

Continuation of Report No. 17533, dated 20th Sept. 1919 on the

S. S. "VALLARSA" ex "WAR PROPHET"

Horizontal plate stiffeners cut off on bulkheads 110 & 142, and
butteress on 142 port & starboard cut out to depth of stiffener
and reverse bars fitted. Also reverse bars fitted to channel stiff^{rs}.
Center line Bulkheads: Bulkhead cut out in way of No. 1, 2, 4,
& 5 hatchways, double bulb angle stiffeners fitted at hatch
ends connected to tank top & hatch coamings by brackets,
provision on same made for taking shifting boards and
hole ladders fitted as required. Vertical webs cut out to
depth of adjacent stiffeners & reverse angle fitted.
Horizontal stringers cut off.

No. 3 Cargo hold or deep tank: Two watertight hatches 10'6" x 10'6" fitted with bolted plate covers efficiently stiffened and a watertight manhole in each tank fitted for access, two ventilator coamings fitted with watertight covers in addition to cowls fitted. New ladder fitted to each side.

Wash Bulkheads: between 110 & 122 (original oil fuel bunker) cut out leaving 12 inches on 110 bulkhead fitted with reverse bar to form stiffener.

Hatch beams: on frames 50 & 122 made equal to strong hatch
and beams.

Quarter pillars: remove except those at frame 39 in after hole,
frame 149 in fore hole and in deep tank.

Tunnel: closed under each hatch with wood, flush with stiffeners.

Hatches: fitted with webs & covers as for Standard 'A' vessel
(cargo.)

Winches: Two winches fitted to each hatch (8 additional in all) on girders with the necessary steam & exhaust connections, & efficient pillars.

Masts & derricks: Fore & Main masts fitted with two derricks for each hatch, derricks for working W. 4 hatch made suitable for working deep tank. Shrouds & stays fitted to masts as usual. Wireless mast removed.

Other gear removed except the stem projection.

Ceiling: ceiling gitties over bilges and portable hatch arranged in bilges of deep tank, & wood covers gitties over manholes to double bottom compartments. Wood spar ceiling gitties to all holds.

Oil pipes: The whole system of oil pipes, valves, pumps etc. removed both for cargo & oil burning installation and a complete new system of bilge & ballast pipes fitted with all necessary sounding and air pipes as for Standard 'A'

Continued

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 30 of 31.			Description of Anchor.	Makers	Where and when tested and by Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ..															
	2nd "															
	3rd "															
	Collectree Weight.															
	Stream															
81700	Kedge.....	7	0	22	1	3	12	9	9	1	14	7	0	0	Ordinary	N. H. H. Co. Wilmington 12-6-1

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Owts qrs lbs	Owts qrs lbs	Fathoms.	Inch.			
53252	15	2 1/4	86 1/8	120 1/2	36.1.1				Steel Link	L. Taylor & Co. Ltd	25.6.19, Lipton, Penn
53253	15	"	"	"	36.0.14				"	"	" "
53254	15	"	"	"	36.2.0				"	"	" "
53255 Chain- or-Steel Wire	15	"	"	"	36.0.15				"	"	" "
Retested with 3530	14 1/2	2 1/4	86 1/8	120 1/2	35.0.9				Steel Link	Not stated	31.7.19, Glasgow, Scot

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cargo vessels. Ventilators fitted to each hold as required.
Sea Inlet: Vessel placed in dry dock & sea inlet valve in forward hold removed, & hole in shell efficiently covered up by efficient doubling plate, & bottom cleaned & recoated.

Cement & paint: Bilges cemented as for Standard P. vessels and all steelwork inside & out painted.

Gun platforms removed except stiffening below decks, wood deck made good, rails & stanchions round prop completed, & awning stanchions & ridges fitted.

Ladderway to W.1 hold from fore-castle entrance removed, opening in deck plated over, & ladder fitted at fore end of hatchway.

Magazine fitted up as boatwain's store.

W.T. door to tunnel: horizontal sliding W.T. door fitted from engine room to tunnel.

Cross bunker: a second device fitted on bridge deck.

Deep tank & double bottom tanks tested.

Cargo clusters fitted. Wood decks recoated.

The above alterations and additions have been carried out in accordance with Rules & specification. A kedge anchor has now been placed on board, also 60 fathoms of additional cable making the complement up to 270 fathoms, particulars of which are given. Particulars in Register book to be amended to 7th, Deep tank a 28' 1168 tons.

Damage Repairs: Damage stated to have been caused through collision while in convoy in June 1918.

Temporary repairs were effected at Portsmouth Dockyard.

Now done: On starboard side W.4 plate from stem in sheer stake cut adrift & fairied in place, W.5 plate removed, fairied & replaced, W.6 plate cut adrift & fairied in place. One length of stringer angle removed, fairied & replaced. W.4 plate from stem in J. stake & W.5 plate from stem in H. stake fairied in place. Two bulwark plates & one length of B.A. rail bar removed, fairied & refitted. Nine bulwark B.A. stays renewed, & one bulwark plate stay, cut adrift, fairied & replaced.

Damage stated to have been caused by dragging anchor & collision while off Greenock on the 26th March 1919.

Now done: Stem bar above scarp removed, fairied & replaced. On starboard side, stem plates in G. & H. stakes

Continued

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renewed. Stem plate in F. strake cropped & fore part renewed. On port side, stem plates in G. & H. strakes cut adrift; girders re-placed. Stem plate in F. strake cropped & fore part renewed. Fore peak tank tested.

Poop deck port side after cut: One poop side top plate girders in place, stringer plate in way of same girders in place & partly renewed, cut stringer angle renewed.

Three stanchions & rails in way of damage renewed, repaired & refitted, & moulding made good, & wood bulkhead under poop repaired. One air & cond. pipe repaired. One length of chain cable owing to link breaking, repaired & retested.

New accommodation ladder supplied.

Damage on port side in way of 154 frame in 4th strake below sheerstrake stated to have been sustained at Grangemouth in Sept. 1918, temporary repairs had been effected.

Now done: 2 damaged shell plates cut adrift from frame & girders in place & frame bar repaired.

[Signature] 20.9.19.