

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 22. 4. 84)

No. *342* in Survey held at *London* Date, first Survey *April 7th* Last Survey *April 21st* 18*84*
 Reg. Book. *542* on the *Composite Bt "Bereau"* Master *J. Wyrell*
 Official Number *60996* TONNAGE under Tonnage Deck *506* Built at *Sunderland* When built *1869* — *8*
 Ditto of Spar Deck, or Avoning Deck Owners *J. B. Walker* Port belonging to *London*
 Ditto of Poop Residence
 Ditto of Raised Qr. Dk. By whom built *W. Pile & Co* Destined Voyage *Lancaster*
 Ditto of Houses on Deck If Surveyed Afloat or in *Dry Dock* *Lincoln Dock*
 Ditto of Forecastle Reg. Tons as St' mer, cut on Bm. *526* (State Name of Dock)

Length of Poop *43* ft. Ditto, Forecastle *43* ft. Ditto, Raised Quarter Deck *43* ft.
 Last Survey, No. *42507* Port *London* HT *78* S.S. *82* Classed *19* *1*
 REPAIRS, OR EXAMINATION AS PER RULE Cause of Repairs to be clearly stated. Society's Freeboard (if assigned) as painted on Ship
 State dates of any letters respecting this case MOULDED DEPTH of Ship, if not yet recorded in Register Book

This vessel has now been placed in dry dock, the metal sheathing stripped off the bottom examined and recanted, and resheathed with yellow metal on felt. Several bolts in rudder hangings renewed, a source of slight leakage under the metal line on port side amidships sought to be ascertained, several bolts driven out and renewed where considered necessary.

Present Condition of the	<i>Good</i>	<i>Treenails Bolts</i>	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Decks	<i>"</i>	Breasthooks and Stemson	<i>"</i>	Pumps	<i>"</i>
Waterways	<i>"</i>	Transoms, Pointers, and Crutches	<i>"</i>	Boats	<i>"</i>
Comings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>	Masts, Yards, &c.	<i>"</i>
Upper Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>Where seen good</i>	Condition, how ascertained	<i>by observation</i>
Lower Deck Beams & Fastenings	<i>"</i>	Keelsons	<i>Good</i>	Sails	<i>Sufficient</i>
Planksheers	<i>"</i>	Clamps and Shells	<i>Stringer</i>	Anchors	No. of <i>3 B, 1 S & 2 K</i>
Sheerstrakes	<i>"</i>	Ceiling	<i>"</i>	Cables	<i>part seen good</i>
Topsides	<i>"</i>	Rudder	<i>"</i>	Hawsers and Warps	<i>Sufficient</i>
Wales	<i>"</i>	Copper (or Y.M.) When put on	<i>now</i>	Standing & Running Rigging	<i>"</i>
Plank (Bottom) and Counter	<i>"</i>	(State if on Felt.)		Cargo and Main Hatchways	<i>Good</i>
Engine Room Skylights	<i>—</i>	Cement (if Iron Ship)		Hatches	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>—</i>	Caulking of Bottom, Deck, & Waterways	<i>Good</i>		
General Observations, Opinion as to Class, &c.		Scuppers	<i>Good</i>		

This vessel is now in good and efficient condition and eligible in my opinion to remain as classed.

The Amount of Entry Fee ... £ *1* : *1* : *0* received by me, *J. F. E.*
 Special ... £ *1* : *1* : *0* *24/4 1884*
 Certificate (if required) to be sent as per margin... £ : :
 (Travelling Expenses, if any, £ *22/11/84*)

Committee's Minute
 Character assigned

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