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MARINE

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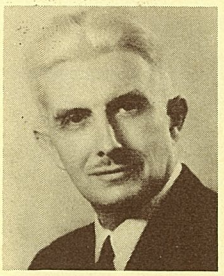
LET'S REQUEST OUR SENATORS TO RETAIN THE PANAMA CANAL

FREDERICK KRAISSL, JR., M. PHIL., P.E.

Chairman

The Kraissl Company, Inc.

The next thing that should be given consideration is that we need legislation to preclude any public official or combination of them from entering into a treaty with another country to cede United States' territory without first obtaining the same type of approval by Congress as required for a Declaration of War. It should be made illegal for anyone to attempt to circumvent this procedure.



CONSULTING ENGINEER KRAISSL ASSOCIATES

This applies to the Panama Canal as well as any of our other acquired territories. To quote from a speech by former Governor Ronald Reagan of California, "It is time we were reminded that the Hay-Bunau-Varilla Treaty of 1903 involving the United States, Great Britain, and Panama, gave the United States exclusive sovereignty in perpetuity over the Canal Zone . . . . All branches of the Panamanian Government — Executive, Legislative and Judicial — took action to recognize the zone as being United States Territory. In 1907, the United States Supreme Court ruled it was official United States Territory and a 1972 Federal Court Decision Reinforced this Ruling."

The ceding of United States Territory for any reason should be a matter for very serious consideration. Where would it stop? The Aleutian Islands might be difficult to defend. So might be the Florida Keys or the Virgin Islands to name only a few outlying locations. When considering ceding territory, we are dealing with transferring the rights, privileges and nationality of U. S. Citizens. We fought the War of 1812 because U. S. Citizens were being conscripted from U. S. vessels by Great Britain. How low have we descended in maintaining our international rights and honor?

If after receiving Congressional approval to initiate a treaty for ceding United States Territory in times of peace, the matter should follow a procedure similar to an amendment to the Constitution for ratification. This would provide a breathing spell for open discussion and action by all of the states. It would preclude hasty and ill considered action and should represent the will of the majority of the people.

Aside from violating the integrity of U. S. Territory there are very good reasons why the Panama Canal should remain United States Territory. The canal is, in the opinion of a large number of informed U. S. Citizens, essential to Western Hemisphere Defense. It is the most economical means for transporting oil from the West coast to the East coast, now that the Alaska Pipe Line is functioning. The great majority of reasonable size tankers can use it, and the super tanker does not need to be a consideration. The canal is ours. We paid for it both in lives and finances and it has proven its worth for the blood, sweat and tears that were expended by U. S. Citizens to produce it. It was a legitimate transaction by which it was acquired and just as legal as the acquisition of Alaska, Louisiana and the Gadsden purchases.

This proposed treaty opens the door to appeasement. History records show that when Sir Neville Chamberlain returned to England after a conference with Hitler, he assured the world that he had accomplished "Peace in our Time." World War II followed so closely on the heels of this pronouncement that all that it accomplished was a breathing spell for Hitler to complete the arrangements for this holocaust. Again it should be branded on our consciences that appeasement cannot lead to peace. It is acquiescence to a form of blackmail, in my opinion. When the blackmailer finds that he has a fearful victim he never lets go. When such a situation develops, the only defense is to show our power, so that the blackmailer is convinced that if the matter is pursued, he faces annihilation. Most are unwilling to accept this end point and peace is restored.

Since the muzzling of our military as commented on in the July 1977 issue of this publication, it would not be wise to accept this source for competent opinion. It would be much safer to accept the opinion of the American Security Council which includes on its rolls a sufficient number of stellar top flight military ex-officers who are not muzzled and can give unbiased opinions.

It also clearly shows why our military power should be second to none, so that peace can be enforced.

WHY NOT RUN OUR CARS ON GASOHOL?

It seems to us that this article by Mr. Ernest V. Joiner, Editor-Publisher of the Sebastopol Times is sufficiently timely and comprehensive to publish in its entirety. The use of Gasohol would apparently accomplish two objectives: 1 — Reduce Air Pollution; 2 — Increase our automotive fuel supply. In spite of the cited successful past use, we will probably test it out on one of our privately owned vehicles so that we will have first-hand information.

