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CONTENTS

- 1 New Publications
- 21 Recent Releases
- 26 History of United States Naval Operations in World War II
- 27 Revolutionary War
- 27 War of 1812
- 27 Civil War
- 28 World War I & the New Century
- 27 World War II
- 33 Cold War
- 33 Vietnam
- 34 Iraq & Afghanistan
- 34 Age of Sail
- 34 Aviation
- 35 Battleships, Destroyers, & More
- 36 Biography & Memoir
- 38 Award Winners
- 39 China and the Asia-Pacific
- 39 Current Affairs
- 39 Espionage & Intelligence
- 40 Fiction
- 40 General Military and Naval History
- 42 Leadership
- 42 Royal Navy
- 42 Weapons and Strategy
- 42 Professional Reading List
- 42 Blue & Gold Professional Library
- 44 USMC Reading List
- 45 Scarlet & Gold Professional Library
- 45 Navy Reading Program
- 46 Veterans Affairs
- 46 Modeling
- 46 Navigation & Seamanship
- 48 New in Paperback, Back in Print
- 50 Index
- 56 Ordering Information

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Founded in 1873, the **U.S. NAVAL INSTITUTE** is the independent forum for those who dare to read, think, speak, and write in order to advance the professional, literary, and scientific understanding of sea power and other issues critical to national defense. Your membership ensures that the Naval Institute carries on its vital mission as The Independent Forum of the Sea Services – a place where free and independent debate may flourish.



Cover image: The guided missile destroyer USS *Preble* (DDG 88) steams into the sunset as storm clouds set in during exercise Valiant Shield 2007. *Preble* is part of the *John C. Stennis* Carrier Strike Group. The *John C. Stennis*, *Kitty Hawk* and *Nimitz* Carrier Strike Groups are participating in Valiant Shield 2007, the largest joint exercise in recent history. Held in the Guam operating area, the exercise includes 30 ships, more than 280 aircraft and more than 20,000 service members from the Navy, Air Force, Marine Corps, and Coast Guard. U.S. Navy photo by Mass Communication Specialist 2nd Class Ron Reeves (RELEASED)

THE BALTIMORE SABOTAGE CELL

German Agents, American Traitors, and the U-boat Deutschland during World War I

By Dwight R. Messimer

By the summer of 1915 Germany was faced with two major problems in fighting World War I: how to break the British blockade and how to stop or seriously disrupt the British supply line across the Atlantic. The solution to the former was to find a way over, through, or under it. Aircraft in those days were too primitive, too short range, and too underpowered to accomplish this, and Germany lacked the naval strength to force a passage through the blockade. But if Germany could build a fleet of cargo U-boats that were large enough to carry meaningful loads and had the range to make a round trip between Germany and the United States without refueling, the blockade might be successfully broken.

Since the German navy could not cut Britain's supply line to America, another answer lay in sabotaging munitions factories, depots, and ships, as well as infecting horses and mules at the western end of the supply line. German agents, with American sympathizers, successfully carried out more than fifty attacks involving fires and explosions and spread anthrax and glanders on the East Coast before America's entry into the war on 6 April 1917.

Breaking the blockade with a fleet of cargo U-boats provided the lowest risk of drawing America into the war; at the same time, sabotage was incompatible with Germany's diplomatic goal of keeping the United States out of the war. The two solutions were very different, but the fact that both campaigns were run by intelligence agencies—the Etappendienst (navy) and the Geheimdienst (army), through the agency of one man, Paul Hilken, in one American city, Baltimore, make them inseparable. Those solutions created the dichotomy that produced the U-boat *Deutschland* and the Baltimore Sabotage Cell. Here, Messimer provides the first study of the degree to which U.S. citizens were enlisted in Germany's sabotage operations and debunks many myths that surround the *Deutschland*.

DWIGHT R. MESSIMER is a U.S. Army veteran and former lecturer in history at California State University–San Jose. He is the author of *Find and Destroy: Antisubmarine Warfare in World War I* and *Verschollen: World War I U-boat Losses*. He resides in Northern California.

THE BALTIMORE SABOTAGE CELL

GERMAN AGENTS, AMERICAN TRAITORS, AND
THE U-BOAT *DEUTSCHLAND* DURING WORLD WAR I



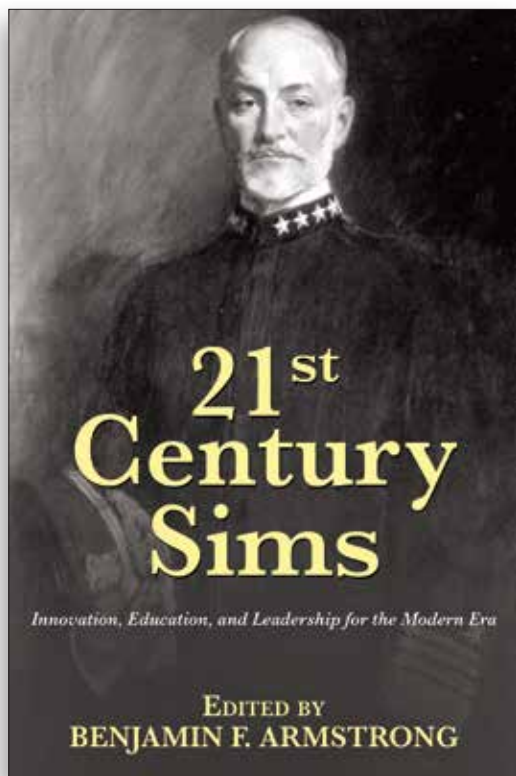
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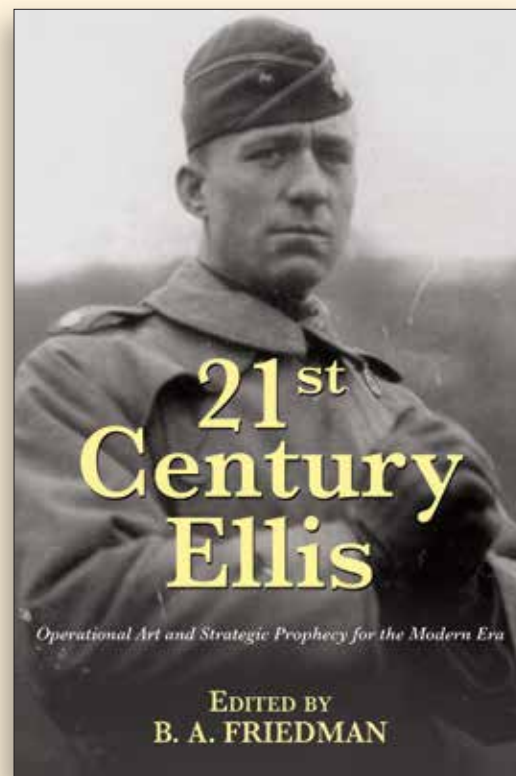



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21ST CENTURY SIMS

Innovation, Education, and Leadership for the Modern Era

Edited by Benjamin F. Armstrong

For more than two decades William S. Sims was at the forefront of naval affairs. From the revolution in naval gunnery to his development of torpedo boat and destroyer operations, he was a central figure in preparing the U.S. Navy for World War I. During the war, he served as the senior naval commander in Europe and was instrumental in the establishment of the convoy system. Following the war his leadership as president of the Naval War College established the foundation of the creative and innovative Navy that developed the operating concepts for submarines and aircraft carriers leading up to World War II. Despite his dramatic impact on the U.S. Navy, Sims' books and articles are often overlooked. His lessons are especially important for today's military, facing budget cuts as well as missions in transition. This book is a collection of Adm. William Sims' written work, and it investigates his relevance in addressing the questions facing today's military personnel and policymakers.

LCDR BENJAMIN F. ARMSTRONG, USN, is a graduate of the U.S. Naval Academy and Norwich University and is a PhD candidate in war studies with King's College, London. He has been awarded the Alfred Thayer Mahan Award for Literary Achievement and is the editor of *21st Century Maban*.

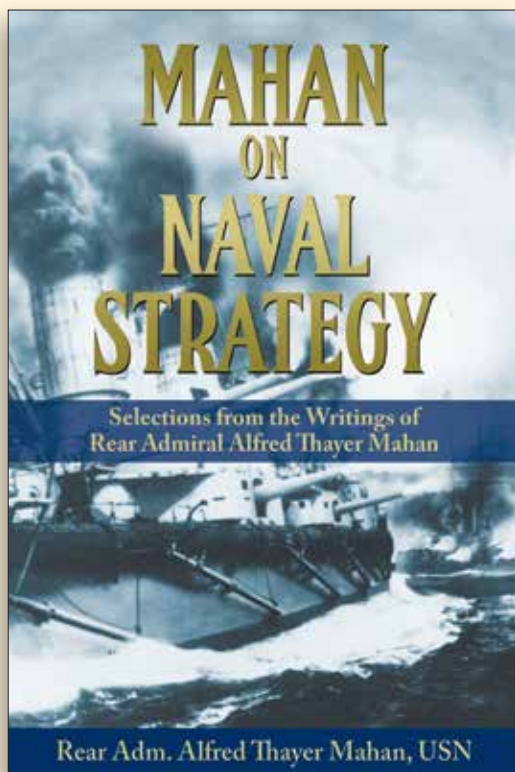
21ST CENTURY ELLIS

Operational Art and Strategic Prophecy for the Modern Era

Edited by B. A. Friedman

For years, the Marine Corps has touted the prescience of Lt. Col. "Pete" Ellis, USMC, who predicted in 1921 that the United States would fight Japan and how the Pacific Theater would be won. Now the works of the "amphibious prophet" are collected together for the first time. Included are Ellis' essays on naval and amphibious operations that the U.S. Navy and Marine Corps would use to win the war against Imperial Japan, as well as his articles about counterinsurgency and conventional war based on his experiences in the Philippines and in Europe during World War I. As the United States focuses on the Pacific once again, Friedman presents Ellis' ideas as a case study to inform current policymakers about the dynamics of strategy and warfare across the vast reaches of the Pacific. This collection reveals Ellis to be a thinker who was ahead of his time in identifying concepts the U.S. military struggles with even today.

CAPT. B. A. FRIEDMAN is a field artillery officer in the United States Marine Corps currently stationed at Camp Lejeune, North Carolina. He is pursuing a master of arts in national security and strategic studies through the Naval War College.



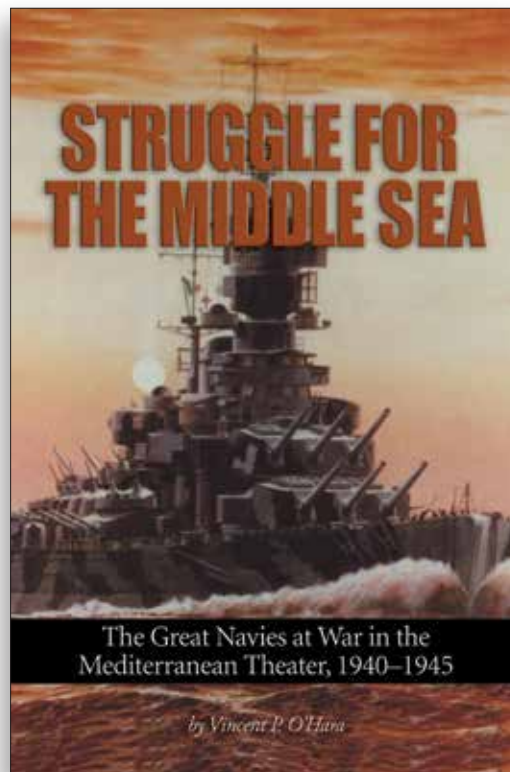
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MAHAN ON NAVAL STRATEGY

Selections from the Writings of Rear Admiral Alfred Thayer Mahan

By **Rear Adm. Alfred Thayer Mahan, USN**
With an introduction by **John B. Hattendorf, Editor**

Mahan on Naval Strategy, available in paperback for the first time, provides a selection of key writings from one of the greatest naval theorists of all time. An original contributor to the study of strategic thinking, Alfred Thayer Mahan presented concepts and theories in *The Influence of Seapower* and his other writings that provide guidance in developing strategies to deal with the maritime challenges of the twenty-first century. With this unique collection of key articles and chapters from Mahan's works, readers have a single, convenient reference to help them toward a full understanding of Mahan's logic and thinking.

ALFRED THAYER MAHAN (1840–1914) was an American naval officer and esteemed naval theorist who served a historic role in defining the U.S. Navy as a significant geopolitical force during the end of the nineteenth century. **JOHN B. HATTENDORF** has served as the Ernest J. King Professor of Maritime History at the U.S. Naval War College since 1984 and director of the Naval War College Museum since 2003. A former naval officer with degrees from Kenyon College, Brown University, and Oxford University, he is the author or editor of more than 40 books and numerous articles on maritime history and naval strategy including *Mahan on Naval Warfare*.

STRUGGLE FOR THE MIDDLE SEA

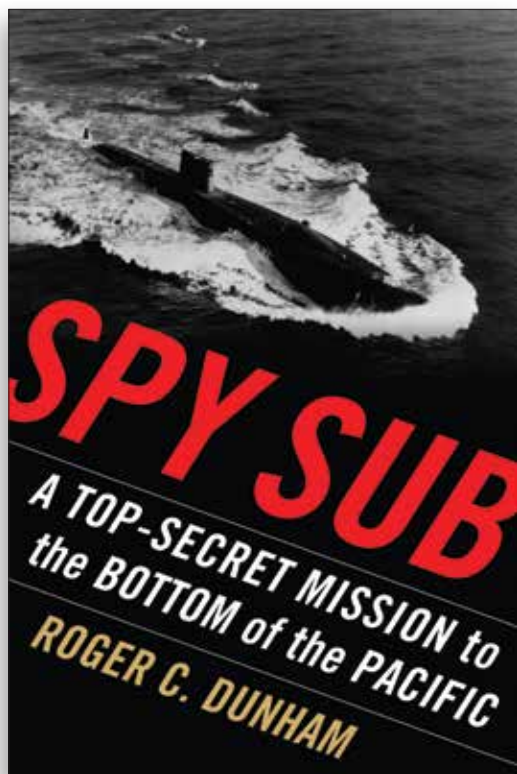
The Great Navies at War in the Mediterranean Theater, 1940–1945

By **Vincent P. O'Hara**

The Mediterranean is the maritime crossroads where Europe, Asia, and Africa meet. More major naval actions were fought there than in the Atlantic or Pacific yet remarkably little has been written about the subject. This fresh study of the Mediterranean's naval war analyzes the actions and performances of the five major navies—British, Italian, French, German, and American—during the entire five-year campaign and examines the national imperatives that drove each nation's maritime strategy.

Struggle for the Middle Sea provides a history of the entire campaign from all perspectives and covers Germany's largely unknown—and remarkably successful—struggle to employ sea power in the Mediterranean after the Italian armistice. *Defense & Foreign Affairs Strategic Policy* (August 2009) has called it “a new and stunningly important view of World War II” and “a fabulously readable and important book.”

VINCENT P. O'HARA is a naval historian and the author and editor of numerous books including *To Crown the Waves* and *On Seas Contested*. He holds a history degree from the University of California at Berkeley and lives in Chula Vista, CA.



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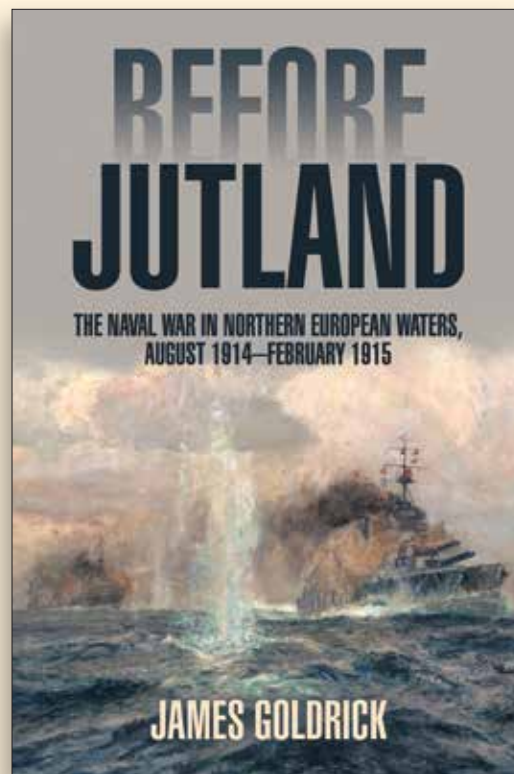
SPY SUB

A Top-Secret Mission to the Bottom of the Pacific

By Roger C. Dunham

Spy Sub is the acclaimed story of the secret mission by the USS *Viperfish* to find a lost Soviet submarine armed with nuclear missiles in the great depths of the Pacific Ocean. This mission is still classified by the U.S. Department of Defense, nearly 50 years after the event. Moving silently beneath the Soviet ships searching on the surface, the nuclear submarine hunt was so secretive that even the men on the vessel never knew the object of their search. The brave exploits of these sailors and their commanding officer recount one of the greatest undersea searches in naval history. The failures, the near-catastrophes, and the challenges are described in personal detail. The story of how these men brought critical information to President Lyndon Johnson is a saga like none other in the annals of submarine exploits.

