

Re letter dated Hamburg, 10th October, 1931.

from Messrs. Menzell Rhederei A.G.,
-.-.-.-.-

Mr. Menzell's statement:-

Our Remarks.

ell states:-

and the fractured places show
as and signs of corrogation....
and we therefore fitted a new
Propeller for safety's sake
another cast iron reserve on
.....
e decided not to run the risk
a repaired propeller in the
of the enclosed letters from
all known propeller Manufac-
Messrs.
ome days later the Vereins
or heard that L.R. in their
recommended Damages of the
er to be repaired (Vide ...)
a revised his opinion and rece
d for himself as average
r against our representative
e propeller should be
d
a n d
hereby backing up the view
Hamburg Underwriters Expert
expenditure for a new
n propeller can be safed.

No cracks were found in the
places where the pieces broke off
The Bronze Propeller was found
to have been stored in one of the
aft cargo holds, consequently it
must have been ordered previously
These letters were written after
the vessel had already left
Hamburg for a Swedish Port. Vessel
left Hamburg 1st Sept. It was
only ~~then~~ recommended to cast on
pieces, but also alternatively to
trim off the other tips.
Mr. Appel who carried out the
survey on behalf of the Unter-
writers was from the moment when
he saw the damaged propeller of
the opinion that the damage could
be repaired as specified. He
accordingly did not revise his
opinion on account of the damage
report which has been issued
to Messrs. Menzell Rhederei A.G.

P.T.O.



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2001 Managers
In our opinion and in the all the circumstances the propeller
not be condemned. The question of the old propeller being used
in with the pieces cast on or alternatively with the blades
ummed off is a question of expediency, but not of safety. Even
the pieces cast on were to fall off further damage would not
ur. If the Owners desire to fit a new propeller in order to
ance the efficiency and speed of the vessel, this is a matter which
ould be taken up with the Underwriters and not with Lloyd's
gister.



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