

"DERRYCUNIHY"

There is no indication in the Cardiff or Grimsby Report that the welding, either of the deck butts or of the hatchway corners was unsatisfactory.

There was some concentration of loading, but this is not marked, although details of the weights of some items, such as tanks and jeeps are not given. The presence of the tanks on the deck abreast Nos. 2 and 2A hatches may have been contributory. It must be noted from the log extract that this deck cargo shifted on two occasions.

"EMPIRE MACALPINE"

This vessel, completed 4/43, was examined in Liverpool 7-43 for collision damage. The bulk of the repair was to riveted work.

In the survey report mention is made of fractured welding in shoes at frames in cofferdam round petrol tanks. No information as to the quality of these particular welds is given.

The vessel was surveyed again at Liverpool 9-43 for heavy weather damage. The principal defect was flooding of various spaces through exposed non-watertight doors. There were some minor defects in caulking and welding of decks over accommodation, but the report does not say whether the welding had fractured or whether it was incomplete or porous.

This vessel was again surveyed at Halifax N.S. 11-43 after heavy weather, when only leaky shell rivets were found. When these rivets were dealt with at Liverpool 1,44, defective welding was found in way of the middle panting stringer.

At the last survey at Liverpool 5-44, leaky shell rivets were dealt with.

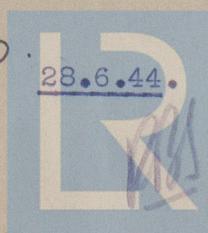
To sum up, the vessel has been surveyed for heavy weather twice in the past year. The principal effect of the heavy weather on the ship's structure has been leaky shell rivets, but in addition the welding of some relatively minor items has been found defective. The reports do not state whether the welds have fractured or have been found otherwise defective, except in the case of the welded shoes in the cofferdam.

"EMPIRE MACKENDRICK"

This vessel was surveyed in 5-44, four months after entering service, and no failure of welding has been reported.

It is not known to what extent female labour is used by Burntisland S.B.Co. It is very doubtful whether women welders work to any considerable extent on vessels on the berth. In practically all places **visited**, women have been employed on prefabrication work as a general rule, but this cannot be definitely stated with regard to the Burntisland Company. None of the defects enumerated in the various reports come under the category of skid or shop welds.

*J.B.*



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