ROGER C. DUNHAM, M.D. served as a nuclear reactor operator in the U.S. Navy's Submarine Service during the 1960's. Following his honorable discharge in 1969, he earned a medical degree from the University of California, Los Angeles School of Medicine.



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History • WWI 

BEFORE JUTLAND

The Naval War in Northern European Waters, August 1914–February 1915

By James Goldrick

Before Jutland is a definitive study of the naval engagements in northern European waters in 1914–15 when the German High Sea Fleet faced the Grand Fleet in the North Sea and the Russian Fleet in the Baltic. Author James Goldrick reexamines one of the key periods of naval operations in the First World War, arguing that a focus on the campaign on the western front conceals the reality that the Great War was also a maritime conflict. Combining new historical information from primary sources with a comprehensive analysis of the operational issues, this book is an extensive revision of *The King's Ships Were at Sea*, Goldrick's earlier work on this naval campaign. In all, *Before Jutland* shows not only what happened, but how the various navies evolved to meet the challenges that they faced during the Great War and whether or not that evolution was successful.

JAMES GOLDRICK is a retired two-star rear admiral in the Royal Australian Navy who led Australia's Border Protection Command and the Australian Defence College. He lives in Canberra, Australia.

PIRATE NATION

Elizabeth I and Her Royal Sea Rovers

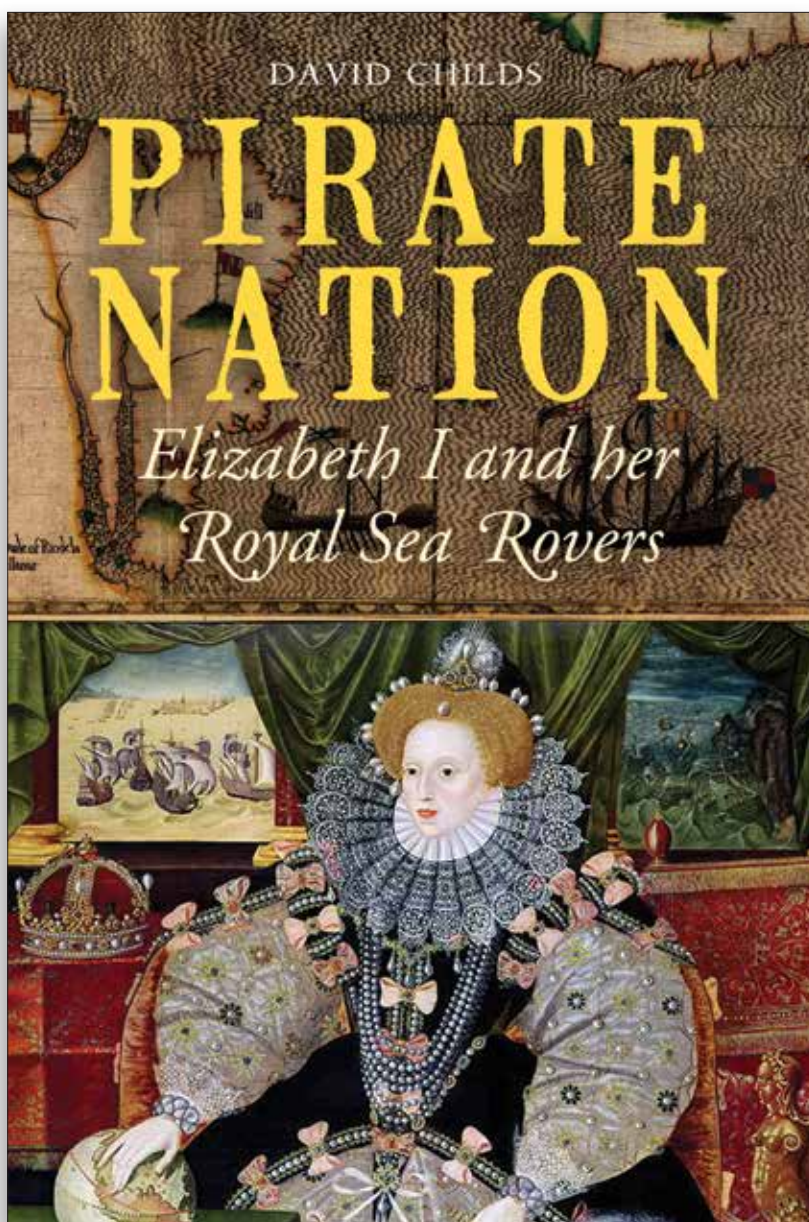
By David Childs

For all the romantic mythology surrounding the court of Queen Elizabeth I, the financial underpinning of the reign of 'Gloriana' was decidedly sordid. Elizabeth's policy of seizing foreign assets made her popular at home but drew her into a partnership with pirates who preyed on the state's foes and friends alike, being rewarded or punished depending on how much of a cut the Queen received, rather than the legitimacy of their action.

For this reason the rule of law at sea was arbitrary and almost non-existent. Even those, such as the Lord Admiral and the Court of Admiralty, who were tasked with policing the seas and eliminating piracy, managed their own pirate fleets. While honest merchants could rail and protest, the value to the exchequer of this dubious income was enormous, often equaling, on an annual basis, the input from all other sources such as taxation or customs dues. Moreover, the practice of piracy taught English seamen how to fight and, when the nation was at its greatest peril, in 1588, it was pirates who kept the Spanish Armada away from invading the English coast.

Charles Howard, commander of the British forces, Richard Grenville, Walter Raleigh and Francis Drake, were all pirates who became 'admirals all for England's sake', and were well rewarded by the Queen for their exploits. This highly original book argues that the deeply ingrained piratical and self-interested approach to naval warfare by these English captains almost allowed the Armada to succeed. A radical reassessment of Elizabethan maritime history, *Pirate Nation* makes this and a number of other startling revelations about the myth and the reality of Elizabethan naval policy. A highly readable work, this radical reappraisal of Elizabethan maritime practice offers provocative insights about some of the most cherished events in British history.

DAVID CHILDS is a retired Royal Navy officer, who worked as the Development Director of the Mary Rose Trust, where he became interested in Tudor maritime history. He has since published three major works in the field, *The Warship Mary Rose*, *Tudor Sea Power* and *Invading America*.

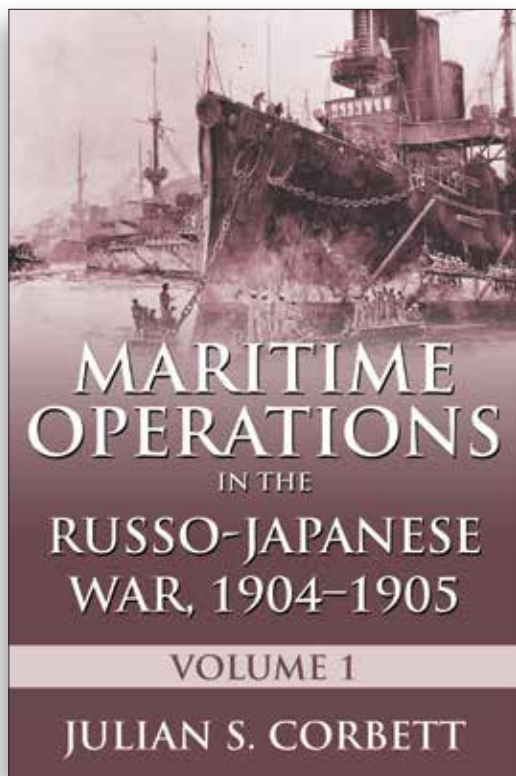



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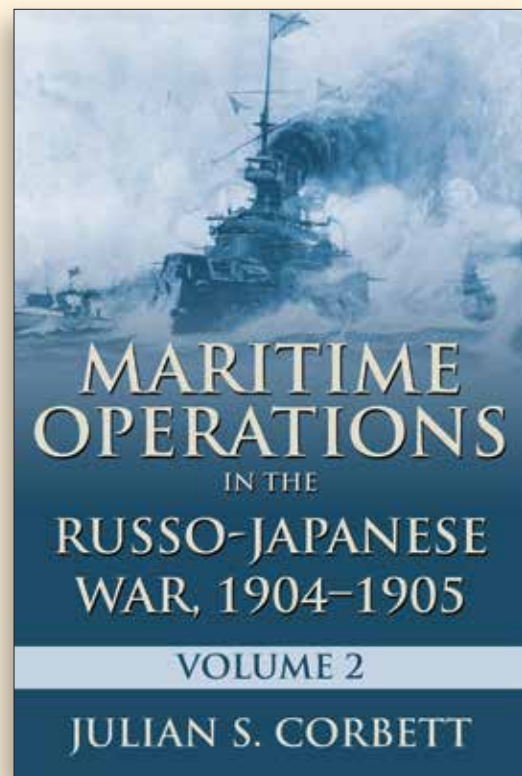
MARITIME OPERATIONS IN THE RUSSO-JAPANESE WAR, 1904–1905


Volume 1

By **Julian S. Corbett**
With an Introduction by **John B. Hattendorf** and
Donald Schurman

Sir Julian Corbett was regarded as one of the greatest naval historians of the early twentieth century. *Maritime Operations in the Russo-Japanese War, 1904–1905* was never available to the public during his lifetime. As noted in the introduction to Volume I, Corbett dealt not with “minute details and themes,...but a continuous narrative that demonstrated the interrelationship of land and sea events as they impinged on each other in conception, execution and results. Thus political objectives, geographic factors, and the machinery of government all could be seen working together as part of a whole.” Corbett’s work delineated the differences between maritime and land warfare, while also exploring their interaction.

Published in hardcover by the Naval Institute Press in 1994, both volumes are now available in paperback for the first time.



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MARITIME OPERATIONS IN THE RUSSO-JAPANESE WAR, 1904–1905

Volume 2

By **Julian S. Corbett**

Unlike his contemporary American theorist, Alfred Thayer Mahan, Britain’s eminent maritime strategist, Sir Julian Corbett, believed that victory in war did not come simply by the exercise of sea power and that, historically, this had never been the case. Corbett’s keen analysis of the Russo-Japanese War of 1904–05 and his discussion of the pros and cons of limited conflict is still of great value to our understanding of today’s limited wars.

Based on intelligence reports provided by the Japanese government, this work on the Russo-Japanese naval war was written as an official study in the years just before World War I and classified “confidential” by the Royal Navy. The two-volume study demonstrates the lessons the war held for the future and shows the essential differences between maritime and continental warfare, while also exploring their interaction.

SIR JULIAN S. CORBETT was trained in the law, but became a noted British naval historian. In addition to the influential work, *Some Principles of Maritime Strategy*, he also wrote numerous other books including *England in the Seven Years War*, *A Study in Combined Strategy*, *The Campaign of Trafalgar–1805*, and *Drake and the Tudor Navy*. He died in 1922.

HARNESSING THE SKY

Frederick "Trap" Trapnell, the U.S. Navy's Aviation Pioneer, 1923–52

By Frederick M. Trapnell Jr. and Dana Trapnell Tibbitts

Harnessing the Sky is one of the last untold stories in 100 years of naval aviation. This biography of Vice Adm. Frederick M. Trapnell explores the legacy of the man who has been called "the godfather of current naval aviation."

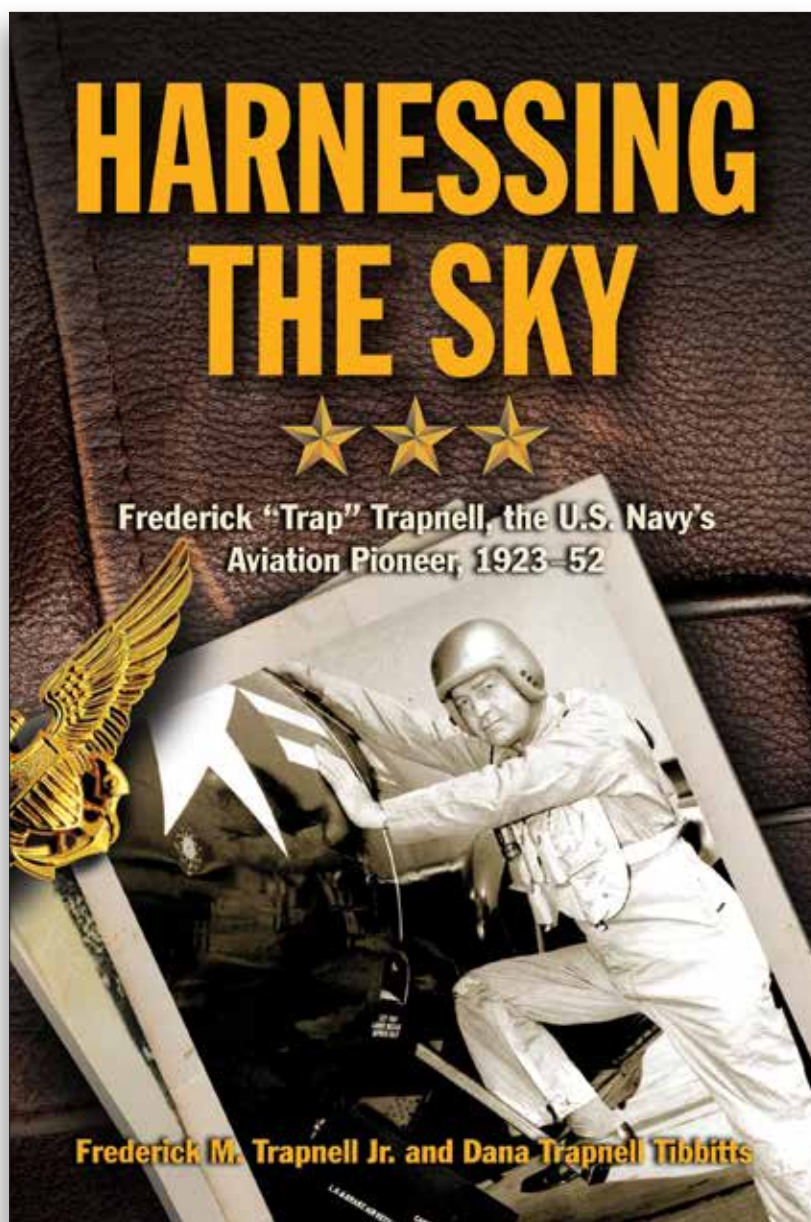
A pilot of calculated courage, "Trap" entered the Navy when test pilots were more like stuntmen than engineers. Airplanes had not yet come into their own as weapons of war, and they had an undeveloped role in the fleet. His vision and leadership shaped the evolution of naval aviation through its formative years and beyond.

When the threat of war in 1940 raised an alarm over the Navy's deficiency in aircraft—especially fighters—Trap was appointed to lead the Flight Test Section to direct the development of all new Navy airplanes. He played a key role in expediting the evolution of the two superb fighters that came to dominate the air war against Japan—the *Corsair* and *Hellcat*.

After World War II, Trap returned as commander of the Naval Air Test Center to lead the Navy through the challenges of transitioning to jets. Trap was not only the first U.S. Navy pilot to fly a jet, but is also recognized for defining the operating requirements for carrier-based jet propelled aircraft.

Over the course of two decades, Trap tested virtually every naval aircraft prototype and pioneered the philosophy and the methods of the engineering test pilot. He demanded comprehensive testing of each airplane in conditions and maneuvers it would face in wartime fleet operations. These innovations kept the Navy at the forefront of modern aviation, and stand as an enduring legacy to the man who is regarded as the foremost test pilot in a century of naval aviation.

FREDERICK M. TRAPNELL JR. had a fifty-year career in computer and software engineering and engineering management with IBM and Hewlett-Packard. He is the author of *Braving Those Angry Skies: An American Pilot in the Battle of Britain*, and lives in Los Altos, CA. **DANA TRAPNELL TIBBITTS** is a writer and teacher of biography who lives in Lake Tahoe, NV. She is the co-author of *Prayer Boot Camp: Preparation for the Battle of Your Life*.



