

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME

Malmöhus

Rpt.

Memo

No.

2001
2009

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, 24/5/32.)

Type of Engine

Oil Engine 2 S.C.D.A.
8 Cy. 23 $\frac{5}{8}$ " - 43 $\frac{5}{8}$ "

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner

If fitted with an outside gland of
approved type

*Yes**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 7.41.*

2 DB 180 lbs.

In the absence of forging reports it is concluded the material has not been made in Germany or in enemy occupied countries, but this should be confirmed. It is also concluded the thickness of the furnace plating is 14 mm as shown in the plan.



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22/9/41.

Lloyd's Register
Foundation

Test certificates for dynamometer motors not yet received.

015139-015154-0040