

checked vest and lit a long black cigar. Blowing a cloud of smoke toward the ceiling, he suddenly roared in his foghorn voice, "BILGEWATER on that fishy oil theory you sea lawyers dreamed up."

"What?" yelled the pump man, leaping from his seat, "you mean to say those seized vanes were *not* caused by the oil?"

"Not caused by the oil, but by *lack* of oil," corrected Marmaduke emphatically.

"That's doubletalk," exploded the pump representative. "The working fluid in those pumps does the lubricating, so if the pump shoves enough fluid through to work the presses there can't be a lack of oil!"

"Those pumps were shipshape for five months," rumbled Marmaduke calmly. "Then suddenly two weeks ago the first pump sailed into a nor'easter and snapped its mainmast. Why? Because that was the first bit of foul weather of the voyage. Why do you think I left my warm bunk on the second dogwatch and dropped anchor here before the plant started this morning?"

"Everybody's at sea and I'm getting seasick," Getz piped up impatiently, getting redder by the minute. "I'll bite, why did you set sail so early?"

"Because I wanted to eyeball how you start your hydraulic machinery when the mercury is hugging zero," answered the big man. "I'll bet your cooling water from Lake Michigan is below 40 F. But the presses weren't started until 8 am. And I noticed your men immediately turned on North Pole water for the heat exchangers instead of waiting for the hydraulic oil to warm up and then turn the water on gradually."

"So what happened? The cold oil was like molasses. The pumps had to swallow it in gulps. That left pockets of vacuum in the oil as it ruptured while trying to sail through the pump. Result? Cavitation, causing the pump vanes to run dry at times. Under load your poorly lubricated vanes seized and the shaft broke."

"Are you kidding?" piped up the foreman. "How can you prove the oil

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