

ARGUMENTS

Here's the place to unload your gripes to editors, manufacturers and fellow engineers



Bilgewater on Marmaduke's Popping Safeties!

Noo, Marmy, what I want tae ken is this. Whit kin' o' boilers did the ship in your November yarn hae, when the safety valves popped as ye said? The steam went up the escape pipe, an' very little to the steam line. Lord o' michty, mon, wis the steam line connected tae the safety valve escape pipe?

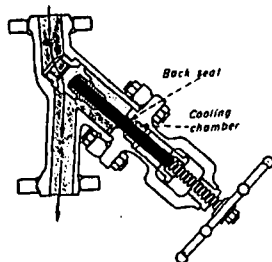
A schuthair kens that pressure is pressure, and in confined places like boilers, w' steam lines connected, the pressure is everywhere. So if the safety valves popped w' about a drop in pressure o' five pun' there wad still be aroon 230 psi at the steam chest. Noo, there is a possibility that the engine micht stop on dead center, if, and only

if, the throttle valve (butterfly valve as ye ca' it) swung shut during the vibration caused by a racin' engine. This cud be so, owing tae the rattle traps bilt during the war. (Editor's note: Butterfly valve had not moved.)

Lookin' at it frae a sensible p'int, whit wuz yer piston clearance on yero high-pressure cylinder? Anither question. Whit wuz the lead on yero piston valve? I'm askin' the questions as I've seen terrible valve settin' din. Equal leads, stuff and nonsense! Did ye never tak' yer engine apart?

DONALD GLENCANNON

SS Inchcape Castle
(Brother of Colin Glencannon)



Valve Flow Reversed?

Normally blowdown valve is arranged with the flow reversed so pressure is against the bonnet and closing the valve. Thus, in the event of a broken valve stem, the valve will close.

We are, therefore, of the opinion that the arrows showing flow through valve, (fig. left), should be reversed.

W RYAN

Salina, Kan.

Editor's note: If this valve was installed with the pressure on top of the disk instead of the way we show it, we're afraid the boiler operator would

More Bilgewater

SURFACEFLOW's November story has a flaw, and it seems to me to be this:

Safety-valve-mechanism inertia may allow steam header pressure to drop slightly below 232 psi, but not enough to stall the engine. Reduced pressure should at best slow down the propeller, as propeller resistance drops with the square of falling rpm.

Bilgewater on snap decisions!

K A TRAUD
Detroit, Mich.

Heot, Men! Dinna Ye Hae Fire Under Yere Biler?

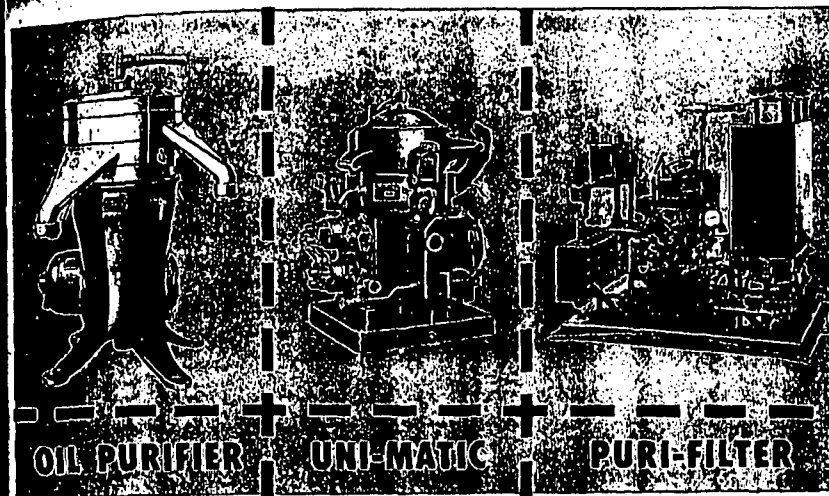
Ah, roosit to this mon Marmaduke, the surfaceblower! Wi' all his blather in November about high steam and low steam, innit thurrd-class oiler wi' eyes in his noggin wud ken that as long as the old ship had headway, the drag of the propeller when she bits the drink wud turn the old grinder off dead center. Wi' his poppin and appoppin o' his safety valve, dinna he have no fire under his biler?

If old Marmy wud lay offa that concoction of lye and bilgewater he swigs as Sandpaper Gin, and stiek to the pure, sweet taste of Groggins' Mountain Dew, he woudna do sich tall explaining.

COLIN GLENCANNON

SS Inchcliffe Castle

CORRECTION: On p 142, Doc Power, J C Ferrante says, "It reads zero when motor is dry." This should be, "Good reading is one megohm or better per 1000-v motor rating."



WHICH ONE?

De Laval Oil Purifiers are supplied in types and sizes for every plant need. All types . . . straight Oil Purifier . . . "Uni-Matic" Oil Purifier . . . or "Puri-Filter" . . . perform the same basic function equally well—they all throw out of the oil by means of centrifugal force, all solid and liquid impurities. But each machine has its place.

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