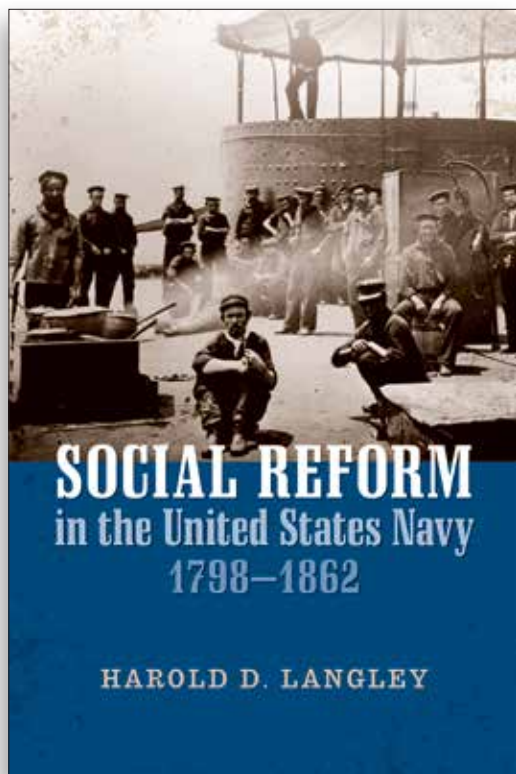
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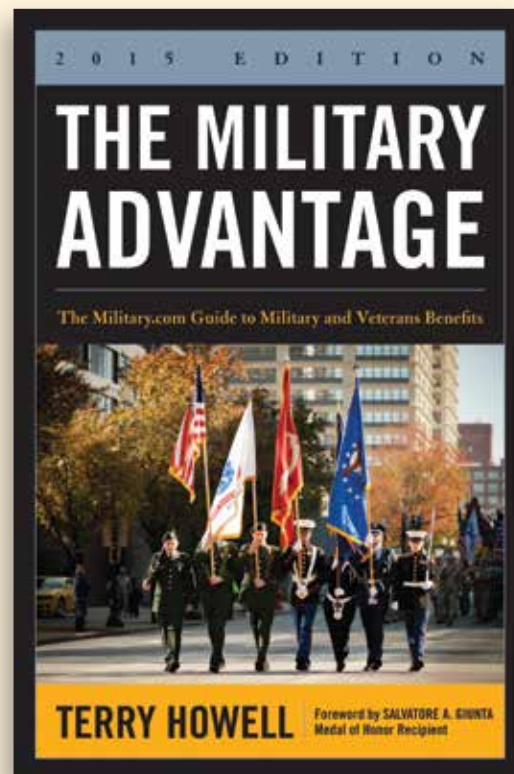
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SOCIAL REFORM IN THE UNITED STATES NAVY, 1798–1862

By **Harold D. Langley**

In the decades before the American Civil War various political, social, and religious groups agitated for reforms in American society that would be in keeping with its professed democratic and national principles. One such organization was the American Seaman's Friend Society, which lobbied for improvements in the enlistment, discipline, and treatment of sailors in the Merchant Marine and the Navy. Their causes were embraced by some naval officers, members of Congress, and a few Secretaries of the Navy. This history explores the circumstances and people in and out of the Navy who eventually convinced Congress to enact reforms to improve the conditions of service of naval enlisted men and to lay the foundation for a career enlisted force.

HAROLD D. LANGLEY has served as an archivist at the University of Pennsylvania Library and Library of Congress, a diplomatic historian for the U.S. Department of State, a professor at The Catholic University of America, and as an associate curator of naval history at the National Museum of American History. The author of *A History of Medicine in the Early U.S. Navy*, he resides in Arlington, VA.



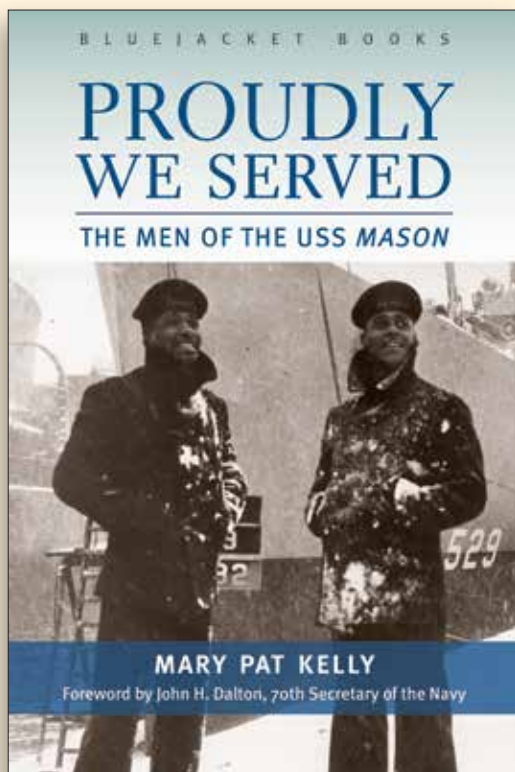
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THE MILITARY ADVANTAGE, 2015 Edition *The Military.com Guide to Military and Veterans Benefits*

By **Terry Howell**
Foreword by **Salvatore A. Giunta**, Medal of Honor Recipient

Revised and updated every year, *The Military Advantage, 2015 Edition* is the most reliable benefits guide for Americans who have answered the call to serve in the military. These benefits amount to billions in scholarships, educational benefits, home loan guarantees, and military discounts. The 2015 edition includes TRICARE Prime and pharmacy updates, 2015 pay and allowance rates, active duty education program changes, new Navy sea pay charts, new veteran support resources, expanded service member protection policies, and changes in service member life insurance.

TERRY HOWELL is the Director of Strategic Alliance and Outreach programs for Military.com. A retired Coast Guard chief petty officer, he has worked with the Department of Defense to write the content for TurboTAP, the DoD's online transition assistance program. In addition, Howell was the lead on a team of subject matter experts who developed the military skills matching tool for the Department of Veterans Affairs VAForVets website.



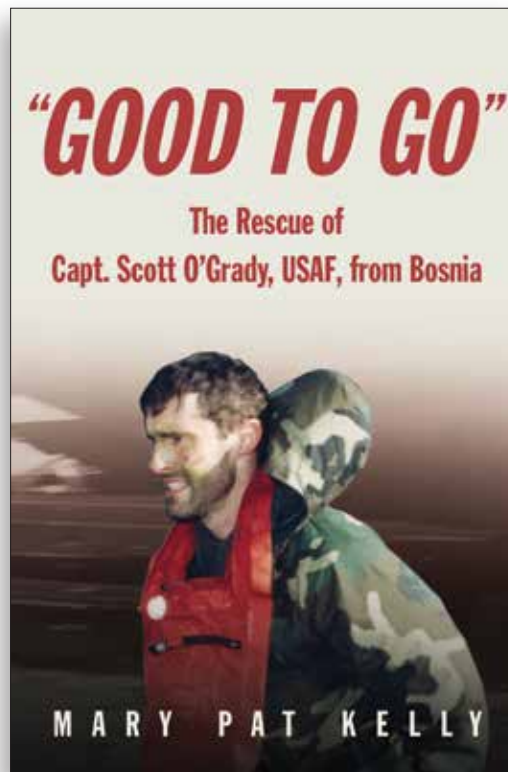
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PROUDLY WE SERVED*The Men of the USS Mason***By Mary Pat Kelly****Foreword by John H. Dalton, 70th Secretary of the Navy**

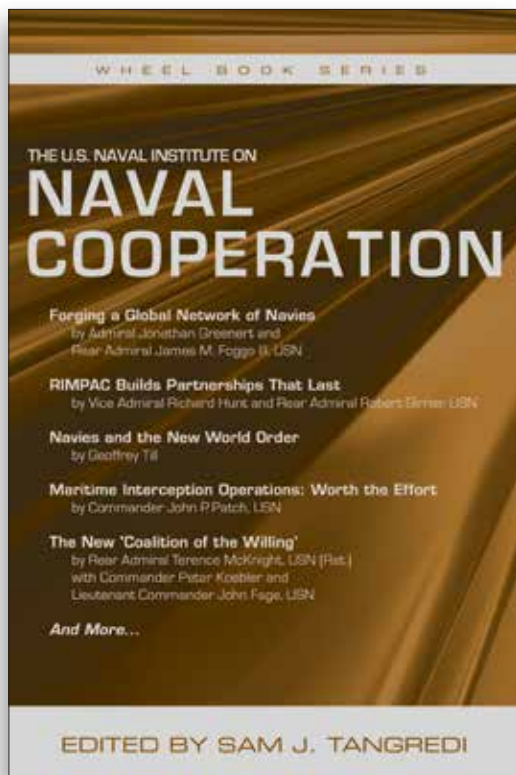
Few Americans know the history-changing story of the men of the USS *Mason*, the only African-American sailors to take a World War II warship into combat. At a time when most blacks in the Navy were relegated to stewards or laborers, the crew of the USS *Mason* escorted six convoys across the perilous North Atlantic, helped to win the Battle of the Atlantic and directly influenced President Harry S. Truman's decision to integrate all of America's armed forces. Recommended in 1944 for a commendation for their heroic actions during a violent storm, the *Mason* sailors finally received that commendation in 1995. The Navy further honored the men by naming a new destroyer (DDG 87) after the crew of the *Mason*. This book is the basis of an award-winning PBS documentary and the feature film *Proud* starring Ossie Davis. The USS *Mason* story is featured in The National Museum of African American History and Culture.

"GOOD TO GO"*The Rescue of Capt. Scott O'Grady, USAF, from Bosnia***By Mary Pat Kelly**

Just five hours after radio contact was first made with Basher 52—O'Grady's call sign—the Air Force captain was safely on board the USS *Kearsarge*. The downed F-16 fighter pilot's rescue from a Bosnian mountainside by Col. Martin Berndt's 24th Marine Expeditionary Unit electrified the nation in June 1995 and renewed many Americans' faith in the military. To get the inside account, Mary Pat Kelly traveled to U.S. ships and bases and UN posts in Croatia and Bosnia where participants were stationed to conduct more than one hundred interviews. Adm. Leighton W. Smith Jr., commander in chief of U.S. naval forces in Europe and head of NATO forces in the Southern European theater, provides a day-to-day commentary on the efforts to find Captain O'Grady. This edition contains an interview with Brig. Gen. Selmo Cikotic, former Minister of Defense of Bosnia and Herzegovina, who discusses the dangerous conditions on the ground during the rescue and the impact the success of the mission had on NATO expansion in the area.

The U.S. Naval Institute Wheel Book Series

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Reference • Naval 

The U.S. Naval Institute on INTERNATIONAL NAVAL COOPERATION

Edited by Sam J. Tangredi

All naval professionals—without exception—encounter, directly participate, or play a supporting role in naval cooperation. It is a key element in the U.S. defense strategy because military and naval operations today are usually conducted by international coalitions and fighting alongside foreign navies is an expected aspect of current and future naval warfare. Activities in support of mutual defense include bilateral and multilateral exercises, international programs such as cooperative acquisition and foreign military sales, combined training, and efforts towards increased interoperability. This volume is intended to provide a basic familiarization to all aspects of the subject and detailed understanding of relevant recent issues. Since there is no formal training offered on the subject for naval professionals—with the exception of certain specialized personnel—the book is designed to bridge the existing gap in knowledge about naval cooperation.

CAPT. SAM J. TANGREDI, USN (RET.) is a defense strategist who is currently the director of San Diego operations for the planning-consulting firm Strategic Insight. He served as Director of Strategic Planning and Business Development for the Navy International Programs Office, as well as U.S. Defense Attaché to Greece. He is the author of numerous books including *Anti-Access Warfare: Countering A2/AD Strategies*.

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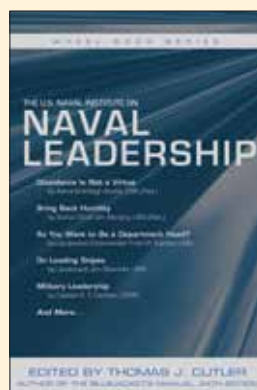


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SILENT AND UNSEEN

On Patrol in Three Cold War Attack Submarines

By Alfred Scott McLaren

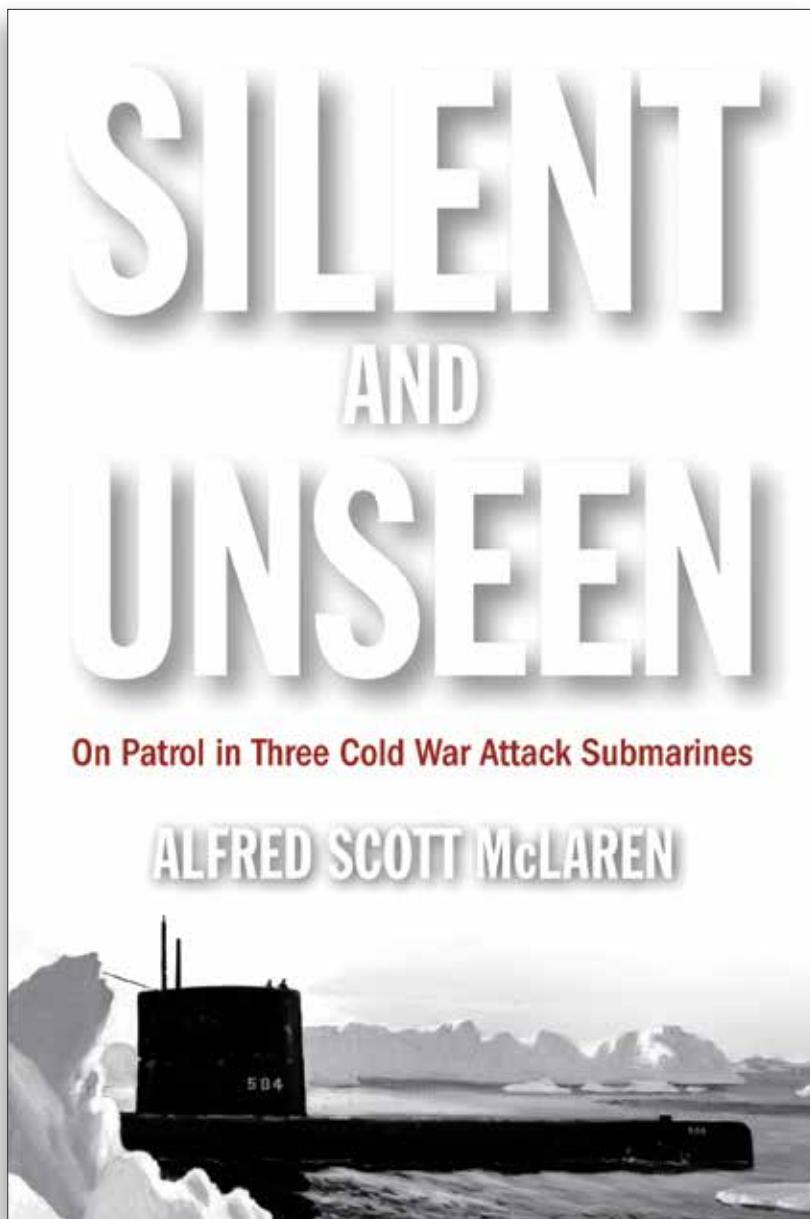
Silent and Unseen is a memoir of a submariner's life on a U.S. attack submarine during the Cold War by Capt. Alfred S. McLaren, an experienced submarine officer and nuclear attack submarine commander. He describes in riveting detail the significant events that occurred early in the Cold War during his seven years, 1958–65, on board three attack submarines: the USS *Greenfish* (SS 351), USS *Seadragon* (SSN 584), and USS *Skipjack* (SSN 585). He took part in the first submerged transit of the Northwest Passage, a Baffin Bay expedition, and, as commander of USS *Queenfish* (SSN 651), a North Pole expedition that completed the first survey of the entire Siberian Continental Shelf. McLaren's stories and anecdotes offer a look at the development of attack-boat tactics and under-ice exploration techniques.

During the early high-risk years of the Cold War, submarines were continually at sea, and each reconnaissance and intelligence-collection mission was of potentially great value to the United States. The missions often required zeroing in on the potential enemy to collect the intelligence desired, generally within weapons range. Unlike a war patrol, the U.S. attack boat had to remain undetected, and then withdraw as silently and unseen as it's original approach.

Greenfish was one of the most successful Pacific diesel submarines when McLaren served aboard her as a watch and weapons officer. He then served as watch officer on the *Seadragon* when she became the first nuclear submarine to transit from the Atlantic to the Pacific via the Arctic Ocean. En route, she examined the underside of icebergs, conducted the first underwater survey and passage through the Northwest Passage, and surfaced at the North Pole.

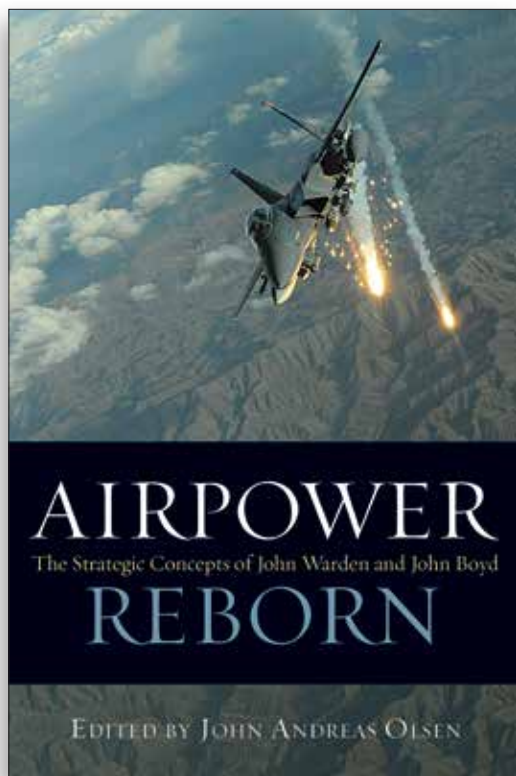
McLaren concludes by recounting his experiences on board what was then the world's fastest and most advanced submarine, USS *Skipjack* (SSN 585) during the Cuban Missile Crisis, two Cold War missions, and the very intensive and exciting period of new tactical and weapons development which followed to counter a rapidly emerging Soviet nuclear submarine threat.

CAPT. ALFRED SCOTT MCLAREN, USN (RET.), PHD is a veteran of more than twenty Cold War missions and three Arctic expeditions. He was awarded the Distinguished Service Medal and two Legions of Merit as a Cold War submarine commander. President of The American Polar Society and former president of The Explorers Club, he is the author of *Unknown Waters: A First-Hand Account of the Historic Under-Ice Survey of the Siberian Continental Shelf* by USS *Queenfish* (SSN 651). He is a resident of Nederland, Colorado.



