

Oklahoma

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June 2020 Volume 90, Issue 6

**After the First Practice Race of the Season, 5/27/2020
LIFE IS GOOD!!!!**

Photo Credit: John Tulp



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Events

- 6/11 Gen. Membership Meeting on Patio
- 6/19 Movie on the Patio
- 6/26 Family Fun Race; Hamburgers/Hot Dogs/Movie on the Patio
- 6/26-28 Lighthouse Regatta
- 7/2 Board of Director's Meeting
- 7/9 Gen. Membership Meeting
- 7/25 Family Fun Race
- 8/1 Old Man/Old Lady Regatta
- 8/6 Board of Director's Meeting
- 8/13 Gen. Membership Meeting
- 8/29 Family Fun Race
- 9/26 Family Fun Race

TO VIEW THE WEBSITE:

<https://okcboatclub.com/>

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"CALENDAR"**

TO VIEW THE YeLOGGE ON THE WEBSITE, CLICK ON "ABOUT"

JUNE QUIZ

"QUEST FOR THE AMERICA'S CUP"

1. When did the race that started the "Quest for the America's Cup" happen?
1815; 1901; 1885; 1851
2. What type of sailing yacht was the original "America", which gave its name to the America's Cup?
A schooner; A ketch; A sloop; A yawl
3. What does the actual America's Cup look like?
A large silver bowl; A large silver mug; A large silver "Loving Cup"; A large silver ewer
4. Over the years, the race rules have evolved to limit the entries to a "class" of boat. What class was the largest and, arguably, the most beautiful of the America's Cup contenders?
The "J" Class; The "Herreshoff" Class; The "12 Meter" Class; The "AC50 America's Cup Class
5. Between 1899 and 1930, one man stood out as the foremost contender for the America's Cup. Who was he?
J.P. Morgan; Nathanael Herreshoff; Sir Thomas Lipton; Sir Thomas Sopwith
6. If successful, do the owners or syndicates of the America's Cup contenders always make money?
Yes; No
7. Who determines what the rules and requirements are for an America's Cup challenge?
The United States Sailing Association; The International Yacht Racing Association; The yacht club currently holding the cup; The International America's Cup Racing Association
8. The quest for the America's Cup has pioneered many innovations and advancements in sailboat design, construction, and equipment. Which of the following was NOT one of these innovations?
The development of artificial fibers for sails and lines; The all metal construction of sailing craft; Development of the small marine engine; The development of electric/electronic instruments for sail handling and navigation
9. After 126 years of successfully defending the America's Cup, what club finally won it away from the New York Yacht Club?
The Royal Auckland Yacht Club; The San Francisco Yacht Club; The Golden Gate Yacht Club; The Royal Perth Yacht Club
10. In 2003, what "unlikely" challenging country won the Cup? Luxembourg; United Arab Emirates (UAE); Switzerland; Tibet

ANSWERS ON PAGES 12-13.

COMMODORE— Craig Bilodeau

commodore@okcboatclub.com



Hello OCBC Sailors,

It's racing season, and last Wednesday night over thirty boats came out and enjoyed some perfect conditions. Tuesday night racing took place, too. On Sunday, we had some afternoon races and also enjoyed premium sailing conditions! It's nice to see everyone enjoying the lake and club.

Terry Carlson has moved up to Vice Commodore after Greg Thomas resigned. David Archibald has moved up to Rear Commodore. Glede Holman has moved to Secretary, and Danny White has filled the Treasurer-elect position. Please take the time to thank Greg for his service and to thank all those who have assumed new roles on the board.

The dock repair team has been working on quite a project. Much of the flotation on our fenders was in very poor condition. A few months ago, the B.O.G. approved the purchase of encapsulated foam to replace the old. That was the easy part, then the replacement. Several members, headed by Terry Carlson and Karl Benzer, have put in countless hours replacing the old foam, no small feat. Some of the members include Jake Langthorn, Ric Drennen, Rick Young, Van Downing, Dave Newlon, Dave Bass and Duane Dahlgren. If I missed anyone please forgive me. A standing ovation at the General Membership meeting is in order. An outstanding job still in progress. Thank these dedicated members when you get a chance.

