

Cable requested

s.s. "REX".

Mr. J. W. Leicester, the Society's Senior Engineer Surveyor at Genoa has stated in a private letter, dated the 29th instant that

"..A rather unfortunate matter came to light on the "REX" in a purely accidental manner during last Friday night (23rd instant). When the ship was quiet some engineers who were turning, with the gear, the port outboard turbine installation heard in the low pressure casing a slight grinding noise. The turbine was consequently prepared for examination through the large sight doors, and they sent for me early the following morning.

I made an examination and could find nothing wrong as the blades at each end of the after section of the ahead turbine were perfectly sound; however a noise certainly existed in this portion when the turbine was moved, and I recommended that a section of blades from each end should be cut out. When this was done it was found that, due to an insufficiency of side clearances or, on the other hand, excessive expansion the rotor blades had slightly fouled the casing blades.

As the vessel was due to leave on Tuesday the 27th, it was impossible to effect repairs and it was, therefore, considered prudent by the Owners, Builders and myself to cut out the Low Pressure turbine of this port outboard set until such time as definite repairs could be effected.

The vessel consequently left on her maiden voyage with the Port Outboard Set using High Pressure and Intermediate Pressure Turbines only.

I have had a consultation with the Builders and Owners and it is proposed to^{do} the repair in two stages, i.e. at the end of the next two voyages. I think this can be done but rather fear it will actually run to three voyages before the thing will be completed as the vessel only has

"a stay at Genoa of seven days on each occasion. As an alternative it is suggested that the Low Pressure Turbine completely be removed for repair to shop and that the Port Outboard Set be run compound for about 4 voyages. I personally favour the latter, but at the moment nothing has been definitely settled.

Naturally we tried all the sets and listened attentively during the following night to detect unusual sounds, but all were apparently in order. I have also received a good report by Marconigram of the vessel's run to Gibraltar, the message stating that all was well and speed 26 knots.

It would appear that this one of those unfortunate affairs which occasionally do happen on trial trips and, of course had the trials taken place originally as proposed this could have been easily dealt with before the maiden voyage, but as you are aware, the difficulties connected with the Insurance of the vessel resulted in a series of postponements which almost brought us up to the sailing date for the maiden voyage.

I have issued an interim certificate with an endorsement to the effect that this turbine should be repaired at the first convenient opportunity, but in my First Entry Report I am making a clear statement of class on behalf of the machinery and attaching a separate sheet to this report briefly stating what has happened and submitting for the Committee's favourable consideration that no endorsement be made on the vessel's First Classification Certificate, and, that the Registro Italiano at this port have issued a perfectly clean certificate, though fully aware of the facts of the case as I have outlined them above.

I have given you details of this matter because I feel it is rather unfortunate for a ship of this standard to go away on her maiden voyage with a damaged turbine, and I sincerely hope that you and the Committee will appreciate

the circumstances.

All possible has been done and there was some hard thinking before it was finally decided to cut out completely the Low Pressure Turbine.

If you think it desirable that I should adopt another method in reporting this case other than that I have stated above, I shall be glad to have your kindly advice.

In the usual course, the First Entry Report should be in accord with the recommendations made in the interim certificate.

In the special circumstances, however, it is submitted for consideration whether a clean official certificate should be issued in this case.

In that event Mr. Leicester might be instructed by cable that his recommendation on the First Entry Report should not include any restriction regarding the machinery.

Further, he should be instructed to forward his report without delay.

C
1/10

*Certificate
must be
approved
for entry
J.H.*

J.H.
3.10.32.
[Signature]

REX RESUMES VOYAGE.

Lloyd's agent at Gibraltar cables that the new Italian liner Rex, which put in with damage to her turbo generator blades, has completed temporary repairs and sailed yesterday morning.

JOURNAL OF COMMERCE
3rd October 1932



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