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FIDDLING WHILE ROME BURNS

FREDERICK KRAISSL, JR., P.E.
Chairman
The Kraissl Company, Inc.

This is not the first time in the history of great civilizations that there have been warnings of disaster ahead if the necessary precautions were not



CONSULTING
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to be more interested in the welfare of the country than they are in themselves?

We have often quoted Professor Alexander Frazer Tytler, who when writing about the fall of the Athenian Republic, two thousand years earlier stated "A democracy cannot exist as a permanent form of government. It can only exist until the voters discover that they can vote themselves largess from the Public Treasury. From that moment on the majority always votes for the candidates promising them most benefits from the public treasury, with the result that a democracy always collapses over loose fiscal policy, always followed by a dictatorship." The Professor wrote this while we were still Colonies of Great Britain. When this country finally achieved its freedom, it was not organized as a Democracy, but as a Constitutional Republic. However, there are forces at work attempting to twist our Constitutional Republic into a "Democracy." The logic of this long time ago analysis seems irrefutable. The public is voting for the candidates who promise them the greatest largess from the Public Treasury.

What we need most to save ourselves is a Conservative Party. Not a reactionary party as opponents might charge, but a party dedicated to some basic fiscal and moral principles.

1. Not to spend more than can be raised in the form of national income.

2. Give priority to essentials such as national defense. If we wish to remain free, we must be able to defend ourselves against would be conquerors.

3. Still adhere to George Washington's warning not to become involved in foreign alliances not to the advantage of this country.

4. Insist on a return to morality and decency. The rules are all laid down in the Holy Bible. We still state on our coins "In God We Trust." Let's do it. We prospered when we did this. Other nations declined when they did not. Probably the hope of the country is in crusades like those being conducted by the Rev. Billy Graham. Youth is the incoming generation. If youth is inspired with high principles and ideals, the future of the country is assured. Remember that character is the sum of our past experiences. In a free country these can be controlled. Under a dictatorship of any form, one is the slave of the state.

5. Eliminate the Communistic effort for gun control and preferably encourage police departments to hold classes teaching self protection to include feminine members of the family. Encourage marksmanship, and the right of self defense. We need to re-establish a self reliant citizenry, who cooperate with the police. The police will pick up the pieces after an attack, but this may be too late for a defenseless victim. Get courts that will convict and punish criminals, not blame the inanimate tool used, whether it is a gun or a carving knife. These are some of the Hallmarks of what I hope will be called conservatism. We need a Conservative Party because those of us, who think along these lines have no place to go. We have seen cherished figures fall. We have seen expediency both in the choice of associates and in public decisions, replace high principles. The fact that Caesar's wife must be above reproach is only an ancient means of saying that in the choice of public servants we cannot be satisfied with less than total patriots. Perhaps they do not have to publicly make the statement "Give Me Liberty or Give Me Death", or when he was about to be executed state with Nathan Hale "I regret that I only have one life to give for my country." But when they take the oath of office we need people who mean

what they say, not becoming signatories to a document that would give away our freedom like HJR 606.

We need statesmen in public office not politicians. A Statesman by this definition puts his country's interests above his own. A Politician by the very name attempts to determine and follow policies that will permit him to accomplish his objectives.

We need a party that will not compromise principles with desired objectives. There are values that are true and those that are false. We need a party with candidates that will stand by valid principles, at all costs, so that it can be a rallying point for those of all current parties, who wish our country to return to the principles on which it was founded. We do not, at this point, need people who will die for our country, but we do need individuals who will accept the greater challenge of living for it, and not make a mockery of the oath of office after they are elected.

6. Eliminate school busing to establish so called racial balance. Let pupils of all races attend the school in the vicinity of their residence. Upgrade schools so that all will receive an adequate education. With all of our costly educational procedures, I believe most employers will agree that the individual who applies for a job is not as well educated as the product of schools of the past.

7. Get free loaders off the back of the tax payers. Everyone has sympathy for the individual who is in distress, but most of us object to supporting by tax less hand outs, individuals who work just long enough to qualify for unemployment benefits. We are tired of hearing "I do not want your job, I can do better on unemployment." These people also contribute to fictitious high unemployment figures that appear in the press and political debates. I would favor limiting the right to vote to tax payers. Everyone that works is a tax payer, whether he likes it or not. Standard payroll deductions take care of this. I see no reason why individuals who take no part in the support of the government should have a vote to keep in office public officials, who to use Professor Tytler's expression "Hand out Largess."

