

OCT 1931

s. s. "ELSA MENZELL" (ex "INCHDAIRNIE") Hamburg 20078.

This vessel was recently under survey at Hamburg when the machinery was examined for damage alleged sustained in consequence of encountering ice whilst on a voyage from Odense to Nicolaieff.

In regard to the propeller the Hamburg Surveyors reported as follows:-

"Found:- Small pieces of about $5\frac{1}{2}$ " of two opposite propeller blades broken off.

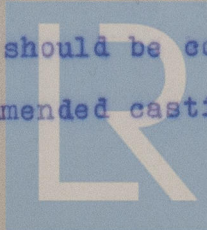
Recommended:- Broken tips of propeller blades to be cast on or to be trimmed off"

"Damage repairs:- Damage repairs have been carried out as recommended with exception of the propeller, which, at the request of the Owner, has been replaced by a new bronze propeller which has been previously ordered.

The Owners explain that the Expert of the "Verein" at first stated that wear and tear was the cause of the damage, whilst their own representative objected, drawing attention to the fact that when the steamer was drydocked at Kiel in May 1930, the propeller was in good condition. Some days later the Verein's Surveyor heard the Society's Surveyor had recommended that the propeller should be repaired. The Verein Surveyor revised his opinion and recommended that the propeller should be repaired by casting on the broken tips.

The Owners say they decided not to run the risk of with a repaired propeller and insisted upon the condemnation of the damaged propeller, but Lloyd's Surveyor adheres to his repair recommendation, thereby backing up the view of the Hamburg Underwriters' Expert.

The Owners state their Hamburg Underwriters even oppose the nomination of an Umpire between the two experts for deciding whether the damaged propeller should be condemned or not, simply because Lloyd's Surveyor recommended casting on of the tips.



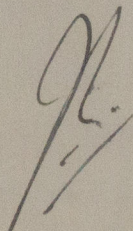
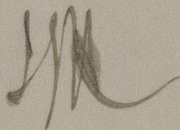
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The Owners conclude their letter as follows:-

"We therefore request Lloyd's London to consider our pledge and eventually to nominate an Umpire-Surveyor to inspect the damaged propeller also in regard to the fitness for turbine engines in case the tips should break off again during voyage in winter time in midst of ocean. We need not mention that in such case the blame generally falls upon the Owners and leaving a bad name to the ship amongst Underwriters. We shall of course abide by Lloyd's Register's decision and shall have put on again the repaired propeller before the steamer sails again from here to America by the end of November, but in case of accidents we must look upon Lloyds and Underwriters to free us from all blame"

IT IS SUBMITTED that in the first instance the matter should be referred to the Hamburg Surveyors for any remarks they may care to offer.



13.10.31.



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W482-0032712