

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Jan 6th 31* When handed in at Local Office *10th* Port of *Willemstad Curacao NWI*
 No. in Survey held at *Curacao* Date, First Survey *16th June* Last Survey *20th July 1930*
 eg. Book. (No. of Visits) *7*

2554 on the *Wood, Iron or Steel* *'s RIMULA'*
 TONNAGE: Built at *Caag* By whom *Echvarita y Larrinaga* When *1920 - 2*
 GROSS *577* Owners *Anglo Saxon Petroleum Co* Owners' Address
 UNDER DK. *384* Managers Port belonging to *London*
 NET *249*

Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Juliana* Destined Voyage *✓*
 WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

A.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *203* Port *Co.*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 *Copy already forwarded*

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage through standing on S. East corner of Curacao May 27th 1930.*

The vessel refloated and placed in dry dock on June 15th 1930.

FOUND: Shell plates number from aft, frames number from forward.

Port side: The following shell plates badly indented, A1, A2, A3, A4, A5, A7, A9, A10

A11, B2, B3, B4, B5, B8, B9, B11, C3, C4, C5, C6, C7, C8, D4, D5. Plates indented, A6, A8;

B1, B6, B7, B10; Shell plates slightly indented, C2, C9, C10, C11. Shell side frames

badly distorted in way of bilge N^o 66, 67, 68, 69, 70, 81, 82, 83, 88, 89. Shell side

frames distorted in way of bilge N^o 47, 48, 49, 50, 71, 72, 73, 74. Shell side frames

slightly distorted: N^o 2, 3, 4, 5, 6, 7, 8, 9, 24, 25, 26, 41, 42, 51, 52, 75, 76, 77, 78, 79;

86, 87. Double bottom frame angle and floors badly distorted N^o 19, 20, 21, 22, 23, 27, 28, 29;

30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 60, 61, 62, 63, 64, 65, 81, 82, 83. Dup floors badly distorted 88, 89

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on felt).
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	When put on, Month Year
Coamings	Bulbheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
Beams & Fastenings	Calings	Scuppers	Masts, Yards, &c.
Outside Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Condition, how ascertained
Breasthooks	Rudder	Hatches	(State if wedges removed)
Transoms	Steering gear and its connections	Planking of Wood Vessels	Sails
Frames	Windlass	Caulking ditto	Equipment letter
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Anchors, No. of
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Grutches ditto	„ length size (on board)
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	„ Rule length size
Keelsons		Ditto ditto at other places ditto	Hawser & Warps
Stringers		Stringers, Clamps & Shells ditto	Standing and Running Rigging
Inner Bottom Plating		Salting ditto (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 ss No. 1-24 and ptND24, &c.”

This vessel be expunged from class having witnessed the sinking of said vessel by gunfire, on December 8th 1930, off Curacao NWI.

Survey Fee (per Section 20)	<i>Special</i> £ <i>500</i> : 00	Fees applied for, <i>Jan 1st 1931</i>
Special Damage or Repair Fee (if any)	<i>Special</i> £ <i>100</i> : 00	Received by me. <i>19</i>
Travelling Expenses (if chargeable)	<i>Sum</i> £ <i>25</i> : 00	
Second Surveyor's Fee (if any)		

Committee's Minute

Character Assigned *Not for classing Committee*

Alexander Brown & B.S. Whitlam
 Surveyor to Lloyd's Register of Shipping.

on the $\frac{3}{6}$ RIMULA

[illegible]

D. S. Whittem & Alexander Connoy

Almstad Curacao Continuation of Report No. 286 dated 6th January 1931 on the "RIMULA"

... failed + replaced. Damaged bars of two wash ports to be replaced. Broken glasses of side lights in crew quarters to be renewed. Damaged engine telegraph leads to be overhauled. Main steering leads & buffer springs to be overhauled. Damaged gaskets for hatch covers to be overhauled. One hundred and twenty fathoms of 1/2 inch Manila rope to be renewed. Two coils of two inch wire rope renewed.

It was recommended that; main engines, auxiliaries and boilers be repaired to facilitate repairs and that same be opened up for examination. Officers and crew accommodation be restored to the same good condition as previous.

enable the vessel to be floated off the Juliana dock on Sunday July 1930 the following temporary repairs were effected.

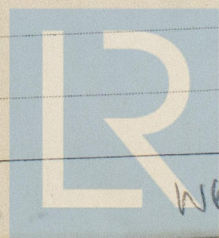
Side:- A strip of shut metal $\frac{3}{16}$ inches thick and 6 inches wide welded at edges along the landing of B+C strakes from frame 23 to 33; a similar strip welded along landing B+C strakes from frame 53 to 84. P.A. 8/9 dealt with in same way. Also along strake landing A to B from frame 53 to 84. Lap of P.C. H/5 also dealt with in same way.

Side:- From frame 73 to 84 a shut metal strip $\frac{3}{16}$ thick & 6 inches wide welded at edges to landing of B+C strakes. Similarly from frame 18 to 5 another strip welded along landing of B and C strakes. Along A+B strakes, at landing, similar strips welded between frames 11 to 17 and 18 to 23. P.A. 8/9 similarly dealt with.

$\frac{3}{16}$ inch thick piece of shut metal shaped to suit to support in P.S.A. 13 to plating, & secured by shaped angles $\frac{3}{8}$ thick & held by bolts. Plating in way of torn forefoot was similarly dealt with (see photographs). Many rivet holes were plugged by bolts having suitable grummetts. Finally the vessel was lowered off the Juliana dock & no sign of damage apparent.

At the Owners request the vessel was towed to sea on 8th December 1930 and sunk by gunfire from the H.M.S. "Van Galen".

Alexander Connou & B.S. Whitham



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Lloyd's Register
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