The "Blessing of the Fleet" took place on May 30th. Many thanks to Bill Hess for asking God to Bless our Fleet. Bill has had this honor for 20 years now. Be sure and thank him for presiding over the Blessing of the Fleet all these years. We will reschedule our 8 Bells Memorial soon and Bill Hess will be presiding over that as well.

I hope to see you on the water!

Best Regards Craig Bilodeau

Rear Commodore—David Archibald

rear-commodore@okcboatclub.com

The major project going on right now at OCBC is the replacement of the flotation for some of our docks. This is a big project and have been developing over the past several months. So far, the courtesy dock and RC finger on A dock have been completed. This is a large undertaking and will take time and understanding to complete. Please work with the members who are helping to improve our facilities by helping to move boats if requested or lending a hand.

I want to make sure we all recognize and thank the group that has been putting so much effort into this: Karl Benzer; Rick Young; Terry Carlson; Van Downing; Jake Langthorn; Ric Drennen; David Newlon; Peter Gray; Grady Logan; David Bass; Gary Lawrence; Bruce Marshall, and Duane Dahlgren. When you see them around the club be sure to thank them for their work.

With the sailing season under way, more boats are being launched. Make sure you are getting your boat in the slip assigned to you. If you need to confirm your slip assignment, please reach out to me and I can make sure we are all berthed where we are supposed to be.

See you on the water!



Secretary's Corner—Glede Holman

Board of Governor's Meeting—JUNE 4, 2020

The OCBC Board of Governors met for its first "in person" meeting on June 4th on the club's patio. There was an online Zoom option for those who did not want to attend in person. I am pleased to report the entire BOG was present.

Some of the highlights of the meeting are: several new members came before the board and will be introduced at the next membership meeting; the club is slowly returning to normal and members are requesting use of the facility for private gatherings; the docks project is proceeding nicely with A Dock complete and work starting on B Dock; and the first Family Fun Race of the season is scheduled for June 26th with the Entertainment Committee looking to provide hamburgers/hot dogs and a movie following the race. Watch your email for more.



With a storm rapidly approaching from the west, the June 4 BOG meeting was adjourned at 8:13PM

Respectfully,
Glede Holman

OCBC ELECTIONS FOR 2021 Board of Governors

2020 Nominating Committee: David Bass, Chris Bayouth, Bill Brett, Scott Law, Joel Males and Robbin Phillips.

We would like to remind everyone that the club elections are on the horizon. The nominating committee will be meeting and are seeking individuals willing to serve the club. Positions to be filled are Secretary, Treasurer-Elect, Rear Commodore and three At-Large Board members.

Please contact any of the committee if you are interested or know of someone you think we should consider to be slated for office.

The slate will be presented at the September Membership Meeting and the elections will be held at the October Membership Meeting as always.

Chris Bayouth, 2020 Nominating Committee Chair

36th America's Cup Update – JUNE 2020

In a newsletter dated June 6, 2020, it was reported that after spending more than three months on land dealing with issues associated with the pandemic, Enos Team UK is happy to be back on the water. In order to deal with the coronavirus, the team has developed a strategy for staying healthy called "Zero Covid Days." The plan focuses on how the team can stay healthy as well as protect those with whom they come into contact. Personal hygiene is given a priority in the plan and consists of members being issued hand sanitizers and face coverings. In addition, to facilitate social distancing, team members have been given wearable devices from Mafic which can be attached to the arm or a personal flotation device, so as to help identify hot spots, that is, when people are getting too close to the social distancing barrier. In addition to such personal protective equipment, they have placed an "E grinder" on the boat, which is a large battery pack that enables a reduced number of crew members on board. Along with these challenges, they have been busy building *Britannia II* while simultaneously keeping their first race boat, *Britannia I*, operational. Furthermore, they are working with New Zealand officials to meet requirements of entering New Zealand for the upcoming America's Cup World Series in Auckland, New Zealand, December 17-20.