8. Abortion should not be a political

issue. It encourages immorality. It should not be illegal when sanctioned by a reputable medical doctor for medical reasons. When you kill a delivered infant or one about to be delivered, it is still murder. Then comes the question of when is a fetus an individual. A medical practitioner is in a much better position to make this decision as it involves a development time table. Taking a human life by an individual except in self defense, invasion, protection of one's home, family, other individuals, country and possibly property, is still murder. The question involved is, when is a human life?

9. I have left until almost last our free enterprise system. Human beings need competition for automatic upgrading. The right to succeed and possibly the choice of failure for those unwilling to meet economic challenges, should be an option. Everyone should not have a right to satisfy their wants, only those who earn this privilege. This country was founded to provide equal opportunity. We should attempt to keep it that way and go no further.

10. We need a concerted drive to minimize bureaucracy. Thomas Jefferson said it long ago, "The best government is the least government," that will meet the requirements.

I think it only fitting that we close this second and last of our Bicentennial Issues with the words attributed to the famous French Historian, Alexis de Tocqueville:

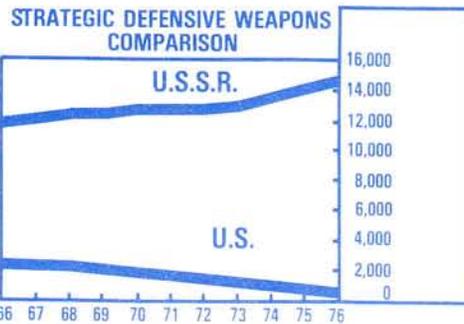
"I sought for the greatness and genius of America in fertile fields and boundless forests; it was not there. I sought for it in her free schools and her institutions of learning; it was not there. I sought for it in her matchless Constitution and democratic congress; it was not there. Not until I went to the churches of America and found them aflame with righteousness did I understand the greatness and genius of America. America is great because America is good. When America ceases to be good, America will cease to be great." Reference Credit—American Legion Magazine.

WE STILL LAG WOEFULLY IN DEFENSE, WITH A WIDENING GAP

In our last issue we published charts showing our positions with reference to principal defense categories. These charts are the latest we have, and as before we are indebted for them to the American Security Council.*

The number one priority should still be adequate defense, do you not agree? If you do, please tell your Congressman how you feel about this.

*Compare with charts in previous issue.



MID-1975 BALANCE	U.S.	U.S.S.R.
Interceptor Aircraft	315	2,600
Surface-to-Air Missiles	0	12,000
Anti-Ballistic Missiles	0*	64
	315	14,664

*100 U.S. ABM's became fully operational in October, 1975. In November, 1975 Congress voted to close down all ABM defenses.
Source: Annual DOD report, FY 1977 by SECDEF Donald Rumsfeld.



Source: C.I.A. Feb. 1976 Special Report—"A Dollar Comparison of Soviet and U.S. Defense Activities, 1965-1975".



Source: C.I.A. Feb. 1976 Special Report—"A Dollar Comparison of Soviet and U.S. Defense Activities, 1965-1975".



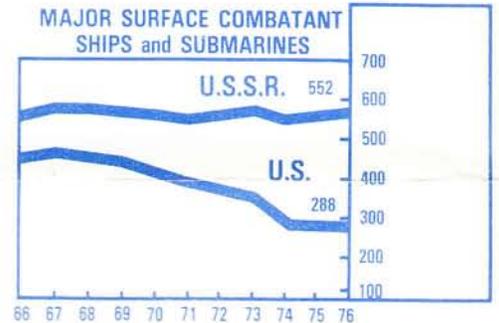
MID-1975 BALANCE	U.S.	U.S.S.R.
Intercontinental Ballistic Missiles	1054	1,500
Sub Launched Ballistic Missiles	656	865
Strategic Heavy and Medium Bombers	421	825
Sub Launched Long Range Cruise Missiles	0	314
Mobile ICBM's	0	?
	2,131	3,504

Source: Annual DOD report, FY 1977 and The Military Balance, 1975-1976, I.I.S.

CONVENTIONAL GROUND FORCE WEAPONS



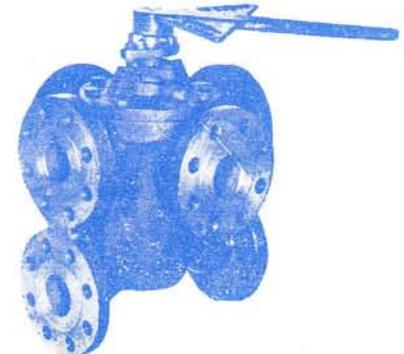
Source: Figures from page 52 of "U.S. Military Posture Statement" for Fiscal Year 1977 by Gen. Brown, Chairman of the Joint Chiefs.



