

BECAS cont.

It is expected that by the end of 1991 the database will cover all British Engine clients, with Branches updating regional files on their own terminals to ensure the information is current.

Though BECAS does not replace the Plant Inspection Reports, it does provide a vast improvement in data availability especially in terms of ease of access for those clients with plant and machinery at a number of different locations.

National enforcement authorities are considering the possibility of electronic data storage systems as an alternative to the requisite prescribed report, and once this concept is accepted the demand for connection to BECAS will further accelerate.

BECAS has already won the enthusiastic approval of some of British Engine's biggest clients.

Marketing Manager Ted Gilbert explained: "Once BECAS is demonstrated to the client, it sells itself, with the advantages of instant computer access to our files being quickly recognised. In most cases, where the client already uses computers, the cost of the link is minimal compared to the benefits.

"The system is the most sophisticated of its kind and demonstrates British Engine's determination to maintain its position at the forefront of the industry."

Channel tunnel Passport to work

The historic breakthrough in the Channel Tunnel, when the British and French-based teams finally met underground, was an event which had an immediate impact on South East Regional Branch Engineer-Surveyors involved in the project.

Since the breakthrough they have found they need a passport to go to work! All personnel working on site have to comply with new security procedures brought in to satisfy HM Customs and Excise, and register their passport numbers.

Inspection work is continuing through British Engine's long-standing association with Taylor Woodrow, one of the five companies in the Transmanche Link consortium.

Hockey team tour scores £1,628 for Children in Need

BRITISH Engine "got their skates on" to bring in the cash for the BBC's Children in Need Appeal, as members of the Company-sponsored Lee Valley Lions ice hockey team visited offices the length of the country before finally going live on BBC TV to hand over the cheque.

The Company scored a magnificent £1,628 on Friday, November 23, as two of the Lee Valley players - captain Steve James and Greg Cyr - trekked 250 miles in full kit.

They started at Royal Insurance offices in Lime Street, London, and then picked the pockets of British Engine and Royal staff at Birmingham before finally arriving at Manchester where they toured British Engine, Royal and Marine at Longridge House extracting cash with a mixture of good humour and the judicious use of their sticks!

Money was also passed on from British Engine staff collections at Leeds and Glasgow, and

9.30am The Lee Valley Lions "charity team" at Royal Insurance offices in Lime Street, London, on the first stage of their trek.



British Engine and Royal staff at Reading.

The players' final goal was the BBC North West studios in Oxford Road, Manchester, where they were interviewed for the local radio network, and finally handed over a giant cheque, live on TV, to BBC personality John Mundy.

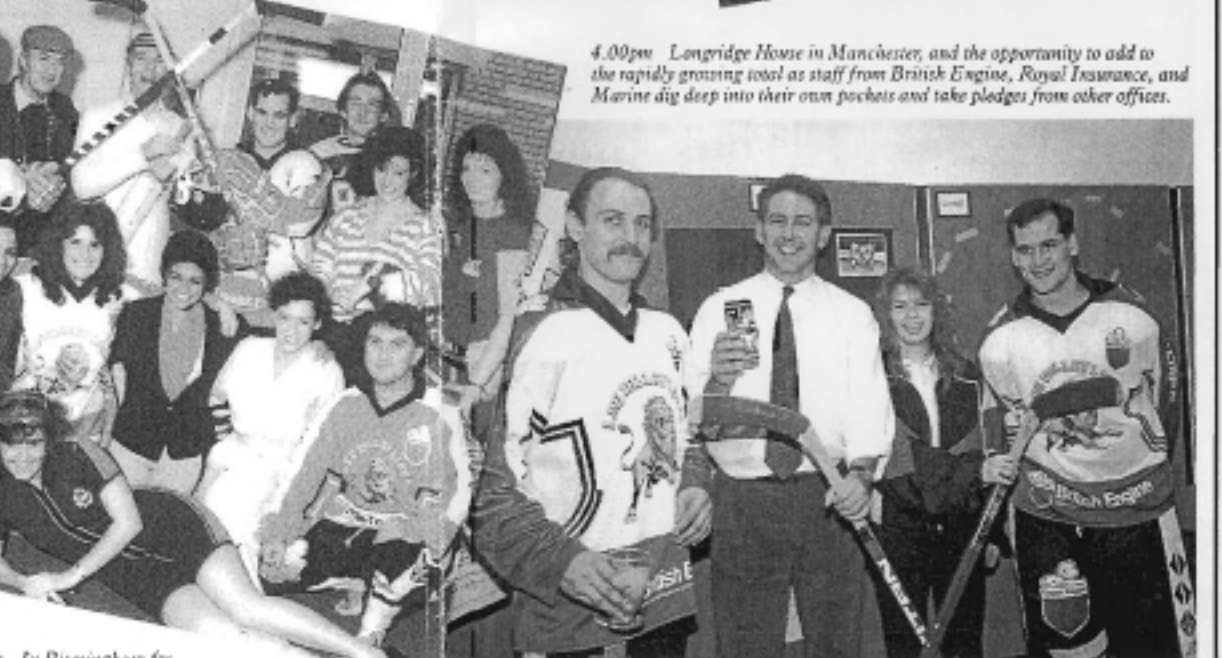
David Hall, who is currently attached to Marketing Department at Longridge House, masterminded the scheme and accompanied the players on their fund-raising trek.