America's Cup teams are beginning to emerge from lockdowns. The New York Yacht Club's *American Magic* will soon be resuming training at its winter base in Pensacola, Florida. *Stars & Stripes* USA reported that it will be utilizing an all-American, co-ed sailing team.

The new America's Cup foiling monohulls all have different hull designs. The 75-ft. vessel will race mostly in flight at four times true wind speed, that is, up to 50 knots. Indeed, it has been said that the 75-ft. foiling monohull is more an airplane than a boat, more a story of aerodynamics than hydrodynamics, and that is the defining feature of the AC-75. These vessels are expensive to manufacture. For example, New York Yacht Club's *American Magic* has reported more than 100,000 design hours to produce its AC-75 *Defiant*. The scow designs are expected to have an edge in terms of aerodynamics because of lower aero drag. Another feature of the AC-75s is that of their soft mainsail which allows for either a reefable, or heavier weather, mainsail. Jibs also come in varying sizes so rig reduction at the top end of the wind range is possible. The yachts apparently will have the option of designing either two skiff type hulls, two scow type hulls, or one of each, a decision that can only be made in the simulator.

...Editor

BLESSING OF THE FLEET SATURDAY, MAY 30, 4PM



LADIES' SUMMER SAILING 2020

Sailing season is officially in full swing! We are excited to start the season and have added another opportunity to sail.

Starting now in June, we will sail on Saturday mornings starting at 9:30am and wrapping up by 1:00 pm. Because Lynn Pinegar is teaching adult sailing lessons this summer and for social distancing purposes, we will not focus on teaching as much this summer as previous years. For more information on adult learn to sail programs check out <https://www.okclighthouse.org/adult-programs>

There has been an interest to participate in the Tuesday night race series so we are adding Tuesday nights to our repertoire. We had our first race on June 2 with 4 Picos participating and realized we need more practice on starting races!!!! Fortunately, we have an awesome race committee team and very polite Laser sailors who just simply sail around us!!! Because Tuesday races are club events, the Lighthouse boats (Picos & 420s) are available to take out, but you must have completed the capsized drill last year and complete a new liability waiver this year to take one out (or of course take out your own boat). We will complete capsized drills again later in June to give the water a chance to warm up.

We have decided to postpone our Yoga classes until further notice, but here are some YouTube videos that Nova, the instructor made for us to stay strong and flexible:

<https://youtu.be/DZOPnEui67c>

<https://youtu.be/4fGFoeFY1tY>

We are still planning to do the Ladies' brunch later in the summer so stay tuned for that.

Stay safe and healthy!! See you on the water! Anita & Michelle

FROM THE DICTIONARY FOR LANDLUBBERS ...John Barnet



Admiralty Law

Convoluting body of law which regulates behavior at sea. For example, under admiralty law, captains may perform marriages at sea, but not divorces, bar mitzvahs, or most forms of brain surgery; the eating of one individual on a life boat to sustain the lives of the others is permissible under some circumstances, but certain recipes, such as casseroles and all but a few cold dishes, are forbidden; and although it is considered improper for a captain to maroon his passengers on some godforsaken island inhabited by unpleasant natives, this stricture does not apply to Ireland or Bermuda.

M E M O R I E S E M O R I E S E M O R I E S



Submitted
Monthly
by
John
Walters



SPLASH DAY 2016

THE TRADING PAGE

FOR SALE/SALE: 1997 Farr 25 by Beneteau, Sport boat PHRF 114-120. 5'2" draft Bulb keel, Excellent mylar Quantum sails. An 8' cockpit also makes for a good daysailer. \$6995, no trailer. Either a good yard trailer or a custom built galvanized road trailer are available for an additional consideration. David Bilodeau (405)596-2098⁽³⁾

FOR SALE: Flying Scot—great boat with winning OCBC history. Two sets of sails, two covers. Bill of Sale only. Price: \$1,500.00 OBO. Contact Glede Holman, voice/text 405-416-0112.⁽²⁾

FOR SALE: Melges C-Scow with two sails and trailer. \$1,000.00 OBO. Contact Glede Holman, voice/text 405-416-0112.⁽²⁾

