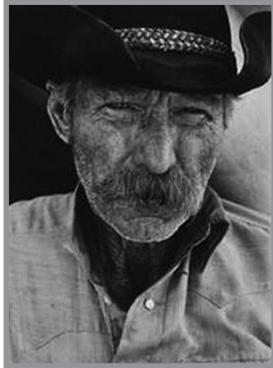


A COWBOY TOMBSTONE:

Here are the Five Rules for Men to Follow for a Happy Life that Russell J. Larsen had inscribed on his headstone in Logan, Utah. He died not knowing that he would win the 'Coolest Headstone' contest.



FIVE RULES FOR MEN TO FOLLOW FOR A HAPPY LIFE:

- 1** It's important to have a woman who helps at home, cooks from time to time, cleans up, and has a job.
- 2** It's important to have a woman who can make you laugh.
- 3** It's important to have a woman who you can trust, and doesn't lie to you.
- 4** It's important to have a woman who is good in bed, and likes to be with you.
- 5** It's very, very important that these four women do not know each other or you could end up dead like me.

E-mail: ian@wgtanker.com or www.wgtanker.com
Repairs: (Stuart) 01538 308 383, Tanker Sales: (Ian) 07976 839 733,
Tanker Hire: (Richard) 07976 811 215, Spares: (Daniel) 01538 308 008

GHH CS1200

Since the model was launched over 3 years ago, it has become one of the most successful compressor designs introduced into this country. WG Tankers have spearheaded the sales of this compressor throughout the country and have developed unrivalled experience in all forms of installation. The GHH CS1200 is a remarkable machine delivering unique performance in all aspects of operation and we at WG Tankers are by far the most experienced installers of this equipment.

Let us tell you why we can uniquely maximise the benefits from this outstanding compressor, by contacting us:

John Robinson 0781 395 8055

Alan Speak 0785 596 0955

Jason Robinson 0777 295 2433

Used Parts

We have always tried to maintain a good supply of pre-used parts covering all makes of compressors, power packs and drive systems. This service has been so popular that we are now looking to buy in good examples of the above components. Please contact any of the above if you have items that might interest us.

However, we do have a significant stock of used cooler packs of various makes for disposal at competitive prices. They vary in age but some of them are nearly new.

Because it is such an important issue, we are re-running the feature which we previously published in August 2008. A lot has happened since then, but the message is still totally relevant to-day.

Severe Health Warning - Pressure Vessels

Powder tankers have been around for a long time and, like everything that has been with us for a long time, we take it for granted. But we must not. The pressure in a pressurised tanker is like a gun ready to be fired and the result could be equally deadly.

At 2 bar pressure in a tanker, each **lid bolt** is, on average, subjected to a pressure of **over a tonne**. If the threads on only one of the bolts are worn and ineffective, then the load taken by the other three increases in proportion. It does not take much imagination to see that this is potentially a frightening scenario. The driver finds he cannot get full pressure in the tank so he goes up the ladder, although he should not, to see if he can feel a leak from a manhole, and if he can't get the clamp tighter by hand, he kicks at it. If this sideways force is coming from the wrong direction it could push the clamp and screwed shank sideways out of the slot. This clamp then has no retaining effect at all and its load is then transferred to the other three clamps which, even if slightly worn, cannot contain the extra pressure. **Result- the lid flies open with enormous speed and force** and hopefully the driver is not standing on it. (If he is then he would be in earth orbit before Richard Branson.)

There are two main reasons why there can be an air leak from the lids, one is through **worn clamp fittings** and the other is through **worn neck seals**. However much wear resistance there is in the neck seal, it will start to wear away in due course. This wear will not be even across the entire seal and so air will eventually escape. If the seal is not replaced it will wear away rapidly as material starts to leak out, even if only tiny quantities escape. Before long the air/material mix will be working its way through the aluminium of the tank and the cost of replacing the neck seals starts to look like a bargain.

Never attempt to climb on the top of a pressurised tanker.

Of course, regular maintenance and driver training make all of this irrelevant, but as things get tougher, it is tempting to make cut-backs, but make sure that you don't try to economise on maintenance of the pressure vessel components.

But cheer up, needless to say, our stores carry **Every type of lid fitting** that you could possibly need. Since the delivery hoses are an extension of the pressure vessel, the same care must be applied to their maintenance. Our hose maintenance and repair service helps you manage this vital area, which includes all aspects including testing and certification. Since this service can be carried out on customer's premises, the burden of responsibility on the operator is much reduced.

Gareth can tell you more about all of this on 07813 642006