

COPY

LLOYD'S REGISTER OF SHIPPING



REPORT 1130-A

Port TALCAHUANO.

June 23rd, 1960.

This is to Certify that

KENNETH O. PEARSON

the undersigned Surveyor to this Society did at the request of Mr Guillermo Prochelle, Lloyd's Agent at Valdivia attend on board the part sunken hull of the "CARLOS HAVERBECK", 2872 tons gross of Valparaíso, at the port of Corral, on the 8th, 9th and 10th of June 1960, for the purpose of ascertaining the damage to the vessel alleged to have happened during the earthquake and tidal wave that struck that port on the 22nd of May, 1960, and see the possibilities to refloat same.

On the 22nd of May, 1960, from 15,12 hrs on, said vessel, which had recently entered port, was caught in the abnormal tides and tidal waves of said date when she ran aground several times, struck violently against the rocks, having lost both her cables and her engine left inoperative due to bending of shaft and propeller. Vessel finally sunk in her actual position at 20,30 hrs of the 22nd of May.

For further reference and complete details please refer to copy of protest attached.

FOUND

Vessel sunk in the banks known as "Tres Hermanas" sitting down by the stern, having at high tide flooded poop deck, boat deck to above engine room sky light leaving only the bridge and fo's castle out of the water. Variation of tides is three meters, and at low tide N°1 hatch cover is left awash. Due to the very heavy currents it is very difficult for divers to work. To be able to salvage cargo of lumber it will be necessary to blow hatch covers up and let the lumber float out disposing of tug boats to avoid lumber floating out to sea or up the river with the tide. There exists a Diesel passengers coach on top of N°2 hold which can be salvaged from another vessel with her cranes.

It is the undersigned Surveyor's opinion that due to the amount of insurances involved, which is of sixty thousand pounds (£ 60.000) this vessel could not be refloated and repaired for said amount, taking into consideration the damage sustained to boilers, engine and hull, as it has been stated in the protest.

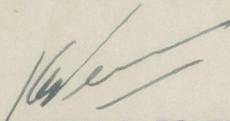
This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever 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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Vessel could be refloated once the port has again the necessary facilities, but vessel could be only good for scrap-iron, therefore this case, in my opinion, should be treated as a constructive total loss case.

Two photographs are enclosed of vessel sunk at lowest tide (unfortunately they are not very clear). In photograph N°1 at the foot of the forward mast the Diesel coach can be seen. In photograph N°2 the forward hatch can be seen.



KENNETH O. PEARSON H-T
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING
TALCAHUANO



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Foundation

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