FOR SALE: 1981 Catalina 22 Project Boat; includes excellent trailer, good sails, 4HP Mercury. Can be seen in Dry Slip 87. \$3,000. Norm Foster, 405-755-6226⁽³⁾

WANT TO BUY: 110 Jib for Catalina 22, hank on. Must be in good condition. Measurements are: Luff of about 20'8"; Foot of 10'5"; Leech of 19'10". Contact John Tulp, phone or text 405-203-3993 or email to johntulp@yahoo.com.⁽¹⁾

FOR SALE: 1983 Catalina 25 SK "Twin Dolphins", refinished bottom and keel, Honda 2008 8HP outboard, trailer, sails, miscellaneous equipment. Asking \$4950. Call or text George Davis at 405-823-9955.⁽³⁾

FOR SALE: IC24 "OK 4", red, white & blue hull, race ready, dual axle trailer new in 2015, two sets of class sales made in 2013 and 2018-used only one season, pro-start, new lines and miscellaneous hardware. Asking \$9000. Call or text George Davis at 405-823-9955.⁽³⁾

FOR SALE: 1984 Catalina 25 Tall Rig Swing Keel (formerly "My Harley") Comes with Mercury 9hp 2-stroke outboard with electric start, CDI Roller Furler, Sails are in good condition. Tandem-Axle Trailer. Bottom has good paint and ready to sail. \$5500. atcroux@gmail - Contact John Roux 405-320-1454.⁽²⁾

FOR SALE: San Juan 21, Mark I in great sailing condition. New bottom paint in 2019. Two sets of sails, Genoa, and spinnaker. Commodore trailer for easy launching with new tires. Asking \$1,800 Contact Kevin Gatewood voice/text 405-397-2433⁽²⁾

Items on the Trading Page will run for three issues. To continue publishing your ad for an additional three issues, please notify Keith Green, Editor, green3000@sbcglobal.net



FLAG OFFICERS, BOARD OF GOVERNORS, COMMITTEE CHAIRS

2019-20 BOG MEMBERS

Commodore	Craig Bilodeau	commodore@okcboatclub.com	405-250-5431
Past Commodore	Ric Drennen	past-commodore@okcboatclub.com	405-778-4010
Vice Commodore	Terry Carlson	vice-commodore@okcboatclub.com	405-694-7011
Rear Commodore	David Archibald	rear-commodore@okcboatclub.com	405-414-6894
Secretary	Glede Holman	secretary@okcboatclub.com	405-416-0112
Treasurer	Richard Walford	treasurer@okcboatclub.com	405-834-6582
Treasurer-elect	Danny White	treasurer-elect@okcboatclub.com	405-406-3919
Member-at-Large	Art Caples	board1@okcboatclub.com	240-281-1091
Member-at-Large	Luther Curtis	board2@okcboatclub.com	405-850-1574
Member-at-Large	Don Garrison	board3@okcboatclub.com	405-203-0290

2020 COMMITTEE CHAIRS

Race: Mike Anderson

Regatta: Jeff Stoabs

PHRF (Handicap Rating): Mike Kelly,
Terry Carlson

Hoist: Mike Hahn, Robbin Phillips, Stan Nieves,
Kenny Parker, Greg Thomas

House, Dock & Anchorage:

Wet Slip monitors:

Dry Slip monitors:

Permanent Marks:

Landscape: Keith Green

YeLogge: Keith Green, Ginny Green

Entertainment: Glede Holman, Ethelyn Barnett

Youth: Shawn Cina, Richard Walford

Finance: Liz Eagan

Database & Roster: Liz Eagan

Scoring: Ann Kilpatrick

Commodore's Cup: Richard Walford

CSSA: Dan Camp

Education: Alistair Charlton

Eight Bells: Bill Hesse

Historian: Bruce McDermott

Technology: Dwight Bays, Scott Law

Protocol: Steve Bryant

Protest: Gary Sander

USSA: Glede Holman

Photography: Bruce McDermott, John Walters

Planning:

Lighthouse:

Ladies: Anita Endres

Nominating: Chris Bayouth

Public Relations: Cindy Friedemann

Collegiate: David Bass

Procedural: Bill Brett

Government & Business Relations:



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EDITOR'S EPILOGUE—Keith Green



To racers' delight 2020 Centerboard and Keelboat practice races have begun, with five fleets participating.



