

Menzell Reederei A. G.

Hamm-Adresse: Menzell-Hamburg

Codes:
e-Code, Scotts Code A. B. C.
5th Edition, Watkins-Code

Fernsprecher:
Telefonnummer C 4 Dammtor 6970

HAMBURG 36, den 10th October 1931.
Gr. Bleichen 31 (Kaufmannshaus)

The Director

Lloyd's Register of Shipping

London.

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Dear Sir,

We beg to put the following before you for consideration:

Our ss "Elsa Menzell" ex "Inchdairnie" drydocked here in Hamburg end of August for repairing damages sustained by collision with Ice. on voyage from Odessa to Nicolaieff in January last. Amongst other damages about 11½ inches in diameter of the cast iron propeller blades were broken off and the fractured places show cracks and signs of corrogation. Two Experts were nominated by the Verein Hamburger Assekuradeure and ourselves as owners to report jointly upon this damage and a local British Lloyd's Surveyor for the classification attended. The Expert of the "Verein" at first stated that wear and tear was the cause of the damages whilst our representative opposed drawing attention to the fact that when the Steamer drydocked under Lloyd's control for reclassing at Kiel in May 1930 the propeller was in good condition. - Some days later the Vereins Surveyor heard that Lloyd's Register in their Report recommended Damages of the Propeller to be repaired (Vide enclosed copy of this Damage-Report dated Hamburg 2nd September 1931). He then revised his opinion and recommended for himself as Average Surveyor against our representative that the propeller should be repaired by casting on the broken tips. -

The Captain and Chief Engineer declined to go to Sea with the big and fully laden ship of about 10.800 tons Deadweight and 45 men

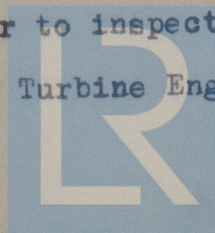
Director Lloyd's Register of Shipping, London.

the Oceans in Stormy Wintertime with a repaired propeller, and we there-
fitted a new bronce propeller for safety's sake, with another Cast
Reserve onboard, leaving the damaged propeller on shore for further
section at the Howald Werke Dry Docks in Hamburg. We decided not to run
risk with a repaired propeller in the face of the enclosed letters
the well known Propeller manufacturers Messrs. G.H. Bailey, Graham
Ld. at Cardiff and Theodor Zeise, Altona, which letters speak for
selves. We insisted upon condemnation of the damaged propeller but
to British Lloyd's Surveyor at Hamburg adhere's to his Repair Recommendation
by backing up the view of the Hamburg Underwriters Expert that the
expenditure for a New Cast Iron Propeller can be safed.

We are Shipowners for more than 35 years and have over and
again experienced that repairs to cast iron propellers by casting on
donot last and are dangerous for Ships especially on long voyages.
The cast on tips fall off again also the turbines will suffer as
evidy noted in the log book, not mentioning the diminished Speed and
exagger Consumption. General Average with all consequences may result.
of opinion that such risks should be avoided in the interest of
Safety of the Crew and Cargo and losses by Underwriters and Owners.

Our Hamburg Underwriters even oppose to the nomination of
an Umpire between the two Experts for deciding whether the damaged Pro-
peller should be condemned or not, simply because Lloyd's Surveyor recommen-
dation resting on of the tips.-

We therefore request Lloyd's London to consider our pledge
eventually to nominate an Umpire-Surveyor to inspect the damaged
propeller also in regard to the fitness for Turbine Engines in case the



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ships should break off again during voyage in Wintertime inmidst of Ocean.
 We need not mention that in such case the blame generally falls upon
 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.

Awaiting your reply,

we are Dear Sir

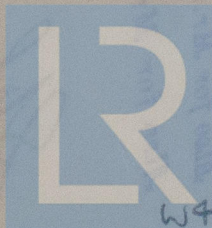
Yours faithfully

Menzell Reederei A.G.

Menzell Reederei

Enclosures:

- 1) Copy of British Lloyd's Damage Report dated Hamburg 2nd September 1931.
- 2) Letters from Bailey, Cardiff and Th. Zeise, Altona.
- 3) Damage Report by the Experts of the Verein Hamburger Assekuradeure
 and owners with imperfect sketch attached showing the fractured
 part of one blade only whilst the corresponding blade-broken off
 later during voyage-shows similar damage which can be seen better
 by inspecting the damaged propeller.
- 4) Protest by Captain dated New York 19th March 1931.



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Referred to the Chief ~~Ship~~ Surveyor,
and the Chief Engineer Surveyor.

12 OCT 1931

Also for Mr. S. A. Hill to note.

Also for Mr. Carey to note.

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