

The Restoration Warship The Design Construction A

The Fleet Submarine in the U.S. Navy John Doughty Alden.1979 This book has long been considered the definitive study of the fleet submarine, one of the most successful types of warships ever built. It presents a comprehensive analysis of the submarine's design, construction, and development. The author traces its metamorphosis from the T and V classes through wartime boats and postwar Guppy and other conversions up to the 1980s. Dozens of rare photos, profile line drawings, a detailed type plan, and statistical appendixes complement the text in this large format book. The book's wealth of technical data is offered in a frame of historical reference that will appeal to the general reader and World War II history buffs as well as serious students of the submarine.

The Warship Anne Richard Endsor.2017-05-23 If you go down to the shore at Hastings on the UK's south coast at low tide you will come upon an amazing sight. There, revealed by the receding waves are the remarkably complete mortal remains of a seventeenth century warship. The Anne was launched in 1678 and was lost in 1690 at the battle of Beachy Head. As she lay beached, she was torched to prevent her from falling into enemy hands. Today the wreck is owned by the Shipwreck Museum at Hastings and in the past few years there have been some intriguing attempts to bring the ship back to life using advanced simulation and modeling techniques. Ship's historian and draughtsman Richard Endsor has written a history of this wonderful and accessible ship, bringing the ship fully back to life using his beautiful and accurate drawings and paintings. Richard Endsor's previous book, *The Restoration Warship* inspired the locals at Deptford to plan a full size replica of Lenox, the warship covered in that book.

Sovereign of the Seas, 1637 John McKay.2020-02-28 *Sovereign of the Seas* was the most spectacular, extravagant and controversial warship of the early seventeenth century. The ultimate royal prestige project, whose armament was increased by the King's decree to the unheard-of figure of 100 guns, the ship finally cost the equivalent of ten more conventional warships. A significant proportion of this total was spent on her gilded decoration, which gave the ship a unique combination of firepower and visual impact in battle that led her Dutch opponents to dub her the 'Golden Devil'. The vessel was the poster-child of the notorious 'Ship Money' tax, raised without parliamentary approval and so unpopular it was a major factor leading to the Civil War in which Charles I lost his sovereignty and his head. In that sense, she was a ship that cost a kingdom. It is unsurprising that such a high-profile ship should be well-documented, but there are no contemporary plans and much of the visual evidence is contradictory. In this book, John McKay sets out to analyse the data and reconstruct the design and appearance of the ship in a degree of detail never previously attempted. The results are presented as a folio of superbly draughted plans, isometric drawings and coloured renderings, covering every aspect of the design from the hull form to the minutiae of sails and rigging. Each section is accompanied by an explanatory text, setting out the rationale for his conclusions, so the book will be of value to historians of the period as well as providing superb reference for any modeller tackling one of the most popular of all sailing ship subjects.

The Battleship Holiday Robert C. Stern.2017 Even as World War I was ending, the victorious great powers were already embarked on a potentially ruinous new naval arms race, competing to incorporate the wartime lessons and technology into ever-larger and costlier capital ships. This competition was curtailed by the Washington Naval Treaty of 1922, which effectively banned the construction of such ships for years to come, and mandated the scrapping of those under construction. This holiday was to have profound effects on design when battleship building was renewed in the 1930s, as later international agreements continued to restrict size and firepower. This book investigates the implications of these treaties on technical developments. An analysis of

how well these modern ships stood the test of war concludes this intriguing and original contribution to the literature.

