

s.s."ELSA MENZELL".
(ex s.s."INCHDAIRNIE").

Hamburg Report No.20078.

This case is fully stated in the endorsement dated
13th October 1931.

The matter refers to damage to the propeller and
was referred to the Hamburg Surveyors for their remarks.

Mr.A.Chisholm, Principal Surveyor for Germany has
forwarded a comparative statement from Mr.Menzell's
letter and the Hamburg Surveyors remarks, and states:-

"From the correspondence which you have now received
from the Owners, it will be seen that the Owners object
to the point of view taken by the Society's Surveyors and
that the Owners were desirous that this Society would as
a result of the examination condemn the propeller. Mr.
Menzell, the Owner of the vessel, has called on several
occasions at this Office and has endeavoured to have the
decision given by Mr.Krutzfeldt revised. The Engineer
Surveyors here agree that Mr.Krutzfeldt's decision is in
the circumstances the correct one as, apart from the pieces
which were broken off, the broken blades were free from
cracks and the method of repair proposed is what has been
generally recommended in quite a number of cases of a
similar nature.....

....With regard to the concluding paragraph of the Owners
letter to which you refer in your communication to me, Mr.
Menzell indicates that he will abide by the decision being
intimated without further examination, or, on the basis of
a special examination being called and an additional
Surveyor to this Society either supporting Mr.Krutzfeldt's
decision or reversing same.

I may add that as usual in such cases the Underwriters
were prepared to offer the Owners partial compensation and
were willing to pay a proportion of the cost of the propell
er being replaced, but Mr.Menzell desires to have the full

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value together with the incidental costs refunded by the Underwriters and for this reason he is pressing for a reversal of the Society's recommendation as given in the damage report".

It should be noted that the diameter of the damaged cast iron propeller was 5400 mm., whereas the present bronze propeller appears to be 5700 mm. diameter.

IT IS SUBMITTED Mr. Chisholm might be instructed to interview the Owner (Mr. Menzell) and to explain matters to him in accordance with the explanation contained in Mr. Chisholm's letter of the 17th October.

Mr. Chisholm should inform the Owner that the Hamburg Surveyors' recommendations in the matter are considered to be in order and it does not appear that any further survey of the damaged propeller would serve a useful purpose.

MA

WDA

GSA

20.10.31.



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