in the slipway dyke, had sprung a leak and sunk. I was able to contact the committee and get somebody along to sort this out before much damage occurred. On another occasion I found that there had been a frozen pipe in the clubhouse which had leaked badly when it thawed, so again I was able to alert the committee who was able to sort this out before more extensive damage was done.

Editor's Note

For those who don't know Mary, she was the daughter of Harry Last who whilst landlord of the tavern and along with Jimmy Upton, Mary's husband, were founding members of Coldham Hall Sailing Club. Harry being one of the co-owners of both the Tavern and the adjoining boatyard. Mary continued to live in the small wooden cottage next to the boatyard shed until she passed away.

Sailing Section

OOD Duties June

Date	Allcomer Race Series	Cruiser Race	1 st Officer	2 nd Officer	3 rd Officer
June 4 th	Local 5	RCC 3	I Shepherd	D Lamb	A Blezzard
June 11 th	Local 6		C Lambert	W Taitt	S Riley
June 18 th	Local 7	RCC 4	K Mayfield	J Mayfield	Jon Mayfield
June 25 th	Downriver 4		D Nunns	D Warner	G Van Der Ecker



RYA Push the boat out – Open day

The Club Open Day, in association with the RYA, took place on Sunday 14th May; you will recall the wind strength fell to low single figures making club racing in the morning a challenge but refusing to be defeated for the afternoon open day club members refreshed themselves at the club, made use of the BBQ for a DIY lunch and sampled the delicious cakes on offer whilst the ladies of the club had a good old catch-up before the hordes of visitors arrived.



With use of the Club Wayfarer, several Yeoman's and two river cruisers, one being the sprightly 103 years old, Morning Calm. (more on her in a future chronicle).



Whilst not quite a horde, 22 people attended and took advantage of the Open day in the lovely weather. The wind although still fairly light was enough to enable the boats to sail and visitors to get a feel for sailing. The youngest visitors being two boys, one aged just four and the other five. Several other youngsters also took part.



We watched agog as Jasper (5) took control of the club Wayfarer with ease, Mum on the bank said "don't worry he's fearless", a budding new member for the future. Keep it up Jasper, just ease off on the main-sheet a bit. The oldest well that may well have been me (smiley face). A successful afternoon from which two visitors signed up to the Clubs Try Sailing taking the total to 21. Thank you all who loaned boats and gave up their time.





Try/Discover/Re-discover Sailing

Try/ Discover/Re-discover Sailing (TS) is organised yearly at CHSC to introduce people either into or back into sailing after a break. Essentially, the club support comes from members who pop along on Thursday evenings to offer help taking people on to the river and to pass on their knowledge and experience. Their time, help and use of their boat's is really appreciated, Thank- You, enjoy and pass-on your skills.

Twenty-three new members joined the sessions this year which started with two club-house/dinghy park theory sessions and will be followed by six on the water experiences starting in June. The theory sessions given by Mike Roll, who has RYA Senior Instructor experience, commenced on the 18th May with an introduction to the club including a walk round and familiarisation of the site and club house before getting to the essentials of buoyancy aids, as a course requirement we ask for all to get used to wearing these on arrival at the club after which it was then down to business. The two club Wayfarers were used to demonstrate rigging preparation and sailing terminology 'what does what'. A Wayfarer was then rigged, launched and recovered, yes, the 'bungs' were put in. Following a tidy up with 'questions and answers' the group were emailed some homework containing handy links on launching, capsizing, essentials on sailing including weather, tide apps and more.

Session two (25th May) started with a recap and a discussion around the group's previous sailing experiences. The participants were then split into groups, one to rig/derig a Wayfarer, which then included a 'dry land' capsize drill, and the other for a hands-on demonstration of rigging a Yeoman with the trainees then being allowed to have a go themselves.

The coming 6 weeks (commencing 1st June, Thursday evenings) will predominately be spent joining club members on their boats on the water, gaining 'hands on experience' of sailing. if possible we would like to be on the water for 6.30pm. Trainees will be allocated to boats, changing around weekly so that they gain experience from 'you'. We want all Trainees to work on the evening if possible and when they feel ready to be able to take the helm (under safe conditions), this is not a pleasure ride.

The club safety boat will be on the water and Gary will be available either on land or on the safety boat where required... enjoy.

The 'Midweekers' - Sailing during the week

Midweek sailing recommenced this month with a trip on Thursday 25th May. Four Yeomans left Coldham Hall for a leisurely trip downriver to Cantley. Joining us this time were with two newcomers, both of whom were crewing and taking a share of the helm.

