

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME *Ripplingham Grange* Rpt.

*pure.* No. *101646*  
*gl.* No. *66781*  
 " " *66841*  
 " " *66855*

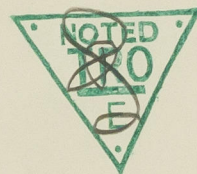
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

*Nottingham, Eng. No. C 1268*  
*1336*  
*1337*  
*1338*

Type of Engine

*Oil Engine 4 S.C.S.A.*  
*16 Cy. 25  $\frac{9}{16}$ " - 55  $\frac{1}{8}$ "*

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner

*Yes*

If fitted with an outside gland of  
 approved type

*No*

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed *+ LMC 9.43.*

*3 DB 125 lb.*

*X It is concluded the best certificates for the electric motors will be forwarded later.*



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Lloyd's Register  
 Foundation

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