

Port

M A L T A.

September, 1943.

This is to Certify that I have
surveyed the

S.S. "BELLINGH", Official No. 33411, C.R.T. 2327 of
London on 7th September and subsequent dates for damage reported
to be caused by striking a mine whilst on passage to Malta.

The following damage was found. (See overleaf)
that I have transmitted to the Committee of Lloyd's
Register of Shipping, London, a Report, stating that all repairs
recommended by me have been completed to my satisfaction, and
I have Recommended that she be

XXXXXXXXXX ship is seaworthy for a short

passage in the Mediterranean in fine weather.

Permanent repairs to No.1 Hold should be carried out as soon as
possible. Further examination should be carried out to Bulkheads
not fit to carry
XXXXXXXXXXXXXXXXXXXX of No.1 Hold during repairs to No.1 Hold.

Khayate

Surveyor to Lloyd's Register.

This certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that —
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Diver reports hull on Port side in No.1 Hold is fractured from the turn of the bilge to the middle line.

The tank top is badly damaged, portions of its plating angles are visible standing vertical in the water.

5 in No. frames from the tank were blown on to upper

Fore Peak and No.1 Hold are flooded. Bulkhead at aft of No.1 Hold is intact but its condition is not good. No.2 Hold dry.

Bulkhead at after end of No.1 Hold has been supported by 2 in No. 12" x 12" Fir baulks each supported by 5 in No. 12" Fir baulk shores, shored from 12" x 12" baulks fitted transverse across the tank top, and these kept in position by 2 in No. 12" and Aft 12" x 12" Fir baulks secured to after Bulkhead of No.1 Hold and to the transverse baulks.

Boundary angle to No.2 Hatch, Port side, was fractured, this has been VEDD and welded.

Sheer strake and bulwark plate between 94 and 95 frames Port was fractured. Bulwark plate has been VEDD and welded. Sheer strake has been VEDD and welded and treble riveted butt strake between 94 and 95 frames Port and Starboard.

Bulwark plates between frames 94 and 95 Port and Starboard were fractured. This has been VEDD and welded.

The above items are the major damage found affecting the seaworthiness.

With the shoring of No.112 Bulkhead and the welding and riveting operations carried out, ship is now considered to be seaworthy for a short passage in the Mediterranean in fine



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