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Port of Antwerp  
26th December 1890

This is to Certify that Heinrich March the undersigned Surveyor to this Port did at the request of the Owners survey the H. V. Nederland, 2339 tons, belonging to Antwerp, while lying afloat in the New Dock at this Port for the purpose of ascertaining the extent of damage, said to have been sustained through collision with the H. V. Resolute of Sunderland on the 12<sup>th</sup> inst. in the river Thames, while on her last passage from Antwerp to London.

For particulars see the Logbook.

On examination found the damage on starboard Quarter as follows:

Outside plating. Two plates in upper deck sheerstrake; two ditto in topside strake; one ditto in main sheerstrake, two ditto in first strake, one ditto in second strake, two ditto in third strake and one ditto in fourth strake below main sheerstrake broken; one plate in main sheerstrake bent. Frames. Ten frames including reversed frames bent and broken. Beams. Two upper deck, and main deck beam ends also one intermediate half beam bent and broken. Stringer plates etc. One plate in main deck stringer including one length of inner, and seven long or outer stringer angle bars broken and bent. Transom plates. One Transom plate buckled and cracked. Gunwale. Gunwale, half round batten on upper edge of upper deck sheerstrake, seven cargo battens and a leading block of Wheel chain broken.

The undersigned recommends the eleven broken shell plates, one main deck stringer plate including one length of inner stringer angle iron and seven long pieces, the broken transom plate, the two broken side lights, broken Cargo battens, Gunwale rail, Gun moulding, four of the broken frames including reversed frames and the damaged intermediate half beam to be replaced by new

Two frames to be put (as indicated) viz: one a little below the main deck stringer plate and the other about three feet above it and renewed from where cut upwards. The two reversed frames to be renewed with the latter frames to be renewed their whole length. The lower deck Gunwale and the other from bow to stern to above main deck stringer. 2104



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Lloyd's Register  
Foundation



The two broken upper, and one main deck beam ends to be cut and new beam arms to be fitted. The bent plate in main deck sheerside to be taken out, faced in a Workshop and riveted in place again.

One main deck beam end to be straightened, a doubling piece fitted and riveted to same to compensate for the crack.

The repaired parts to be planed and recoated.

It should be observed that the above recommended repairs necessitate the removal and afterwards replacing of rails and stanchions, platforms.

See L 8.8.8

including superintending  
of repairs

(Signed) H. Tarsch.