

COPY.

# Lloyd's Register of Shipping.

Port Port of Gibraltar.

October 1st 1932.

**This is to Certify** that

W. J. Matthews,

the undersigned Surveyor to this Society did at the request of the Agents, Messrs. John Carrara & Sons of Gibraltar, and by consent of the Commander, Captain F. Tarabotto of the Italian Quad.S.S."REX" 50100 tons gross of Genoa, attend the said vessel from 29/9/32 to date, in order to survey three damaged turbo generators, and to recommend what temporary repairs were necessary to enable this vessel to continue her voyage to New York.

It was stated that at about 10 p.m. September 28th 1932, when this vessel was on her maiden voyage from Genoa to New York, owing to priming, first in the evaporators and afterwards in the main boilers, apparently discharging direct into the three damaged turbo generators, the reaction blades were stripped thereby and the impulse blades damaged, also in consequence the Michel thrust bearings overheated.

The speed of the vessel was reduced and it was decided to put in to Gibraltar for survey and repairs.

Accompanied by Engineer Captain A. V. Sharpe, R.N., Chief Engineer, H.M. Dockyard, Gibraltar, I found and recommended as follows:-

Approximately 81% of the total electric power plant ....

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for accuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."





ent put out of action. Existing light and power being supplied  
three, 280 K.W. Diesel driven sets.

The services of H.M. Dockyard Engineering Staff were  
engaged and with the Ship's Engineers, the work proceeded  
continuously.

The three, 1250 K.W. turbines were opened out. No.1  
being inaccessible and lacking in lifting arrangements, it was  
decided not to attempt any repairs at this Port. Nos.2 and 3 top  
casings were removed entirely and the rotors lifted out.

#### SUMMARY OF DAMAGE.

Impulse blades burred and  
worn at the edges, otherwise  
in safe condition.

Reaction blade rings badly  
utilated and stripped.

Gland rings sheared off  
and/or burred over.

Thrust bearing pads  
partly melted and damaged,  
thrust collars scored.

#### TEMPORARY REPAIRS EFFECTED.

Dressed up and tested for  
soundness in rotors and casings.

Defective blade rings cut out,  
and all apertures and steam  
passages cleared of debris.

A sufficient number of strips  
fitted or faired for the voyage.

Bearing pads sent to the Dockyard,  
remetalled and machined.  
Thrust collars filed up and  
polished. Tested and made true  
to a specially made surfacing  
block.

See attached work specification for full repair  
details and condition.

Both turbines were jointed and connected up for steam  
trials. During the early morning of October 1st. the governor of  
No.3 failed. The governor from No.1 was fitted in place and a  
power trial was run at noon, an output of 310 K.W. being maintained.  
At 5 p.m. No.2 turbine was on power with a similar output. Both  
machines continued to work satisfactorily during the night.

Whilst the above repairs were in hand, the starboard  
auxiliary feed tank was found to be leaking badly at the back  
vertical seam (welded). The tank was drained out and an air  
cooling pipe fitted to enable the welder to enter and reinforce  
the corner seam (oxy-acetylene), after a water test another leak  
was found at the bottom, welded up and placed in good order.

The available electric power after the temporary  
repairs were made to Nos.2 and 3 turbo generators was about 1460 K.W.  
out of an original output of 4590 K.W.



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Foundation



It was recommended and put into effect that strict economy in the use of light, power and heating must be rigidly adhered to for the rest of the voyage.

The main boilers (not surveyed) were emptied and refilled with fresh water, and the evaporators opened out for cleaning and adjustment.

The vessel proceeded on her voyage to New York at about 1.45 a.m. October 2nd, 1932.

The Surveyors at New York have been advised by telegram.

*W. J. Matthews*  
W. J. MATTHEWS.  
LLOYD'S REGISTER SURVEYOR.