3 Decks. ~~IRON OR~~ STEEL STEAMER. Received at London Office SAT 8 SEP 1906

RETAIN

State if Report is also sent on the Machinery of the Vessel yes

Date of completion of report 5th September 1906 Port of Newcastle-on-Tyne No. 51558.

Survey held at Newcastle Date, First Survey 26th October 1905 Last Survey 4th Sept. 1906

On the Steel S.S. "Hermione" Rig Schooner

TONNAGE under Tonnage Deck	4137.64
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	4137.64
Do. of Poop	204.15
Do. of Bridge House	63.60
Do. of Forecastle	52.39
Do. of Houses on Dk.	8.28
Do. of excess of Hatchways	2.08
Do. above Crown of Engine Room	48.90
Gross Tonnage	4518.84
Less Crew Space	110.49
Less above Crown of Engine Room	48.70
TONNAGE FOR FEES	4359.65
Less Engine Room	1446.03
Less Navigation Spaces	58.80
Register Tonnage as cut on Beam	2903.52

THREE DECKED VESSEL.

CLASS 100 A 1

	FEET.
Half Breadth (moulded)	24.13
Depth from upper part of Keel to top of Upper Deck Beams (with the normal round up of beam)	31.19
Girth of Half Midship Frame (as per Rule)	51.97
	107.29
deduct 7 feet	-7
1st Number	100.29
Length on deck from after part of stem to fore part of stern post	368.17
2nd Number	36924
Proportions—Breadth to Length	7.63
Depth to Length—Upper Deck to top of Keel	11.81
Main Deck ditto	15.60

Master J. A. Rowse

Year of appointment (1) As Master in service of owner of present vessel:—18— (2) As Master of this vessel 1906

Built at Newcastle

When built 1906 Launched 24th July

By whom built Sir W. G. Armstrong Whitworth & Co. Ld.

Owners Bearcreek Oil & Shipping Co. Ld

Managers C. T. Bowring & Co. Ld (Where necessary to be entered in Reg. Book.)

Residence Liverpool

Port belonging to Liverpool

Destined Voyage — If Surveyed while Building, Afloat, ~~or in Dry Dock~~

LENGTH on Deck as per Rule	Feet. 368	Inches. 2	BREADTH—Moulded	Feet. 48	Inches. 3	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams / Do. do. do. Main Dk. Beams	Feet. 28 / 21	Inches. 8 / 1	No. of Decks with flat laid 2 / No. of Tiers of Beams 2

Dimensions of Ship per Register, Length 370.0 breadth 48.5 depth 28.7 Moulded depth, ft. 30 ins. 3 To Upper Dk. Round of Upper Dk. Beam, Actual 11¼ ins.