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History • Aviation 

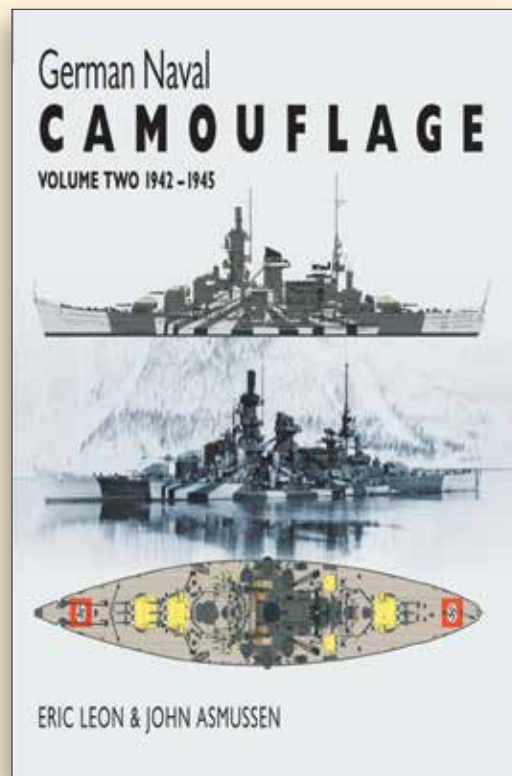
AIRPOWER REBORN

The Strategic Concepts of John Warden and John Boyd

Edited by John Andreas Olsen

As part of the new History of Military Aviation series, *Airpower Reborn* focuses on matching airpower to national strategy, linking the application of force to the end-state objective rather than “the battle.” The book, which features extended essays from some of the leading airpower theorists of the twenty-first century, outlines a conceptual approach to warfare that emphasizes airpower’s unique capability to achieve strategic effects and proposes a strategy of “winning” that is different from the land-centric doctrine that dominates military thinking. The book is divided into three parts. The first section presents a historical perspective on airpower theory and airpower strategy, tracing their evolution from the 1920s to the 1980s. The second section contains in-depth examinations of the strategic concepts that John R. Boyd and John A. Warden developed in the 1980s and 1990s. The final section provides context on modern airpower theory and strategy that can offer decision-makers varied and better options.

JOHN ANDREAS OLSEN, a colonel in the Royal Norwegian Air Force, is Deputy General Director, Department of Security Policy, Norwegian Ministry of Defence, and visiting professor at the Swedish National Defence College. He is the author of *Strategic Air Power in Desert Storm* and *John Warden and the Renaissance of American Air Power*.



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History • World War II

GERMAN NAVAL CAMOUFLAGE

Volume Two: 1942–1945

By Eric Leon and John Asmussen

This work book completes a highly original and superbly illustrated two-volume survey of German naval camouflage and markings in the Nazi era. The first volume covered the period 1939–41 and was quickly recognized by warship enthusiasts and model makers as a major step forward in the understanding of a complex and much debated topic. This study is based on scrutiny of all available photos, including many newly discovered, collated with the first-hand testimony of Kriegsmarine survivors. After decades of study, the authors are the world’s leading experts. Their work challenges many accepted views, while greatly expanding the general understanding of the subject. The book contains 300 color illustrations and covers all major surviving ships down to destroyers from 1942 to the end of the war. While there can never be a last word on such an elusive and poorly documented subject, these two volumes will be regarded as the most authoritative work in the field for many years to come.

ERIC LEON is an illustrator of many books and a master of the latest digital techniques. **JOHN ASMUSSEN** runs a website for warship enthusiasts seeking information on German warships.

IN THE SHADOW OF THE ALABAMA

The British Foreign Office and the American Civil War

By Renata Eley Long

In the Shadow of the Alabama recounts the role of Victor Buckley, a young British Foreign Office clerk, in the incident that almost brought America and Britain to war. Drawing on previously unpublished material, Long examines the controversial allegations made against Buckley, who was alleged to have leaked privileged information to agents of the Southern states based in London during the American Civil War. Consequently, the commerce raider CSS *Alabama* narrowly escaped seizure by the British government in 1862 and proceeded to wage a successful two-year war on Union shipping.

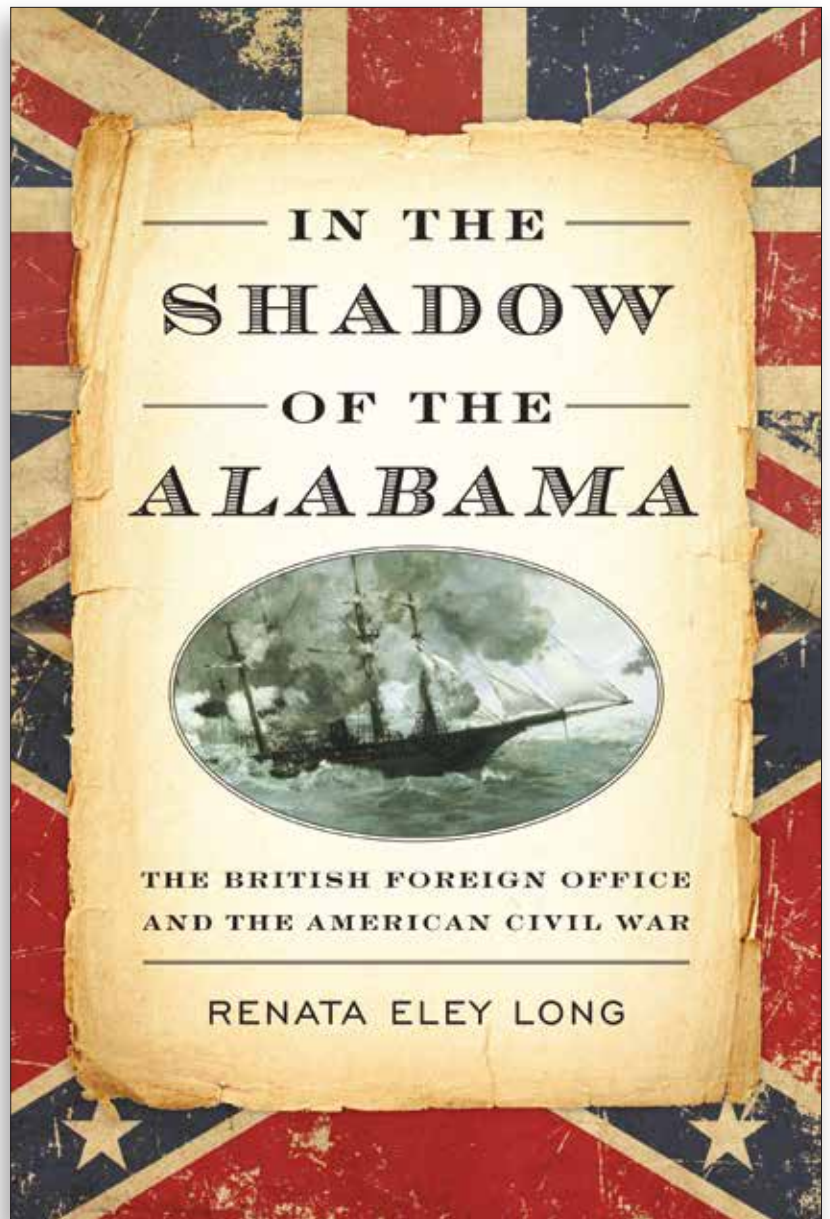
Desperate to break the Union blockade, Confederate agent Capt. James D. Bulloch had secretly arranged for the construction of the *Alabama* in England. Seeking to stop his efforts, American minister Charles Francis Adams employed a network of spies who sought to prove that British companies were illegally supporting the South.

Soon after a member of a prominent City family offered to help Bulloch and Huse, the agents received confidential information about the status of Anglo-American diplomacy and were able to outwit Union spies. When their sources warned of a move against the *Alabama*, the warship was hurried out of British waters.

When the war ended in 1865, investigations began into the circumstances surrounding *Alabama's* departure. As America demanded reparation, evidence incriminating Buckley was acquired, but before the claim reached its hearing in Geneva, diplomatic moves resulted in a treaty ensuring that no allegation was made against any of the Foreign Office staff. Queen Victoria was thus spared embarrassment.

In the Shadow of the Alabama addresses the unsolved mysteries that have long puzzled historians and reveals the truth behind the success of Confederate naval activities in Britain.

RENATA ELEY LONG is a freelance writer and historian who has lived and worked on both sides of the Atlantic. Her childhood in Cornwall and Bristol fostered an early interest in maritime history that developed into a passion for research and unearthing the untold stories of the past. She is co-editor of *Captain Butcher's Memoir of the Alabama's Escape*.



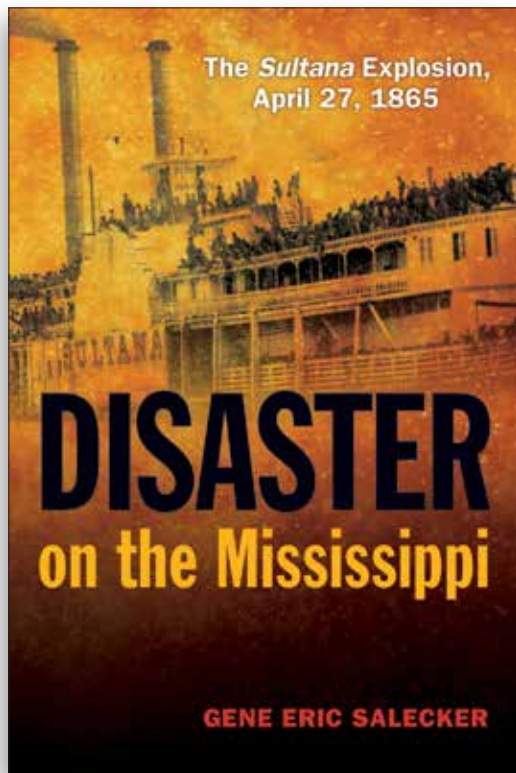
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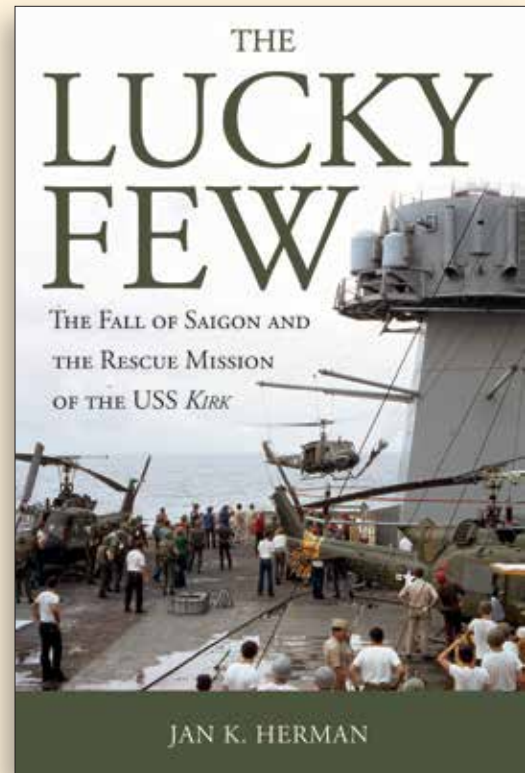
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History • Civil War 📖

DISASTER ON THE MISSISSIPPI*The Sultana Explosion, April 27, 1865***By Gene Eric Salecker**

At two o'clock in the morning on 27 April 1865, seven miles north of Memphis on the Mississippi, the sidewheel steamboat *Sultana's* boilers suddenly exploded. Legally registered to carry 376 people, the boat was packed with 2,100 recently released Union prisoners-of-war. Over 1,700 died, making it the worst marine disaster in U.S. history. *Disaster on the Mississippi* looks at the disaster through the eyes of the victims themselves and offers a concise, minute-by-minute account on the cause of the explosion. Salecker provides unprecedented details about the captain's handling of the steamboat, corrects some long-held myths about the disaster, and recounts the many attempts to rescue the soldiers on the *Sultana*. It is now in paperback for the first time to commemorate the 150th anniversary of one of the greatest tragedies of the Civil War.

GENE ERIC SALECKER is a military historian whose published works include *The Second Pearl Harbor: The West Loch Disaster, May 21, 1944*. He owns the largest collection of *Sultana* artifacts and memorabilia. A graduate of Northeastern Illinois University, he is a retired police officer and middle school teacher.



▲ APRIL

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History • Vietnam War 📖

THE LUCKY FEW*The Fall of Saigon and the Rescue Mission of the USS Kirk***By Jan K. Herman**

As the Vietnam War reached its tragic climax in the last days of April 1975, a task force of U.S. Navy ships cruised off South Vietnam's coast. Their mission was to support the evacuation of American embassy personnel and military advisers from Saigon as well as to secure the safety of the South Vietnamese whose lives were endangered by the North Vietnamese victory. *The Lucky Few* recounts the role of the USS *Kirk* in the rescue of remnants of the South Vietnamese fleet and the refugees on board. The story of the *Kirk* reflects one of America's few shining moments at the end of the Vietnam War. Now in paperback in time for the 40th anniversary of the end of the war, *The Lucky Few* brings to life the heroism of Captain Paul Jacobs and the crew of the USS *Kirk*.

JAN K. HERMAN served as the historian of the Navy Medical Department and as special assistant to the Surgeon General. He also produced a documentary, *The Lucky Few*, which has gained international acclaim since its premiere at the Smithsonian in 2010. He is the author of *Battle Station Sick Bay* and lives in Takoma Park, Maryland.

WAR IN THE CHESAPEAKE

The British Campaigns to Control the Bay, 1813–14

By Charles Neimeyer

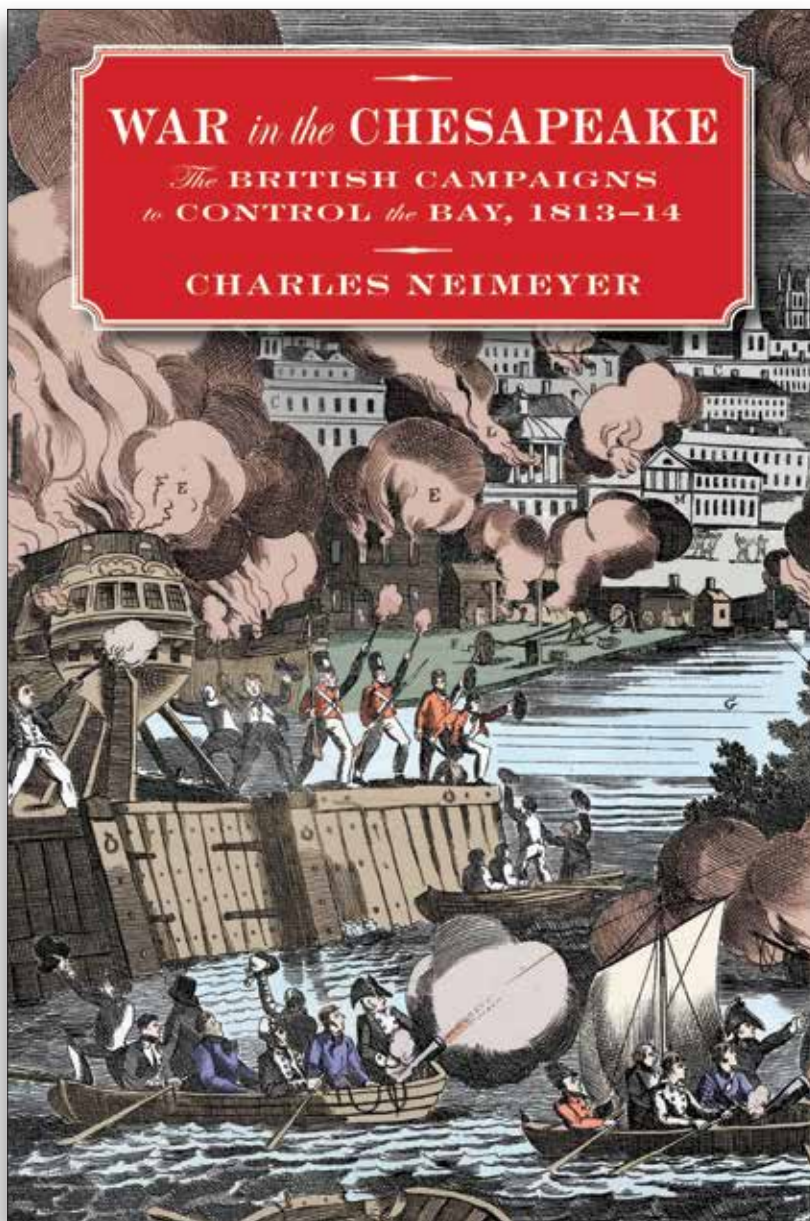
Not long after winning its independence, the United States of America was far from united in facing renewed threats from Britain. In response to the impressment of American sailors and the fostering of unrest by Native American actions in the northwest and on the Canadian border, President James Madison declared war against Britain in the summer of 1812.

