

Products Make Diesel Sportfishing Boats Run Cleaner, Greener

ProOne Fuel Maximizer has fishing vessel producing less emissions while saving fuel.

By Taylor Hill

NEWPORT BEACH — Capt. Donna Brockman, owner of *Freelance* and president of Davey's Locker Sportfishing, has been operating out of Newport Beach for the past 30 years, running regular fishing trips along Southern California's coast and out to Catalina.

On a trip last year, Bob Cooper of ProOne Extreme Lubricants, who fished often aboard *Freelance*, talked Brockman into trying a few of the company's marine products, including the Fuel Maximizer and the Oil Stabilizer.

Cooper told Brockman the company's boats would see reduced emissions and a guaranteed 10 percent savings in fuel consumption — so, Brockman gave it a try on the fleet's three QSM11 Cummins MerCruiser diesel engines.

"All I can say is, we used to change our fuel filters every month, and now we go two to three months without

having to change them," Brockman said. "On top of that, we're getting right around 10-percent fuel savings, and it cleaned up the fuel tanks."

Brockman, who started using ProOne products last June, noted

that *Freelance's* 30-year-old fuel tanks had algae and fungus in them, but the Fuel Maximizer cleaned out the tanks.

ProOne's Fuel Maximizer is a concentrated fuel catalyst that creates more efficient combustion to produce more energy, significantly reduce fuel consumption and lower emissions, Cooper said. Mixed with diesel fuel at a 1 to 3,000 ratio, the technology works by breaking down large fuel particles and accelerating the combustion of hard-to-burn hydrocarbon molecules, he explained.

According to ProOne, the results of the Fuel Maximizer tests show more efficient combustion and production



Saving Fuel — Davey's Locker Sportfishing's diesel sportfishing boat *Freelance* is among Southern California vessels using the Fuel Maximizer and Oil Stabilizer products from ProOne. According to Capt. Donna Brockman, fuel economy increased by 10 percent, and fuel filters require fewer changes.

of more energy and fewer emissions per unit of fuel burned.

"We're guaranteeing 10 percent savings in fuel economy," Cooper said.

He expects an increased demand for the product among recreational boaters following Brockman's presentation on ProOne at the June 21 Sportfishing Association of California Board of Directors meeting. The San Diego sportfishing fleet has recently come on board with the product as well, with half a dozen vessels testing the Fuel Maximizer and finding similar results to Brockman's, Cooper added.

"Word is starting to spread pretty quickly now," Cooper said.

While the Fuel Maximizer can save boat owners money, Cooper said that if used in coordination with ProOne's oil stabilizer, boaters will see a dramatic improvement in reduced engine emissions and oil usage.

Before this past year, Brockman said the oil on *Freelance* had to be changed every 100 hours, or about once a month — since the boat runs so often. But this year, the company went six months without changing the oil.

"And even at six months, the oil analysis was showing that the oil was still good — but we decided to change it anyway, just because it was looking dirty and we didn't want to take any

chances," Brockman said. "This is all still new to us, and we were a little skeptical at first, but the results are there."

On the company's older squid boat, Brockman found that the fuel and oil additives had an even greater effect on the boat's less-efficient engine, measuring a nearly 18 percent decrease in fuel consumption.

The older 3406 Caterpillar non-computer diesel engine aboard Brockman's squid boat has more than 35,000 hours on it, and there's a hefty amount of black soot on the stern of the boat from the exhaust. Brockman said the boat was using about a gallon of oil per 100 hours of running, but all that changed when they added the ProOne fuel and oil additives.

"It's hard to believe, but there is no more smoke — and we don't have to add oil anymore," Brockman said. "I had to see it to believe it, and it's true."

The Costa Mesa-based company, which was founded 20 years ago, features the combined knowledge and expertise of owner Elton Alderman, previous owner of National Hot Rod Association International; Tim Wagoner, previous head of racing for Proctor and Gamble's NASCAR and *Miss Tide* hydroplane racing; and Lawrence Kahn, previous marketing director for ArmorAll.

The ProOne branch was started three years ago, focusing on the new green technology, which is expected to reduce friction with more than 50 times the film strength of conventional lubricants, Cooper said. ProOne products are environmentally friendly, he added, being mostly vegetable-based and non-corrosive, and helping to reduce the consumption of fossil fuels.

For more information, call ProOne at (714) 327-0262 or visit pro-one.us.

Ventura

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Live entertainment is scheduled each day of the four-day event, along with raffles, food and sweet treats, according to organizers.

"The Ventura County Boat Show & Green Expo is a fabulous mix of great boats, brand-name yacht brokers, the Green Expo and tons of good food and family fun," said Jamie Welsh, marketing consultant for Vintage Marina Partners, the event presenter. Admission is free on Thursday; \$1

on Friday during a \$1 promotion — with

\$1 hot dogs, \$1 soda, and \$1 beer available Friday only; and \$12 Saturday and Sunday. Online discount tickets are available for \$7, \$1 Hot Dog, Saturday & Sunday; \$12. Online tickets available for \$7, by visiting ci-boatshow.com/tickets/.

Show hours are noon to 7 p.m. Thursday and Friday, 10 a.m.-7 p.m. Saturday and 10 a.m.-5 p.m. Sunday. Plentiful parking is available.

For more information, call (800) 390-6694 or visit ci-boatshow.com.

City Council

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said.

During all of the legal wrangling over his boat project, Holland also continues his battle with prostate cancer, which was diagnosed in 2004. He sees the ship-

building as a sort of therapy for the cancer, although dealing with the city fines and legal proceedings is having the opposite effect, he said.

Holland credits *Shaunee* with saving his life, as he decided to go in for a check up after purchasing the boat to make sure he would be healthy enough to take

on the project.

Holland's friend and fellow boat builder Don Rypinski of Back Bay Boatworks is expecting to meet with the city attorney to discuss the future of *Shaunee*, and try to find a way for Holland to keep the boat at the property until he feels it is safe to move it.

Currently, Holland believes he is about one-third of the way done with the boat. Holland's 24-year-old son, Dennis Jr., has been helping with the project. Recently, the father-and-son team has been working on replacing the bottom planks to rebuild the boat's backbone.

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