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Editor: Keith Green; Layout Editor: Ginny Green
405-842-4664
green3000@sbcglobal.net

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Corporate Ad Rates: 1/4 pg. @ \$120 (4" wide, 5.25" high or 4x4 square); 1/2 pg. @ \$180 (8.0" wide, 5.25" high); Full pg. @ \$300 (7.5" wide, 10" high). Ads will run 12 months from the date of purchase.

Trading Page: Free to OCBC members. No pictures. Ads will run three times, then must be renewed via email to the Editor.

Personals/Custom Ads/Announcements (Charitable events exempt): 1/4 pg. @ \$30 for 1 month, \$75 for 3 months; 1/2 pg. @ \$45 for 1 month, \$120 for 3 months; Full pg. @ \$75 for 1 month, \$180 for 3 months.

Business Cards: \$30 for 6 months; \$50 for 12 months.

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SUBMISSION OF CONTENT: Please submit content via email to the Editor. If you do not receive a reply, send it again or call the Editor directly to confirm receipt.

OKLAHOMA CITY BOAT CLUB

Physical Address: 9101 East Lake Hefner Parkway, Oklahoma City, OK 73120

Mailing Address: P.O. Box 20245, Oklahoma City, OK. 73156

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RACING RULES QUIZZES: Permission to reprint quizzes from "Dave Perry's 100 Best Racing Rules Quizzes" for non-commercial use is granted by the author.

ANSWERS TO JUNE QUIZ

“QUEST FOR THE AMERICA’S CUP”

- 1. 1851:** In its many years of history, the quest for the Cup has undergone many changes from the original race in 1851 to the present day. Not only in the type of boats competing but the people sailing them. Still, it breaks down to a contest between one defender and one challenger, head to head.
- 2. A schooner:** The original “America” was a 110-ton, two-masted schooner. Typical of her day, she was gaff rigged (main and foresail four squared, held and controlled at the upper leach by a wooded pole or Gaff). She was 101 feet LOA (length overall), 23 foot beam, and had a draft of ten feet. She carried three cannons, perhaps to defend against sore losers in the race. She was built on the lines of a New York pilot boat, specifically to compete in this race. She sailed to England in 1851, in response to an invitation, issued to the New York Yacht Club, by the Royal Yacht Squadron of England. America competed against 14 other sailing yachts in the “Around the Island” (Isle of Wight) race, which is still held in the 21st century.
- 3. A large silver ewer (pitcher):** The Cup was originally called the “Royal Yacht Squadron Cup” or the “RYS Cup for 100 Sovereigns” until the “America” won the Cowells race, when it was renamed The America’s Cup. It was created in 1848 by R&S Garrard Ltd., silversmiths in England. The Cup is normally proudly displayed in the trophy case of the defending yacht club. While in the custody of the Royal New Zealand Yacht Squadron in 1997, the Cup was badly damaged with a sledge hammer wielded by a deranged man (a power boater, no doubt). It was repaired, at no charge, by the original silversmith establishment in England. It is affectionately known as the “Auld Mug.”
- 4. The “J” Class:** In 1903, to eliminate the need for complicated handicapping of America’s Cup contenders, the Universal Rule for sailing boats entering the cup challenges as established. It, as were subsequent racing rules, was based on a complex formula involving length overall of the hull (LOA), sail area, and displacement, as well as other factors. This resulted in the “J” class America’s Cup contenders. The boats varied in LOA from 119ft to 135ft, with an average displacement of 150 tons and an average sail area of 7,500 square feet. The class first appeared as conversions of existing craft in 1893 and continued with as many as ten “hull up” “Js” trying for cup competition. In 2001 a revival of the class was started because of their beauty. Nine “J” class boats existing today are replicas of America’s Cup contenders.
- 5. Sir Thomas Lipton:** For over thirty years, Sir Thomas Lipton, a self-made millionaire (from tea), seemed obsessed with winning the America’s Cup. He built, maintained, and sponsored, at his own expense, five cup contenders over the years. His five “Shamrocks”, I thru V, were all unsuccessful. His last effort, was the “J” Class “Shamrock V” in 1930. At age 79, he sailed onboard during the unsuccessful challenge, and died the next year. The “Shamrock V” still sails today, a tribute to the glory of the “J”s. Sir Thomas Sopwith (WW1 aircraft designer/builder of the Sopwith “Camel”) challenged twice, unsuccessfully, in “J” boats. J.P. Morgan, a Wall Street Financier was an avid yachtsman, but never challenged for the America’s Cup. He is famous for supposedly saying, “If you have to ask the price (of a yacht), you can’t afford it.” Nathanael Herreshoff was the designer of many of the successful, and unsuccessful, America’s Cup challengers.
- 6. No:** There is no monetary prize associated with winning the America’s Cup. With the exception of the owners of the original “America”, no single person, group or syndicate has come close to recouping the cost of building and campaigning an America’s Cup defender or challenger. The original “America” cost \$20,000 to build and \$3,750 to sail to England. The owners sold the Schooner for \$25,000 and divided the \$1,750 profit among themselves. Mounting a modern day America’s Cup challenge and defense is akin to organizing and financing the Super Bowl. This will give you an idea of the cost of managing a modern day challenge. Millions more are certainly spent on designing, building, crewing and campaigning just a single contender. Not even Sir Thomas Lipton could afford to campaign a boat today. It is estimated to be the most expensive “amateur” sporting in the world today.