The Admiral Benbow Sam Willis.2014-12-09 Admiral John Benbow was an English naval hero, a fighting sailor of ruthless methods but indomitable courage. Benbow was a man to be reckoned with. In 1702, however, when Benbow engaged a French squadron off the Spanish main, other ships in his squadron failed to support him. His leg shattered by a cannon-ball, Benbow fought on--but to no avail: the French escaped and the stricken Benbow succumbed to his wounds. When the story of his Last Fight reached England, there was an outcry. Two of the captains who had abandoned him were court-martialed and shot; Brave Benbow was elevated from national hero to national legend, his valor immortalized in broadsheet and folksong: ships were named after him; Tennyson later feted him in verse; in Robert Louis Stevenson's *Treasure Island*, the tavern where Jim Hawkins and his mother live is called The Admiral Benbow. For the very first time, Sam Willis tells the extraordinary story of Admiral Benbow through an age of dramatic change, from his birth under Cromwell's Commonwealth; to service under the restored Stuart monarchy; to the Glorious Revolution of 1688; to the French wars of Louis XIV; and finally to the bitter betrayal of 1702. The Admiral Benbow covers all aspects of seventeenth century naval life in richly vivid detail, from strategy and tactics to health and discipline. But Benbow also worked in the Royal Dockyards, lived in Samuel Evelyn's House, knew Peter the Great, helped to found the first naval hospital, and helped to build the first offshore lighthouse. The second volume in the *Hearts of Oak* trilogy, from one of Britain's most exciting young historians, *The Admiral Benbow* is a gripping and detailed account of the making of a naval legend.

The Restoration Warship Richard Endsor.2009 Transportation/ Ships & Shipbuilding/ Pictorial
Rebuilding the Royal Navy D. K. Brown,George Moore.2012-07-30 This design history of post-war British warship development, based on both declassified documentation and personal experience, is the fourth and final volume in the author's masterly account of development of Royal Navy's ships from the 1850s to the Falklands War. In this volume the author covers the period in which he himself worked as a Naval Constructor, while this personal knowledge is augmented by George Moore's in-depth archival research on recently declassified material. The RN fleet in 1945 was old and worn out, while new threats and technologies, and post-war austerity called for new solutions. How designers responded to these unprecedented challenges is the central theme of this book. It covers the ambitious plans for the conversion or replacement of the bigger ships; looks at all the new construction, from aircraft carriers, through destroyers and frigates, to submarines (including nuclear and strategic), to minesweepers and small craft. The authors pay particular attention to the innovations introduced, and analyses the impact of the Falklands War. At the start of the twenty-first century the Royal Navy is still a powerful and potent force with new and a number of innovative classes, both surface and sub-surface, coming on stream. This book offers a fascinating insight into how the post-war fleet developed and adapted to the changing role of the Navy.

Principles of Naval Architecture and Warship Construction ... George Charles Manning,Theodore Leon Schumacher.1924

HMS Victory Alan Patrick McGowan.1999

The Design and Construction of British Warships, 1939-1945: Landing craft and auxiliary vessels David K. Brown.1995 Fleet train landing craft, tugs, armed merchant cruisers, and RFA tankers are detailed.

Pepys's Navy J. D. Davies.2008-11-20 An extensively illustrated reference covering four tumultuous decades that gave birth to the modern Royal Navy. Winner of the Samuel Pepys Prize and Latham Medal This reference book describes every aspect of the English navy in the second half of the seventeenth century, from the time when the Fleet Royal was taken into Parliamentary control after the defeat of Charles I, until the accession of William and Mary in 1689 when the long period of war with the Dutch came to an end. This is a crucial era that witnessed the creation of a permanent naval service, in essence the birth of today's Royal Navy. Samuel Pepys, whose thirty years of service did so much to replace the ad hoc processes of the past with systems for construction and

administration, is one of the most significant players, and the navy that was, by 1690, ready for a century of global struggle with the French owed much to his tireless work. This major reference for historians, naval enthusiasts, and, anyone with an interest in this colorful era of the seventeenth century covers: naval administration ship types and shipbuilding naval recruitment and crews seamanship and gunnery shipboard life dockyards and bases the foreign navies of the period the three major wars fought against the Dutch in the Channel and the North Sea “Davies writes clearly, knows his subject extremely well, organizes the material effectively, and covers each topic thoroughly . . . there’s some new piece of revelatory detail on pretty much every page. If you’re at all interested in seventeenth century sailing ships—especially English ships—this is a truly fascinating and rewarding book.” —*Corsairs and Captives*