War in the Chesapeake tells the story of the campaign summers of 1813 and 1814. The British began the Chesapeake campaign to relieve pressure on their defenses in Canada. Rear Adm. George Cockburn led the resulting efforts, terrorizing coastal towns from Norfolk to Annapolis. The British also actively campaigned against the large American frigates—seeing them as the only threat to their own naval superiority.

The American government provided little assistance toward the defense of the region, concentrating the majority of their forces to the Northwest front. In the summer campaign of 1814, the British trounced the Americans at Bladensburg, and burned Washington, D.C. The British leaders, Vice Adm. Sir Alexander Cochrane and Major Gen. Robert Ross, did not expect any other strong resistance after their quick victories at Bladensburg. However, the Baltimoreans shocked the British with a stalwart defense at Fort McHenry and achieved a historic American victory.

War in the Chesapeake tells the stories of naval leaders like John Rodgers, Stephen Decatur, and Major Gen. Samuel Smith, whose leadership at Baltimore was decisive and masterful. In December 1814, the United States and Britain signed the Treaty of Ghent, ending hostilities and returning North America to a peaceful status quo. Due in large part to the results of the conflicts in the Chesapeake, the United States emerged from the war more unified and finally independent of the British.

CHARLES NEIMEYER is currently the Director of Marine Corps History and the Gray Research Center at Marine Corps University, Quantico, Virginia. Prior to coming to Quantico, Dr. Neimeyer was the former dean of academics at the Naval War College and Forrest Sherman Chair of Public Diplomacy in Newport, Rhode Island, as well as former Vice President of Academic Affairs at Valley Forge Military Academy and College. He also served as a history professor at the U.S. Naval Academy and the University of Central Oklahoma. He is the author of *America Goes to War: A Social History of the Continental Army, 1775–1783* and *The Revolutionary War*.



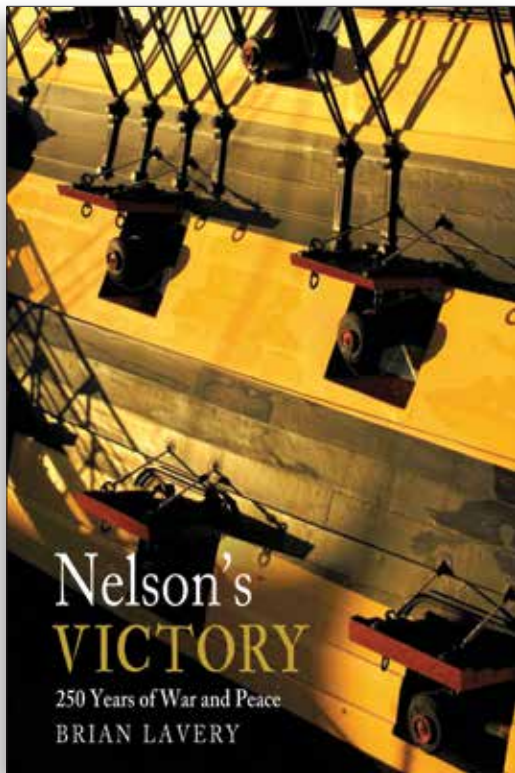
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History • War of 1812



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History • Naval

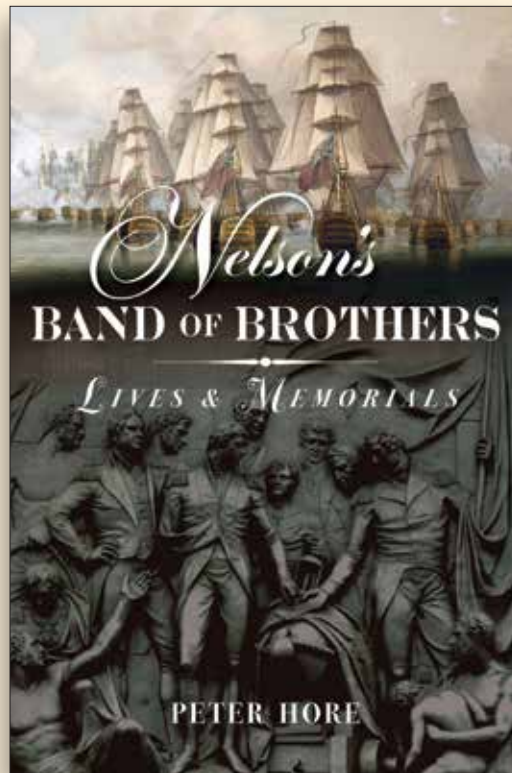
NELSON'S VICTORY

250 Years of War and Peace

By Brian Lavery

May 2015 is the 250th anniversary of the launch of HMS *Victory*. While many books have been written about Nelson's flagship at Trafalgar, none tell the full story of the ship since she first took to the waters in 1765. *Nelson's Victory* also tells the story of Horatio Nelson, who was born a few weeks before his most famous ship was ordered, and whose career paralleled hers in many ways. While offering new insights on the battle of Trafalgar, this book says much more about the ship's life as a flagship, a fighting ship, a prison hospital ship, a training ship, a floating courtroom, a signal school, a tourist attraction, and a national icon.

BRIAN LAVERY is the guest curator of the exhibition *Victory 250* at Chatham Historic Dockyard. He has written more than thirty books on maritime history including the highly successful *Nelson's Navy* and *Empire of the Seas*.



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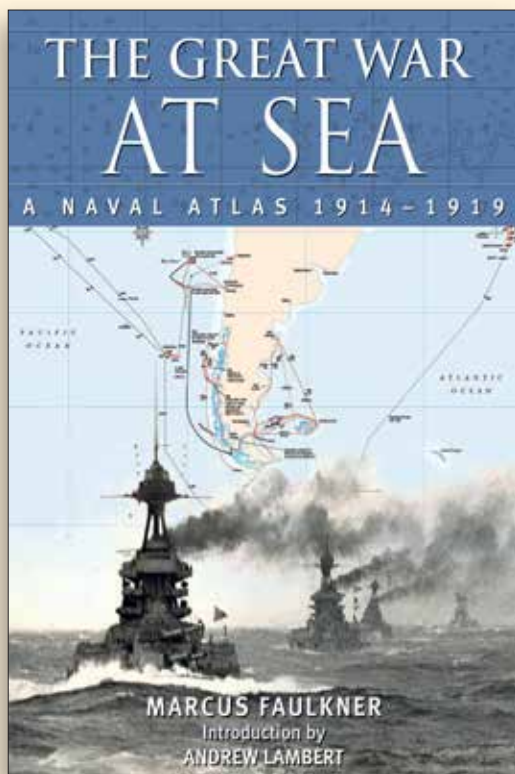
NELSON'S BAND OF BROTHERS

Lives and Memorials

By Peter Hore

While there is a perennial interest in the Royal Navy during the Napoleonic wars and in Nelson himself, there is no reference work that chronicles the captains of his ships, their social origins, their characters and their lives beyond their service under Nelson. This new volume includes concise biographies of one hundred officers who fought with Nelson in his three great battles. Of real significance are the specially commissioned photographs of all the monuments and memorials to Nelson's captains with descriptions, transcriptions of epitaphs, and directions to enable the readers to find them. Part travel book, part biography, and part testimony to Nelson's faithful officers, *Nelson's Band of Brothers* provides the opportunity to rediscover one hundred naval heroes.

CAPT. PETER HORE, RN, now retired, is a former Head of Defence Studies for the Royal Navy. He is the author of numerous books, and is currently the associate editor of *Warships: International Fleet Review*. He is also a fellow of the Royal Historical Society and Vice President of the Royal Naval Museum. He recently edited *Dreadnought to Daring*.



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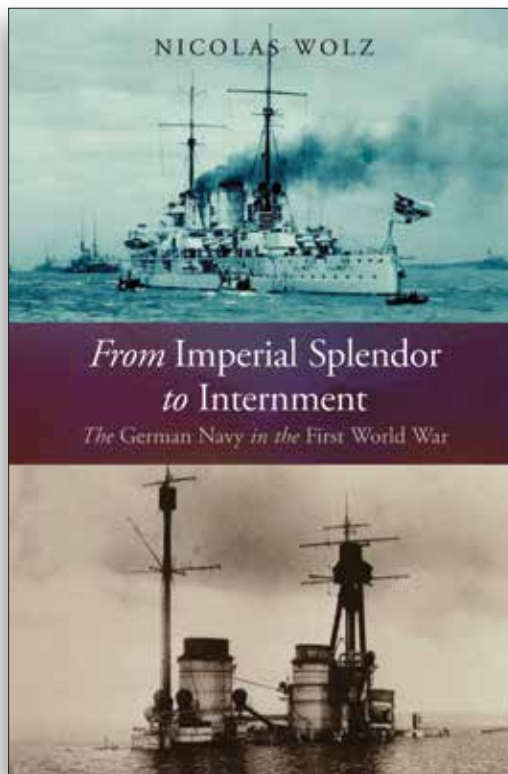
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In the vast literature about World War I there has never been a naval atlas that depicts graphically the complexities of the war at sea, and puts in context the huge significance of the naval contribution to the defeat of Germany.

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MARCUS FAULKNER is currently a visiting lecturer in the Department of War Studies, King's College London. His research interests are divided between 20th-century naval and intelligence history, with emphasis on the German navy of the inter-war years. He is the author of *The War at Sea: A Naval Atlas, 1939–1945*, published in 2012 to great acclaim.

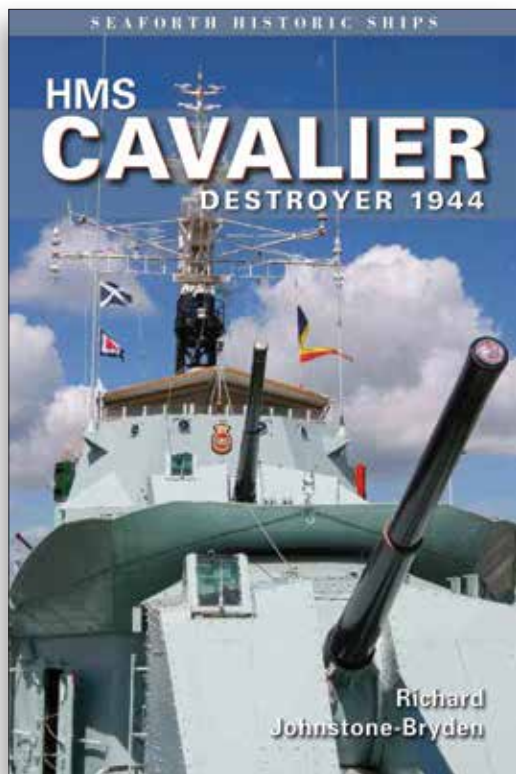
FROM IMPERIAL SPLENDOR TO INTERNMENT

The German Navy in the First World War

By **Nicholas Wolz**

This important work describes how the Imperial German Navy, which had expanded to become one of the great maritime forces in the world, proved, with the exception of its submarines, to be largely ineffective throughout World War I. The inactivity of the great Imperial Navy caused deep frustration, particularly among the naval officers. Not only were they unable to see themselves as heroes, they were also ridiculed on the home front and felt profoundly humiliated. With the exception of the one sea battle at Jutland, their ships saw little or no action at sea. Morale collapsed to a point where, at the end of the war, the crews were in a state of mutiny. The order that forced the fleet to go to sea against the British in 1918 was driven by a sense of humiliation, but because the German sailors wanted no part in such madness, it triggered a revolution.

NICOLAS WOLZ was an editor on *Frankfurter Allgemeine Zeitung*. He now works for the German Central Bank and lives with his family in Frankfurt.



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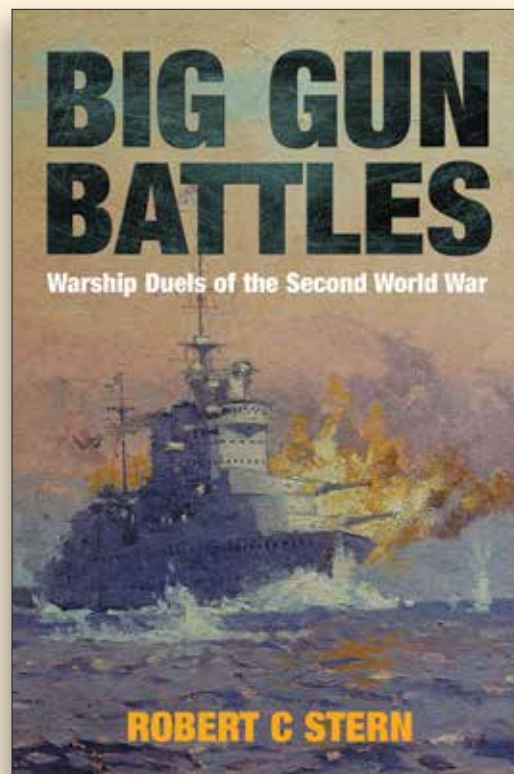
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History • WWII

HMS CAVALIER*Destroyer 1944***By Richard Johnstone-Bryden**

HMS *Cavalier* is a 'C'-Class destroyer, one of 96 War Emergency Programme destroyers that were ordered between 1940 and 1942. She saw action on convoy duty off Russia, and later, in 1945, was sent to the Far East where she provided naval gunfire support during the battle of Surabaya. She continued with the British Pacific Fleet until May 1946. Now designated as a war memorial to the 142 Royal Navy destroyers and 11,000 men lost during World War II, she is on display at Chatham Historic Dockyard. Containing more than 200 commissioned photographs, this book takes the reader on an illustrated tour of the ship, from bow to stern. Significant parts of the vessel are given detailed coverage so the reader has the most complete visual record of the ship that exists. No other book offers such superb visual impact nor brings the ship so vividly to life.

RICHARD JOHNSTONE-BRYDEN is a professional marine author, historian, and photographer. As a member of the original working party and council of Heritage Afloat, he has been actively involved in British naval heritage matters. He is author of *HMS Belfast: Cruiser 1939*.



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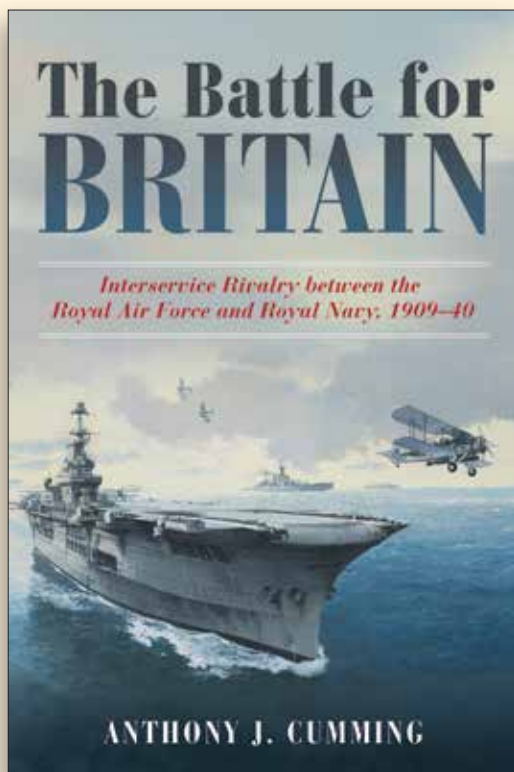
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History • WWII

BIG GUN BATTLES*Warship Duels of the Second World War***By Robert C. Stern**

The outcome of much of the naval war in World War II was decided by the torpedo or the aerial bomb, making the submarine and aircraft carrier, the new arbiters of naval conflict. Despite this, there were a surprising number of ship-to-ship engagements involving the big guns of battleships and cruisers. *Big Gun Battles* recounts some of the most important, technically interesting, or obscure of these gunfire duels. Covering all theatres of the naval war, the battles selected demonstrate the changing face of surface warfare under the influence of rapidly improving fire-control systems, radar, and other sensors. By 1945 big ships could open fire at great ranges with a high probability of hitting with the first salvo. This was the pinnacle of gunnery excellence, but also heralded the end of naval gunnery as a major factor in sea warfare. Facing such deadly accuracy, navies looked to longer-ranged, smarter weapons like surface-skimming missiles and homing torpedoes.

ROBERT C. STERN has published more than twenty books on military and naval subjects including *Battle Beneath the Waves*, *Destroyer Battles*, *Fire from the Sky*, and *The U.S. Navy and the War in Europe*.



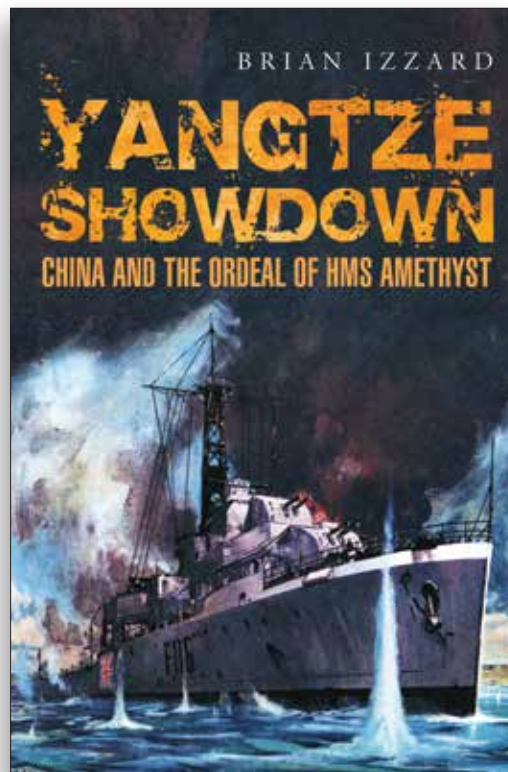
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THE BATTLE FOR BRITAIN

Interservice Rivalry between the Royal Air Force and the Royal Navy, 1909-40

By **Anthony J. Cumming**

The Battle for Britain is a provocative reinterpretation of both British air and naval power from 1909 to 1940. Anthony Cumming challenges the view that the Battle of Britain was a decisive victory won solely by the Royal Air Force through independent airpower operations. By re-evaluating the early stage of the Mediterranean conflict and giving special emphasis to naval battles such as Calabria and Taranto, Cumming argues that the Royal Navy played an equally important role in defeating Hitler's early advances, buying critical time until the Americans could make a decisive contribution. His argument holds that the RAF's role as an independent arm has been exaggerated and that contemporary strategists can learn from investing too much confidence in independent airpower.

