

# Abstract

**Storage of Wood Fuel.** From *Meddelelser fra det Norske Skogforsonsvesen*, No. 30.

Experiments were recently carried out in Norway in order to compare the drying processes of fuel stored under different conditions, e.g., (1) stored in the open, (2) stored in the open but covered only with a paper-like substance, pargaloid, especially made for covering fuel wood and other substances, (3) stored in a shelter. The material used was good quality Spruce and Birch split logs felled in March and July of the same year.

All portions of fuel included in the experiments were stored on proper underlayers on dry ground with a distance of about two feet between the piles. The outcome of the main investigations were as follows: During the Winter months the uncovered fuel kept throughout a little more moisture than the others, though the difference was found to be only 3-4 %. The difference in moisture content between the wood stored in the shelter and that covered with pargaloid was found to be very small, and during the Winter months there was practically no difference in moisture content between the fuel covered with paper and the fuel stored in the shelter. It was proved also that fuel cut in July or later which is properly stored on dry ground with sufficient distance between the piles has nothing to gain by being stored under a roof or covered with pargaloid. Therefore it can be assumed that when the fuel is green, the humidity of the air is greater in the shelter than outdoors where the humidity of the air, surrounding the green wood, is carried away more rapidly.

With dry wood stored in the open, the increase in moisture content was found to be surprisingly low as compared with the amount of rainfall for the period. It seems, therefore, that wood when properly stored in the open can stand a considerable amount of rainfall once it has been properly dried. Further, when properly stored on dry ground and given good air circulation it quickly loses any moisture it may acquire in wet weather. However, if it is preferred to cover dry fuel in order to prevent the slight increase of the moisture content that may occur during the late Autumn, nothing is gained by doing so before the end of September or early October.

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