

FORMING IDEAS

A publication of Brenco Industries Ltd

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Brenco Industries has been publishing the Forming Ideas newsletter since 2007. It is intended to educate and inform our friends, customers and suppliers through our own observations and experiences. Brenco is a quality provider of metal cutting, forming and fabricating solutions.



Brenco Installs New Press Brake



The latest and greatest technology has once again been delivered to our shop. This sophisticated press brake recently arrived from Sweden. It was built by Ursviken to our specifications and assembled in our shop last month. It boasts 700 ton forming capacity over a 16 foot bed and is equipped with European controls and Italian precision ground tooling. It just doesn't get any better than this. This is our 4th Ursviken press brake (Brenco operates 9 brakes). Ursviken Press Brakes have proven to be of exceptionally high quality, reliable and consistently accurate while providing our operators with a high level of safety.



Tech Talk

You can probably guess what these are, but in case you're scratching your head, these are exhaust header flanges for a Chevy 350 cubic inch V8 engine. Headers are a high performance part that makes more horsepower. But you already knew that.

While these two flanges may look the same, they're not. You might already see the differences. Dimensionally, they're similar but if you look closely, you'll see that one is... (pause while looking for the right word)... well the technical term is *crap*. The material surface is pitted and rusted and the holes and slots are deformed.

This part came in an aftermarket kit produced offshore. While it may look like a header flange, it's pretty much useless. It doesn't matter how cheap it was, it's still useless. The other flange was cut by Brenco using waterjet. It cost more but it's a real, useable part.



Comparing a part made offshore with one produced domestically. The differences are obvious and exemplify the problems associated with the expectation of quality when the purchase decision is based on price.



MUMBLE JUMBLE

Ever wondered why we have AAA, AA, C and D batteries but no A and B? Forming Ideas did, so we set out on a mission to find out what happened to A and B.

We learned that A and B batteries actually still exist. However, after a quick check on Amazon, we were unable to find any for sale.

In 1928, the American Na-

What The Heck Happened to A and B?

tional Standards Institute (ANSI) developed a standard for disposable batteries. They decided that 'A' would be the smallest and 'D' the largest.

'A' size batteries were still in use until recently, but not as disposables. They were permanently installed in older laptop computers.

'B' size batteries were primarily used in devices that used vacuum tubes (most commonly portable radios). They provided the voltage required to

heat the plates in vacuum tubes. Portable radios switched from tubes to transistors by the 1960's, making B batteries obsolete.

AA and AAA batteries

are smaller than A's and were invented after ANSI had decided that 'A' would be the smallest. Since A is the first letter in the alphabet, ANSI had to get creative.



354 VICTORY SHIPS



During the Second World War, Canada built 354 steel hulled cargo ships to replace a merchant marine fleet that was being sunk by German U-boats at an alarming rate. To expedite their construction, the ships were standardized. All were based on a British design, proven inexpensive to build and provided 10,000 tons of cargo capacity. They were called Victory Ships. The United States was also building Victory Ships but used a different joining process. The American ship yards welded the hull plates while Canadians used rivets.

Of the 354 Victory Ships produced in Canada, 255 were built in British Columbia. Of those, 164 were built by Burrard Dry Dock and North Van Ship Repairs. It was a huge undertaking. During 1942 and 1943 alone, Burrard Dry Dock employed 14,000 workers, of which, 1400 were women. To facilitate the demanding build schedule, Burrard opened a second facility located on the Vancouver side of Burrard Inlet. The yard was closed at the end of the war.

Shipbuilding on the west coast had virtually ceased during the 1930's due to the great depression yet in 1942, Burrard Dry Dock built the SS Fort Wedderburne in a record breaking 92 days.

When it came to the naming system for Canadian built merchant vessels, national pride played a big role. Ships to be operated under the Canadian flag were named after well known Canadian parks, while those to be operated under the British flag were named after famous historic Canadian forts.

At the end of the war in 1945, all the female employees were dismissed in order to create employment opportunities for returning servicemen.

This memorial to the 1400 women that contributed to the war effort by working in the shipyards was erected in 2007, across the street from the dry docks in North Vancouver.

*Artist: Elizabeth Roy
Fabricator: Brenco Industries*

History Mystery



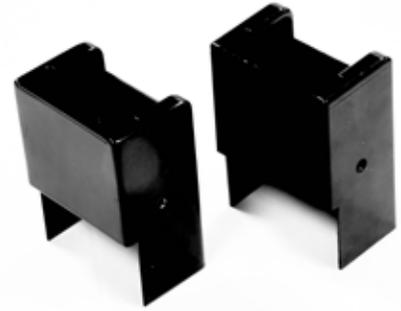
The SS Westend Park was the 300th 10,000 ton cargo ship built in Canada during WWII and the 85th at Burrard Dry Dock. It was launched on June 7th, 1944. Incredibly, it took only 100 days to build and another 43 days to finish and equip her.





SEAT BELT BRACKET

One is plastic, the other steel. The plastic brackets are a component used in a local tourist attraction that were continuously breaking. Brenco was asked to reproduce 65 units in steel. We made each from a single piece of 20 gauge, cut with laser then formed and tig welded.



Ready to Install

Spectacular native art work for the Bear Creek replacement bridge on King George Boulevard in Surrey, BC. The new bridge is replacing a wooden bridge built in the 1930's.



Next Stop: Paint Shop

Two completed electrical enclosures being loaded onto a truck in Brenco Bay 4. Next stop will be the paint shop, then equipment installation before being delivered to the jobsite.

We had no idea it was that old!

We bought our office furniture at an auction in 1999. It was used but looked to be in pretty good condition. After 19 years, it was time for a refresh. A crew was hired to tear out the old stuff and set up the new office. That's when we learned that the furniture we'd had for 19 years was forty four years old! As they say, "It was time".



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Forming Ideas has a new look. This is the third format change since beginning publication in 2007. We will continue to bring you stories of interest packaged with a bit of trivia and humour. Enjoy!