He said: "There was a great atmosphere on the day with everyone delighted to see two ice-hockey players tearing through the offices holding out a helmet for donations.

"We were obviously extremely pleased with the sum collected but not exactly surprised. After all, who wouldn't give generously to a six-foot hockey player waving a hockey stick?"



4.00pm Longridge House in Manchester, and the opportunity to add to the rapidly growing total as staff from British Engine, Royal Insurance, and Marine dig deep into their own pockets and take pledges from other offices.



1.00pm In Birmingham for lunchtime and a tour of staff at Mivster House, Waterloo Street yields cash and a wotchy crew of odd characters dressed for the occasion.

End of the road - the BBC studios where British Engine's Lee Valley players Steve and Greg join in the fun with millions of people across the country as they go live on air with BBC personality John Mundy to hand over the cheque for the collection total - a terrific £1,628.15.



'Disaster Movie' will aid safety

British Engine has made its own "disaster movie" as part of a major exercise to test the safety of giant steam-heated cylinders used in the paper industry.

The cylinders were filmed whilst exploding during testing to destruction to determine the strength of a bizarre but superbly effective jointing process using iron filings, urine and good old fashioned rust!

The cylinders are employed to dry and texture the surface of raw paper in a process which was originally developed in the 19th century. But the most common type of cylinder incorporates an unusual "rusted-in joint", which had previously proved impossible to test for strength.

That test of strength became compulsory under the Pressure Systems Regulations 1989, and the British Paper Industry turned to British Engine to solve their problem.

The Company's Engineer-Surveyors carried out a programme of destructive testing and carefully recorded the stress factors, making their own video of the process, which included several spectacular explosions as cylinders were destroyed.

But they were amazed by the integrity of the joint itself, which was formed by packing a 12mm gap with iron filings which were

then corroded using chemicals - sulphur and sal-ammoniac which caused the iron filings to expand and permanently seal the joint. Research revealed that in days gone by engineers used to employ the most readily available chemical solution to aid the corrosion... by urinating on the joint!

The old process, and its modern counterpart, was certainly effective. The tests, supervised by Michael Starczewski, a Stress Engineer in Engineering Operations, proved that the joint would withstand pressures of up to 380psi, and demonstrated that endplates and the flange on the cylinder would fail before the joint.

The tests established beyond reasonable doubt the integrity of the corroded joints.

They were fully documented, and the technical papers and the video have been presented to both the British Paper and Board Industry and the Health and Safety Executive.

British Engine has now developed guidelines for the inspection procedure which satisfy the Pressure Systems Regulations, and has - through the Company's expertise and research - made another vital contribution to health and safety in British industry.

PSR video - the sequel

Following the Hollywood theory that when you have a winning formula, you build upon it, British Engine has updated its video covering the Pressure Systems and Transportable Gas Containers Regulations 1989.

The original video introduced the Regulations, and the new version moves forward with the implementation of those Regulations and is designed to remain relevant throughout the remaining three and a half years of the transition period laid down under the legislation.

The new PSR video, which runs for 20 minutes, features

improved graphics, examples of Written Schemes of Examination, and the AOTC Guidance Booklets which were not available for the original production.

The video was co-ordinated by David Hall, currently attached to Marketing Department, filmed and edited by Ken Little, an Engineer-Surveyor from Midlands and West Region, who is a keen amateur film-maker, and the voice-over was supplied by Barry Neild, British Engine's Legal Consultant based at Longridge House, making it truly a "British Engine Production".

David Hall and the Lions take a well-earned breather from their charity collection.