

Date of writing Report Sept 8th 1910 When handed in at Local Office Sept 8th 1910 Port of Genoa
 No. in Reg. Book. 1609 Survey held at Genoa Date, First Survey July 12th Last Survey Sept 4th 1910
on the Wood, Iron or Steel S. S. "Ergj" (No. of Visits) 35 Master A. Stull - of
 TONNAGE:— Built at South Shields By whom J. Readhead & Sons When 1905 - 1 MONTH
 GROSS 3644 Owners Hav a Kap Unione (G. Felich 2nd) Port belonging to Dubrovnik
 UNDER DE. 3342 Owners' Address
 NET 2354 (if not already recorded in Appendix to Register Book). Li. Genoa Destined Voyage Sulina

Afloat or in Dry Dock? Both Name of Dock St. George Destined Voyage Antonia

LDBoRDBa 116 feet; uEgB 20 feet; f 142 feet;
 21 tons EPT - tons; APT 72 tons; MT - feet - tons.

all alterations in the existing records should be underlined.
vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and the inner bottom plating, especially in the boiler space.

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

<p>CHARACTER. * For Special Survey. Date of last Survey and of Periodical Surveys.</p>	<p>Years since last new vessel acquired or repaired.</p>	<p>Machinery and Boiler Surveys (including date of N.B., if any).</p>
<p><i>Reached & Replanted</i></p>		<p><i>+ LMC 607</i></p>
<p><i>+ 210</i></p>		

ss No 1-09

Society's Freeboard (if assigned) as } 4 ft 6 ins.
painted on Ship and now verified }

cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and why they were

Damage Report Made

OR EXAMINATION AS PER RULE, FOR Damage due to collision and grounding.
The vessel is said to have been in collision with the S.S. "Higer" in the
of Marmora on March the 20th last, and to have taken the ground after-
wards. She was refloated, and temporarily repaired at Constantinople, brought
home, placed in dry dock for examination, and the following permanent
repairs have now been done to her.

Plates. One plate in A strake aft removed and faired, and one plate in place.

Plates counting from the stem. B strake No 10 removed and faired. No 9, 11 + 12 faired in place. C strake No 9 + 11 removed and faired. No 10 faired in place. D strake No 4 removed and faired. E strake No 4 + 5 removed and faired, No 9 + 11 renewed.

DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
	<i>14</i>	<i>8</i>	<i>8</i>		<i>1 H</i>	<i>2</i>	<i>4</i>	<i>4 tanks top plates off & fanned, &c</i>
and Faired or Repaired	<i>15</i>	<i>13</i>	<i>9</i>	<i>2</i>	<i>24</i>		<i>X</i>	<i>fanned in place. As per report.</i>
Repaired in place	<i>5</i>	<i>5</i>		<i>1</i>	<i>2</i>			

<p>CONDITION OF THE</p> <p><i>Good</i></p> <p>"</p> <p>"</p> <p>"</p> <p>"</p> <p>"</p> <p>"</p> <p>"</p> <p>"</p> <p><i>not seen</i></p> <p>"</p> <p><i>good</i></p> <p>"</p> <p>"</p> <p>"</p>	<p>Stringers <i>good</i></p> <p>Inner Bottom Plating..... "</p> <p>State if Tanks have been examined inside <i>yes</i></p> <p>State if Tanks now tested..... <i>yes</i></p> <p>Bulkheads <i>good</i></p> <p>Ceiling..... "</p> <p>Cement or Asphalt <i>(State which.)</i> .. " "</p> <p>Rudder .. " "</p> <p>Steering gear and its connections .. "</p> <p>Windlass..... "</p> <p>Have Pumps now been examined and found efficient? .. <i>no</i></p> <p>Have Sluice Valves now been examined and found efficient? .. <i>no</i></p> <p>Have Watertight Doors now been examined and found efficient? .. <i>yes</i></p>	<p>Dblng. Plates under Sounding Pipes. <i>not seen</i></p> <p>Engine Room Skylights..... <i>good</i></p> <p>Coal Bunkers, Open'gs, Lids, &c. "</p> <p>Scuppers..... "</p> <p>Cargo Hatchways .. "</p> <p>Hatches..... "</p> <p>Planking of Wood Vessels.....</p> <p>Caulking ditto ..</p> <p>Treenails ditto ..</p> <p>Breasthooks & Stemson ditto ..</p> <p>Transoms, Pointers, & Crutches ditto ..</p> <p>Timbers of Frame at openings ditto ..</p> <p>Ditto ditto at other places ditto ..</p> <p>Stringers, Clamps & Shells ditto ..</p> <p>Salting ditto ..</p> <p><i>(State if examined.)</i></p>	<p>Copper, or Y.M. of Wood Vessels..... <i>(state if on Belt.)</i></p> <p>When put on, Month Year ..</p> <p>Boats..... <i>good</i></p> <p>Masts, Yards, &c..... "</p> <p>Condition, how ascertained <i>from all</i> <i>ho</i></p> <p><i>(State if wedges removed)</i></p> <p>Sails..... <i>said to be good</i></p> <p>Equipment letter .. <i>n</i></p> <p>Anchors, No. of <i>3 B. 1 S. 1 B.</i></p> <p>Cables <i>(State if now ranged)</i> .. <i>no</i></p> <p>" length size .. <i>(on board)</i> <i>270</i> <i>2"</i></p> <p>" Rule length size .. <i>(per Table 22)</i> <i>good</i></p> <p>Hawser & Warps.....</p> <p>Standing & Running Rigging..... "</p>
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Observations, Opinion as to Class, Recommendation, &c. :—

clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon, thus for example:—.....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of" or "to remain as classed and to have record of survey, 1,09, and the notations of ss No. 1-09 and ptnD09, &c."