British Warships in the Age of Sail 1603-1714 Rif Winfield.2010-03-10 The seventeenth century saw the transformation of Britain from a minor state on the fringes of Europe into a global economic power, whose interests were protected and promoted by the largest navy in the world. The character of this navy was forged by a bloody civil war, three fiercely disputed conflicts with the Dutch, and the first of many wars with the French. In the process the ships themselves were transformed from the surviving galleons that had defeated the Spanish Armada, through huge prestige vessels like Prince Royal and Sovereign of the Seas and the lightly built frigates of the Commonwealth era into warships that were recognizably ships of the line. These radical developments in the design and employment of warships can be followed in detail for the first time in this comprehensive new reference book, which outlines the history of every ship built, purchased or captured that saw naval service during this era. Like its companion volumes on the 1714-1792 and 1793-1817 periods, the book is organized by Rate, classification and class, with outline technical and building data, but followed by a concise summary of the careers of each ship in every class. With its unique depth of information, this is a work of the utmost importance to every naval historian and general reader interested in the navy of the sailing era.

The Design and Construction of British Warships 1939-1945 David K. Brown.1996 At the end of World War II, the Director of Naval Construction set the various design teams within his department the task of recording their wartime efforts, in an attempt to benefit from the experiences of the War while memories were still fresh. Chapters were commissioned on all the types, from the largest fleet carriers to the humblest tugs and tankers. These relatively short summaries set out all the principal achievements, distilled the essential lessons of combat and pointed the way towards postwar improvements.

Kings of the Sea J. D. Davies.2017-08-30 It has always been widely accepted that the Stuart kings, Charles II and James II, had an interest in the navy and more generally in the sea. Their enthusiastic delight in sailing, for instance, is often cited as marking the establishment of yachting in England. The major naval developments in their reigns on the other hand developments that effectively turned the Royal Navy into a permanent, professional fighting force for the first time have traditionally been attributed to Samuel Pepys.This new book, based on a wide range of new and previously neglected evidence, presents a provocative new theory: that the creation of the proper Royal Navy was in fact due principally to the Stuart brothers, particularly Charles II, who is presented here, not as the lazy monarch neglectful of the detail of government, but as a king with an acute and detailed interest in naval affairs. The author also demonstrates that Charles Stuart predecessors were far more directly involved in naval matters than has usually been allowed, and proves that Charles and James command of ship design and other technical matters went well beyond the bounds of dilettante enthusiasm.It is shown how Charles in particular, intervened in ship design discussions at a highly technical level; how the brothers were principally responsible for the major reforms that established a permanent naval profession; and how they personally sponsored important expeditions and projects such as Greenville Collins survey of British waters. The book also reassesses James IIs record as a fighting admiral.It is a fascinating journey into the world of the Stuart navy and shows how the Kings of the Sea were absolutely central to the development of its ships, their deployment and the officer corps which commanded them; it offers a major reassessment of that dynastys

involvement in naval warfare.

Ships & Shipbuilders Fred M. Walker.2010 In the past three centuries the ship has developed from the relatively unsophisticated sail-driven vessel to the huge motor-driven container ships, nuclear submarines, and vast cruise liners that ply our seas today. This book describes the lives and achievements of more than 120 great engineers, scientists, philosophers, businessmen, shipwrights, naval architects, and inventors who shaped ship design and shipbuilding worldwide. All these innovators are presented in context so that a clear and fascinating history of the development of ships and shipbuilding emerges.

John Lenthall Stephen Chapin Kinnaman.2022-06-27 Many stirring words have been written about the heroic deeds of the officers and men of the U.S. Navy before, during and after the Civil War. But very little has been published about the naval constructors who built the warships that made their exploits possible. Of all of the Navy's constructors from this era, none had more impact than John Lenthall (1807-1882). A native of Washington D.C. and the son of ambitious English parents, young Lenthall's stellar rise through the ranks of naval constructors soon led to his appointment as the chief of the Bureau of Construction, Equipment and Repairs. Now the U.S. government's highest-ranking naval architect, John Lenthall was in charge of designing and constructing the nation's warships. The magnificent Merrimack class steam frigates were one of his first achievements. His stance early in the Civil War on ironclads and coolness toward John Ericsson have been consistently misunderstood-Lenthall accepted the Navy's need for armored warships but objected to a fleet of only brown water-capable monitors. When he retired in 1871, he had been bureau chief for over seventeen years and responsible for the building of nearly all the Navy's ships during an era of unprecedented technological evolution. 'John Lenthall: The Life of a Naval Constructor' is thoroughly documented with previously untapped primary archival source material from Philadelphia's Independence Seaport Museum and the Franklin Institute, and the U.S. Naval Academy Museum. 'John Lenthall' is written by a historian and naval architect who can clearly explain the nuances of ship design. The author's treatment of Lenthall and the legacy of his fellow constructors brings to life a previously untold chronicle of American ingenuity and achievement

