

CORRESPONDENCE

SIR,

It was with much interest that I learned that Messrs. Scotts of Greenock have had some experience of the type of shrunk joint described in Vol. 3 No. 2 of the *Journal of Naval Engineering*.

They found it important, in order to make a good joint, and considerably to improve the resultant shrinkage distortion, that the light part (male) be fixed to the floor and the heavy part (female) suspended and revolved during heating and then lowered on to the light part. This after many trials and disappointments.

I enclose their final planning sheets indicating the details of the work leading up to the final shrink in case the information may be useful in any further article on the subject.

I am indebted to the Engineer Manager for these sheets and the information.

Yours faithfully,

(Sgd.) H. A. ASBURY,

Engineer Commander, R.N.,

Admiralty Engineer Overseer.

SIR,

While I was reading the article on 'Boiler Accidents' in Vol. 3 No. 2 of the *Journal of Naval Engineering*, and in particular the paragraph on Idle Boilers, I was reminded of what I believe to be a somewhat unusual occurrence which might be worth recording.

The funnels and uptakes of the oil fired boilers in a boiler room of one of H.M. ships were being cleaned down by day work hands. In the evening the boiler room was visited by the Rounds Petty Officer who reported that everything in the boiler room was correct. The P.O. was emphatic that he had looked into each furnace. A quarter of an hour later there was a report that there was a fire in one of the furnaces in this boiler room. cursory examination, however, revealed no signs of fire until there happened to be a slight draught into the furnace when the mass of soot which had been left on the floor of the furnace started to flow on the surface. It was then found that spontaneous combustion had taken place in two furnaces and that the whole of the soot beneath the surface was red hot and if disturbed became incandescent. There were no flames and the fire was put out largely by beating with shovels and stamping it out.

The significant point, however, was that, unless there was a disturbing wind, everything in the furnace appeared to be normal—the surface of the soot being quite black. The moral of course is quite obvious—never leave an accumulation of oily soot. It is perhaps interesting to note, that unlike the case mentioned by Mr. Scorer, water was not used to deal with the red hot soot which I mention.

The occurrence took place nearly thirty years ago.

Yours faithfully,

(Sgd.) I. G. MACLEAN,

Captain (E) R.N.