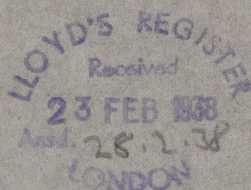




# Lloyd's Register of Shipping.

3, Steinhoeft,

Hamburg, 22nd February, 1938.



Reference

Dear Sir,

On the 5th February I wrote you regarding the additional scantlings required by the Germanischer Lloyd for the vessels being constructed by Messrs. Lübecker Maschinenbau-Gesellschaft for Messrs. Knöhr & Burchardt and I have now received a letter from the Builders which affects item No 11 on page 2 of my letter.

The Germanischer Lloyd now state that if the vertical doubling plate required by them to be fitted to the hatch side coamings on hatch way No 5 is 160x15mm no rider plate is required on the lower flange of the girder. In my letter this was given as 200x10 mm.

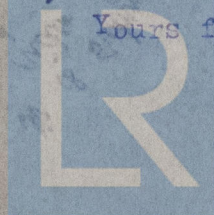
The Builders also wish to know whether Lloyd's Register insist of maintaining the rider plates on the hatch side coaming girders as originally approved, as in this case they will only fit vertical doubling plates to the coamings above the deck on the basis of the alternative given by the Germanischer Lloyd. in such case. This alternative is given at the top of page 3 of my letter.

The Builders are ordering the material for the third ship which is to have dual class incorporating all the additional requirements of the Germanischer Lloyd.

I am, Dear Sir,

Yours faithfully,

The Secretary,  
LONDON.



*BRMuseum*  
Lloyd's Register  
Foundation

W1183-0223



London.

1740

It is submitted  
that no further  
one rule  
the other

TO: Mr. J. Edgar Hoover  
FROM: Mr. C. L. ...  
SUBJECT: ...

[illegible]

THE CITY OF NEW YORK  
IN SENATE  
January 11, 1906.  
REPORT  
OF THE  
COMMISSIONER OF THE  
LAND OFFICE  
IN RESPONSE TO A  
RESOLUTION PASSED  
BY THE SENATE  
MAY 1, 1905.  
ALBANY: J. B. LIPPINCOTT  
PRINTERS.  
1906.

an incident to target retaliation

*Handwritten:* 800  
*Printed:* 800-867-8678

1081 at 5000 feet in the forest of the

367

79

18. *Phyllanthus* sp. (Euphorbiaceae)

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Foundation

8601, 1940007 1938