Tudor and Stuart Seafarers James Davey.2018-08-09 Tudor and Stuart Seafarers tells the compelling story of how a small island positioned on the edge of Europe transformed itself into the world's leading maritime power. In 1485, England was an inward-looking country, its priorities largely domestic and European. Over the subsequent two centuries, however, this country was transformed, as the people of the British Isles turned to the sea in search of adventure, wealth and rule. Explorers voyaged into unknown regions of the world, while merchants, following in their wake, established lucrative trade routes with the furthest reaches of the globe. At home, people across Britain increasingly engaged with the sea, whether through their own lived experiences or through songs, prose and countless other forms of material culture. This exquisitely illustrated book delves into a tale of exploration, encounter, adventure, power, wealth and conflict. Topics include the exploration of the Americas, the growth of worldwide trade, piracy and privateering and the defeat of the Spanish Armada, brought to life through a variety of personalities from the well-known - Elizabeth I, Sir Francis Drake and Samuel Pepys - to the ordinary sailors, dockyard workers and their wives and families whose lives were so dramatically shaped by the sea.

The Design and Construction of British Warships 1939 - 1945: The Official Record David K. Brown.1995

Building the Wooden Walls Brian Lavery.1991

American Battleships, 1886-1923 John C. Reilly,Robert L. Scheina.1980

Structural Design of Warships William Hovgaard.1915

Ship Design and Construction .1980

Britain's Historic Ships Paul Brown.2016-10-06 The British Isles have a long, rich and celebrated seafaring history stretching from the earliest times through the victories of Drake and Nelson, the voyages of discovery of Cabot and Cook and the defence of the realm by vessels of all types in the present century. Much of this history is recorded in literature and in museums but reaches its most

tangible form in the large number of historical ships that have been preserved and are continually restored as monuments to a proud past. This lavish book explores 20 of the most celebrated and accessible ships and offers a comprehensive history of each vessel's design, construction, active service and subsequent restoration and preservation. Presented in order of each ship's launch date, each entry is written by the acknowledged expert on a particular vessel, gives full specification details and is sumptuously illustrated with contemporary photographs, historical illustrations and a full set of scale plans. In addition to the featured entries, an appendix presents all of the necessary contact details and opening times where applicable. The appendix also lists (and provides details for) other vessels of historical importance including a small number of working replicas such as the *Matthew* and the recently commissioned eighteenth-century frigate *The Grand Turk*, featured in the recent *Hornblower* television series. Principal vessels include: *Mary Rose*, *HMS Victory*, *HMS Trincomalee*, *SS Great Britain*, *Cutty Sark*, *RRS Discovery*, *HMS Warrior*, *HMS Belfast*, *HMV Britannia*, *HMS Alliance*, *HMS Cavalier*, *Gypsy Moth IV* and *HMS Plymouth*.