Following a career in the British civil service, **ANTHONY J. CUMMING** earned his PhD in history at the University of Plymouth and won the University of London's Julian Corbett Prize for Research in Modern Naval History. He is the author of *The Royal Navy and the Battle of Britain* and lives in Devon, United Kingdom, with his wife and pet greyhound.

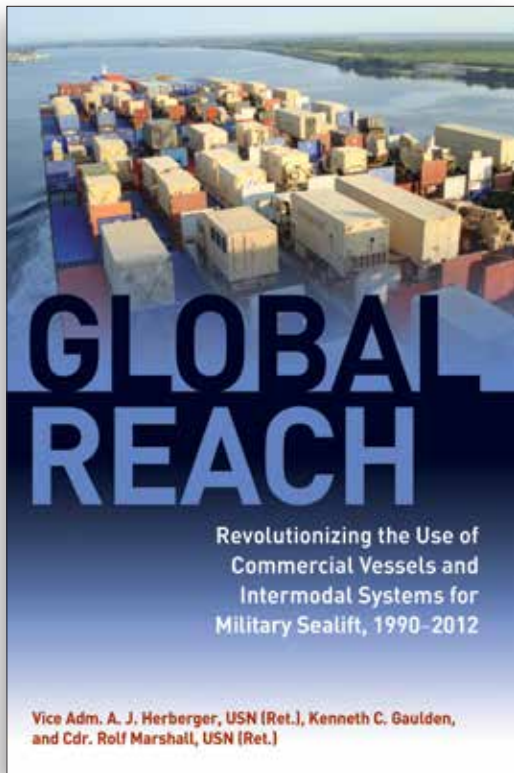
YANGTZE SHOWDOWN

China and the Ordeal of HMS Amethyst

By **Brian Izzard**

The attack on the British frigate *Amethyst* on the Yangtze River by Chinese Communists in 1949 made international headlines. There was even more publicity when the ship made a dramatic escape after being trapped for 101 days. Hailed by the British press as an example of outstanding courage and fortitude, the 'Yangtze Incident' was even made into a feature film. The truth, however, was more complex, and so sensitive that the government classified files until 2030. *Yangtze Showdown* is the first book to use these recently released documents to tell the full story of this famous Cold War incident. What emerges is an intriguing tale of intelligence failure, military over-confidence and a hero with feet of clay—it is by no means as heroic as the well-publicized official version, but every bit as captivating.

BRIAN IZZARD was a Fleet Street journalist who worked for the *Daily Express* and the *Sunday Express*. His previous books include *Camp VCs* and *Sabotage*.



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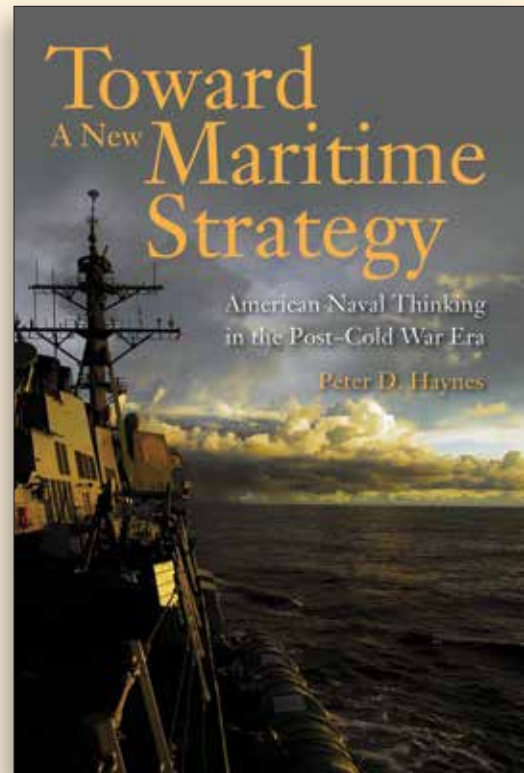
GLOBAL REACH

Revolutionizing the Use of Commercial Vessels and Intermodal Systems for Military Sealift, 1990–2012

By **Vice Adm. A. J. Herberger, USN (Ret.), Kenneth C. Gaulden and Cdr. Rolf Marshall, USN (Ret.)**

Through the Korean and Vietnam conflicts, America's mobilization depended on the construction of thousands of government-owned merchant type ships for sealift. The Persian Gulf Conflict signaled a need for change. Working in close cooperation with its commercial industry partners, the U.S. military over the next two decades revolutionized the use of commercial vessels and intermodal systems for military sealift. *Global Reach* is the story of that revolution and provides an understanding of the complex interactions that shape U.S. National Defense Sealift Policy.

VICE ADM. A. J. HERBERGER, USN (RET.) served as the first Deputy Commander in Chief of the U.S. Transportation Command and upon retirement served as Administrator of the U.S. Maritime Administration. **KENNETH C. GAULDEN** worked in the commercial maritime industry for 40 years with Sea-Land Service, Inc. and Maersk Line Limited, with responsibility for U.S. government services including sealift. **CDR. ROLF MARSHALL, USN (RET.)** served 25 years in the Navy, including the CNO Strategic Sealift Division, and 20 years with Washington, DC-based law firms advising domestic and international maritime industry clients on maritime law, regulation, and policy.



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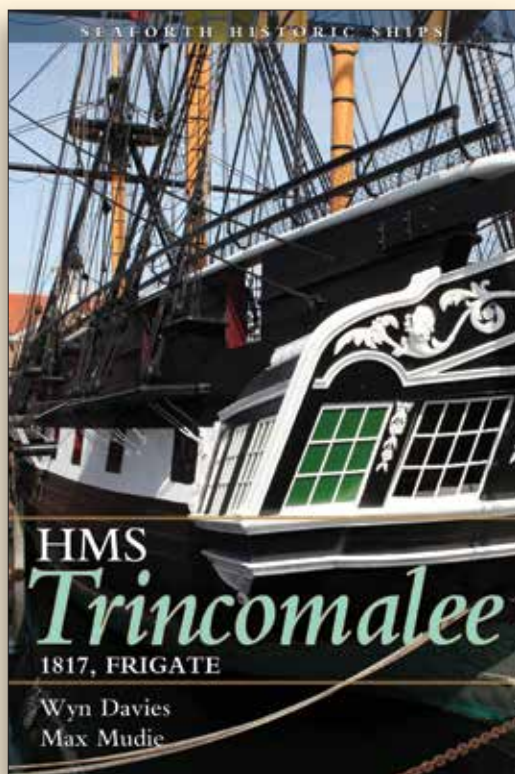
TOWARD A NEW MARITIME STRATEGY

American Naval Thinking in the Post-Cold War Era

By **Peter D. Haynes**

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CAPT. PETER D. HAYNES, USN is the Deputy Director, Strategy, Plans, and Policy (J5), U.S. Special Operations Command. A carrier aviator, former squadron commander, and decorated combat veteran, he has a PhD in security studies, and an MA in strategic planning, both from the Naval Postgraduate School, and a BA in history from the University of Notre Dame.



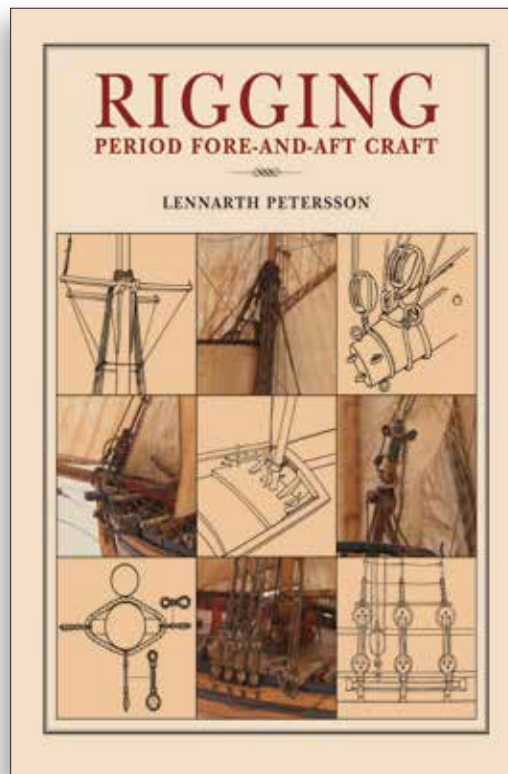
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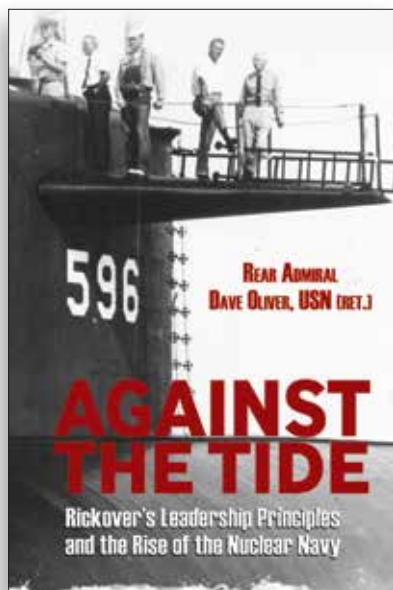
WYN DAVIES specializes in commercial maritime and heritage work, including the restoration of the *Medway Queen*, a Dunkirk veteran; the submarine *Alliance*; and the White Star Line tender, the *Nomadic*. He is the author of *HMS Warrior—Ironclad*. **MAX MUDIE** is a professional maritime photographer whose principal subjects are square rig and tall ships.

RIGGING PERIOD FORE-AND-AFT CRAFT

By Lennarth Petersson

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LENNARTH PETERSSON is a model maker and draughtsman who has spent many years studying eighteenth-century rigs and rigging. He lives in Sweden and is also the author of *Rigging Period Ship Models*.

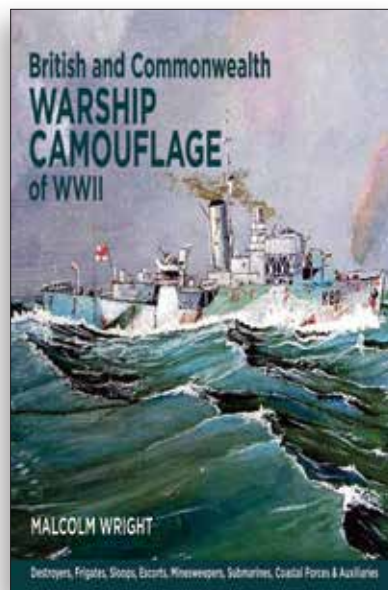


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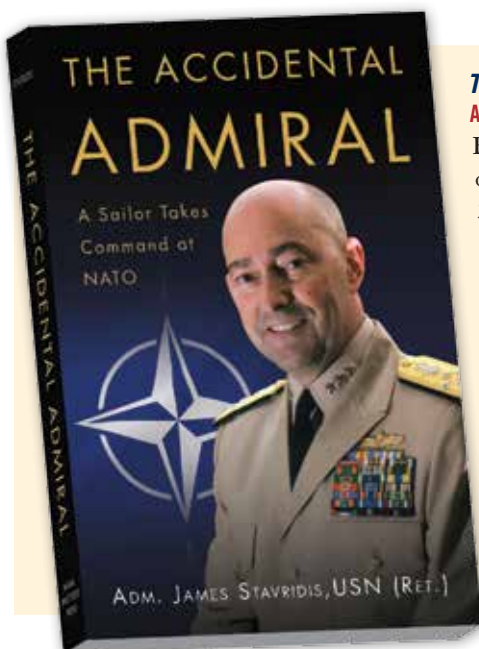


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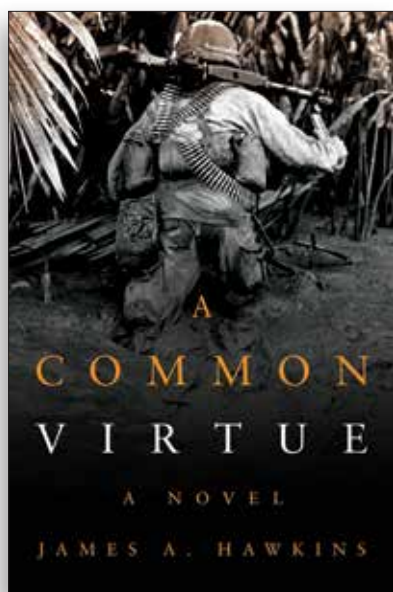
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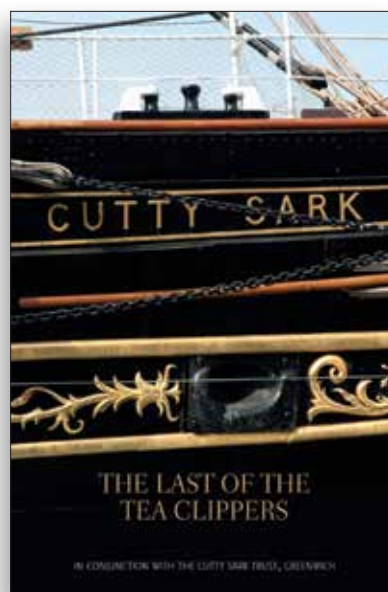


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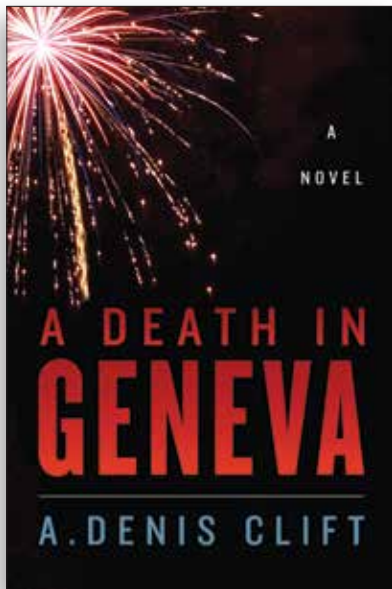


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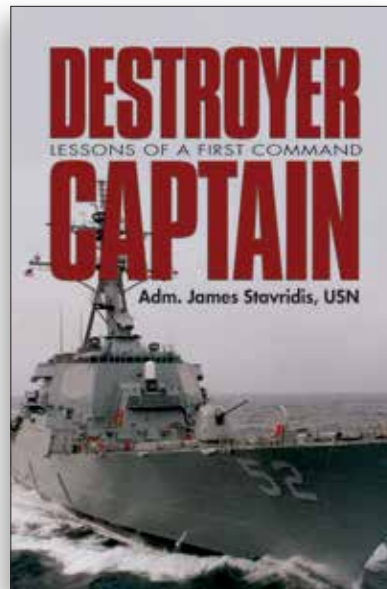


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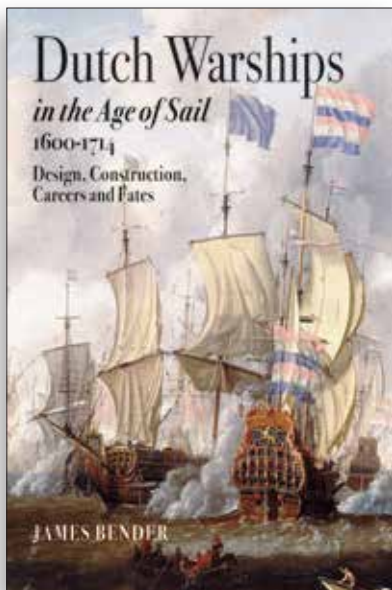


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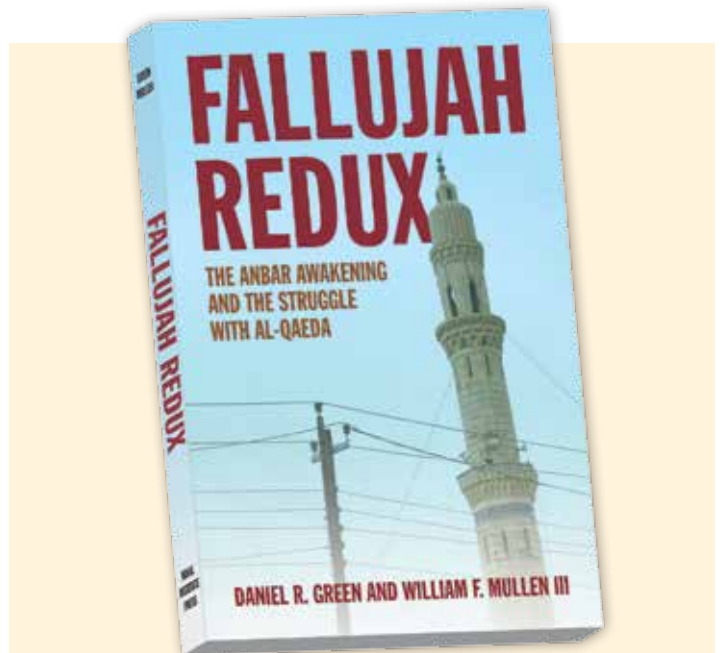


