

This vessel was built under special survey and left Genoa on her maiden voyage to New York on the 27th September, 1932.

The Gibraltar Surveyor reports it was stated that on the 28th September, owing to priming, first in the evaporators and afterwards in the main boilers, the three turbo generators were put out of action.

On examination it was found that the reaction blades of these turbines were stripped, the impulse blades damaged and the Michel thrust bearings overheated.

Temporary repairs were effected at Gibraltar to Nos. 1 and 2 turbo generators, giving a total available power of 1490 KW against the full power of 4620 KW., and the Surveyor recommends that permanent repairs should be carried out to the three turbo generators at New York. No. 3 generator is completely out of action.

In the first entry report, however, the Genoa Surveyors report that following the conclusion of the full speed sea trials and when the vessel was preparing for her maiden voyage, it was found that the port outboard low pressure turbine rotor blading was fouling the casing blading and that on the day of departure from Genoa, it was also found that the thrust bearing of No. 3 turbo generator was damaged through overheating and that the turbine blading was damaged.

The Genoa Surveyors have issued an interim certificate stating that they have recommended the vessel to have a record of *LMC 9,32, CL, Electric Light, "Fitted for oil fuel 9,32, flash point above 150°F" subject to the port outboard low pressure ahead turbine and the No. 3 turbo dynamo being repaired at the first convenient opportunity.

The vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted that she is eligible to be classed *LMC 9,32 "Fitted

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for oil fuel 9,32, flash point above 150°F" subject to permanent repairs being effected to three turbo generators at New York, and the port outboard Low Pressure Ahead Turbine being repaired at the first convenient opportunity.

The Genoa Surveyors have forwarded a letter from the Registro Italiano in which they ask for a copy of the report made by the Gibraltar Surveyor referred to above.

The vessel is intended to have the dual class of this Society and the Registro Italiano, but it may be noted that Mr. W.J. Matthews is also the Registro Italiano Non-Exclusive Surveyor for the port of Gibraltar and, in the ordinary way, would report on dually classed vessels direct to the Registro Italiano.

IT IS SUBMITTED that, in the circumstances, a copy of the Gibraltar Surveyor's report might be furnished as required, but it should be pointed out to the Registro Italiano that the Surveyor has made it quite clear that the statement, regarding the causes of the breakdown, is as was stated to him, and is not an expression of his opinion as to what actually occurred.

[It should be noted that no proportion of the fee charged on behalf of this Society at Gibraltar is due to the Registro Italiano.]

CL. Elec. Light.

12 steam turbines S.R. geared to 4 Sc. Shafts.

12 WTB 384 lb.

2 DB 228 lb.

F.D.

cm.
17.10.32.

J.P.D.
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