

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report.....19..... When handed in at Local Office 12 FEB 1940 Port of Mon.
No. in Reg. Book. Survey held at Mon. Date, First Survey 1.1.40 Last Survey 3.2.1940
(No. of Visits 6)

34796 on the Wood, Iron or Steel TASSO
TONNAGE:- Built at Mon. By whom Mon. Hunter & W. Richardson When 1938.2
GROSS 586 Owners Monman & Son Ltd. Owners' Address Mon.
UNDER DK. 1220 Managers ✓ Port belonging to Mon.
NET 768

Surveyed Afloat or in Dry Dock? — Name of Dock Monman Dry Dock Destined Voyage ✓
Cell DBor DBa — feet; uE&B — feet; f — feet
total capacity — tons. FPT — tons; APT — tons; MT — feet tons.
Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 49212 Port Hul

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Yes. Damage

Representative. Not required. Was a damage report made by anyone else? If so, by whom? Monman & Son Ltd.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

Damage stated to have been caused by vessel being struck whilst at anchor in the R. Humber on the 7th. January, 1940, by an Admiralty Frigate, the name of which is not ascertained.
Two Dues. None found in any place. Bottom & main channel, Monman, placed in good condition & repaired.
Damage found to consist of a vertical indentation of the hull plating on the starboard side about the bridge & in way of 1' 2' 10" and the indentation extending from the bulwark to the 3rd. Main beam cross. Satisfactory repairs have now been carried out & the vessel placed in good condition. A.C.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	3.	1.	✓	✓	4.	✓	2.	Stringer angles & shell large etc.
Removed and Fair'd or Repaired	2.	9.	✓	✓	6.	✓	2.	2. Main side plates.
Fair'd or Repaired in place	2.	5.	✓	✓	✓	✓	1.	Bottom stiffener beams etc.

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on felt.)	
Decks	<u>Good.</u>	Bulkheads	<u>Good.</u>
Caulking of Decks	<u>Good.</u>	Ceiling	<u>Good.</u>
Coamings	<u>Good.</u>	Cement or Asphalt	<u>✓</u>
Beams & Fastenings <u>(1/2)</u>	<u>Good.</u>	Rudder	<u>Good.</u>
Outside Plating	<u>Good.</u>	Steering gear and its connections	<u>Good.</u>
" " in way of sidelights	<u>✓</u>	Windlass <u>(not opened)</u>	<u>Good.</u>
Frames <u>(1/2)</u>	<u>Good.</u>	Have pumps been examined and found efficient?	<u>✓</u>
Reverse Frames	<u>✓</u>	Have Sluice Valves been examined and found efficient?	<u>✓</u>
Longitudinals	<u>✓</u>	Have Watertight Doors been examined and found efficient?	<u>✓</u>
Transverses	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes.</u>
Floors	<u>✓</u>	Air and Sounding Pipes	<u>Good.</u>
Keelsons	<u>✓</u>	Doubling Plates under Sounding Pipes	<u>✓</u>
Stringers	<u>✓</u>	Engine Room Skylights	<u>Good.</u>
Inner Bottom Plating	<u>✓</u>	Coal Bunkers, Openings, Covers, &c.	<u>Good.</u>
Have the Tanks been examined internally?	<u>✓</u>	Oil Bunkers	<u>✓</u>
Have the Tanks been tested? <u>(1/2)</u>	<u>Good.</u>	Scuppers	<u>Good.</u>
		Cargo Hatchways	<u>Good.</u>
		Hatches	<u>Good.</u>
		Planking	<u>✓</u>
		Caulking	<u>✓</u>
		Treenails	<u>✓</u>
		Breasthooks & Stemson	<u>✓</u>
		Transoms, Pointers & Crutches	<u>✓</u>
		Timbers of Frame at openings	<u>✓</u>
		" " at other places	<u>✓</u>
		Stringers, Clamps & Shelves	<u>✓</u>
		Sanding (State if examined.)	<u>✓</u>
		Copper, or Y.M. (State if on felt.)	<u>✓</u>
		When fitted, Month <u>✓</u> Year <u>✓</u>	
		Boats	<u>Good.</u>
		Masts, Yards, &c.	<u>Good.</u>
		Condition, how ascertained <u>from deck.</u>	
		(State if wedges removed)	
		Equipment letter	<u>✓</u>
		Anchors, No. of <u>✓</u>	
		Cables (State if now ranged) <u>No</u>	
		" length <u>114</u> mean diamr. <u>✓</u>	
		(on board)	
		" Rule length <u>114</u> size <u>✓</u>	
		Chain Locker	<u>✓</u>
		Hawsers & Warps <u>Sufficient</u>	
		Standing and Running Rigging <u>Good.</u>	
		Sails <u>✓</u>	

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

Flight is my opinion to remain as classed with
fresh record of Survey 2.40

Survey Fee (per section 29) £ ✓
Special Damage or Repair Fee (if any) (per Sec. 29) £ 6-6-0
Travelling Expenses (if chargeable) £ ✓
Second Surveyor's Fee (if any) £ ✓

Fees applied for 12 FEB 1940
Received by me, A.C. Surman
19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned 100%
With H.

TUE 27 FEB 1940

SS "VASSO".DAMAGE REPAIRS.Starboard Side: Plate DS. F.I.P.Starboard Side: " DB. O.F.O.R.

" E 6. removed.

" E 7. F.I.P.

" F. 7. removed.

" G 6 (Star) removed.

Forward bulkhead plate. O.F.O.R.

Rail on bulkhead. O.F.O.R.

1 Bulkhead stiffener & 3 bridge supports O.F.O.R.

17'2 deck stringer plate from bridge front removed

Decking plate on same O.F.O.R.

Forward bar in way part removed.

Starboard side, 2 plates slightly buckled & removed & joined.

17'2 Starboard Deck.

4 frames O.F.O.R.

4 Beams F.I.P.

5 Beam knees O.F.O.R.

1 Deck stringer plate F.I.P.

1 Deck stringer plate removed.

Stringer angles part removed & 4 knee lugs removed.

1 Deck plate adjoining stringer plate O.F.O.R.

17'2 Lower Deck.

5 frames O.F.O.R.

4 frames F.I.P.

2 beams F.I.P.

4 beams supports & part removed.

Bulkhead wing plate & bounding frame F.I.P.

Cement chime in way removed.

Additional minor repairs effected as necessary.

NOTE. The Annual Load Line Survey has now been carried out.

C.H.P.

23/2/40