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7th., March, 1900.

Dear Sirs,

I beg to inform you that on the 3rd. inst., I received from the Owners of the steamer "ETNA" now lying at your Port, the following telegram, viz; -

"Steamer ETNA Libau has propeller shovels damaged. Impossible change there as no danger crossing only shorter speed. Please wire Surveyor Libau allow departure. Will repair arrival Rouen or England".

To the above telegram I replied stating that this Society had no Surveyor stationed at Libau, but suggested that they should ask you to appoint a competent Engineer to survey the damage and determine whether the propeller was efficient for the voyage.

I am now in receipt of a telegram reading as follows, "On demand Captain Russo steamer ETNA, Captain Mellin and Engineer Barwood from English steamer ENVOY surveyed ETNA'S propeller in Libau. Found same in fit condition to take ship to Rouen as ETNA with whole propeller according Captain's and Engineer's log, made $8\frac{1}{2}$ knots with 53 revolutions and 8 knots with 57 revolutions with broken propeller blades. Please wire permission Captain Russo steamer ETNA proceed Rouen without repairing and instruct your Agents here accordingly. Captain Mellon, Engineer Harwood, Bornholdt".

To this telegram I today replied, as follows, viz; -

"Suggest you obtain from Surveyors, Certificate fitness for voyage before proceeding".

As I have heard no word from you in connection with

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this matter I thought it well to acquaint you of the above facts.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs Helmsing & Grimm,

Lloyd's Agents,

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