The air was still cool, with the NNE wind that seems to have been with us all year so far. Following a pub stop with picnic and others ordering from the menu we started the return trip refreshed and fed. Again, it started fairly cool but soon warmed up as the sun came out on the way back and we arrived back at Coldham just after 3pm.

A good day out and looking forward to more. Contact Judith, jude_rob2000@yahoo.co.uk

Picnic Race, Sunday 28th May, 23

The first picnic race of the season brought 10 boats to the start line, 8 Yeoman's and two Wayfarers. Race Office Ben, assisted by Stephen Locke, set the first leg of the course to Cantley. As a result of either the sun or sailing at other locations, Ben confused the fleet when he opted for a 10 – 5-Go start, never-the-less the fleet set off on the button. Kingfisher with David Greenacre managed to get some clear water and set the pace followed by Shibboleth, David & Margaret Woolston then Trio with David Taitt and Steve Martin in pursuit. Kingfisher managed to hold them off until the second entrance to Rockland Dyke before being overtaken first by Shibboleth, and then Trio. At the line Trio first, Shibboleth 2nd, Kingfisher 3rd.



A picnic and pub bite was enjoyed by all on the bank at Cantley. With the tide now changing and a freshening breeze developing it had the making of a lively sail back to the club. Race Officer Ben realised he was at Coldham and reverted back to the traditional 5-4-1-Go start. The whole fleet setting off together, a lovely sight of 8 Yeoman's and the two Wayfarers taking up the whole river, (no river traffic at this point). The wooded section at Langley Dyke slowed the fleet, allowing Kingfisher to stretch ahead, again helmed by David. This time though managing to keep the lead to the finish. In second place was Magpie, sailed by David Hickman and Debbie Jaffey, whilst third over the line was Shibboleth. Corrected times for the two stages, 1st Kingfisher, 2nd Shibboleth, 3rd Magpie, full race details can be found on the clubs website.



YKA Visit to Lough Erne

David Taitt

Last year the Yeoman & Kinsman Association (YKA) Fleet Captains met to discuss how we might bring together the English and Irish Yeoman fleets, recognising the difficulty in trailering boats between England and Ireland. It was agreed that the YKA would schedule invitation events whereby one fleet would host a visit by sailors from the other fleet. This would provide an opportunity to sail different boats on different waters and to make new friends without moving boats. Gerry O'Daly kindly offered to host the inaugural event at Loch Erne Yacht Club (LEYC) over the weekend of 20 May 2023.



Lough Erne Yacht Club is the oldest sailing club in Ireland, situated on the eastern shore of Lough Erne near the small town of Killadeas in County Fermanagh. The Club occupies a former WWII RAF base for Catalina flying boats and has great facilities including slipways, pontoon and buoy moorings, a large hanger and an excellent clubhouse. The club has a large and active Yeoman fleet of some 16 boats along with several larger J24 keelboats.

Lough Erne is freshwater and non-tidal, 28km long with a maximum depth of 65m and some 28 islands. It is on the westernmost edge of County Fermanagh in Northern Ireland and is very close to the border with the Eire.



The visit was organised by Gerry O'Daly who offered to host a visit by eight YKA members from Norfolk. The visiting team comprised:

CHSC - Ben Adams and Dave Taitt

HSC - Alan Dornan and Steve Middleditch

NBYC - Frances and Michael Holmes, and Daphne and Andrew Musgrave.



With the alarm set for 03:00 it was an early start on Friday morning – just as well because when we arrived at Stansted it was very busy. The Ryanair flight to Belfast was on-time and uneventful and we were pleased to be met at the airport by John McCrae from LEYC. We chatted with John, Allan and Steve and the 90 mile drive to Killadeas passed quickly. We all stayed at the Manor House Country Hotel, which was very comfortable (even sharing a room with Ben), excellent value (LEYC had arranged a special rate for the visitors) and just a short walk from the yacht club.



We returned to LEYC for a barbecue and a long evening of drinking before walking back to the Hotel. Ben and I started on Saturday morning with a 5km run followed by a full Irish breakfast and a walk down to the yacht club.

A programme of four races had been arranged for Saturday. Daphne and Andrew in one boat, Frances and Michael in another with the CHSC and HSC visitors each pairing up with an LEYC helm: so six boats for the visitors, plus a further two helmed and crewed by LEYC sailors. Ben was in Y183 with Donald while I sailed with Raymond (74 years old but as fit as a fiddle) in Y177. The course was set with a windward start and just two port marks making a hard beat followed by a dead run. In a fair breeze Raymond helmed Y177 to victory.

