

Port

M A L T A.

September, 1943.

This is to Certify that I have

Surveyed the S.S. "SELLINOR", 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)

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 ~~that 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

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

*Bluyatt*

Surveyor to Lloyd's Register.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that  
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly  
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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 VEDD and welded.

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

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