OPINION

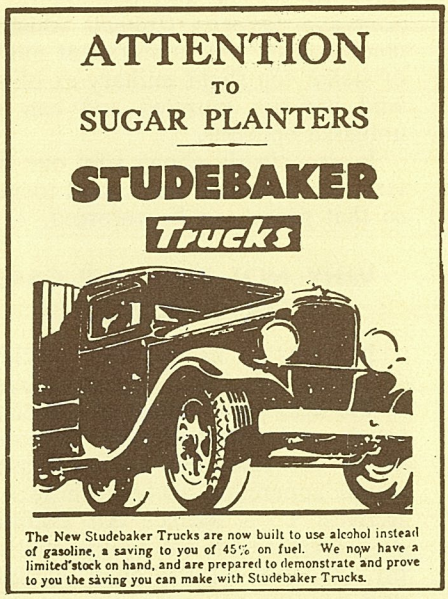
ERNEST V. JOINER

Published by his permission

• Recently the Contra Costa Times, Walnut Creek, conducted a study that proves (all over again) alcohol is better than gasoline for powering automobiles. Alcohol is cheap to produce, burns clean, meets emission standards without pollution control devices, and can be made from just about any organic matter—wheat, corn, sorghums, cornstalks, sugar cane, sugar beets, fruits, vegetables, garbage, trees, bushes, whatever. The Times got a test car. Without modifying the engine, a mixture of alcohol and gasoline resulted in 35% better mileage, 25% more power and emissions well below EPA standards. It started me thinking. As a child I recall that when we were out of gasoline for our 1924 Ford touring car, all we had to do was pour corn whisky in the tank and take off.

Of course, whisky was more expensive than gasoline, so this was for emergencies only. With gasoline costing 9 cents a gallon and corn likker 50 cents a pint, you can see how uneconomical it was to use booze. But the picture has changed. Gasoline is now 65 cents a gallon, far more expensive than a gallon of alcohol—and we don't have to import it from abroad.

• The Times also published an ad for Studebaker trucks that appeared in magazines and newspapers back in the 1930s, one of which is reproduced here. It ran on alcohol, and the company claimed a 45% saving on fuel. Another ad (not shown here) offered McCormick-Deering tractors designed to run on alcohol without any change in the engine.



• Let's go back to 1920s. Racing cars ran on almost pure alcohol because of its high efficiency as a fuel. During the 1930s a product known as Agrol, a 10% blend of alcohol and gasoline, was widely marketed in the Midwest. In the 1940s, let it be remembered that Germany's ground war machine ran almost totally on alcohol fuels in the waning days of World War II. Only this year the State of Nebraska conducted a 2 million-mile road test involving gasoline cut with 10% alcohol (ethanol). Researchers found no difference in auto performance. Only a few weeks ago an organization, WIFE (Women Involved in Farm Economics) drove in caravan from the West and Midwest to Washington, D.C., in cars fueled with gasohol, a 10% mix of alcohol and gasoline. They reported no problems and no unusual wear. They did report a near 10% increase in mileage on their cars.

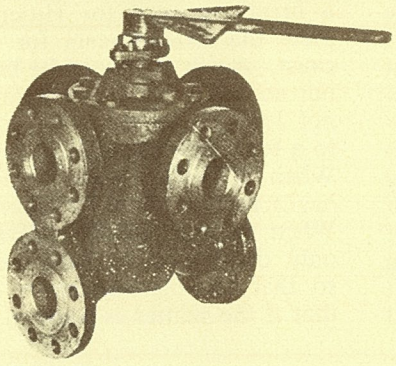
• President Carter has proposed a reduction of 10% in the use of petroleum-based gasoline as a national energy goal. Yet, by simply converting present grain surpluses to alcohol for fuel, 4/5 of that goal could be reached immediately and not one bit of grain would be removed from the market place to achieve such a saving. Why, then, has this administration chosen to ignore this obvious solution to the energy crisis—if indeed one exists? If Washington and Detroit could agree to use gasohol (10% alcohol, 90% gasoline), oil imports could be cut by as much as 20%, a new major industry could be created, there would be a ready market for all farm products, industry could grow, and the environment would be improved.

• There is some hope from Washington, where the energy crisis originated and where, alas, it must be solved. The 1977 Food & Agriculture Act authorizes the Secretary of Agriculture to spend $60 million for 4 pilot alcohol distilleries, none of which have been built. $60 million for pilot distilleries for a product that has been tested and approved more than 60 years?

• Meanwhile, we continue to spend billions of dollars abroad for Arab oil, which weakens the financial structure of the nation. We spend other billions drilling in frozen wastelands or 2,000 miles at sea for the oil for which we already have a substitute. Switching to gasohol would mean solution to the problem of over-production on the farms and the elimination of farm subsidies. There is no way we can run out of organic material to manufacture gasohol, for that material is constantly renewable.

