

Received by Chief Engineer Surveyor _____

Received from Chief Engineer Surveyor _____

VESSEL'S NAME

Fagerfulten

Rpt.

Ans.
Yes.

No.

*13379**54288*
*14280**h
cc
f*

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).

Type of Engine

*Pet Engines**2 S.C.D.A.**12 Cy. 23 $\frac{5}{8}$ " - 43 $\frac{5}{8}$ "**2334 NHP.*

If Boilers fitted with forced draught

No main boilers.

Tail Shaft. If fitted with a continuous liner

*No*If fitted with an outside gland of }
approved type*Yes*

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 12.34*

2 DB 120 etc.

It is concluded that each air receiver, which can be isolated, is fitted with a safety valve; also that the high pressure air receiver referred to in the auxiliary engine report ~~is~~ for starting purposes. Further that the particulars of the electrically driven air compressors given in the main engine report and the auxiliary engine report refer to the same machine. These points should be confirmed; and they also should be requested to state the number of safety valves on each boiler.

*Ltr. ant 11/1/35**Ships Register
Foundation**9/1/35*