ERRATA

The following corrections should be made to "Thermal Radiation Hazards Associated with Marine LNG Spills," by James H. Stannard, Jr., which appeared in the February 1977 issue of FIRE TECHNOLOGY. The abstract of Mr. Stannard's paper is correct and is reprinted here.

Page 38, Paragraph 1, Lines 7 and 8:

Change "67 km s^{-1}" to "6.7 m s^{-1}" and "286 km s^{-1}" to "26.8 m s^{-1}."

Page 39, Paragraph 2, Line 11:

Change "Figure 2" to "Figure 1."

Page 40, Paragraph 1, Line 3:

Delete "does not" and change "appear" to "appears."

KEY WORDS: liquefied natural gas, thermal radiation, hazards, ignition, tank ships, mathematical models.

ABSTRACT: In the breaching of LNG cargo tanks during a ship collision, the hazard would result primarily from thermal radiation, since ignition would be instantaneous, minimizing the hazard from vapor cloud drift of unignited flammable vapor. The U. S. Coast Guard rules and regulations regarding construction of LNG tank ships require ability to withstand groundings and collisions without loss of cargo. The combination of port operational controls and construction standards appear to provide adequate hazard avoidance for both people and structures.

REFERENCE: "Thermal Radiation Hazards Associated with Marine LNG Spills," James H. Stannard, Jr., *Fire Technology*, Vol. 13, No. 1 (February 1977), pp. 35–41.

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