CONTINUED NEXT PAGE

7. The yacht club currently holding the cup: The actual America's Cup trophy was deeded to the New York Yacht Club with a "gift of deed" after the original win by the club in 1851. The deed gave custody and control of the cup and set forth conditions of challenge to the club that won or successfully defended the cup. From 1857 to 2017 the "Gift of Deed" has undergone two amendments and two major revisions, plus many "minor" changes to accommodate the realities of expensive challenges. Original provisions, such as the requirement to construct challengers in the country of the challenging club, and the requirement that the crew be citizens of that country and members of the challenging club, have long disappeared. The only acknowledgement of the "deed" that remained was the rule that at least one member of the crew be a citizen of the challenging country. Over the history of the 35 challenges for the cup, some general rules have evolved concerning class of contending yachts as well as determining where, when and how the challenges would be conducted. In broad terms, the defending and challenging clubs come to an agreement over the conduct of the challenge.

8. Development of the small marine engine: Engines on an America's Cup contender? Heresy! Turn in your yachting cap and club burgee. All the other answers are true and more, including hull shape testing in a special water tank to determine the optimum shape for a fast hull. This is now standard procedure for almost all new ship designs for all sizes of vessels. Factoid...After the original victory of the schooner "America", the English losers wouldn't believe she did not have an auxiliary engine and propeller. The "America" was hauled out of the water to prove she was a true sailing craft.

9. The Royal Perth Yacht Club: After mounting defenses of the cup for 126 years, and 24 consecutive challenges, the Cup was lost to the Royal Perth Yacht Club in 1983. The club defender, "Liberty", was skippered by two-time successful defender, Dennis Conner. (He was, of course, summarily executed on the steps of the New York Yacht Club—just kidding). Conner came back to win the cup back for the U.S. in the next two defenses. Until 1970, only one boat or club challenged for the Cup. Since then each defense has produced several yachts vying to be the one challenger sailing against the defender. The winner of these challenge trials wins the "Louis Vuitton Cup" for the challenge series.

10. Switzerland: You did pick Switzerland, didn't you? If you're a true follower of the Cup challenges, you know that the Swiss, a nation with a vast population of open ocean sailing enthusiasts, first won it in 2003. The Societe Nautique de Geneve also went on to successfully defend it in 2007. The challenge rules for the 2007 defense required the match be held in "open ocean waters." It was sailed in the Mediterranean Sea at Valencia, on the east coast of Spain. The Swiss lost the Cup to the U.S. Golden Gate Yacht Club of San Francisco.