

# REPORT of SURVEY for REPAIRS, &c.

No. 157 Date of Writing Report July 1<sup>st</sup> 1890 Port of London  
 No. in Reg. Book 157 Survey held at London Date, First Survey July 9<sup>th</sup> Last Survey June 30<sup>th</sup> 1890  
 on the Iron Screw Steamer "SAMUEL KING" (No. of Visits 3) Master H. Cox

TONNAGE: — Built at Newcastle By whom Talmer Bros. & Co. When 1854  
 NET 394 Owners Mr. J. Tennick & Sons Port belonging to London  
 GROSS 625 Owners' Address Limekiln  
 UNDER DEK. 572 (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Limekiln Destined Voyage The Ocean  
 Length of Poop 12 ft. of Forecastle 12 ft. of Raised Or. Deck 12 ft. Moulded Depth 12 ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)

Classed 80A1  
 Last Survey, No. 49970 Port London B. & M. S. 10-89 S. S. London 3-10-89 10-89  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer 2 ft. 7 ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter 2 ft. 8 1/2 ins.  
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs.  
This vessel which is reported to have collided with the  
Schooner "Emily Stewart" in the River Thames June 6<sup>th</sup> 1890 was  
placed under Survey when the following repairs, consequent upon the  
Damage sustained, were executed:

The vessel was placed in Dry Dock for the purpose of effecting  
the repairs and, on Port Quarter: Eight framed and rev. frames,  
2 R. & S. Dk. Beams; 2 Bracket knees; 1 R. & S. Dk. Stringer plate  
with gunwale bar attached, also 6 plates of Shell & 2" Dk. Side, found  
broken and destroyed were cut out, renewed & repaired & required  
new cabin flooring & fittings were supplied & fitted in lieu of those destroyed  
one length of p.p. waterway plank, one length of Oak Rib, 2 wood  
stanchions, about 3 feet of the wood Bulwark and several deck  
planks adjoining the waterway, all of which were found split or  
otherwise damaged, were renewed; other stanchions found stanchions

PRESENT CONDITION OF THE	Good	Any	Good	Good	Good	Boats	Good
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Waterways	Good	Twisting or Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good
Comings	Good	Breasthooks & Stemson	Not Seen	Windlass	Good	Condition, how ascertained	from St.
Up'r Dk. Beams & Fastenings	Good	Transoms, Pointers, & Crutches	Good	Pumps	Good	Sails	Good
Low'r Dk. Beams & Fastenings	Good	Timbers of Frame at the openings	Good	Cement (if Iron Ship) (where used)	Good	Anchors	No. of 3 B. 1 S. 2 2 1/2
Plankbeams	Good	Ditto ditto at other places	Good	Caulking of Bot'm, D'K, & Watways	Good	Cables	Reported Complete
Sheerstrakes	Good	Keelsons	Good	Copper on D'K (where used)	Good	Hawsers & Warps	Good
Topsoles	Good	Clamps & Shelves	Good	Scuppers	Good	Standing & Running Rigging	Good
Wales	Good	Coal Bunker, Openings, Lids, &c.	Good	Cargo & Main Hatchways	Good	Hatches	Good
Engine Room Skylights	Good						

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now, as  
far as can be seen, in good and efficient condition and all  
necessary repairs having been duly executed, I would respectfully  
submit that she is eligible to remain as classed and to have  
the notation "80A1 G-90" recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ — : — :	Fees applied for, 3/7 1890 Received by me, 5/2 1890 a.s.p.
Office Fee (if chargeable) per Scale II., Sec. 27...	£ — : — :	
Survey Fee (per Section 28) .....	£ — : — :	
Special on Damage Fee (if any) (per Sec. 28) ....	£ 4 : 4 :	
Charged on Damage Survey Dept.	£ — : — :	
*Certificate (if required) to be sent as per margin	£ — : — :	
Travelling Expenses (if chargeable) .....	£ — : — :	
Second Surveyor's Fee (if any) .....	£ — : — :	

Committee's Minute FRI 4 JULY 1890  
 Character assigned 80A1 Ork 90  
R.S. 6/90  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
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 LON690-0099



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re-fitted and the 2<sup>d</sup> deck was re-caulked.

A new Engine Room Skylight was fitted in lieu of the one destroyed; the Main Sijjin was overhauled and repaired and other repairs to Boat, Boat davits, Skid Beams & Stanchion (See Damage Survey, Rept. dated June 20<sup>th</sup> 1890) were also executed.

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In addition to the foregoing and exclusively of the Damage Sustained, the Bottom which was found in good and sound condition was cleaned & re-coated.

Henri Wilkinson

1.7.90