





JAN 15 1940

Port of

GENOA.

Continuation of Report No. 16032 dated

20/12/39.

"FORTUNSTELLA"  
on the

Examined electric generators, switchboards, fuses, cables and fittings - after repairs as under, all placed in efficient condition. Afterwards electric installation (hull return system) tested under working conditions and found satisfactory.

FOR B.S. Examined internally and externally the three boilers together with their safety valves, mountings and doors and found or now placed in good condition. Afterwards examined the three boilers under steam and adjusted their safety valves as above.

FOR DOCKING- Vessel placed in dry dock - examined propeller, outside and inside fastenings and found in good condition.

Funnel examined, so far as practicable, and found in good order.

REPAIRS NOW CARRIED OUT-

H.P., M.P. & L.P. bottom end bearing brasses, white metal found cracked, remetalled.

H.P. ahead guide shoe, white metal found worn, remetalled.

Some ballast and bilge pipes in boiler room renewed or repaired as necessary.

Some electric light circuits overhauled, and repaired by renewing defective lengths of cables and fittings.

Mountings of the three boilers overhauled and placed in good order.

In centre boiler: a few defective combustion chamber screwed stays renewed and port lower manhole built up with E.W. & door refitted.

Other minor repairs.

Thrust shaft - on account of circumferential cracks found at fillet of No 6 collar (from ford), shaft removed ashore, placed in lathe and affected collar turned off, as recommended.

After removing collar, the diameter of the shaft in way was reduced to 375 (original diameter 388 m/m) to reach sound material. The shaft has now seven collars and in our opinion is considered efficient. It is submitted for the favourable consideration of the Committee that the shaft be accepted without any restriction.

Repairs examined on completion and found satisfactory.

N.B.- Regarding the thrust shaft, it is understood that a report on same has been made by a Surveyor to Italian Underwriters, no claim for damage was made when defect to thrust shaft was found, and no log book produced.

AS



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Completion in Two Appns?

It is submitted that these  
persons WILL BE eligible  
for the record. *flucms/39*

1572/40

TOO GREAT FOR YOU TO MASTER

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