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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosure.

17th October, 1938.

Dear Sirs,

E.

With reference to your letter of the 26th ultimo relating to Messrs. Burmeister & Wain's new type of six cylinder 2 SCSEA Diesel oil engine, I have to acquaint you that the proposal to include broad flanged "Differdinger" sections made from Thomas steel in the welded entablatures of these engines has been further carefully considered in the light of the remarks in Messrs. Burmeister & Wain's communication to you of the 23rd ultimo, and also those of the Society's Principal and Special Surveyors for Steel, to whom the matter was referred.

In reply I have to request that you will inform Messrs. Burmeister & Wain it is regretted that in all the circumstances the proposal to include Thomas steel in the welded entablatures of these engines cannot be accepted.

With reference to the statement in the third paragraph of the Firm's letter that it is impossible to procure these "Differdinger" sections made from Open Hearth steel, I have to say that, while the Differdinger Works are Makers of steel by the Thomas process only, it would appear that Open Hearth steel ingots might be obtained

Messrs. Burmeister & Wain's
Six Cylinder 2 SCOA Oil Engine.

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from another source and rolled to the required section at these Works.

Alternatively, it is suggested that these girders could be fabricated by welding together a webplate and flange which includes a suitable vee for welding. Such rolled flanges having square edges are, it is understood, manufactured by more than one Steelworks on the Continent, and a sketch illustrating this suggestion is enclosed.

I am, Dear Sirs,
Yours faithfully,

Secretary.

The Surveyors,
COPENHAGEN.



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