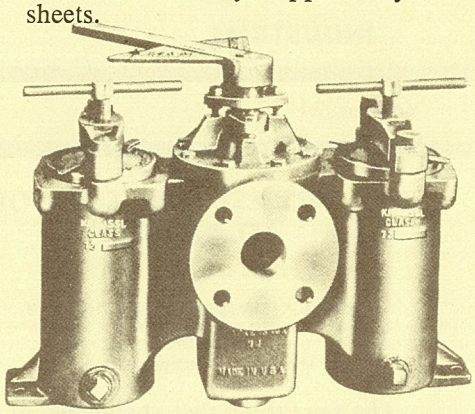
• The President still believes that the energy crisis can be solved by imposing higher taxes on gasoline, making it too expensive for people to buy, or by a rationing program that can only reduce the industrial output of the nation and adversely affect every American. It is strange that, even though gasohol has been tested and proved for 60 years, nobody wants to talk about it. But if we got into a shooting war tomorrow, I'll wager the army would be fighting on gasohol within 30 days. And maybe it's going to take a war to bring it back on the market.

NEW CIRCULARS AVAILABLE

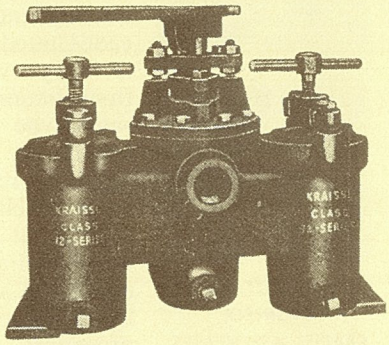


We are identifying pictorially the items described by the new bulletins.

Bulletin No. A-2293 illustrates and catalogues Steel Integral Transfer Valves. This compiles information that was formerly supplied by data sheets.



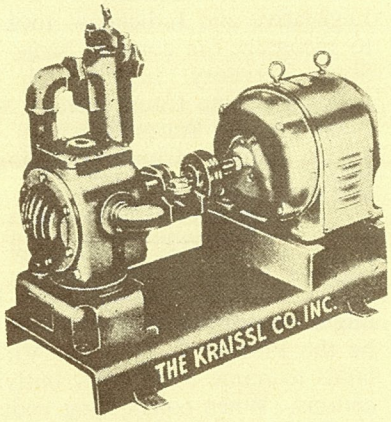
Bulletin No. A-2211 illustrates and catalogues Flanged Steel Integral Duplex Separators.



Bulletin No. A-2210 illustrates and catalogues Steel Integral Duplex Separators with tapped ports.

Any of these bulletins will be sent with applicable price lists and hopefully will better permit better specification of the desired items.

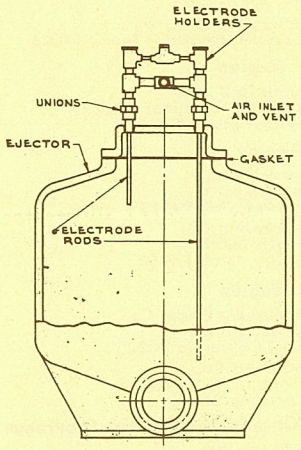
SUGGESTIONS FOR ENERGY SAVING



With any type of equipment using a compressed air tank, the option of the use of direct connected air pumps should be given consideration.

The best example is with sewage or polluted water ejectors. This equipment makes use of an ejector pot with high and low level controls. The liquid to be elevated to a higher level flows into the ejector pot until the high control is reached. Then the air pump direct connected to the ejector cuts in and ejects the liquid until the low level is reached and the air pump is stopped.

