

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 3015** Survey held at Dumbarton Date Sept 9 1869
on the Bk "Mayola" Master Llewellyn
Tonnage 400 built at Belfast When built 1856
By whom built _____ Owners Hunter
Port belonging to Glasgow Destined Voyage West Indies
If Surveyed Afloat or in Dry Dock Mr M'Millan (Dry Dock)

Last Survey, No. 3283 Port Lth. Classed 13. Clap
REPAIRS now done, 66

In accordance with the Second Survey for continuation Sec 54 - The Yellow Metal Sheathing stripped off the bottom; her sides brightened from the light line to the waterway seam; treenails and bolts driven out as per rule; a strake of topsides, and a buttock plank removed from each side, a listing cut at each bilge inside, all fore and aft, the beam ends bored; the windlass unhooking and wood linings stripped; chains ranged and examined, found good and sufficient and all other requirements of the Rule attended to -

The following renewed viz. The planks of topsides and buttocks out for survey, one plank of wales on Starboard side and one after hood of bottom on Port side with Teak and Iron Bark - eight planks of main deck and eight of quarter-deck with Yellow Pine, the main piece of Rudder of Teak, and the main piece of windlass with Eng Oak.

Decks	Caulked	good	Treenails			Windlass and Capstan	good
Waterways	dr		Breasthooks and Stenson		good	Pumps	
Comings	dr	where	Transoms, Pointers, and Crutches			Boats	efficient
Upper Deck Beams & Fastenings	seen		Timbers of the Frame at the openings			Masts, Yards, &c.	from the deck
Lower Deck Beams & Fastenings	seen & good		Ditto Ditto at other places	where		Condition, how ascertained	good
Planksheers	scraped & caulked	good	Keelsons			Sails	good
Sheerstrakes	dr dr		Clamps and Shelves		seen	Anchors No. of 3B. 1S 2R	and
Topsides	dr dr	where	Ceiling			Cables	sufficient
Wales	dr dr	seen	Rudder			Hawsers and Warps	
Plank (Bottom) and Counter	caulked		Copper T. & Y.M. When put on	now		Standing & Running Rigging	

General Observations and Opinion, Caulking of Bottom, Deck, & Waterways. good where tested.

The Second Survey for continuation Sec 54 has now been fully complied with, and the vessel put into good and efficient condition, and in our opinion she is now fit to be continued 9 years A.S.

The Amount of Fee.....£ 5 : " : " is received by me, from 1869.
Special..... 5 : 5 :
Certificate (if required) : 5 :
Met Linton

Committee's Minute 17th September 1869

Character assigned Cont'd 1 for 9 years from 1869
recd & chd

3015 gls

three planks of ceiling in hold amidships and two forward with Teak & British Oak, and the main & topgallant rails with Am. Elm - New cheeks to the windlass and lining; new hawse-pipes, and standing rigging - Two pairs of diagonal iron riders, one pair with knees to hold beam, fitted in the after body in way of two partially defective timbers - The vessel caulked throughout and the bottom resheathed with Yellow Metal upon Felt -

The upper deck and coverings, the upper and lower deck bolts, the plank-sheer, waterway, and beams, the hawse timbers, knightheads, and breasthooks; transoms, floors and keelsons, the keel, rudder and windlass; the planking outside and inside, the treenails and the frame, where seen are now in good and efficient condition. Her sheer and form remain unaltered -

McLinton
St. Morish



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Foundation