FRAMING.	Inches in Ship	Inches in Ship.	~~16ths or~~ 20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved	~~16ths or~~ 20ths per Rule
FRAME, Angles, ~~or Z, E or~~ L Bars for ⅗ length amidships	7	3½	13	7	3½	13
Do. for ⅕ at each end	7	3½	12	7	3½	12
Do. in way of Double Bottoms at Solid Floors	3½	3½	10	3½	3½	10
" " ~~at intermdt. Bkts.~~						
Distance of Frames from moulding edge to moulding edge, all fore and aft	25			25		
REVERSED FRAME, Angles	4	4	9	4	4	9
~~DEEP FRAMING, depth of girder~~ and Bulb angle frames						
FLOORS, depth and thickness of Floor Plate at mid-line for ⅗ length amidships	30	×	9	30	×	9
" in way of Engines and Boilers		10/20	10/16		10/20	10/16
" thickness at the ends of vessel			7			7
" depth at ¾ the half breadth, as per Rule / " height extended at the Bilges	as per appd. plans					
FLOORS & BRACKETS in Cell Dble Bottoms	44	×	11	44	×	11
" " Distance apart	25			25		
CENTRE GIRDER, in Double bottom, depth and thickness in Boiler space	44		12	44	×	12
" " Angles, Top	4	4	11	4	4	11
" " " Bottom	6½	4½	10	6½	4½	10
SIDE GIRDERS, number on each side & thickness	(1&2)		9	(1&2)		9
" " Angles	3½	3½	9	3½	3½	9
MARGIN PLATE, depth (exclusive of flange) and thickness	36	×	12	36	×	12
" " Angles to Outside Plating	4	4	9	4	4	9
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	58	×	15	58	×	15
" " in ~~Engine and~~ Boiler space			15			15
" " " Remainder in Holds Ford			7			7
BEAMS, Upper Deck, ~~Single Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	6½	3	8	6½	3	8
" ~~Angles on upper edge~~ and	6½	3	9	6½	3	9
" Average space	25			25		
BEAMS, Middle Deck, ~~Single Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~ and as	6½	3	9	6½	3	9
" ~~Angles on upper edge~~ per plans	8	3	10	8	3	10
" Average space	25			25		
BEAMS, ~~Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb~~	Web frames and 3 side stringers as per appd. plans					
" ~~Angles on upper edge~~						
" ~~Average space~~						
BEAMS, ~~Hold, or Orlop~~, Plate or Tee Bulb						
" ~~Angles on upper edge~~						
" ~~Average space~~						
BEAMS, Poop Deck, ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	6	3	8	5½	3	8
" ~~Angles on upper edge~~ & Channels	8×3½	×3½	×9	8×3½	×3½	×8
" Average space	25	and	50	25	and	50
BEAMS, Bridge Deck, ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	7½	3	10	7½	3	10
" ~~Angles on upper edge~~						
" Average space	50			50		
BEAMS, Forecastle Deck, ~~Angle, Bulb Angle, Plate or Tee Bulb~~ Channels	9×3½	×3½	×10	9×3½	×3½	×10
" ~~Angles on upper edge~~						
" Average space	50			50		
PILLARS, In 'tween Deck, size and spacing / " Hold / " Quarter 'tween Dks. / " " in Hold	Centre line bulkheads as per appd. plans			Side trunk and pillars		
WEB-FRAMES, In Fore Body, No. and spacing	per plans			per plans		
" " " brdth. & thickness	20	×	10	20	×	10
" No. of Side Stringers &c	per plans			per plans		
WEB-FRAMES, In E. & B. Space, No. & spacing	8 per plans			8 per plans		
" " brdth. & thickness Oil Compts &c	20	×	10	20	×	10
WEB-FRAMES, In After Body, No. and spacing	16 per plans			16 per plans		
" " " brdth. & thickness	20	×	10	20	×	10
" No. of Side Stringers (3)	20	×	10	20	×	10
" Size of Angles ~~or Tee Bars~~ to Web-Frames	6½	4½	13	6½	4½	13
BRACKET PLATES to Stringers between Web Frames, depth and thickness	12	×	10	12	×	10

FORGINGS ~~or CASTINGS.~~	Inches in Ship.	Inches per Rule. Or as Approved.
~~KEEL, Bar or Side Plates, depth and thickness~~		
STEM, moulding and thickness	11 × 3⅛	11 × 3⅛
STERN-POST for Rudder do. do.	11 × 7½	11 × 7½
" for Propeller	11 × 7½	11 × 7½
MAIN PIECE of Rudder, diameter at head	9½	9½
" " do. at heel	7¼	7¼

