

COPY

LLOYD'S REGISTER OF SHIPPING

REPORT 1131.



Port TALCAHUANO.

June 23rd, 1960.

This is to Certify that

KENNETH O. PEARSON

the undersigned Surveyor to this Society did at the request of Messres Ansieta and Barroilhet, Average Adjusters of Valparaíso attend on board the S.S. "CANELOS" 2794 tons gross of Valdivia sunk at the river Valdivia at the interior of 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 of refloating same.

On the 22nd of May, 1960, at 15,12 hrs a violent movement of earth is felt on shore, the engines are got ready in prevention of abnormal tides, from 15,30 hrs onwards, abnormal currents and tidal waves strike at vessel making her drag her cables, and in one opportunity, when completely left in dry, blocking her condenser intakes, knocking vessel heavily and later cutting cables, vessel is thrown up river over a stone pier that is normally eight feet above water, vessel draught nineteen feet, finally sinking at 17,50 hrs off "Tres Espinos" flooding all holds and engine room.

For further and detailed reference please consult copy of protest attached.

F O U N D

Vessel leaning on port side against now submerged stone pier, listed at 45° approx. this pier does not permit vessel to remain at an even keel. Engine room, holds, forward and aft. spaces flooded; water rises at same rate as tide.

Deck gear ropes have in their majority been robbed. T'ween decks, no cargo left in them. All hatch covers missing.

Where vessel lays there is a strong current excepting at the change of tides, which makes it difficult for divers to blow up point of now submerged pier to permit vessel being placed on an even keel.

It is probable that when the big lakes that feed the

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."

REPORT 1131
June 23rd, 1960.

river Valdivia, which outlets are temporarily blocked by landslides due to earthquakes, overflow their natural dams, on the 27th of June, the onrush of water will capsize the S.S. "CANELOS".

It is the undersigned Surveyor's opinion that due to the amount of insurances involved: forty thousand pounds sterling (£ 40.000) the refloating operation (which in no ways could be done immediately for lack of means and due to the abnormal height of the river, two meters and a half, and danger of the overflowing of the big lakes), plus the cost of repairs would be well over the insured value, therefore he considers it as a constructive total loss.

After the effects of the overflowing of the big lakes, if they cannot be properly controlled, it would have to be studied if this vessel could be refloated for scrap-iron or scrap her where she finally will lay.

Photo N° 1, the current can be appreciated when the tides have changed from high to low after one hour. The day this photograph was taken there was absolutely no wind.

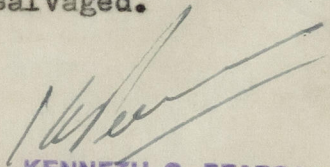
Photograph N° 2 shows vessel as she lays at the same hour as photo N° 1.

Photo N° 3 (arrow) indicates the point of the now submerged stone pier, on which vessel is leaning, and that does not permit her to righten without blasting same.

Photograph N° 4 shows vessel taken from up river from where the burst of water from the lakes will come down.

Photo N° 5, another general view of the vessel.

Any cargo in the lower holds that is not affected by being submerged in salt water can be salvaged.


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



© 2020

Lloyd's Register
Foundation

01592/2