Structural Design of Warships (Classic Reprint) William Hovgaard. 2016-09-12 Excerpt from *Structural Design of Warships* The work of collecting the material and preparing it in a form that would be useful to the students presented considerable difficulty. The existing sources of information are very scattered, consisting in text books, handbooks, essays and articles, specifications, drawings, rules, and regulations. The text-books contain much valuable information, but, excepting some of the French books, they deal with so many other aspects of warship design that the discussion of structural features is necessarily brief and chiefly of a descriptive nature. It is the object here to present a more comprehensive discussion than hitherto given of this special branch of warship design, exhibiting in particular its relation to fundamental principles and conditions. On account of the vastness of the subject it has been found necessary to restrict the scope of the work to the main features of the hull proper. The descriptive part is made subservient to the discussion of principles; but where descriptions and sketches of structural parts are given, they represent, as far as possible, recent practice. Where important points of difference exist in the modes of construction in different navies they are critically compared. In the study of current practice it was often found difficult to discover the reasons why certain features were adopted and in some cases why they differed in different navies. The explanation is in general that once a certain mode of construction has been introduced in one of the leading navies and found satisfactory it becomes a standard. Gradually the reason for its adoption may be forgotten, and the construction is used as a matter of routine. It may even happen that the conditions which called forth the construction change or cease to exist, and that it survives simply because there is a vague feeling that something will go wrong if it is changed or abolished. A study of such questions cannot fail to be fruitful, because it leads naturally to suggestions 'for improvements. Moreover, in a work of this nature, it is desirable fully to state and explain the reasons for the adoption of the various structural features, inasmuch as such information will be of value, not only to the inexperienced student of the present time, but also as a matter of record for the future. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

British Warships in the Age of Sail, 1817-1863 Rif Winfield. 2014-04-30 The publication of this book sees the completion of a monumental work listing the technical details and career histories of every significant British warship between 1603 and 1863. Following three earlier volumes, this one carries forward the story from the post-Napoleonic War reorganisation of the Royal Navy's rating system to the end of sail as the principal mode of propulsion. Although apparently well documented, this is a period of great complexity in the procurement and naval architecture of ships. The

introduction of steam radically altered the design of vessels under construction and was later retrofitted to others, while many 'names' lived a ghostly existence on the Navy List: ships ordered but not started, and in some cases having their intended draughts altered more than once before being cancelled entirely. This book meticulously sorts out and clarifies these confusions a major contribution in itself but for the first time it also provides outline service histories for an era that is largely neglected. Like its companion volumes, the book is organised by Rate, classification and class, with significant technical and building data, followed by a concise summary of the careers of each ship in every class. With its unique depth of information, this is a work of the utmost importance to every naval historian and general reader interested in the navy of the sailing era and the formative years of the steam navy that supplanted it.

General Design of Warships William Hovgaard.1920

The Design and Construction of British Warships, 1939-1945: Major surface vessels David K.

Brown.1995 This new three-volume set presents the official view of the wartime design effort as written by those actually involved. The volumes offer authoritative, firsthand insight into the performance of every ship that served in the Royal Navy during World War II and shed light on the design rationale and procedures. Battleships, monitors, carriers, cruisers, fast minelayers, and destroyers are fully examined.

Modern Ships; Elements of Their Design, Construction, and Operation John Hoffman La Dage.1953

The Ship of the Line: Design, construction, and fittings Brian Lavery.1984

The Master Shipwright's Secrets Richard Endors.2020-03-05 AWARDED THE ANDERSON MEDAL

2020 Inspired by the recent discovery of mathematically calculated digital plans for a fourth-rate ship by the Deptford master shipwright, John Shish, *The Master Shipwright's Secrets* is an illustrated history of Restoration shipbuilding focused on the Tyger, one of the smaller but powerful two-deck warships of the period. It examines the proceedings of King Charles II in deciding the types of ship he wanted and his relationship with his master shipwrights. This fascinating book reveals the many secrets of Charles II's shipwrights through an analysis of John Shish's plans for the Tyger, revealing innovative practical calculations which differ significantly from the few contemporary treatises on the subject and the complicated process of constructing the moulds necessary to make the ship's frame. All the other duties performed by the master shipwrights, such as repairing ships, controlling their men and keeping up with the latest inventions are also discussed in detail. *The Master Shipwright's Secrets* is replete with beautiful and detailed illustrations of the construction of the Tyger and explores both its complicated history and its complex rebuilding, complete with deck plans, internal sections, and large-scale external shaded drawings. The title also explores associated ships, including another fourth-rate ship, the Mordaunt, which was purchased into the Navy at the time and underwent a dimensional survey by John Shish. A rare contemporary section drawing of another fourth-rate English ship and constructional drawings of Shish's later fourth-rate ship, *St Albans*, are also included.