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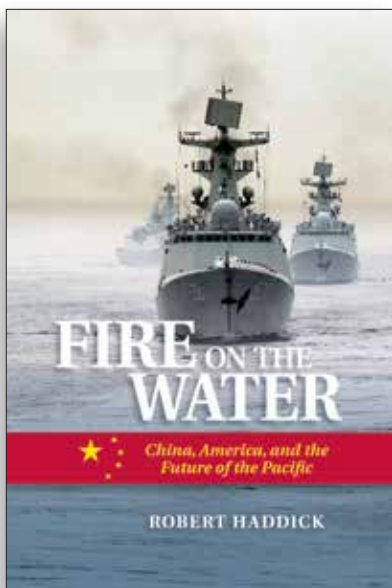
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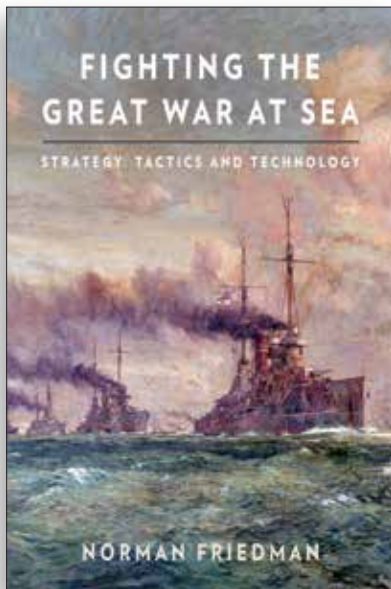


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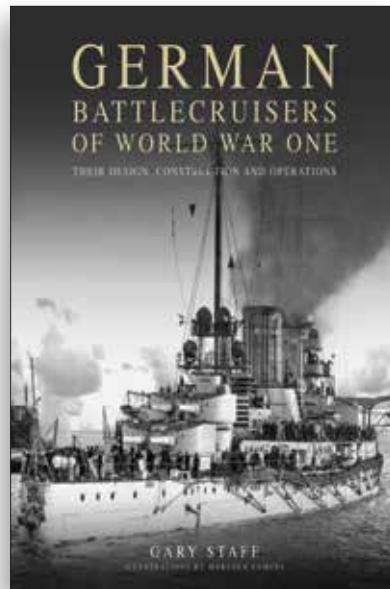


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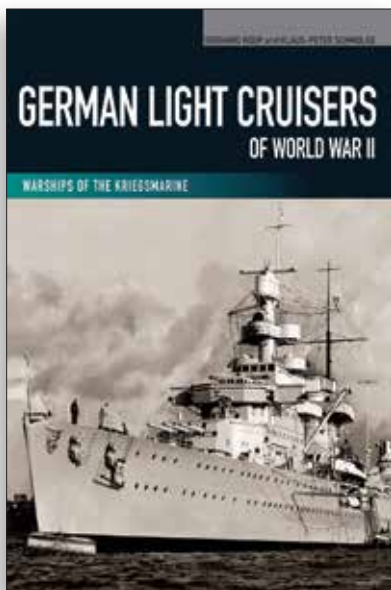


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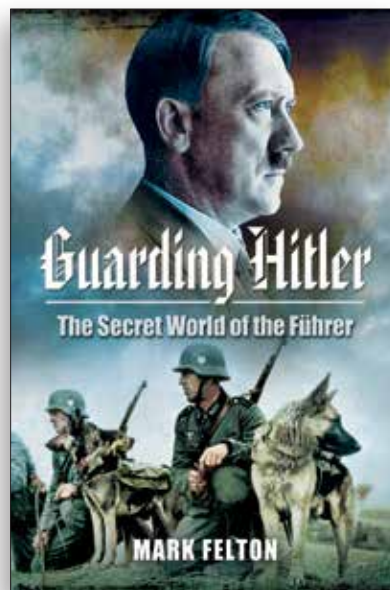


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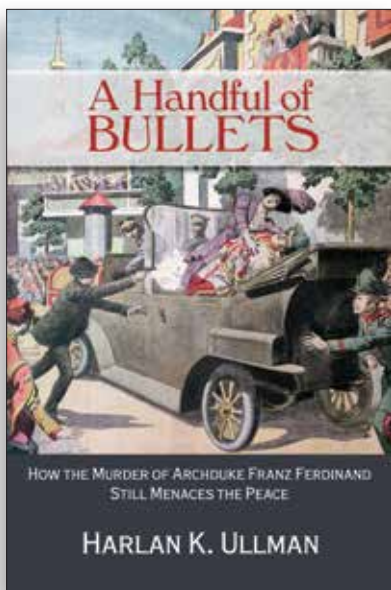


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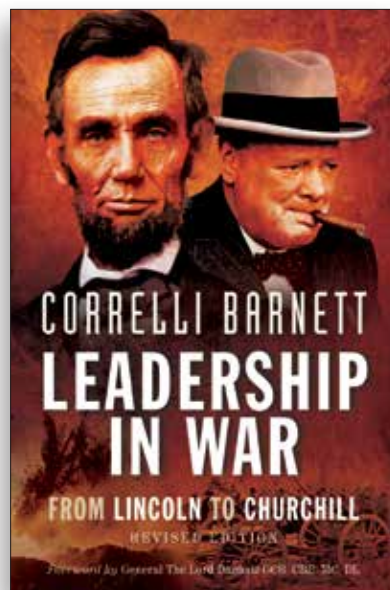


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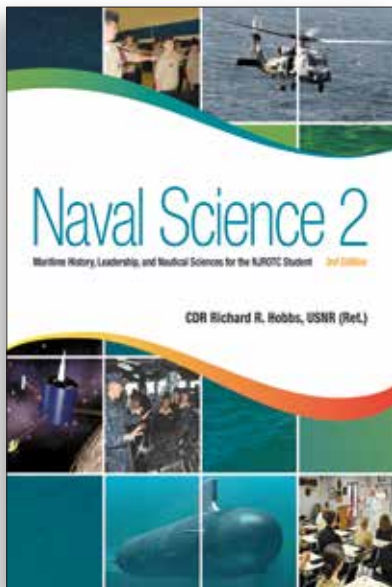


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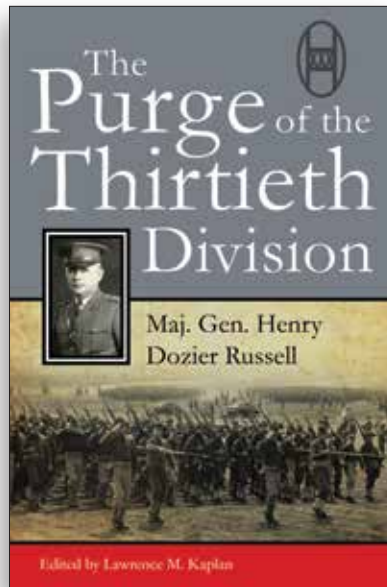
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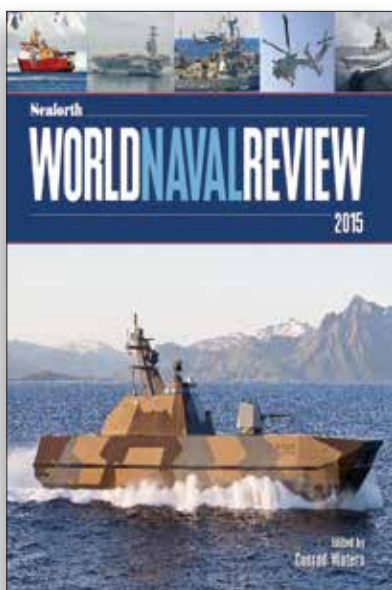
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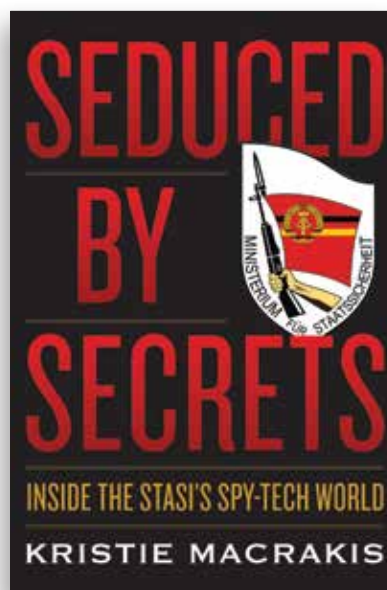
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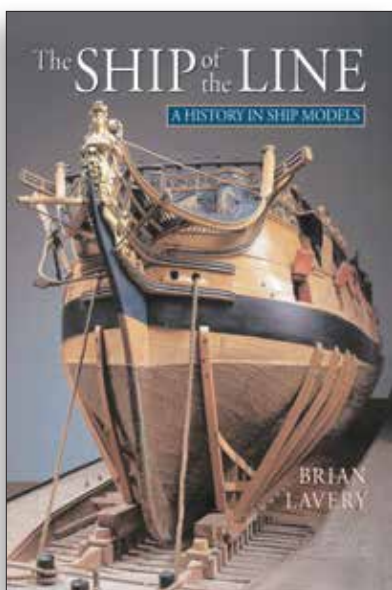
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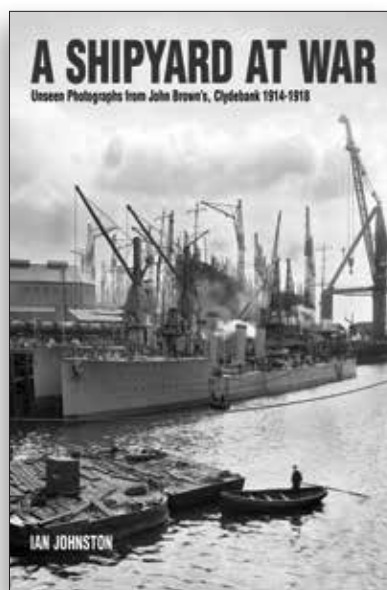
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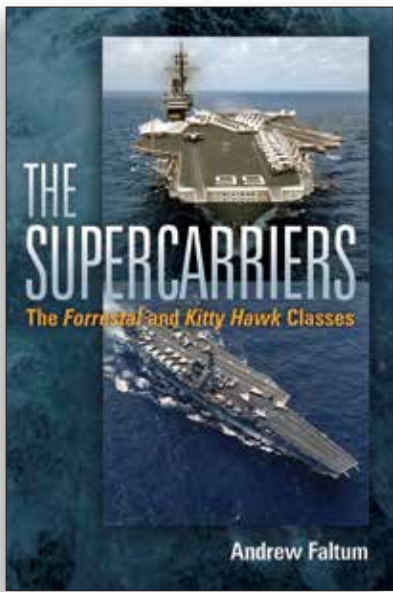
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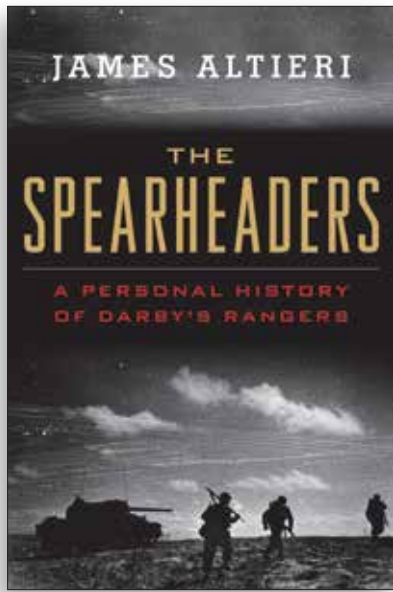
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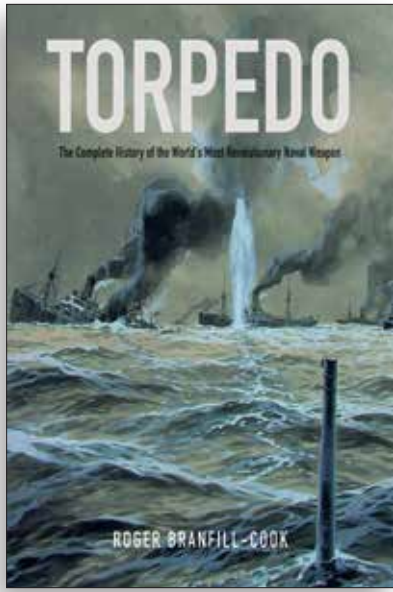
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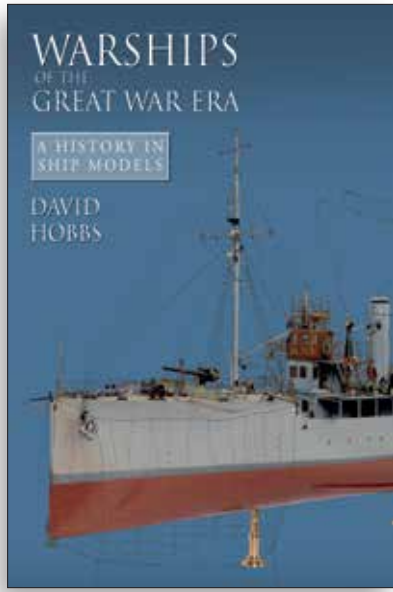
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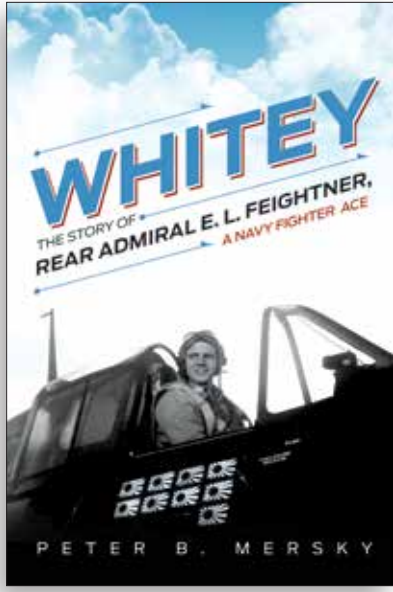
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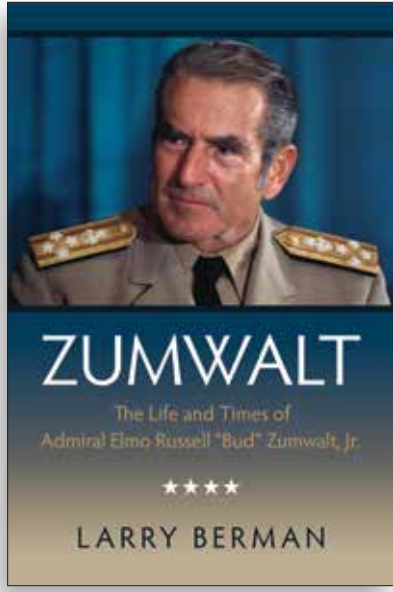
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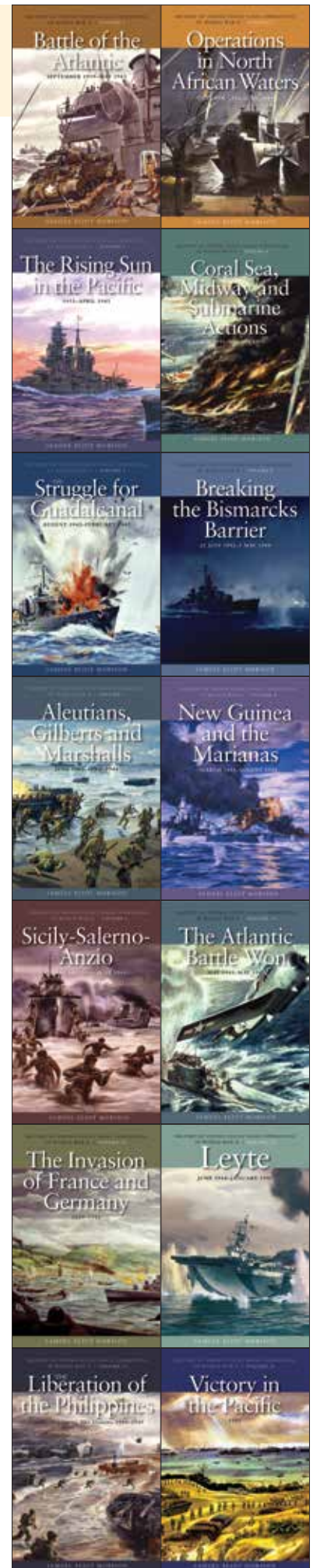
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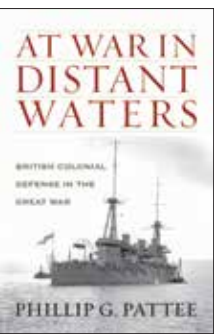
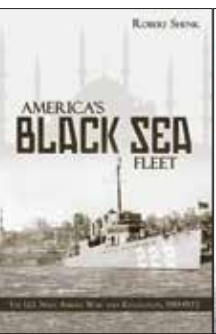
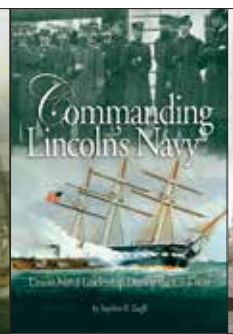
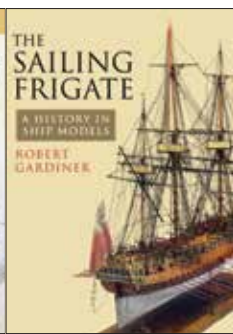
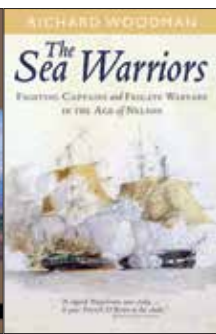
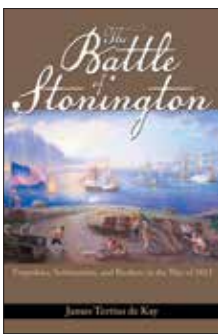