After a quick lunch Gerry drove us to the Club where we embarked on a motor cruise of the Lough down to Enniskillen, stopping at Devenish Island to visit the ruins of a 6th Century monastery.



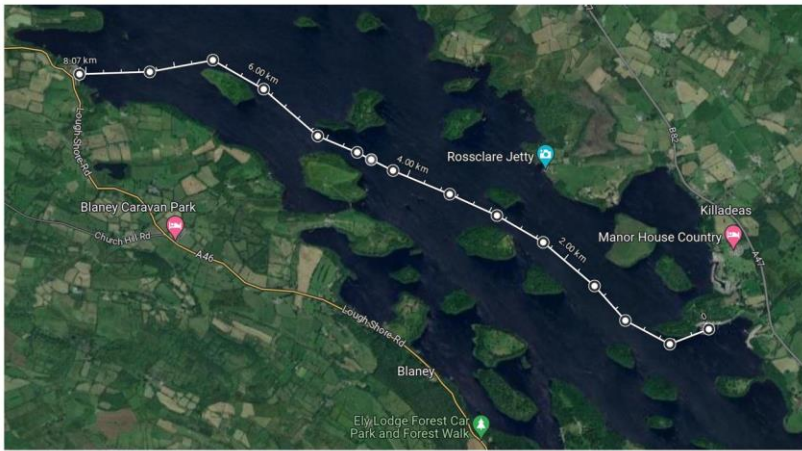
For the second race we swapped helms and Y183, with Ben at the helm to first place, with Y177 in second. After an excellent lunch of potato soup and traditional Irish bread we went back out the water. After the first lap the heavens opened and with wind shifted through a full 180 deg with Raymond helming Y177 first across the line in race three.

Finally, in a dropping wind, Y177 snatched victory on the finish line in the final race of the day - giving CHSC four wins out of four races. The evening was rounded off at the clubhouse with a fine meal, excellent company and plenty of Guinness.

It was interesting to see the differences in the way the LEYC Yeomans are rigged and sailed. They are all 100 series boats and most have been modified to have a watertight forward buoyancy tank. While all the boats fly spinnakers downwind, the forward buoyancy tank does not allow a spinnaker shute to be fitted. Accordingly all boats launch the spinnaker from the cockpit which proved to be



very straightforward. Most boats do not have roller furling and so must fly the genoa at all times to maintain rig tension – even when sailing with a spinnaker. Most boats do not use centre winches but have double purchase genoa sheeting; the pulley on the inside of the cockpit combing having an integral cam cleat. This arrangement proved to be very effective.



Sunday started with another 5km run but this time we were joined by Steve Middleditch from HSC (who felt a need to work-off some of the excesses of Saturday night). After another full Irish breakfast we all walked to the Club from where we were to set sail on a cruise 5 miles down the loch to Tullybay, where Gerry had organised a tour and gin-tasting at the Boatyard Gin Distillery

Ben and I sailed in Y177 with Raymond who insisted that the cruise was still a race and was clearly not happy to arrive at the distillery in second place. We tasted quite a lot of gin and had a thoroughly good time

The cruise/race back to the club was quite intense but, with expert advise from Raymond, Ben helmed Y177 in fine fashion to snatch first place on the line. LEYC again laid on a wonderful barbecue with Gerry managing to get hold of a small sample of Poitín (a traditional Irish potato-based distilled spirit of some 40-90% ABV). It is, of course, completely illegal but Gerry, being a Gard in Eire, was able find a supplier. I can say that I have tasted worse but I really didn't want to finish the rather large glass of Poitín that I had been given. Fortunately Steve Middleditch had no such reservations and knocked it back in fine style. The evening finished with a walk back to the hotel followed by coffees for NBYC visitors, nothing at all for Ben and me and three large whiskies each for Steve and Alan: CHSC may have done well in the races but HSC were in a league of their own when it came to drinking.

Monday morning: another 5k run followed by a big breakfast and we were ready to start the journey home, with Frances and Michael kindly offering to take us back to Belfast Airport after a short sight-seeing stop in Enniskillen. As we flew back to Stansted we were able to reflect on a very special weekend of great sailing and exceptional Irish hospitality. It is the first time ever that Yeoman sailors from Norfolk have visited LEYC and we now look forward to continuing our friendship and shared interest in sailing Yeomans with annual invitation events hosted in Norfolk and Ireland



David Taitt

Canoe and Paddle Board Section



A SAFE START TO SUP, STANDUP PADDLE BOARDING, AND OTHER PADDLING

A previous edition covered details of buoyancy aids and their use so now we would like to share some further information on SUP's.

