

Messrs. Burmeister & Wain.

Welded Bedplate and Entablature for 2 SCSA Heavy
Oil Engine having 6 Cylinders, 500 mm. dia. x
900 mm. stroke, 2530 B.H.P. at 165 r.p.m.

The Copenhagen Surveyors were informed in the Secretary's letter of the 25th September last with reference to their enquiry regarding welded bedplates and entablatures for heavy oil engines and the use of Bessemer steel for this purpose, that whilst the materials for the fabrication of such structures need not be tested, the same should be made by the open hearth process (acid or basic) at works recognised by the Committee.

They were also informed that ordinary commercial and Bessemer steels could not be accepted for this purpose.

The Surveyors now forward for consideration plans of proposed welded entablatures, the design of which appears to be satisfactory.

It is proposed, however, to use for the transverse girders, profiles made of Thomas steel and the Firm states that the stresses in these girders are comparatively small, which is confirmed by calculations made in this Office.

Apart from the process by which the main transverse girders are made, the design is generally satisfactory but it has been the consistent policy of the Society not to permit the use of Thomas steel for parts of structural importance.

IT IS SUBMITTED the Copenhagen Surveyors be informed that the plans of welded entablature have been carefully examined and as regards general design the entablatures are considered satisfactory, but from the point of view of longitudinal rigidity it is recommended that a continuous fore and aft tie be fitted on each side in way of the facings (24) on the plans.

With reference to the proposal to use for the transverse girders, profiles made from Thomas steel,

W 175-0286(112)

it should be pointed out that as previously stated in the Secretary's letter of the 25th September last, Bessemer steel could not be accepted for this purpose.

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J.M.

18th June, 1938.

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