RUDDER, how constructed Forged Steel single plate

Can the Rudder be unshipped afloat? Yes

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved	16ths or 20ths per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	Centre line bulkhead fore and aft as per approved plans					
" Rider Plate						
" Bulb Plate to Intercostal Keelson						
" Horizontal Plates on Floors						
" Angles						
SIDE KEELSON, Angles in Oil tanks (4)	6½	4½	10	6½	4½	10
" ~~Bulb or~~ Plate above floors, for Oil Com lng.	19	×	14	19	×	14
" Intercostal Plate, to Coll. Bk.d length			9			9
" Attached to outside Plating with Angle	3½	3½	10	3½	3½	10
BILGE KEELSON, Angles in Oil Compts (4)	6½	4½	10	6½	4½	10
" ~~Bulb or~~ Plate above floors, for Oil Com lng.	19	×	14	19	×	14
" Intercostal Plate for Oil Compts length			9			9
" Attached to outside Plating with Angle	3½	3½	10	3½	3½	10
~~BILGE STRINGER Angles~~						
" ~~Bulb Plate for length~~						
" ~~Intercostal Plate for length~~						
3 " ~~Attached to outside Plating with Angle~~						
SIDE STRINGER Angles F. & A.	6½	4½	13	6½	4½	13
" ~~Bulb or~~ Intercostal Plate, for Full lng.	20	×10	-9	20	×10	-9
" Attached to outside plating with Angle	4	4	9	4	4	9
Upper Deck Stringer Plates, br'dth & thickness	69	×	10	69	×	10
" Angle on ditto	4½	×4½	×11	4½	×4½	×11
" ~~Tie Plates fore and aft, outside Hatchways~~						
" Deck.* ~~Iron or~~ Steel, for Full lng.		10⁴⁄₄	-6		10⁴⁄₄	-6
" ~~Wood Deck. Material & thickness~~						
Middle Deck Stringer Plate, br'dth & thickness		58	×10		58	×10
" Angles on ditto, No. (1)	5	×5	×10	5	×5	×10
" ~~Tie Plates outside Hatchways~~						
" ~~Diagonal Tie Plates on Bms. No. of prs.~~						
" Deck.* ~~Iron or~~ Steel, for Full lng.		8	-6		8	-6
" ~~Wood Deck. Material & thickness~~						
~~Lower Deck Stringer Plate, br'dth & thickness~~	Web frames and 3 side stringers as per appd. plans					
" ~~Angles on ditto, No.~~						
" ~~Tie Plates, outside Hatchways~~						
" ~~Deck.* Material and thickness~~						
~~Hold, or Orlop Stringer Plate, br'dth & thckn's~~						
" ~~Angles on ditto, No.~~						
" ~~Tie Plates outside Hatchways~~						
" ~~Deck. Material and thickness~~						
Poop Deck Stringer Plate, breadth & thickness	35	×	7	28½		7
" Angle on ditto	3	×3	×7	3	×3	×7
" Tie Plates and pair plated		16	×7		16	×7
" Deck. Material and thickness	3" Y. Pine			3" Y. Pine		
Bridge Deck Stringer Plate, br'dth & thickness	36	×	8	36	×	8
" Angle on ditto	3	×3	×7	3	×3	×7
" Tie Plates		16	×8		16	×8
" Deck. Material and thickness	3" Y. Pine			3" Y. Pine		
Forecastle Deck Stringer Plate, b'dth & th'kns	36	×	7	28½	×	7
" Angle on ditto	3	×3	×7	3	×3	×7
" ~~Tie~~ Plates Steel deck			5			5
" Deck. Material and thickness and	3" P. Pine			3" P. Pine		

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

BULKHEADS.	Number In Vessel.	Number Per Rule.	Thickness. 16ths or 20ths	Stiffeners Horizontal Size. Inches.	Stiffeners Horizontal Spacing Inches.	Stiffeners Vertical Size. Inches.	Stiffeners Vertical Spacing Inches.	Single or Double Frames.	Height up.
W. T. BULKHEADS	13	13	10/20, 7/16, 4/20	per plans		8×3½×11	24	dbl.	up dk. & per plans
~~PARTITION~~ "									
LONGITUDINAL "			7/16	& per appd. plans					

Are the outside Plates doubled two spaces of Frames in length? Joggled plates

Are the Sluice Valves and Watertight Doors in efficient working order? Yes

Form No. 1B. 9-96

W1337-0134 1/2

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PLATING. / RIVETING.

STRAKES.	As in Ship: Amidship Breadth (Inches)	Amidship Thickness (20ths)	Forward Thickness	Aft Thickness	Per Rule or as approved: Amidship Breadth	Amidship Thickness	Edges: Single or Double	Breadth of Lap (Inches)	Rivets Diam.	Rivets Spacing cr. to cr.	Butts: Double or Treble and for what Length	Butts Rivets Diam.	Butts Rivets Spacing cr. to cr.	Straps Breadth	Straps Thickness	If Lapped Breadth	If Lapped For what Length
Flat Plate Keel (If Bar Keel, state Riveting)	46	20	14	14	46	20	double	6¾	1⅛	3½	Quad	1⅛	3			16	Full
Garboard or A Strake	66	15	14	15	66	15	"	6	1	"	"	1	"			14	"
B	66	13	11	15	66	13	"	5¼	7/8	3⅛	"	7/8	2⅝			12	"
C	66	12	10	15	66	12	"	6	1	3½	"	"	"			12	"
D	69	14	11	15	69	14	"	"	"	"	"	1	3			14	"
E	63	13	10	13	63	13	"	"	"	"	"	7/8	2⅝			12	"
F	63	14	11	14	63	14	"	"	"	"	"	1	3			14	"
G	63	12	9	12	63	12	"	5¼	7/8	3⅛	"	7/8	2⅝			12	"
H	63	13	10	13	63	13	"	"	"	"	"	"	"			12	"
J	63	12	9	9	63	12	"	6	1	3½	"	"	"			12	"
K	58	15	10	10	58	15	"	"	"	"	"	1	3			14	"
L (Sheer Strake)	44	16	11	11	44	16	Sgl.	3	7/8	3⅛	"	"	"	19 / 19	11 / 13	double Straps	
M																	
N																	
O																	
P																	
Q																	
R																	
Doubling of ~~Flat Plate Keel~~ ~~of Bilges~~ of Sheerstrakes ~~of Strake below~~ (Length and thickness)	Doubled at front of Poop for 19' × 13/20																
				7		7											
Poop Sides						7											
Bridge Sides		7				7											
Forecastle Sides			7			7											