sonel is now in good condition, eligible in our opinion
have her class reinstated in the Register Book, with fresh
tion of docking dated 9-1910.

Section 32 £ } 1000.00
Repair Fee (if any) £ }
(if chargeable) *R.P.R.* £ } 5.00

Fees applied for,
Sept 4th - 1910

Received by me
21. 9. 194

Surveyor to Lloyd's Register of British & Foreign Shipping

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

TUE. 13 SEP 1910

Re-enstate class

HOLL CERTIFICATE
REGISTER

W5037076(112)

Report no 48

Port of Genoa Continuation of Report No. 4866 dated Sept 9th on the

S. S. Örgj^u

St. loors, Bottom frames + intercostals, and Margin plates.

Heavy Bold Beam. consisting of plate and 4 angles with its bracket-
attachments renewed. The other beam of the same description fayed
in place at the starboard end.

Starboard side forward in way of No 4 & 5 plates in D & E strakes. Margin plate faired in place between 2 frames, its angle faired in place between 3 frames. 2 bottom frames faired in place.

Starboard side just forward of E + B space fore bulkhead.

3 Floors, frames, legs & reverse bars removed, faired and replaced. 2 frames and intercostals removed & faired, a few bottom frames faired in place.

2 margin plates and 20 feet of margin angle renewed.

Lark Loff. In the same position, 4 plates on the starboard side removed and fanned. 2 plates on the port side fanned in place.

Main frames, Brackets at Margin, & Reverse bars. Counting forward from the fore & bowhead of the C. & B. space stowboard side. -

8 frames no. 3 to 14 inclusive. 8 frames and reverse bars and 5 brackets new
4 frames and reverse bars, and 10 brackets removed, painted & replaced for whole set

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
	1st Bower ..																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
19228	Kedge.....	5	3	0	1	1	18	8	0	2	14	5	3	0	Common	not stated	Low-walker 3-1904

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Lower side stringer. Plates renamed from frame 3 to 22, top angle from frame 3 to 14, bottom angle from 3 to 19 to original joints.

Wide side stringer. Plates and logs removed from frames 2 to 18. Two lengths of face bulk angle removed, about 40 feet of stringer angle removed.

3 Bracket knees removed, janed & replaced. 3 others renewed. Penic box beam at bulkhead, one short plate renewed, & beam parred at end in place. 3 horizontal brackets attaching beams to wide stringer removed, janed & replaced. This stringer janed in place also at frame no 10 on the port side where attached to a heavy hold beam which was renewed.

Upper Deck. Round or near the after hatch of No 2 hold. 7 deck plates on the port side, and 6 on the starboard side removed & faired. One stringer plate, and one deck plate on the starboard side, removed. 26 feet of stringer bar and bungs removed on the same side.

10 Long beams, and 3 half beams on the starboard side removed and pained, one beam pained in place. The coamings and angles of a small cross bunker hatch repaired.

Bridge 5th Round on near the same hatch & between the heloon & stokehold casing. 3 deck plates on the port side, & one on the star^d side removed and fayed. 2 plates on the port side, and a stringer plate, and 4 other plates on the star^d side renewed. About 16 feet of stringer angle bar renewed on this side.

4 Long beams and 3 half beams on each side of the ship removed and pained. 6 beam brackets removed and pained. 6 others renewed. Channel under beams at pillar heads cut pained & replaced.

General Repair. Saloon end repaired, wood & iron work disturbed refitted. Wooden thwart ship bulkheads, & long \bar{c} bulkhead in No 2 hold refitted and partly renewed, $\frac{3}{8}$ " of close ceiling & spar ceiling in this hold renewed, seat removed & refitted. Liner boards in all holds & part close ceiling in No 1, 3 & 4 holds lifted replaced & renewed where necessary. No 2 tank top tested after repairs, all tanks examined inside and tested. Ridge & tank suction pipes partly renewed in No 2 hold.

Steam steering gear, hand gear, rods, chains etc examined & repaired.

Boat beams, davits, boat platforms, boat accommodation ladder, mooring
bits, mooring rope, ventilators winches, windlass, handrails & stanchions and
rundies mentioned on the Damage report, repaired or renewed as
necessary. The bottom & holds & bulkheads cleaned & painted.

A second hand kedge anchor jotted on board, with no certificate but marks can be seen.