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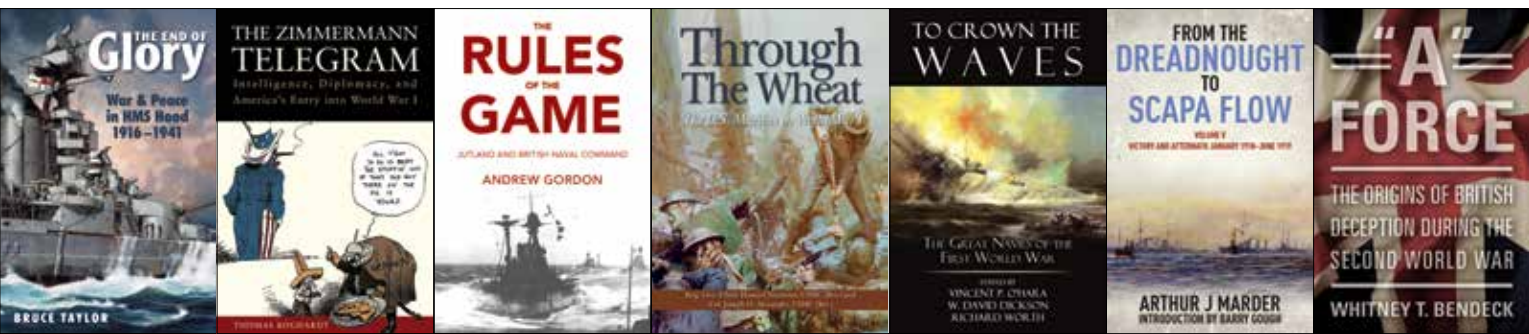
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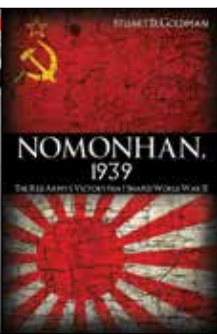
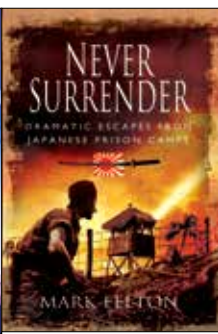
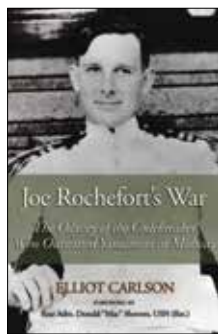
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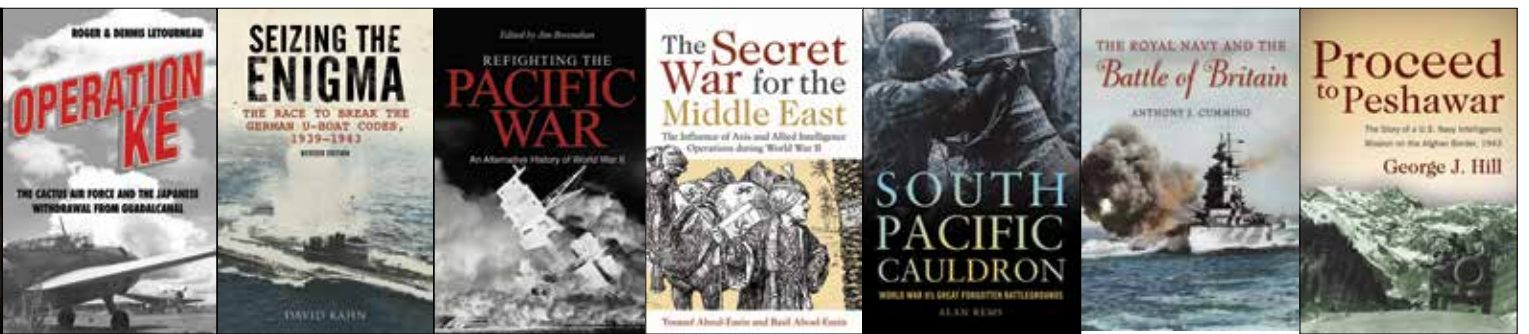
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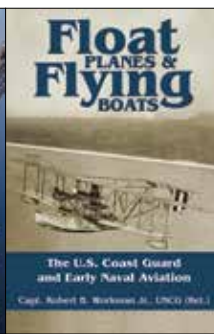
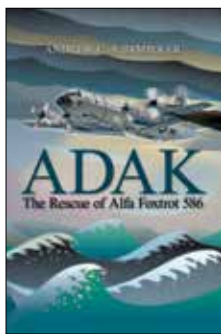
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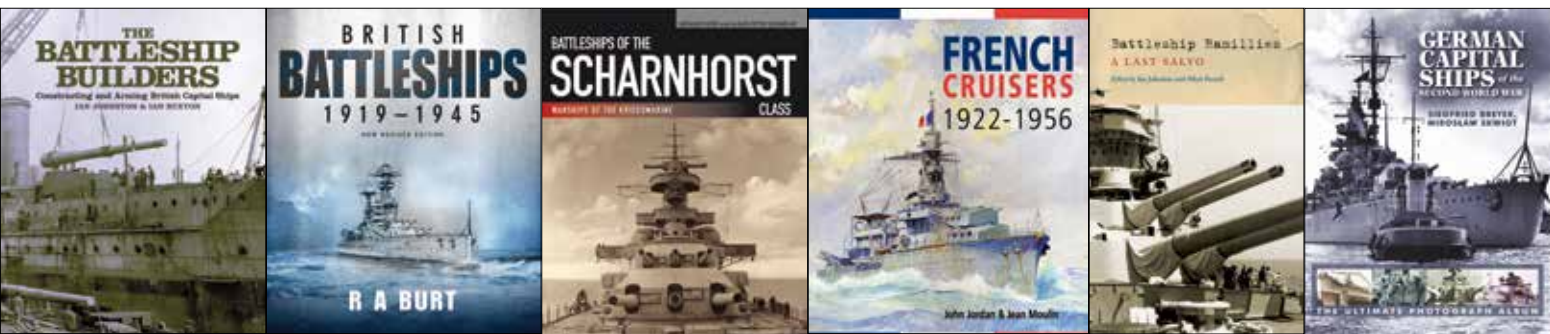
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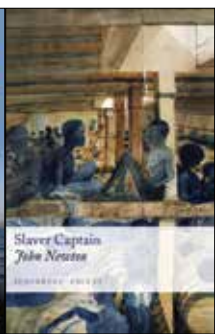
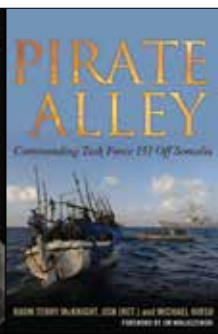
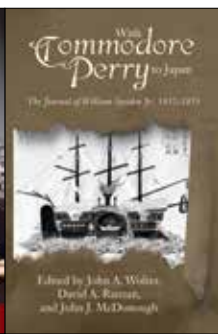
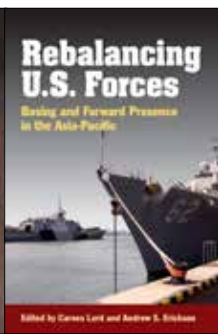
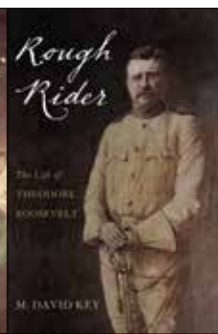
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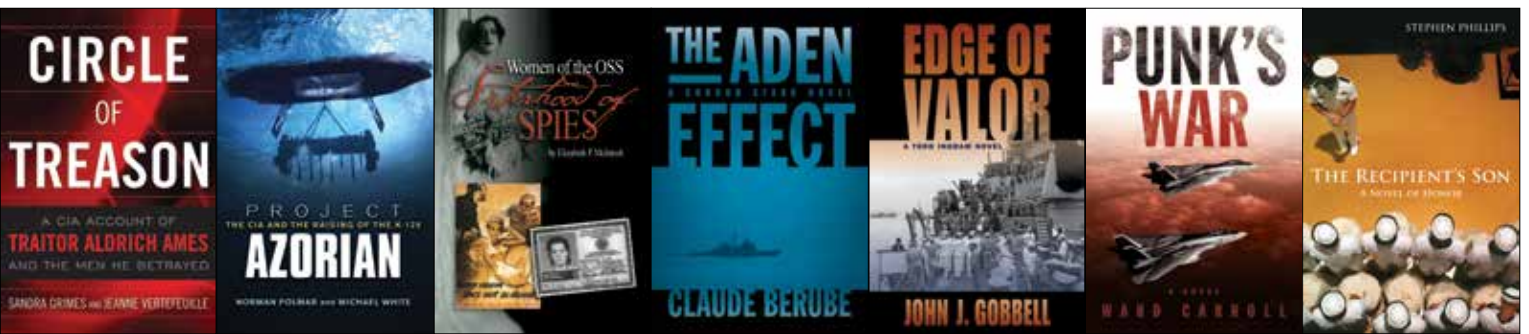
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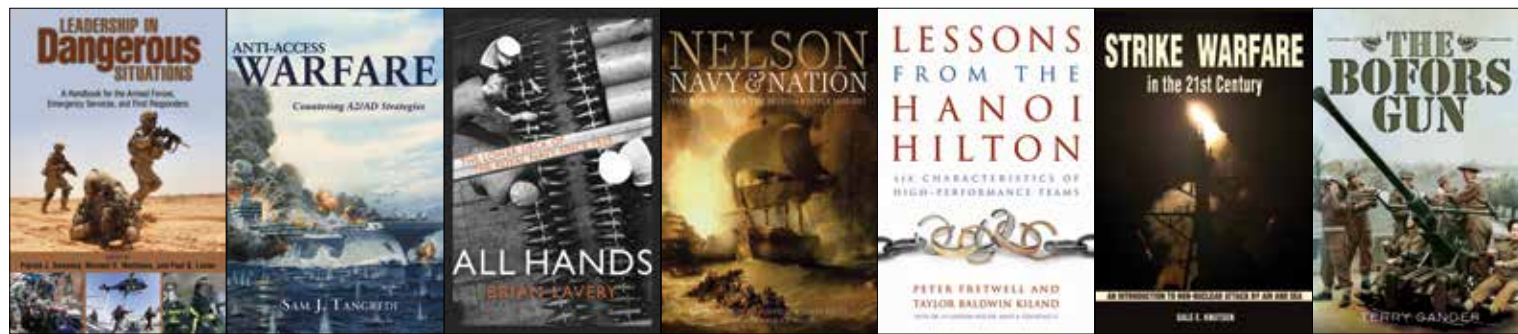
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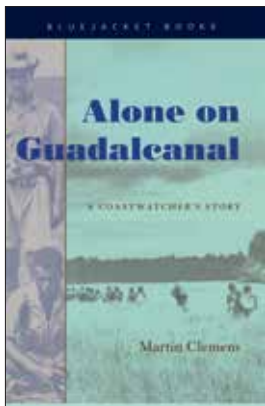
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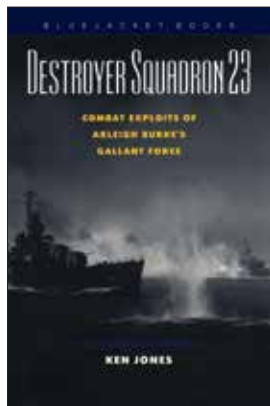
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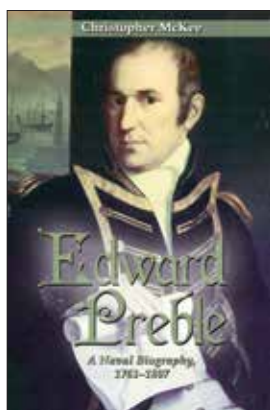
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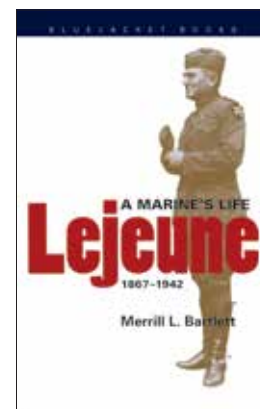
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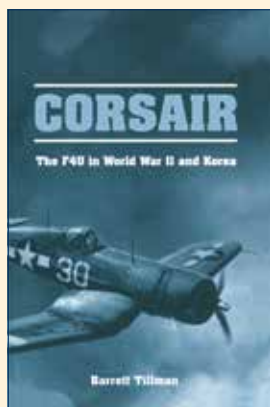
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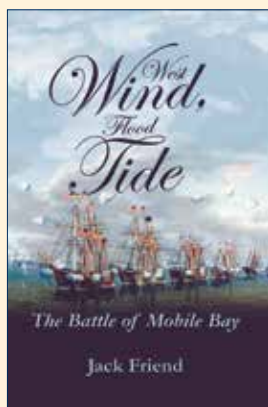
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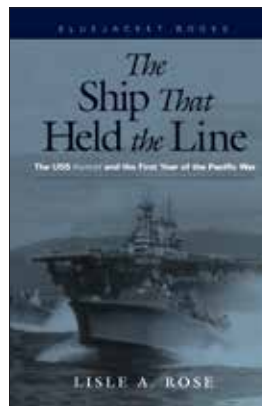
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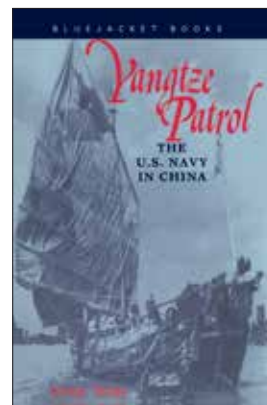
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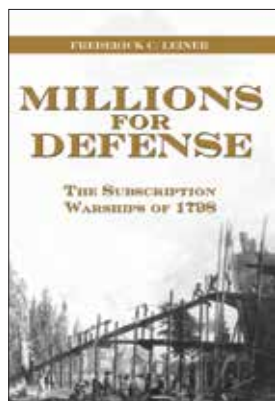
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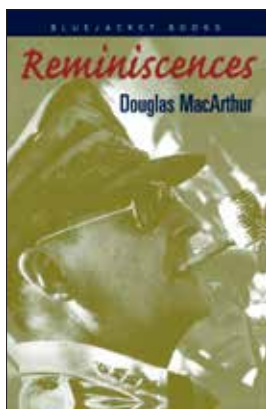
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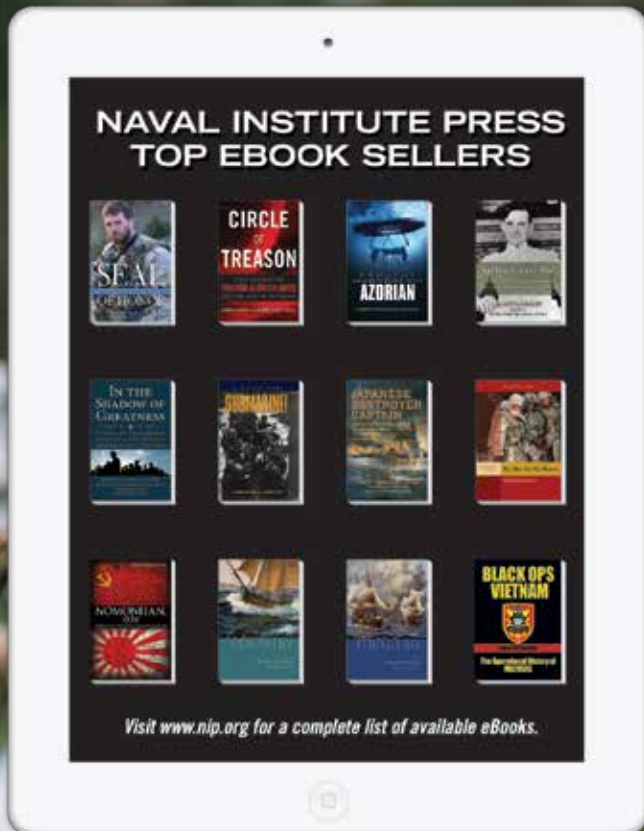
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