

Bremenhaven

29th March 1898

Fred. Thomsen

C. Scholle agent, as agent for the
owners, examine the iron screw steamer
'Stettin' 889 tons. Robertson master, for to
ascertain what damage she had sustained,
through collision with the s.s. Adler on the
river Weser 29th March 1898.

I found on examination amidsthip on starboard
side, two stanchions of the pilot bridge, badly bent.

Further aft I found, seven deck planks in the
covered up of the bridge deck crushed.

The fish planks underneath the boat davit
splintered.

Seven gun rail stanchions bent.

One gun rail stanchion broken.

Thirty feet of gun rail bent

Two davit stanchions in gangway broken

Thirty feet of water way covering board broken

One davit and socket torn from their fastenings
and sunk through the above named broken planks.

One life boat, chocks and fittings smashed

P. J. R.

One davit bent
 Twenty feet of covering board broken.
 Two boat shields (double angle iron) broken and
 twisted
 One davit socket cracked
 Two rail stanchions bent
 One boat and cheeks smashed
 One walking plank broken
 One wooden H. B. for emigrants shifted and broken
 up and one boat shield twisted.
 One greenish plate cracked
 The wood ceiling in Engineer's berth smashed
 Three deck planks broken.
 One deck ventilator broken
 One rail stanchion bent and socket cracked
 One eyebolt of the chain way stay broken
 The main top snapped off
 Three shrouds and longards and two stays for
 main mast broken and torn.

Recommended: To reset the bent pilot
 bridge stanchions, to fit seven new deck planks
 4" x 2 1/2" x 24' into the bridge deck, to fit new fish
 planks 10' x 3 1/2" x 4' underneath the boat davit, to
 strengthen the seven bent open rail stanchions and
 to weld the broken one, to substrengthen the bent gun
 railing bars and to weld the broken stanchions
 in the gangway, to renew thirty feet of covering
 board 11" x 4' in the waterway, to repair the wooden
 davit and socket, to provide a new life boat deck

J. J. C.

and fittings, to reset the boat davit, to fit twenty feet of coaming board 11' x 4". To fit two new boat slides 3' x 4' x 10' x 14' double angle, to fit a new davit socket, to straighten two boat exit stanchions, to provide a new boat wind cheeks, to fit a new walking plank 10' x 2 1/2' x 1 1/2'. To rebuild the shifted W.C. To fit a new gunwale plate 7' x 3' 6" x 3/4", to fit new ceiling in the engineers berth, to fit three new deck planks 20', 2', 10' x 3 1/2' x 2 1/2", to repair the broken ventilator 7' x 6', to fit one new exit stanchion socket and straighten the stanchion, to reset the twisted boat shed, to fit a new eyebolt into the chain way, to fit a new mirror top, new sheaves, new lanyards and new mirror stays.

I recommended to have all new and repaired work repainted, the after deck recaulked and to put the steamer in as good a condition again as she had been in before the accident.

In consideration that all this damage is above water and not interfering with the seaworthiness of the vessel and these good boats being still on board, I recommended that ropes might be stored in rear of the damaged rail, the holes in deck closed up with planks and tarpaulins and the steamer proceed to Seattle for to be finally repaired without interfering with her class.

Charges Office for 8-10th

Survey fee \$2.10.

Travelling expenses 1.50.

Total \$4.60.

J. J. Thompson

Surveyor to Lloyd's Register