EJECTION POT

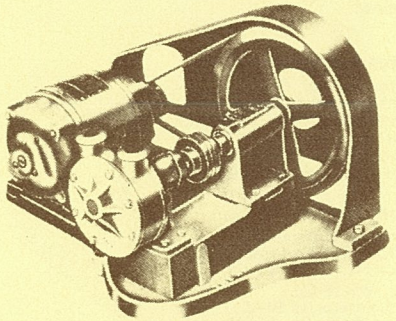


ELECTRODE TYPE

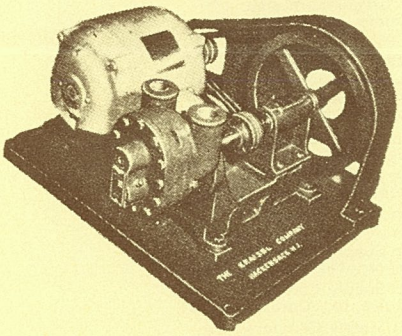
When the air pump is direct connected to the ejector pot this conserves energy over units with an intervening compressed air tank. The reason can be explained as follows: It will be obvious that when an air tank is used it must be maintained at a pressure that will accomplish ejection to the required level. This will be the low pressure control. To make use of this system there must be a high pressure control. Usually this is set at approximately ten pounds above the low pressure control. If this is the differential, the air pump is required to pump up to a pressure of ten pounds above the required ejection pressure. This is wasted energy. Frequently an elevation of only twenty-three feet or less is required to elevate the liquid. This should be accomplished by ten pounds pressure. Consequently in such circumstances twice as much energy is utilized to do the job as is required. Multiply this by all of the ejection jobs all over the country and considerable energy saving could result without in any way impairing operational functioning.

So we empasize that the simple direct pot connection air ejection installation, is almost fool proof, should stand up for years of continuous intermittent cycle service, is easy to maintain and can make use of our radiant cooled, fan cooled or water cooled air pumps depending upon operating conditions, and is a decided energy saver.

Another energy saving opportunity is the employment of our Class 60 and 66 series Reduction Drive Pumps for both light and heavy oil with large capacity fuel oil burner installations.



CLASS 60 REDUCTION DRIVE OIL PUMPS

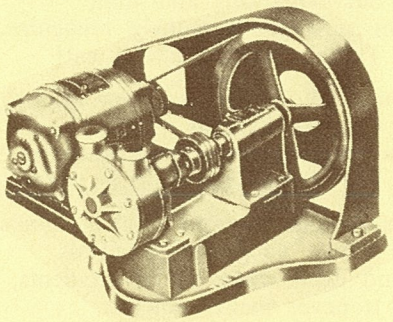


CLASS 66 HIGH PRESSURE OIL PUMPS

When direct connected pumps are used the limitation is the available motor speeds. Even with low viscosity oils direct connected pumps usually waste power. In most cases it is impractical to run direct connected pumps even on light oils faster than 1200 rpm. Obviously it is necessary to supply sufficient oil at the required suction and pressure characteristics. Consequently a choice must be made of the nearest over capacity assembly that will do the job. By the amount of the over capacity the input electric energy is wasted. Since pump assemblies are designed in steps of approximately double capacity of the preceding lower capacity, there are many installations where the energy wastage is almost double that which is necessary to do the job. By the use of our Reduction Drive Assemblies a speed can be selected that will more nearly reconcile with the requirements and this energy differential saved.

CLASS 60-H PUMPS NOW AVAILABLE FOR PRESSURES UP TO 150# PSIG

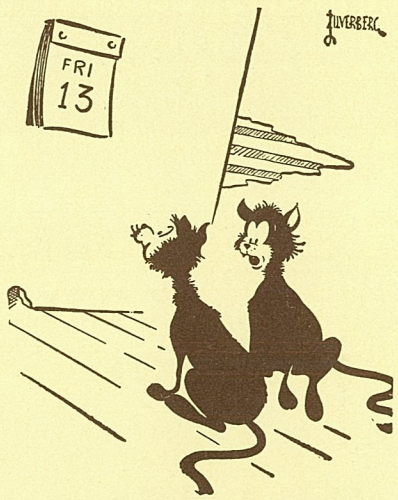
As stated in te last issue of Kraissl Quarterly, there has seemed to be a need for a pump for intermediate pressures on fuel oils between our standard Class 60 Series Reduction Drive assemblies and our high pressure Class 66 Series.



OUR NEW CLASS 60-H SERIES PUMPS

The price lists are now available and we are prepared to make deliveries on a current basis. They are hardly distinguishable from our Class 60 Series as the differences are internal. The longevity of our standard Class 60 Series is a matter of record, but there is a limit to the bearing pressures that can be accommodated by the lubricity of fuel oil. Consequently our Class 60 H Series pumps are supplied with internal roller bearings sealed from the pumpage but lubricated by external means.

JANUARY 13, 1978



"Wow! It's our day to tie up traffic!"

TO THE FAMILY CAT!

With tail erect and snobby look,
Surveying this and that;
I'm sure you'll quickly recognize,
There's nothing like a cat!

Don't let its purr or even smooch,
Confuse its real intent;
Its object is some fond desire,
For which your help is meant.

Its devious ways to reach its goals,
Amuse its group of friends,
And even when the're accidents,
It never makes amends.

Patrician may be just the term,
Its mien to describe;
And this seems quite the usual,
For members of this tribe.

