ANTI-GUN LEGISLATION

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The tendency to believe that morals can be legislated, continues to demonstrate the immaturity of those who propose this approach to meeting social problems. The prohibition fiasco should be a documented proof that the cure can be worse than the disease.

If we believe in people and that they are competent to perform self-government we must agree that the great majority is capable of self-discipline. The ability to defend the individual, the family and/or group is a basic element of survival. If we are students of geology, we know that living creatures by the fact of survival had sufficient means of defense to make this possible.

Creatures with means of defense can use them as a means of offense. The first recorded murder was the killing of Abel by Cain as reported in Genesis. Cain did not use a fire arm. This was before their time. We can jump centuries and find that Caesar was murdered by a knife, in company with many others both before and after. The Medici liked poison. This procedure is still favored by some murderers and the ancient office of King’s Cup Bearer was originated so the Ruler could witness the reaction before accepting the cup. There is an Indian cult that likes strangling as did lynch parties that make a farcical ceremony out of the proceedings. Cleopatra tested out a venomous snake on an attendant before using it as a means of suicide.

So we must agree that it is not the means but the intent that should be given consideration, and apparently in spite of the ultimate in legislation, the first degree murder penalty has not kept murder from being perpetrated.

There is a terrible tendency to try to shirk personal responsibility by “passing a law” against the means of commission of a crime without insist-
4. Adjustable stuffing box fitted with return seal and soft packing keeps shaft wear and chance of leakage to a minimum.

5. Interchangeable return seal design allows change of rotation in field.

6. Flexible coupling of our design available most sizes.

Our Class 60 and Class 66 series mechanisms are universal from the mechanical standpoint and can be run at direct motor speeds when the viscosity of the liquid handled will permit. For instance we suggest that this design be run direct connected at 1200 rpm when handling #2 oil which is of sufficiently low viscosity so cavitation does not develop at these speeds. To emphasize this point if any design is incapable of operation at high speed from the mechanical standpoint, the viscosity of the liquid would not be the controlling element.

CLASS 60 SERIES PUMPS
DIRECT DRIVE FOR LIGHT OIL

REDUCTION DRIVE FOR HEAVY OIL

chamber is controlled by the viscosity of the liquid under this pressure.

We have always taken the position with an efficient positive displacement mechanism, that it should be run at a speed consistent with the viscosity of the liquid being handled. Since we have used the Class 60 as an example, we will continue to use it. The same pump that can be run at 1200 rpm with number 2 oil should not be run at much greater speeds than 400 rpm on Bunker C oil when the viscosity of number 6 oil is much in excess of 2000 SSU. We make this stipulation because the viscosity of oil can be controlled by pre-heating but this is an entirely different matter.

Some people do not understand why an efficient mechanism cannot be run at as high a speed as an inefficient mechanism without incurring audible cavitation. The reason for this is that the more efficient the displacement mechanism, the less fluid will discharge back from the positive pressure side to the suction zone through the clearances of the pump. In other words an uncontrolled internal by-pass is not provided. Conversely the internal bypass of other types of mechanisms of the more loosely fitted type is just the reason high suction characteristics cannot be provided by these designs. When such an internal by-pass exists, fluid, either liquid or air from the discharge side can flow past the internal clearances to the suction zone and while destroying the suction capabilities of the pump, does satisfy the condition of cavitation.

This should explain the ridiculous paradox that the more volumetrically efficient a pump is of a positive displacement design, the more audible cavitation will show up if the displacement mechanism runs faster than the liquid can fill the evacuated chamber, under operating conditions. Since most of our suggested positive displacement designs are quite efficient, it also should explain why we strongly recommend running mechanisms at speeds consistent with the viscosity of the liquids being pumped.

EDITORIALS

Our editors are the senior officers of this company and our policy permits each of us to express thoughts which we believe can be contributions to the voice of public opinion in business. It must be emphasized that the thoughts expressed are those of the author and not necessarily endorsed by the rest of the Board of Directors of this company. Kraissl Associates, acting in the capacity of consultants, handle the technical aspects of our public relations program.
Then, secondly, to the fact that we have so far limited this application to our water cooled models. Since we build these pumps with the three systems of radiant cooling, fan cooling and water cooling, we cannot be prejudiced. We have supporting data to prove that water cooling supplies the best method of heat transfer for this type of service. Since water cooling can be stopped or started when the compressor runs, there need be no wasted water.