WHY WEAR A BUOYANCY AID?

One of the most significant risks associated with paddleboarding is falling into the water, we all do it, even experienced paddleboarders can fall off their boards due to strong winds, choppy conditions, losing balance, or a nudge from someone else. When this happens the wearing of a properly fitted and maintained buoyancy aid can help keep you afloat, prevent you almost drowning and save your life.

Gary's Tip, when you fall off try to fall into the water, yes it's a bit damp but it will be a soft landing, falling onto your board can really hurt! Not only that, but it could damage the board.



WHY USE A LEASH

A leash attaches you to your paddleboard and ensures that you do not drift too far away from it if you fall off. It is designed to attach your paddleboard to your ankle or calf, ensuring that you stay connected to your board at all times. This is of primary importance when paddling in strong currents or choppy or rough waters, where with a moment's distraction you could be in the drink. With this simple piece of kit you can pull the board back towards you and be back to paddling in minutes. Leach's also attach to the waist, both methods is to a small piece of Velcro.

TO SUM UP.

There is always more to learn about safety, but wearing your buoyancy aid and leash is the absolute best place to begin. Remember to put safety first and where appropriate share the knowledge of SUP safety. Follow the code, think safety equipment, communication and notification. Stay Safe & Happy Paddling! In/on all craft.

Padding Evenings at Coldham.

Tuesday social paddle had its first outing of the season on 16th May. Seven members took to the water for a leisurely paddle upriver and onto the Surlingham/ Bargate broad, following the channel beyond the marker buoys along the dyke as far as allowed. It was a warm and sunny evening and the strong earlier easterly wind had dropped.



Our second paddle on Tuesday 23rd May saw an increase to 16 paddlers in a mixture of two-seater canoes, kayaks and paddleboards. We set off from the clubhouse again on to the broad and into the dyke channels. It was a lovely still evening the peace only being broken by the calls of the birds which included Reed Warblers a Cuckoo and more. Greylag geese were out with their new born enjoying their early outings.

On leaving Bargate broad we turned left, sorry port, up to the main river and enjoyed a paddle back passing Brooms and the bungalow's back to the club.



Anyone wishing to join social paddle on Tuesdays, we aim to leave the club about 6pm, depending on wind and tide we then choose which way to paddle. Now grab your board and get back on the water!

Notice to all Boat/Canoe Owners using the Dinghy Park

If you have a boat stored on the dinghy park or canoe rack, could we just remind you that it is up to you to ensure the grass around your boat, or the canoe rack is kept regularly trimmed and tidy. The committee will arrange for grass cutting of the rest of the dinghy park. Your co-operation with this would be very much appreciated. Thankyou.

IMPORTANT SAFETY NOTICE

CHSC SAFETY BOAT – USE OF KILL CORDS

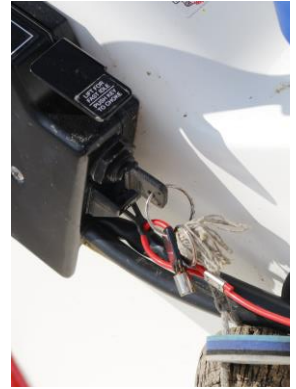
There are **two** (red) kill-cords **MUST** always be carried in the safety boat. One is to be attached to the leg of the helmsman and to the engine kill switch (below the ignition key switch), the second (spare) is to be attached to the seat support.

In the unfortunate event that the helmsman goes overboard, then the first kill-cord will pull out and the engine will stop. Failure to do so will allow the now uncontrolled boat to continue its journey with possible disastrous or fatal consequences.

The second kill cord (the original now being in the water with the casualty) is then available to any crew remaining in the boat to re-insert, attach to themselves and get the boat moving again. Failure to do this makes recovery of the person overboard, difficult or even impossible.

Remember you **MUST STOP THE ENGINE** if you cannot see the person in the water or when approaching a person in the water. Aim to approach slowly against the tidal flow and if possible place the safety boat sideways to the casualty with the engine stopped (away from the stopped engine, raise it if needed) allowing the current to bring the casualty to you. Do not restart the engine until the casualty is recovered on board.

RYA advice for Kill cords. <https://www.rya.org.uk/knowledge/safety/look-after-yourself/kill-cord>



All members are invited to submit articles, photographs, comments, items for sale or anything they feel suitable to be considered for publication. Email to Gary Corbett corbett01@btconnect.com or Dave Durrant davidkdurrant@yahoo.co.uk The editors reserve the right to delay publication or amend/reformat/correct submissions as deemed appropriate.