It hunts with stealthy cunning,
Alike for food or thrill,
And it will play its victim,
Before it makes the kill.

It often shows affection,
To those who like a cat;
But it can also bare its claws
To freeze you where you're at!

With all these traits this furry muff,
Endears as no like pet;
With different personalities,
At least with those we've met.

So don't confuse the feeling,
That cats are all alike;
They will not be subservient,
And that's a trait I like!

They seem to be fastidious,
To a very marked degree;
And I could tell you stories,
That one would need to see.

But when they live with humans,
They seem to integrate;
And become one of the family,
In an almost regal state.

FREDERICK KRAISSL, JR., P.E.
December 1977

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Manor Parkway
Salem Ind. Pkwy., Salem, N. H. 03079

Capt. C V. Watson
Maiden Cove Lane
Cape Elizabeth, Maine 04107

Eastern Region

Filtration Unlimited
Buffalo & John Streets
Akron, N. Y. 14001

R. C. White Co.
3065 Enterprise Blvd.
Bethel Park, Pa. 15102

Gelman Industrial Equipment
1327 Barton Drive
Fort Washington, Pa. 19034

Jobe & Co., Inc.
2857 Greenmount Ave.
Baltimore, Md. 21218

Southeast Region

Power Equipment Co.
1307 West Main St.
Richmond, Va. 23201

Dillon Supply Company — Main Office
Raleigh, N. C. 27602

Dillon Supply Company
Durham, No. Carolina 27702

Dillon Supply Company
Rocky Mt., No. Carolina 27801

Dillon Supply Company
Goldsboro, No. Carolina 27530

Dillon Supply Company
Charlotte, No. Carolina 28201

Boiler Supply Company, Inc.
490 Craighead Street
Nashville, Tenn. 37204
601 Van St., N. W.
Knoxville, Tenn. 37921

Applied Engineering Co., Inc.
P. O. Box 506, Orangeburg, S. C. 29115

Spotswood Parker & Co.
721 Miami Cir. NE, Atlanta, Ga. 30324

Florida Filters, Inc.
5570 N. E. 4th Ave., Miami, Fla. 33137

Procter & Co.
Box 26158
Birmingham, Ala. 35226

North Central Region

Comb & Groves, Inc.
336 W. Eight Mile Rd.
Ferndale, Mich. 48220

Hetler Equipment Co.
P. O. Box 1904
Grand Rapids, Mich. 49501

Central Region

M. Huffman Sales Co.
3404 Upton Ave.
Toledo, Ohio 43613

W. G. Taylor Co.
1900 Euclid Bldg., Cleveland, Ohio 44115

The Jordan Engineering Co.
P. O. Box 30071
Cincinnati, Ohio 45230

T. A. Heidenreich Co., Inc.
2525 E. 54th Street
Indianapolis, Ind. 46220

Tobra Engineering Co.
5438 Milwaukee Ave.
Chicago, Illinois 60630

A. K Howell Co.
2683 S. Big Bend Blvd.
St. Louis, Mo. 63143

South Central Region

Creole Engineering Co.
P. O. Box 23159, Harahan, La. 70183

Jack Tyler Engineering Co.
6112 Patterson Ave.
Little Rock, Ark. 72209

Albert Sterling & Assoc., Inc.
P. O. Box 66099, Houston, Texas 77006

Northwest Region

Baxter-Rutherford Inc.
P. O. Box 24324 Terminal Annex
Seattle, Washington 98134

Western Region

Jay Besore & Assoc.
1090 Plymouth St
Mountain View, Cal. 94043

Power Engineering Co.
364 W. North 600th St.
Salt Lake City, Utah 84110

Southwest Region

Wagner Hydraulic Equip. Co.
2089 Westwood Blvd.
Los Angeles, California 90025

Engineered Sales Co.
5150 N. 16th St., Suite A-126
Phoenix, Arizona 85016

Canada—Ontario and Quebec Provinces

Kirk Equipment Ltd.
375 Victoria Ave.
Montreal, Quebec, Canada H3Z 2N1

K. C. Hamilton Equip. Ltd. — Marine
P. O. Box 508
Knowlton, Quebec, Canada

Canada—British Columbia Province

Les Hall Filter Service Ltd.
300 Alexander St.
Vancouver, B. C., Canada

Canada—Alberta Province

H. F. Clarke Limited
5220-1A Street S. E.
Calgary, Alberta, Canada

Hawaii

Foster Equipment Co.
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Honolulu, Hawaii 96803

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