

Date of mailing Report *11th July* 18*97* When handed in at Local Office *18* Port of *Antwerp*
No. in Reg. Book. *111* Survey held at *Antwerp* Date, First Survey *30th June* Last Survey *1st July* 18*97*
(No. of Vials) *7*

95 on the ~~Wood, Iron or Steel~~ *Iron*, *Malabar* Master *T. Appled*
 TONNAGE:— Built at *Pennacott* By whom *Tobacco's Co* When *1843* *6th*
 GROSS *28th 46* Owners *De Anon. Belge Americaine* Port belonging to *Antwerp*

UNDER NO. 2828 Owners' Address 2152
(if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? ✓ Name of Dock City Dry Dock Co. Destined Voyage Philadelphia

WB=CellDBorDBa	feet; uE&B	feet; f	feet;
total capacity	tons. FPT	tons; MT	feet tons.

X.B.—All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thickness of the floors, framing, girders, and of the inner bottom plating, especially in the ballast space.

Last Survey, No. 888 Port Aust

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the names of Boats, if any, and, in detail, the nature and extent of examinations and subsequent repairs.

22 Oct. 1883-10.84

an account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes, and besides being detailed in the body of the report, should be summarized in the form shown below. Whenever the replacement of Anchors, Chains, or Buoys is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

24 Oct. 1893
 Society's Freeboard (if assigned) as
 painted on Ship and now verified } ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Second Special Survey N.3, Damage repairs*
Special Survey N.3 as prescribed in the Rules (please see my Report N.3362) none

newly completed, viz. the vessel placed on a Dry Dock; the correlation of frames, web-plates, surface & plates etc. between the outer and inner skins, remaining as

found in a satisfactory state. The mast wedges removed, masts, spars and rigging inspected and found in good condition. The ship is in the

rigging, masts, and rigging in good condition with the exception of the fore-top-masts, which proved to be defective. The double-bottom on No. 1

old looked as required by rules and found tight and efficient, the one
little under engines and boilers lately.

The shell, plating, armchairs, and left ascertained and found as shown in
Sketch on the other side.

The crew space above the fore-peak and engine store-room is double skinned for protection from oxidation, surveyed and found satisfactory. The requested

The examination of the vessel's bottom in Dry Dock found the Rail-piece broken

SUMMARY OF DAMAGE REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Booms.	Str. Plates.	Dk. Plates.	Other Items:—
Removed ...									
Faired or Repaired ...									
BEST CONDITION OF THE		Condition of Frame at the openings <i>good</i>					Rodder <i>good</i>		Hatches <i>good</i>
ke <i>good</i>		Ditto ditto at other places					Windlass & Capstan		Boats
ways		Keeleons					Have Pumps now been examined and found efficient? <i>not examined</i>		Main, Yard, &c. <i>see Report</i>
ings		Stringers, Cleamps & Sheds					Have Shale Valves now been examined and found efficient? <i>not examined</i>		Condition, how ascertained <i>not</i>
'r Dk. Beams & Fastenings		Gaining <i>not examined</i>					Have Watertight Doors now been examined and found efficient? <i>not examined</i>		(State if wedges removed) <i>not</i>
'r Dk. Beams & Fastenings		Cooling <i>good</i>							Sails
ing		Cement or sulphur <i>not examined</i>					Dbing. Plates under Sounding Pipes <i>good</i>		Equipment letter <i>see Report</i>
ing		Tanks <i>see Report</i>					Engine Room Skylights		Anchors, No. of <i>6</i>
to in-Ground <i>good</i>		Caulking of Bot'm, Dk. & Wat'w'ys <i>good</i>					Coal Bunker, Open'gs, Lids, &c.		Cables (State if now ranged) <i>not</i>
anchors & Ground		Copper or Sails <i>not examined</i>					Scuppers		" Length <i>see Report</i>
isms, Pumps, & Crutches		When out on Month <i>see Report</i>					Cann & Main Windows		" Hole length <i>see Report</i>
									(per Table 22)
									Hawser & Warps <i>good</i>

General Observations, Opinion as to Class, Recommendation, &c.:—

The Farmer is in our opinion eligible to be continued as classed without a

First record of Tunny.

Office Fee (if chargeable) per Section II., Sec. 27 — \$ 10.00
Fees applied for, \$ 10.00

Delivery Fee (per Section 26)	\$				10/1/77	TUES. 22 FEB 1978
Special Damage or Repair Fee (if any) (per Sec. 26.)	\$				Received by me, 10/1/77	TUES. 10 MAY 1978
Traveling Expenses (if chargeable)	\$				10/1/77	


Second Surveyor's Fee (if any) 2. 2. 0

Committee's Minute TUES 20 JUL 1897

Surveyor to Lloyd's Register of British & Foreign Shipping.
TUES. 28 JUN 1893 3 FEB
FRI. 26 NOV 1897

Character assigned *Deferred for* *Deferred subject*
2nd *Conten. 1st. 3rd* *1st. 3rd*

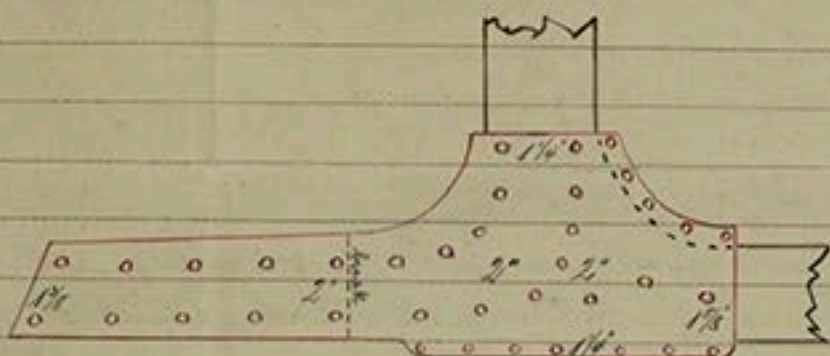
FRID 30 SEP 1895

 Lloyd's Register Foundation

To complete the Special Survey the following is required; the tank top in boiler space to be renewed or efficiently repaired and the two defective locomotives to be replaced by new.

Antwerp the 12th July 1897.

1894

[illegible]

Thickness of shell plating under sidelite ascertained and found as given in sketches.

[illegible]

Reduction allowed at
ends for present Rule.

Original thickness
1.09 Gm. Kiesel

Production allowed
standards per present
Rates