



Lloyd's Register of Shipping,

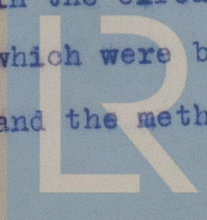
3, Steinhoeft,

Hamburg, 17th Oct. 1931.



Dear Sir,

I duly received your letter of the 14th instant with enclosures regarding the case of the s.s. "ELSA MENZELL" which vessel came under survey here in August last. At the time when the propeller blades were examined by Mr. Krützfeldt it was found that two small portions on two of the blades lying diametrically opposite each other had broken off and Mr. Krützfeldt considered that for the purposes of classification the recommendation to cast on new pieces or to trim off the blades as stated in the damage report was the correct one. 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 Surveyor 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. Krützfeldt revised. The Engineer Surveyors here agree that Mr. Krützfeldt'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



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W482-0028/2

- 2 -

Ham.17.10.31.--"ELSA MENZELL"

is what has been generally recommended in quite a number of cases of a similar nature. With regard to the letter received from the Owners and the various enclosures I have thought it well to place in the form of a comparative statement a few extracts from Mr. Menzell's letter and opposite our remarks. It will be seen that in quite a number of points our views are not in agreement with the statements made by Mr. Menzell.

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 propeller being replaced but Mr. Menzell desires to have the full 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.

The Secretary,

LONDON

I am, Dear Sir,

Yours faithfully

A. Christie
Lloyd's Register
Foundation

3/58500-584W

"LETTER ASIDE". E.O.L.V.L. 1911

to redress a wrong in the present case, and to secure
the best possible result for the future. It is not
the duty of the Government to interfere with the
freedom of the press, but it is its duty to see
that the press is not used to the detriment of
the public interest. The Government should not
interfere with the press, but it should see that
the press is not used to the detriment of the
public interest. The Government should not
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public interest.

Referred to the Chief Clerk

Also for Mr. Hill

S. A. Hill

LONDON

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