

REPORT of SURVEY for REPAIRS, &c.

No. *884* on the *Bk. "Mayola"* Survey held at *London* Date, first Survey *31st Jan* Last Survey *1st May 1878*
 Reg. Book. *884* Master *M^c Kay*
 Tonnage under Tonnage Deck *317* Built at *Belfast* When built *1856*
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *345* Owners *J. F. Quin* Port belonging to *London*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *334* Residence
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned *13* Character in Register Book *A.1.*
 Last Survey, No. *36674* Port *London* Cont. *69-9* *11th Dec 74*
 REPAIRS, OR EXAMINATION AS PER RULE *Restoration Sec. 56*

The vessel has been placed in dry dock; metal sheathing entirely stripped; all outside planking, stem, sternpost &c scraped or dubbed bright as required by Rule; all air courses and timbers cleared, the following planks removed: - one stroke of topside planking from each side all fore and aft, one plank in each bow & buttocks, the planks through which the chain & preventer bolts pass, a stroke of ceiling all fore & aft in the range of first-buttock heads, one plank of ceiling on each side at the floor heads, and a stroke of deck next the waterway. The plank sheer removed from R. Q. Deck front forward, and the plank sheer on R. Q. Deck also removed; Treenails & Bolts driven out as required by Rules. Windlass unhung and stripped, body found sprung, and a new one

Present Condition of the			
Decks <i>part new & part lined.</i>	<i>good</i>	Treenails <i>new to Bilge.</i>	<i>good</i>
Waterways <i>new.</i>	<i>good</i>	Breasthooks and Stemson	<i>do</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>
Plank sheers <i>new</i>	<i>do</i>	Keelsons	<i>do</i>
Sheerstrakes <i>part new</i>	<i>do</i>	Clamps and Shelves	<i>do</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>
Wales	<i>do</i>	Rudder <i>Y Mon 7th full</i>	<i>good</i> When put on <i>new</i>
Plank (Bottom) and Counter	<i>do</i>	Caulking of	
Engine Room Skylights	<i>—</i>	Bottom, Deck, & Waterways	<i>good</i>
Coal Bunker, Openings, Lids, &c.	<i>—</i>	Scuppers	<i>do</i>
General Observations, Opinion as to Class, &c.	<i>This vessel being in good condition and</i>		

the Rules Sec. 5-6 and 37 complied with, we are of opinion that she is eligible to be restored A.1. for 8 years from 1878.

The Amount of Entry Fee ... £ *4* : - : - received by me
 Special ... £ *15* : *15* : *0* *6 May 1878*
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)

Committee's Minute

Character assigned

Surveyor to Lloyd's Register of British and Foreign Shipping.



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Lloyd's Register Foundation

LON663-0002

one fitted of Eng. Oak ^{with spindle running through}; cables ranged and found complete and in good condition; and all other requirements of the Rules complied with.

Repairs: - Changed with Eng Oak, 2 fore cant-timbers, one after cant timber, one 1st futtock and one 2nd futtock all on port side; on star^d side, one fore cant-timber, four after cant timbers, three 1st futtocks and seven 2nd futtocks.

On port side 39 Chocks have been changed and 55 on star^d side with oak & Teak.

One floor forward Eng. Oak. Star^d side 13 long top-timbers of P. Pine and 17 short-top-timbers of Oak. Port side 14 long top-timbers of P. Pine and ~~two~~ 11 short top timbers of oak and two of P. Pine.

Fore piece of keelson of P. Pine, a new knee of Eng. Oak fitted connecting keelson to Apron.

Lower deck shelf, one length each side, star^d side 46 ft and Port side 50 ft, both of Pitch Pine.

One piece of Clamp of lower deck changed abreast-main mast on port side.

Seven strakes of Bilges and ceiling on each side have been changed with P. Pine.

Aft, each side, 13 planks of ceiling in hold of P. Pine and 11 each side forward.

Upper ~~dk~~ waterways renewed both sides with P. Port side: - Two planks of upper deck & clamps, four strakes of ceiling between decks from R. Q. Deck forward and lower deck waterway or spunketting from R. Q. Deck forward.

Star^d side: - Four strakes of ceiling between decks from R. Q. Deck for^d.

Lower deck beam to the main hatch scarphed on port side with P. Pine.

12 upper deck beams new of P. P., and two new ends on star^d side of P. P.

Two sheer ^{strake} planks for^d on star^d side and one plank for^d below sheer strake new of P. P.

One plank of sheer strake in wake of fore mast new of P. P.

The planks, plank sheer &c removed for survey all renewed with P. Pine.

Vessel retenailed to lower part of Bilges ^{with stringy tarp timbers.} Deck renewed from side of deck house out to waterways

with 3" P. P. and ^{the} remaining part in the middle line ^{doubled} on felt with

two inch yellow pine, a thick plank $4\frac{1}{2}$ thick being worked right fore & aft each side of the house, to house ^{doubling} ~~lining~~.

Main hatch, coamings new, old headledges remain. Part of Berthing new, Channels to fore & main masts new.

Nearly the whole of the R. Q. Deck new with yellow pine. Fore & main masts new.

Vessel caulked over all and resheathed with yellow metal over felt.

This vessel has now been salted, stops have been fitted in the openings at the Bilges and at other parts of the vessel as required by the Rules.

The repairs now done being of such an extensive character, ~~it has~~ the salting has been completed in accordance with the Rules Sec. 37.

About 25 tons of salt having been used. Note: - The Beams have not been salted.

Wm. Congdon