

COPY

Kobe Rpt.

8 No.

5546

## Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

No. LA-48839

Port

Kobe

20th March, 1958.

This is to Certify that

E. URAYAMA,

undersigned Surveyor to this Society did at the request of

Mrs. Cornes & Co., Ltd., Lloyd's Agents, Kobe on behalf of the Salvage Association, and with the consent of the Master attend on board the s.s. "ARGOBEC" 7138 tons of London whilst she lay afloat at Osaka, Japan on the 20th February, 1958 subsequently for the purpose of ascertaining the nature and extent of damage sustained to have been sustained through the ship encountering heavy weather from the 1st January to 19th February 1958 on a voyage from Portland to Osaka.

For further particulars see Log Books.

The damage found is consistent with stated cause:

FOUNDRECOMMENDED

(A) Bulwark stays starb'd bent  
torn in way of deck attachment  
fast windlass.

To be faired and refitted.

Leading pipe of fore peak tank torn  
in way of deck attachment.

To be cropped and partly renewed.

(1) Centre pillar under weather  
buckled under windlass.

To be removed, faired and refitted.

(1) Controlling rod for fore peak  
valve bent and torn.

To be faired and refitted.

Other deck plate slightly corrugated  
front of windlass.

To be faired in place.

(1) Sounding pipe for No.1 hold  
port torn in way of deck  
attachment.

To be cropped and partly renewed.

(1) Guard bar for steam pipe on  
other deck in way of No.1 port  
bent and torn.

To be faired and refitted.

(1) Guard bar for steam pipe on  
other deck in way of Chief Officer's  
bent and torn.

To be faired and refitted.

Exp. 8405546  
This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that: While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



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(1) guard bar for steam pipe on  
 other deck in way of No.2 hatch  
 port bent and torn.

To be faired and refitted.

(1) guard bar for steam pipe on  
 other deck in way of Chief Engineer's  
 room bent and torn.

To be faired and refitted.

(1) guard bar for steam pipe in way  
 No.5 hatch port bent and torn.

To be renewed.

(1) guard bar for steam pipe in way  
 No.1 hatch port bent and torn.

To be faired and refitted.

other deck No.3 hatch side plate port  
 side fractured in way of butt weld.

To be veed out weld, rewelded, and  
 newly fitted butt strapping doubler.

On completion of the above repair, deck plate in way to be hose  
 tested and found satisfactory.

alley house casing wall and entrance  
 corner fractured starboard.

To be veed out, welded and applied  
 doublers.

remast crosstree handrail stanchion  
 torn.

To be refitted.

lower top rail fractured in way of  
 No.3 hatch starboard.

To be veed out and welded.

glassess of side scuttles for  
 wing quarters broken.

To be renewed.

port & starb'd supports of bridge  
 base aft torn at weather deck  
 attachment.

To be rewelded.

(1) handrail bar torn at stanchion  
 point.

To be rewelded.

(1) centre stanchion for aft deck  
 awning bent and torn set deck attachment.

To be faired and rewelded.

ree(3) awning side stanchion bent.

To be faired.

(1) port stanchion for gun  
 platform bent and torn.

To be faired in place and refitted.

ree(3) stanchions of Engine skylight  
 bent, and torn.

To be faired and refitted.

port side lifeboat chock bars fore  
 and aft bent.

To be removed, faired and  
 refitted in order.

electric wiring for foremast lamp  
 and stern lamp out of truth.

To be renewed 3 contacts of junction  
 boxes.

bridge monkey morse signal light  
 stanchion broken down.

To be renewed morse signal light,  
 wire and stanchions.

steel deck of carpenter shop.

To be rewelded.

Cont'd.....

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Repairs as recommended have been satisfactorily complete at this  
by Messrs. Sakai S.B.Co.,Ltd., Osaka, Japan at a total cost of ¥286,100-  
which is considered fair and reasonable for prevailing price in Japan.

The total price includes charges for the following services.

Ferry boat to and from Buoy No.12 Osaka Port on the 20th to 28th  
February, 1958.

Electric welding boat and Air compressor boat for the above repairs.

K. Mayama  
Surveyor to Lloyd's Register.



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