

Focus on Flange Faces

After the successful repair to one of the two main condensers on the USS Austin (LPD-4) in Gibraltar, one of its sister ships - there are a total of 11 vessels in the Class - the USS Shreveport (LPD-12), was experiencing similar problems while stationed in Norfolk, Virginia.

In this case, since there was more time available to carry out the repairs, both condensers were done with the ENECON CeramAlloy. The repairs were carried out using procedures "fine tuned" during the job on the Austin, including the rebuilding of the badly corroded flange faces of the water boxes.

After pulling the boxes, the damaged areas of the flange faces were thoroughly roughened using grinders to cut a coarse "hash marked" pattern in the surfaces.

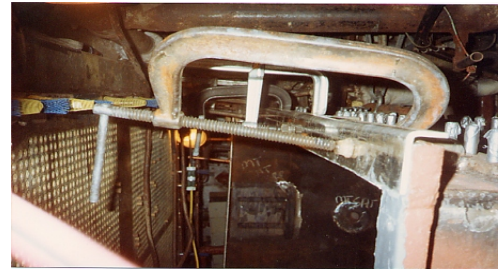
Release Agent was used on the former to rebuild the corroded faces back to the proper shape.

After mixing the CeramAlloy CP+ and applying it to both the



roughened flange face and to the inside of the former, the former was positioned over the flange surface.

Using clamps to draw the former in and squeeze out the excess material, the flange face was rebuilt to the required size, shape and contour, thereby ensuring that the proper seal between the water box and the mating surface on the tube sheet could be achieved without the need for traditional, costly welding and machining procedures.



Smooth, 1/4 inch thick aluminum angle coated with ENECON