State actual thickness in way of Double Bottom. *Write 'Sheer Strake' opposite its corresponding letter.*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? Siemens Martin Steel Consett Co.; Palmers Co.; South Durham S&I. Co.; Dorman Long & Co.; Frodingham Co.; J. Spencer & Sons; Lanarkshire S. Co.; Bolckow Vaughan & Co.; D. Colville & Sons
Has the Steel been tested as required by the Rules? Yes

Upper Deck Stringer Plate { Butts, ~~treble~~ Quad riveted for ½ length amidship. Straps, ~~single, double or~~ overlapped for Full length amidship.
Middle Deck Stringer Plate { Butts, treble riveted for Full length amidship. Straps, ~~single, double or~~ overlapped for Full length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
Inner Bottom Plating, riveting of Edges Dbl. & Sgl. Butts double
Centre Girder Butts, Treble riveted Keelson Butts, Treble riveted.
Frames, riveted through Plates with 1 & 7/8 in. Rivets, about 5¼ apart.
Rivets, state whether Iron or Steel Iron

FRAMES extend in one length from Keel to Main deck &c as per approved plans
REVERSED FRAMES on floors and frames extend from Centre line to bilge as per approved plans

MASTS, SPARS, &c.

	Material.	Total Length.	Diameter and Thickness: At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles: Number.	Size.	Riveting: Seams.	Butts.
Lower Masts — Fore	Steel	75	20 × 7/20	20 × 7/20	–	16 × 6/20	2	–	–	single	Treble
Main	Steel	73	20 × 7/20	20 × 7/20	–	16 × 6/20	2	–	–	single	Treble
Mizen											

Bowsprit
Topmasts, Yards and Remainder of Spars Pitch pine
Rigging, Material and Size, Shrouds Steel wire 3½" Stays Steel wire 4", 3½" & 3"
Sails. Good Suit of One Sails, and the following spare sails –

EQUIPMENT No. 41169 LETTER X. ANCHORS.

Number of Certificate.	Anchors.	Weight, ex. Stock: Cwts.	qrs.	lbs.	Weight of Stock: Cwts.	qrs.	lbs.	Test, per Certificate: Tons.	cwts.	qrs.	lbs.	Weight required by Table 22: Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
8126	1st Bower	56	1	14	Stockless			46	4	2	21	56	1	0	Stockless	Byers & Co.	Sunderland 24 May 1905
6657	2nd	55	0	0	do			45	7	2	0	55	0	0	do		26 May 1906
8054	3rd	48	3	4	do			41	13	1	21	48	3	0	do		9 June 1906 (Sgd) W. J. Rilf
	4th																
	Collective weight	160	0	21								160	0	0			
57568	Stream	15	0	27	4	0	22	16	14	1	14	15	0	0	Rodgers	Jones & Co.	Netherton 17 July 1906
57567	Kedge	6	2	3	1	3	5	8	17	2	0	6	2	0	do		(Sgd) H. Green

If Patent state name of Patent. If Stockless, state Mechanical Tests.

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable: Supplied.	Per Table 22.	Fathoms and Size per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.
40365	135	2 1/8	113¾	306.0.0	304.1.7	270 × 2 1/8	Stud	Jones & Co.	Netherton 13 & 16 July 1906
40341	135		81¼	309.1.19	304.1.7		"		(Sgd) H. Green
Total	270			615.1.19	608.2.14				
~~Iron Stream Chain~~ or Steel Wire	90	4½	39			90 × 4½			

HAWSERS AND WARPS.

Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Table 22.
Towline	~~90~~ 120	4½	39	~~90~~ 120 × 4½
Hawser		(2) 90 × 7		(2) 90 × 7
Warp		(2) 90 × 7		(2) 90 × 7
	90	2¾	15½	

Boats 4 and Good
Pumps, Number As per approved plans Diameter of Barrel – State whether they are in efficient working order Yes
Windlass is Patent Steam Capstan –
Engine Room Skylights.—How constructed? Steel Coamings & Top
What arrangements for deadlights in bad weather? Strong glass bullseyes &c
Coal Bunker Openings.—How constructed? Steel Coamings How are lids secured? Battened &c Height above deck? 15
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 Scuppers & 2 open gangways 16' long, each side
Ceiling in Holds, thickness and material 2½" pine in Fore Hold Ceiling 'tween Decks, thickness and material 2" pine
Cargo Hatchways &c—How formed? Steel Coamings Hatches, If strong and efficient? Yes
State size No. 1 Hatch (Forward) 10' 5" × 10' 0" No. 2 Hatch 10' 5" × 9' 0" No. 3 Hatch 10' 5" × 9' 0" No. 4 Hatch 10' 5" × 9' 0"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 1 Fore & after to No. 1 Hatch
No. of Breasthooks 8 No. of Crutches 5
Main Rail, material and size C 3 × 8/20 Bulb angle
Bulwarks, height above deck and description 4' Steel

The above is a correct description. Surveyor's Signature James McNeil B Claws
Surveyor to Lloyd's Register of British and Foreign Shipping.

Builder's Signature (here only) Sir W. G. Armstrong, Whitworth & Co. Limited Allen J. Gowans Director

Form No. 1B.

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with this case*) 4/9/05; 13/9/05; 15/9/05; 29/9/05; Df 14/11/05

Workmanship. Are the butts of plating planed or otherwise fitted? Planed
Is the riveted work properly closed? Yes
Are the liners between the frames and plates solid single pieces? Joggled plates Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes Do any rivets break into or through the seams or butts of plating? a very few
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes
Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? Yes State results of tests Satisfactory
Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes State results of tests Satisfactory

General Remarks (State quality of workmanship, &c.) This Steel Screw Steamer has been constructed in accordance with the approved amended Midship Section forwarded to London on the 5th instant and plans attached, the Secretary's letters and in other respects with the Rules for the 100 A.1 class, 3 Dk. Rule, Carrying Petroleum in bulk, and the materials and workmanship throughout are good.
The Oil Compartments, Cofferdams, and water ballast tanks have been tested by water pressure as per Rules and found satisfactory

The Surveyor should state the Number of Report and Name of any Sister Vessel. –

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 95 ft., R.Q.D. or Break – ft., Bridge Dk. 25 ft., F'castle 38 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated –
No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 Dks (Steel) & Web frames
Official No. ; Signal Letters
How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, –			Fore peak tank,	21	52
Double bottom, under Engines and Boilers, –			After peak tank,	8.6	22
Double bottom, if under Engines only, –			Midship deep tank, –		
Double bottom, if under Boilers only,	33' 4"	41	Other tanks, if fitted, –		
Double bottom, forward,	39' 4"	376	(If necessary, furnish further information by sketch.) –		

* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules Yes

Order for Special Survey No. 37611 Date 6th December 1905 No. 776 in builder's yard.
Dates of Surveys held while building: 1905 Oct. 26. 30. Nov. 2. 6. 9. 13. 15. 20. 21. 23. 28. Dec. 4. 8. 11. 13. 19. 22. 27. 29. 1906 Jan. 4. 8. 15. 17. 19. 22. 24. 29. Feb. 1. 8. 12. 16. 19. 23. 27. Mch. 2. 7. 13. 16. 21. 29. Apl. 3. 5. 12. 17. 19. May 4. 14. 21. 22. 24. 29. June 1. 8. 18. 20. 22. July 3. 5. 9. 10. 12. 13. 16. 17. 19. 20. 21. 25. Aug. 7. 10. 14. 20. 22. 24. 27. 30. Sept. 4.
Total No. of Visits 77

The amount of Entry Fee £5 : : – Fees applied for, 7/9/1906
Special Survey Fee £134 : : Received by me, 12-9-1906
Travelling Expenses, if any £ – : – : Paid 13.9.06
Certificate to be sent to Newcastle-on-Tyne.

State whether the Vessel has been built under Special Survey Yes
I am of opinion this Vessel should be Classed 100 A 1 Carrying Petroleum in bulk
With, or without Freeboard, as condition of Class Without
James McNeil B Claws
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 11 SEP 1906
Character assigned 100 A1 (Stl) carrying petroleum in bulk Lloyd's a&cp. (N+hmc 9.06

The Surveyors are requested not to write on or below the Committee's Minute.

Certificate issued 14/9/06

0134 2/2

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