

N^o 2. Continuation REPORT of SURVEY for REPAIRS.

33416

No. in Reg. Book. **No.** Survey held at London Date, first Survey 24th Oct Last Survey 29th Oct 1873
on the "Ungeni" Master W. Perquin
Tonnage 366 built at Aberdeen When built 1864 - 10 mo
By whom built Russell Owners J. Pennie
Port belonging to Aberdeen Destined Voyage India
If Surveyed Afloat or in Dry Dock Patley Dry Dock & Afloat
Last Survey, No. 32276 Port London Classed A 1
REPAIRS, &c. None done. Cont. Acty. 2 years 3. 42.

The yellow metal sheathing stripped off the bottom and clean here. All the outside planking from the light water mark upwards, including the plank sheers, and waterways scraped bright. The hold cleared and proper stages made both inside and outside. The timbers, and all air courses cleared, and a new listing 4" wide cut out of the culving, at each end of the hold on each side for one fifth the entire length of ship. All the trenails driven out from the light water mark upwards, and the timbers, and planking in the trenail holes examined and found good; also, trenails driven out from filge (as per Rule) and star of bottom, and the timbers, in way of same found good. The plank removed in each ton and buttock. The stroke of deck new waterway

Present Condition of the

Decks <u>Good</u>	Treenails <u>None made good</u>	Windlass and Capstan <u>Good</u>
Waterways <u>do</u>	Breasthooks and Stemson <u>good</u>	Pumps <u>None made good</u>
Comings <u>do</u>	Transoms, Pointers, and Crutches <u>do</u>	Boats <u>Good & efficient</u>
Upper Deck Beams & Fastenings <u>do</u>	Timbers of the Frame at the openings <u>do</u>	Masts, Yards, &c. <u>None made good</u>
Lower Deck Beams & Fastenings <u>do</u>	Ditto Ditto at other places <u>do</u>	Condition, how ascertained <u>by dick</u>
Plank sheers <u>do</u>	Keelsons <u>do</u>	Sails <u>in use & good</u>
Sheerstrakes <u>do</u>	Clamps and Shelves <u>do</u>	Anchors No. of <u>30, 14, 24</u>
Topsides <u>do</u>	Ceiling <u>do</u>	Cables <u>245 fathoms</u>
Wales <u>do</u>	Rudder <u>do</u>	Hawsers and Warps <u>Good &</u>
Plank (Bottom) and Counter <u>do</u>	Copper <u>C.M.</u> When put on <u>None</u>	Standing & Running Rigging <u>suspicious</u>
Engine Room Skylights	Caulking of <u>Good and</u>	
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways <u>tested</u>	
General Observations and Opinion, <u>U</u>	Scuppers <u>good</u>	Cargo and Main Hatchways <u>good</u>
		Hatches <u>good</u>

The requirements of Continuation Survey N^o 2 have now been complied with, and the vessel put into a good and efficient condition, fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world. She is in our opinion eligible to be Continued A. 1. for 5 Years
The Amount of Entry Fee.....£ 4 : - - is received by me, from October 1871

Special..... 4 : 4 : - 11/13

Certificate (if required) " : 5 : "

Committee's Minute 31st Oct. 1873.

Character assigned Cont. Acty. 1 for 5 yrs

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on each side taken out, the beams in way of same tested and found good, and all other beams tested by boring and sounding. All P. M. bolts tested where practicable. The iron bolts to hanging iron pieces between decks driven out and renewed of larger size. The windlass unhooked and dropped, and the chain cables ranged on deck and found good and sufficient. Renewed. The trenails from light water-mark upwards of Stringy Barn; the deck planks next water-way, and the bow and buttock planks of pitch pine; the Fore Mast, and the Fore Yard of pitch pine; the vessel caulked from keel upwards over all, and resheathed with yellow metal on feet.

Wm. Horn
James McNeil



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Foundation