

Port

M A L T A.

September, 1943.

This is to Certify that I have

Surveyed the S.S. "SELLINGH", Official No. 35411, C.R.T. 2327 of
London on 7th September and subsequent dates for damage reported
to be caused by striking a mine whilet on passage to Malta.

The following damage was found. (See overleaf)

and 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
that I have recommended ~~the~~ 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

~~of No.1 Hold~~ of No.1 Hold during repairs to No.1 Hold.

Bluyatt

Surveyor to Lloyd's Register.

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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 at angles are visible standing vertical in the water.

5 in No. frames from the tank were blown on to upper deck. Fore Peak and No.1 Hold are flooded. Bulkhead at after end 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" x 12" Fir baulk shores, shored from 12" x 12" baulks fitted transversely across the tank top, and these kept in position by 2 in No. Fore and Aft 12" x 12" Fir baulks secured to after Bulkhead of No.2 Hold and to the transverse baulks.

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

Shear strake and bulwark plate between 94 and 95 frames Port was fractured. Bulwark plate has been VESD and welded. Strake has been VESD and welded and treble riveted butt strap fitted.

Bulwark plates between frames 94 and 95 Port and Starboard was fractured. This has been VESD and welded.

The above items are the major damage found affecting 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 weather.



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