History of the Construction Corps of the United States Navy United States. Navy Department. Bureau of Construction and Repair.1937

Underwater Worlds Will Abberley.2019-01-15 *Underwater Worlds* throws open a new area in the emerging field of "blue" environmental humanities by exploring how subaqueous environments have been imagined and represented across cultures and media. The collection pursues this theme through various disciplinary perspectives and methodologies, including history, literary and film criticism, myth studies, legal studies and the history of art. The essays suggest that, since the nineteenth century, technologies of underwater exploration have generated novel sensory experiences that have destabilized conventional modes of representation and influenced new aesthetic forms from fiction and television to virtual reality. The collection also examines how representations of underwater environments have reflected and critiqued humans' relationships with marine ecology and life-forms. It reflects on the deeper cultural and symbolic resonances of mythical figures such as mermaids, sea monsters and the ghosts of drowned seafarers. The contributions further reveal myriad political, ideological, gendered and racial dimensions of representing

underwater environments.

Modern Ships John H. La Dage.1979

WARSHIP 2016 .2016

The Design and Construction of Ships John Harvard Biles (Sir).1923

Modern History of Warships William Hovgaard.1920

The Design and Construction of Ships John Harvard Biles.1923

Ship Design and Construction Society of Naval Architects and Marine Engineers (U.S.).1980

Nelson to Vanguard D. K. Brown.2023

Text-book of Theoretical Naval Architecture Edward Lewis Attwood.2023-07-18 A detailed guide to the principles and practices of naval architecture, including theories of ship design, construction, and propulsion. This book is an essential resource for naval engineers, shipbuilders, and anyone interested in the history and technology of seafaring. This work has been selected by scholars as being culturally important, and is part of the knowledge base of civilization as we know it. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant.

The Top Books of the Year The Restoration Warship The Design Construction A The year 2023 has witnessed a noteworthy surge in literary brilliance, with numerous captivating novels captivating the hearts of readers worldwide. Lets delve into the realm of top-selling books, exploring the fascinating narratives that have captivated audiences this year. The Restoration Warship The Design Construction A : Colleen Hoover's "It Ends with Us" This touching tale of love, loss, and resilience has captivated readers with its raw and emotional exploration of domestic abuse. Hoover masterfully weaves a story of hope and healing, reminding us that even in the darkest of times, the human spirit can succeed. *Uncover the Best* : Taylor Jenkins Reids "The Seven Husbands of Evelyn Hugo" This captivating historical fiction novel unravels the life of Evelyn Hugo, a Hollywood icon who defies expectations and societal norms to pursue her dreams. Reids absorbing storytelling and compelling characters transport readers to a bygone era, immersing them in a world of glamour, ambition, and self-discovery. The Restoration Warship The Design Construction A : Delia Owens "Where the Crawdads Sing" This evocative coming-of-age story follows Kya Clark, a young woman who grows up alone in the marshes of North Carolina. Owens crafts a tale of resilience, survival, and the transformative power of nature, entrancing readers with its evocative prose and mesmerizing setting. These top-selling novels represent just a fraction of the literary treasures that have emerged in 2023. Whether you seek tales of romance, adventure, or personal growth, the world of literature offers an abundance of compelling stories waiting to be discovered. The novel begins with Richard Papen, a bright but troubled young man, arriving at Hampden College. Richard is immediately drawn to the group of students who call themselves the Classics Club. The club is led by Henry Winter, a brilliant and charismatic young man. Henry is obsessed with Greek mythology and philosophy, and he quickly draws Richard into his world. The other members of the Classics Club are equally as fascinating. Bunny Corcoran is a wealthy and spoiled young man who is always looking for a good time. Charles Tavis is a quiet and reserved young man who is deeply in love with Henry. Camilla Macaulay is a beautiful and intelligent young woman who is drawn to the power and danger of the Classics Club. The students are all deeply in love with Morrow, and they are willing to do anything to please him. Morrow is a complex and mysterious figure, and he seems to be manipulating the students for his own purposes. As the students become more involved with Morrow, they begin to commit increasingly dangerous acts. *The Secret History* is a brilliant and gripping novel that will keep you wondering until the very end. The novel is a cautionary tale about

the dangers of obsession and the power of evil.

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The Restoration Warship The Design Construction A Introduction

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