Lastly, pumps under these conditions of operation run on a comparable basis with automobiles at sixty miles per hour such as turnpike driving. At 60 miles per hour a car would travel 1440 miles per day and might be due for a new oil supply. With our system of oil recovery an oil change may not be frequently necessary but provision must be made for adding oil, when needed. This procedure has been simplified and one of several methods can be suggested to those interested.

strainers for ships of the S. S. American Racer class.

Kraissel separators are being supplied to many of the major shipbuilding companies for such use as intake cooling water strainers, lubricating oil filters, and fuel oil filters.

Our separator elements are interchangeable in the same housing, the degree of separation determining whether a strainer or filter element is required.

BOATING INDUSTRY

SAFETY AFLOAT

Safety from the boating standpoint is not limited to precluding a boat blowing up. There are other ways in which the unwary can get in a tight fix, and many of them relate to power failure occurring at the wrong time.

Three easy ways to get into trouble are first to permit condensate or extraneous matter to get into the fuel lines. Even two engines utilizing the same fuel supply will not get you out of this one, but this danger can be minimized by use of Kraissel Fuel Filters.

Lastly the marine debris which is constantly getting worse in most harbors, can rip the cooling water pump to pieces or clog the heat exchangers on fresh water cooling systems. A Kraissel Sea View Strainer would minimize this possibility, particularly if occasionally inspected and cleaned.

Government boats would not put to sea without such protection, and larger vessels in the shipbuilding field would not be commissioned without their larger counterparts. But the boating public must like to live dangerously. It may not know any better and boat builders do not insist on furnishing these items whether of our manufacture or those of a competitor. When a family can afford a $6,000 to $60,000 toy you would think it would want to take all possible means to preclude power failure especially when this can be accomplished for such a comparative pittance.
SALES REPRESENTATION

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

Northeast Region
John S. Stone
P.O. Box 247, Holcomb, N. Y.
Williams Bros., Inc., 70 Commercial St., Portland 3, Me.

Eastern Region
Boston-Cooper Company
95 Holland Street
Somerville, Mass.
Valley Equipment Company
201 Penn Center Blvd.
Pittsburgh, Pa.
J. W. Pearson Co., Box 282
Haitbor, Penn.
Shanklin Company
330 East 25th St., Baltimore, Md.

Southeast Region
Power Equipment Co.
1307 West Main St., Richmond, Va.
Dillon Supply Company—Main Office
Raleigh, N. C.
Dillon Supply Company
Durham, No. Carolina
Dillon Supply Company
Rocky Mt., No. Carolina
Dillon Supply Company
Goldsboro, North Carolina
Dillon Supply Company
Charlotte, No. Carolina
Boiler Supply Company, Inc.
490 Craighead Street, Nashville, Tenn.
1628 Island Home Ave., Knoxville, Tenn.
Applied Engineering Co., Inc.
P.O. Box 506, Orangeburg, S. C.
Spotswood Parker & Co.
313 Techwood Drive, Atlanta, Ga.
T. W. McCuiston
540 S. W. 69th Ave., Miami, Fla.

North Central Region
Charles R. Davis
2970 W. Grand Blvd., Detroit, Mich.
Hetler Equipment Co.
P.O. Box 1904
Grand Rapids, Mich.

Central Region
W. G. Taylor Co.
1900 Euclid Bldg., Cleveland, Ohio
The Jordan Engineering Co.
7401 Shewango Way, Cincinnati 43, Ohio
T. A. Heidemann Co., Inc.
5250 Keystone Ct., Indianapolis 20, Ind.
Lowden & Company
1909 West Grand Ave., Chicago, Ill.
A. K. Howell Co.
1001 Bellevue Ave., St. Louis, Mo.

South Central Region
Creole Engineering Co.
2627 Banks Street, New Orleans, La.
Albert Sterling & Assoc., Inc.
2611 Crocker St.
Houston, Texas
I. P. Newby & Assoc.
4431 Maple Ave.
Dallas, Texas

Northwest Region
Bruce P. Rutherford Co.
1932 First Avenue South, Seattle, Wash.

Western Region
A. C. Cope Co.
435 Bryant Street, San Francisco, Cal.
Power Engineering Co.
1806 South State St., Salt Lake City, Utah
Vernon Hines
4980 Monroe St.
Denver 23, Colorado

Southwest Region
Wagner Hydraulic Equip. Co.
10814 Santa Monica Blvd.
Los Angeles, California

Canada—Ontario and Quebec Provinces
Kirk Equipment Ltd.
375 Victoria Ave.
Montreal, Quebec, Canada

Canada—British Columbia Province
Fred McMeans & Co.
1608 West 3rd Avenue
Vancouver, B. C., Canada

Hawaii
Foster Equipment Co.
719 Ahua St.
Honolulu, Hawaii

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