

COPY

LLOYD'S REGISTER OF SHIPPING.

Malta,

22nd September, 1943.

This is to Certify that

I, Ronald Wyatt,

the undersigned Surveyor to this Society did at the request of the D.S.T.O., Malta, and the Master of the ship, survey the S.S. "SBELLINGE", Official No. 33411, G.R.T. 2327 of London on 7th September and subsequent dates for damage reported to be caused by striking a mine whilst en passage to Malta.

DAMAGE REPORT.

No.1 Hold. Diver reports that the hull on the Port side from the turn of the bilge to the middle line is fractured.

The outer bottom and the tank top are extensively damaged, portions of both are visible standing vertical in the water.

5 in number frames from the tank were blown in to the upper deck.

The Fore Peak and No.1 Hold are flooded.

Portions of the framing to Bulkhead 112 (after end) of No.1 Hold are distorted.

There were slight leaks in Bulkhead 112.

Bulkhead 112 has been supported by the fitting of 2 in number baulks fitted horizontally across the bulkhead for its full width. These have been supported by 12' x 12' vertical baulks and each shored in position by 5 in number 12' x 12' baulk shores, the heels of these shores being set against horizontal 12' x 12' baulks fitted from side to side and these are kept in position by 12' x 12' fore and aft baulks which are secured to the after bulkhead of No.2 Hold transverse, and fore and aft baulks are bracketed together.

Bulkhead has been satisfactorily supported

Coaming Port and Starboard to No.1 Hold is distorted.

2 in number hatch beams which are available will require repair, remainder are missing.

Hatch covers are not available.

Bed to windlass at Fore end of No.2 Hold is fractured.

2 in number hold beams No.133, 135 Bulkhead are distorted.

5 in number pillars require repair.

No.1 Derrick.....



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No.1 Derrick Post requires repair.

No.2 Hold. 20 in number wooden hatch covers require repair.  
Boundary angle to No.2 hatch port and after end was fractured.  
this has been veed and welded.

Gunners' W.C. Sanitary tank requires repair. One W.C. Pan requires repair.

Outer Bottom Plating. Bulwark plating at the corner of the freeing scuttle at 95 frame Port is fractured and extends to 12" down the sheer strake.

Bulwark Plating has been veed and welded  
Sheer Strake has been veed and welded and treble riveted butt strap fitted.

Bulwark plating port at 92 to 93 frame is fractured, plating has been veed and welded. Spring pipe at 90 to 91 frames requires refitting.

Bulwark plating stbd. at 92 to 93 frame is fractured, plating has been veed and welded. Spring pipe at 90 to 91 frame requires renewal.

Bulwark plating at 57 to 58 frame starboard is fractured, plating has been veed and welded.

Upper Deck plating at 88 to 90 port and starboard is distorted, no repair is necessary.

Further examination should be carried out to the Bulk-heads of No.1 Hold when ship is docked for repairs to No.1 Hold.

All repairs recommended by me to make ship seaworthy for a short voyage in the Mediterranean in fine weather, have been satisfactorily carried out.

Survey Fees: Cert.B and Rep.10. = £15.

Expenses : Nil.

*Khujak*

HULL SURVEYOR TO  
LLOYD'S REGISTER.



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