

Navy to Shock-Test GE's New Composite Engine Enclosure

NATIONAL HARBOR, Md. – The new composite engine enclosure designed by GE for the LM2500 engine used on several classes of Navy ships is going to be shock-tested in the near future, a company official said. The company touts the enclosure as advantageous for the future frigate as well.

The lightweight enclosure is designed to replace the steel enclosure for the LM2500, which is the engine used on Arleigh Burke-class destroyers, Ticonderoga-class cruisers, the amphibious assault ships USS Makin Island and USS America, and slated for follow-on ships. It is 50 percent lighter and reduces noise, improves cooling, and provides more safety access than the current steel enclosure.

In an April 11 interview with Seapower, George Aiszus, GE's military marketing director, said that in a comparison test the lightweight enclosure with the engine was 60 percent quieter at four decibels and 25 to 50 degrees cooler, improvement which would greatly improve working conditions for the crew.

Aiszus said the Engineering Change Proposal is in works with the Navy and Bath Iron Works to have the new enclosure installed on DDG 128.

He also said that the lightweight enclosure would be ideal for the Navy's future frigate, because weight would be an important factor in its design, which would need the speed provided by the LM2500.

The LM2500 and its derivatives is the only gas turbine engine on Navy ships that has been shock-tested.