

REPORT of SURVEY for REPAIRS, &c.

27 SEP 1938

HULL

Date of writing Report 19... When handed in at Local Office 19... Port of

No. in Survey held at Goole Date, First Survey 21st April Last Survey 10th Sept. 1938

Reg. Book. 83764 on the Wood, Iron or Steel Sc. Motor Vessel "SODALITY" (No. of Visits 18)

TONNAGE:-

GROSS 850.94

UNDER DK. 584.89

NET 476.17

Built at

Workington

By whom

R. Williamson & Sons

When

Owners

J. Y. Liversidge & Sons Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Port belonging to

London

Surveyed Afloat or in Dry Dock? Both

Name of Dock

N^o 2 Dry Dock, Goole

Destined Voyage

WB=Cell DBor DBa

feet; uE&B

feet; f

feet

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

Last Report, No.

Port

(Periodical Surveys, when held, must be reported in detail and scrutiny 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

Society's Freeboard (if assigned as painted on Ship and now verified)

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Repairing bo. hd.

Completion of work by the Goole Shipbuilding and Repairing Co. Ltd. Please see letter M of 11th April 1938.

This vessel was commenced in 1929 and when on the stocks and nearing completion, work was suspended until April 1938.

The vessel has been converted from Steamer to Motor Vessel.

Now done:- Vessel towed from Workington to Goole, coal bunker removed (Bhs on frame N^o 27 & 30 resp) and oil fuel bunker fitted (Bhs on frame N^o 24 & 26 resp). O.T. bulkhead plating 34 to 30; Stiffeners 10" x 3 1/2" to B. Angles spaced 24" apart and as per approved plan of oil fuel bunker.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								3 R.Q. Dk. beam knees.
Removed and Faired or Repaired	1				3			
Faired or Repaired in place		4						

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.)
Decks	State if Tanks now tested	Dblg. Plates under Sounding Pipes	When put on, Month Year
Caulking of Decks	Bulkheads	Engine Room Skylights	Boats
Coamings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained
Outside Plating	Rudder	Scuppers	(State if wedges removed)
" " in way of sidelights	Steering gear and its connections	Cargo Hatchways	Sails
Breasthooks	Windlass	Hatches	Equipment letter
Transoms	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, No. of
Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Chain Locker
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	" length mean diamr. (on board)
Transverses		Transoms Pointers, & Crutches ditto	" Rule length size
Floors		Timbers of Frame at openings ditto	Hawser & Warps
Keelsons		Ditto Ditto at other places ditto	Standing and Running Rigging
Stringers		Stringers, Clamps & Sheffs ditto	
Inner Bottom Plating		Saltg. (State if examined.)	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of No. 1-24."

Forwarded for the information of the Committee.

Survey Fee (per Section 29)	£ 29.0.0	Fees applied for
FREEBOARD	£ 8.0.0	27 SEP 1938
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 5.3.1	Received by me,
Travelling Expenses (if chargeable)		31/9/38
Second Surveyor's Fee (if any)		pmk 8/11

Committee's Minute

Character Assigned

See Minute on H. Report.

Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register Foundation

005712-003719-0026 1/2

M.V. "SODALITY"

Damage stated to have been sustained whilst being towed from
Warrington to Goole on the 14th April 1938 - Collision with *W. Whitworth*.

Now done:- Vessel placed in dry dock bottom & sides cleaned examined
& topsides recoated.

On side aft. R. A. deck sheer stake N°1 removed fairied & replaced.

4 frames fairied in place. 3 R. A. deck beams fairied in place.
3 R. A. deck beam knees renewed.

Stringer plate in way of N°1 R. A. deck sheer fairied in place.
Sheer hoisted in way of repairs and found in order.

Approved plans enclosed herewith.

Midships Section
Profile & deck plan
Stem frame & rudder.
Main & bunker bulkheads.
Collision & after bulkheads.
Strengthening of bottom forward.
Stiffening of bridge.
Pumping a/c.
Rudder pintles.

Approved plans for Conversion (Steamer to Motor Vessel)

Oil fuel bunker.
Profile & decks in way of alterations.
Main & auxiliary engine seatings.
Pumping a/c.

Steering chain certificate herewith.

g.m.

After deck & casing have been allied.
Deck plating 30. Motor casing bottom plating 30; beams 16.
Stiffeners 3 x 2 1/2 x 30 angles spaced 30. Beams 2 1/2 x 2 1/2 x 18 angles.
Deck girders at sides of motor casing 14 x 12 plate and 9 x 3 1/2 x 14 B.A. face bar
and as per approved plan of structural alterations.
Engine & boiler seatings renewed and main & auxiliary engine
seatings fitted in accordance with the approved plan.
Horns 7/8 thick; engine seating girders 9/16; seating top plates .80 and 1.
Side girders top angle 6 x 6 x 3/4. Reversed bars 3 x 3 x 3/8 double.
Cargo hatch on raised quarter deck lengthened to 47'8" with 9 hatch beams.
After peak (dry tank) tested to R.A. deck and found in order.
Weather decks hoisted and found in order.

Equipment of anchors, chain cables, hawsers & warps placed on board
and verified. 2-90 fms 3 1/2" S.W.R. 25.7 tons. 2-90 fms 2 1/4" S.W.R. 10.8 tons.
2-90 fms 2" S.W.R. 8.3 tons. 2-90 fms 1 1/2" S.W.R. 4.1 tons.

Steering chains tested; steering gear & chains fitted and tested under
working conditions. Windlass, winches & capstans tested under
working conditions. Rudder brake & relieving tackle fitted as per rules.

Beaming (11 x 2 1/2" W.P.) fitted over tank top and cargo battens (6 x 2" W.P.)
fitted and spaced as per approved plan of midships section.

Ventilator coils fitted, and hand pump forward tested and found
in order. Boats fitted.

An additional freeing port area of 13 sq. ft. has been cut in each side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
37992	1st Bower	19	1	14	19	1	14	19	1	14	19	1	14	Byss Improved	Not stated	June 1938
37997	2nd "	19	0	7	19	0	7	19	0	7	19	0	7	Byss Improved	"	29.1.38
37996	3rd "	16	3	14	16	3	14	16	3	14	16	3	14	"	"	"
51411	Stream	55	1	7	55	1	7	55	1	7	55	1	7	Iron stock	"	Cradley Heath
	Kedge	5	1	12	5	1	12	5	1	12	5	1	12	"	"	15.3.38

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintended.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
108373	210	1 5/16	31	46 1/2	190.0.0	185.2.0	210	1 5/16	Steel hulk	Not stated	27.1.38
											Wetherston J. A. Relf.

Iron Stream Chain or Steel Wire...

of the raised quarter deck in accordance with the Convention requirements.
Freeboards cut in & verified.

Particulars of drop test of Cast Steel Anchors.

1st Bower. 11.2.2 cwt. ✓ J.F.R. 2551. 27.8.37.
2nd " 11.1.21 " ✓ W.K. 6819. 16.7.37.
3rd " 9.3.4 " ✓ J.F.R. 2461. 13.8.37.

See Rpt 9a



© 2021 2/2

Lloyd's Register Foundation