Source: Sec. Navy Midendorf before the House Armed Services Committee in 1975 and 1976 plus Navy update.

STEEL VALVES ARE NO LONGER IN SHORT SUPPLY WITH US

U. S. PATENT NO. 3,567,181



CLASS 72AA VALVE ASSEMBLY

The shortage in steel castings over the past number of years badly crippled our ability to serve our customers. We did not fold our hands and wish it were otherwise.

We worked on every aspect open to us. Patterns that formerly cost \$500.00 a set now cost \$2,000.00. We ordered duplicate, and in some cases, triplicate sets, and we have many sizes, so this investment to serve you was not negligible. The reason for multiple sets was to have the ability to place patterns in foundries that might be able to do our work.

There is no question that the integral valve must be made with complicated cores and during the steel casting worst shortage, foundries were picking the business they liked best, the easy jobs.

This prompted us to design a series of three piece construction valves.

They are heavier and there is more machine work, so they cost more, but they were still a potential insurance for our customers, if we had to continuously reject the integral castings from the foundries.

All of us made frequent visits to the foundries to see how they were dealing with our castings. This combined activity paid off. We are getting integral castings from the foundries that are now satisfactory, and we hope it stays that way.

Some of our steel valve castings are right now in stock over and above the requirements to meet customers orders, some of which are not due until 1977. Send us your orders and stipulate your needs. Another steel casting shortage is predicted, but we believe we have a good supply team. Where not long ago we only had one steel foundry supplying us, we now have five with others available if we need them.

MINIMIZE WATER IN FUEL LINES

Possibly some might think it is preferable to eliminate water in fuel supplies which, of course, is the objective, but there are ways it can get there and the most important thing is not to let it get into the carburetor or affect motor performance.

In the marine field and to a limited degree in the industrial field, we have two types of gasoline engines—the two cycle and the four cycle. Without going into all the details of advantages and disadvantages of each, from the standpoint of fuel supply the two cycle has lubricant added to the gasoline and the four cycle has a separate lubricating system.

A small amount of water in gasoline can be emulsified by additives. It is possible that with emulsified small amounts, four cycle engines can operate. However there is a question of what these additives will do to the mix with two cycle engines. We know of the representative of a two cycle engine manufacturer who forbids this procedure. Perhaps others agree. Before considering what to do about this let's determine how water can get into the fuel supplies. There are perhaps three ways:—

1. **Condensation.** I like to believe this is the most frequent. We are all familiar with the dew we find on foliage and other things in the morning. This is true even in warm areas such as the southern United States, and usually happens under conditions of high humidity. As much water vapor as can be crammed into the atmosphere occurs during the hot part of the day. In most territories it gets somewhat cooler as the sun goes down so the atmosphere can hold less water in the vapor phase, and under these condi-

tions it condenses. If the moisture laden vapor is in your gasoline tank, water vapor can be squeezed into the liquid phase and being heavier than gasoline goes to the bottom. As time goes on this can accumulate and suddenly become a problem when it reaches the fuel line intake.

2. **Fuel Supply.** It is possible to buy a little water inadvertently along with your fuel. The dealer does not wish to sell this to you and usually goes to extreme lengths to avoid doing so. He also has condensation problems plus the possibility of tank flooding due to heavy rains, or even underground tank leaks when near salt water.

3. **Tank Vents.** Sometimes these are placed near the water line with built-in tanks. There are different types of fuel systems. If it is possible for the existence of even a slight negative pressure — let's call it a slight vacuum — and the boat ships a few waves or heels into them, this negative pressure could cause water to flow up the vent lines into the gas tank. It would not need to be much, a one inch vacuum referred to a standard vacuum gauge will lift water a little over one foot at sea level, and this might be enough.

I will never forget my first experience along this line. I was quite far out in the Hudson River when the engine conked out. Fortunately a yachtsman from the yacht club to which I belonged saw my predicament and threw me a line, towing me in. I guess I had known for many years that a 120 mesh screen would separate water from gasoline when the gasoline predominated, so I set up one of our large size separators with a 120 mesh screen at dockside, and by hand pumping through the separator from one tank to the other, I extracted seven gallons of water from, as I remember, fifty gallons of gasoline. Of course this water had accumulated over a long period of time, but when it reaches the fuel intake it usually comes over in motor stopping quantities.



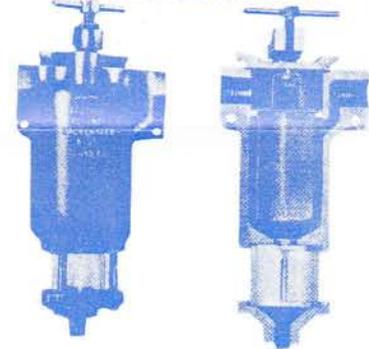
BOAT ON WHICH FILTERS WERE TESTED

This experience caused the design of our early water separating fuel filters which have now been given the designation of Class 75 Series. The illustration shows this item on a test boat powered with two outboards. The basic design calls for the separated water falling through a rat-trap hole, almost precluding recontamination of the fuel supply. Improvements have mostly dealt with the retention cavity

under various conditions of use. A heavy duty Pyrex gauge glass, well gasketed and protected by securing bolts from inadvertent knocks, seems to give best service. It provides good visibility at a glance of any collected contaminants. If for certain circumstances a larger retention sump is needed a longer heavy duty gauge glass can be substituted. So far, salt water resisting aluminum has been found to be a good material of construction for the bodies of the small sizes.

Hot dipped galvanized construction has seemed desirable for the larger sizes but salt water resistant aluminum could also be given consideration.

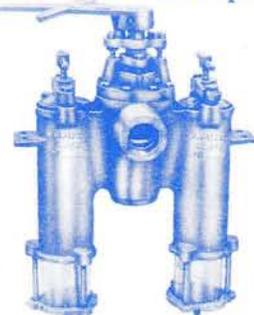
CLASS 75 SINGLE SEPARATORS



It has been stated that two tablespoons of gasoline vaporized in confined spaces are the explosive equivalent of two sticks of dynamite. Right or wrong, the explosive capacity of gasoline is undisputed. To take the sludge out of the sump we suggest a storage battery filler, or syringe. The bulb sucks up the sludge which can be squirted into a safe container until it can be safely disposed of without pollution. With outboards there are two added dividends. The 120 mesh screen will separate out other undesirable impurities varying from gobs of gum to entrained debris. The second is that the separator holds enough fuel so that a constant supply is available right at the motor.

At one time we made tests and it appeared that with 200 mesh screen elements, water in diesel oil could be reduced to an acceptable level. Probably more work is needed to prove this point but it calls for cooperation with different engine manufacturers who are interested.

For larger vessel use, duplex units have an advantage as one side can be serviced while the other is in operation.





**A Call for Defense
Against the Greatest Threat
to American Freedom
since Valley Forge**

In our last issue, we printed coupons that could accompany contributions, but these were only a convenience. If you wish to have a part in Bicentennial Operation Alert, send your check to Washington Communications Center, Boston, Virginia 22713. This will give you the satisfaction of knowing that you have done what you could to insure our continued freedom. Please make out any such checks to ASC Bicentennial Alert. I believe you will join me in being glad we did.

Frederick Kraissl, Jr.

Frederick Kraissl, Jr., P.E.



SALES REPRESENTATION

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We have reserved the areas of Connecticut, Metropolitan New York, including the Hudson Valley, Long Island, New Jersey and eastern Pennsylvania less Philadelphia District for coverage by Kraissl Company personnel.

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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 Ind. Equip.
Presidential Adams House B-315
City Line Ave., Philadelphia, Pa. 19131
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
Practer & Co.
Box 26158
Birmingham, Ala. 35226

North Central Region

Comb & Groves, Inc.
336 W. Eight Mile Rd.
Ferndale, Mich. 48220
Hettler Equipment Co.
P. O. Box 1904
Grand Rapids, Mich. 49501

Central Region

A. M. E. S.
Willis Day Ind. Pk., 30335 Oregon Rd.
Perrysburg, Ohio 43551
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

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Jack Tyler Engineering Co.
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Little Rock, Ark. 72209
Albert Sterling & Assoc., Inc.
2611 Crocker St., Houston, Texas 77006

Northwest Region

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

Western Region

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1690 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

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4100 W. Hill Ave.
Montreal, Quebec, Canada

Canada—British Columbia Province

Fred McMeans & Co.
1960 Waterloo St. 103
Vancouver, B. C., Canada

Canada—Alberta Province

H. F. Clarke Limited
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Calgary, Alberta, Canada

Hawaii

Foster Equipment Co.
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