

# My experience with Fuel Doctor

## Royal Volunteer Coastal Patrol & Nayjon Pty Ltd

Fuel Doctor is a fuel conditioner, blended from oxygenated hydrocarbon solvents and emulsifiers. It has been formulated to disperse and prevent the accumulation of aerobic fungi growth and sulphate reducing bacteria in hydrocarbon fuels, convert accumulated moisture into microscopic particles, and dissolve gums and varnish. These contaminants are permanently suspended allowing them to pass through the combustion process with no detrimental effects to the system components.

The benefits from using Fuel Doctor with better economy, peak performance, lower emissions and greater efficiency are there for every user of diesel engines.



The Royal Volunteer Coastal Patrol is at the forefront of Marine Rescue, operating lifeboats and inshore rescue craft across the NSW coastline from South West Rocks to Narooma.

Recent purchases of vessels from the United Kingdom's Royal National Lifeboat Institution resulted in additions to the fleet that included Arun Class lifeboats and Atlantic 2 rigid inflatables.

Although in excellent condition, some of the Arun Class lifeboats have been in service around the UK coast for almost 20 years, powered by Caterpillar 3208s, D343s and Detroit Diesel 8V53s.

According to Keith Jenkins ESM, Past Officer Commanding and Chairman of the Council for the RVCP, when the boats were commissioned there were concerns over excessive smoke on start up. "Castrol suggested we started using Fuel Doctor in all our fuel storage systems. We immediately noticed a difference with smoke levels disappearing and fuel economy improving," said Keith.

"Although it's difficult to quantify the fuel improvement because of changing operating conditions on every lifeboat, we know that the fuel economy has benefited from the use of Fuel Doctor," he added.

When not working in his new role as Special Project Officer of the RVCP, Keith Jenkins runs a highly successful business manufacturing and supplying tractors and associated agricultural machinery.

The two distinctly different operations are further linked by Keith's son Daniel who works in the family business of NAYJON Pty Ltd while also holding the rank within the RVCP of Master Skipper and Chief Instructor for the Arun Class and Atlantic 2. Meanwhile, Daniel's brother Richard runs Richard's Charter and Tour Service bus and coach operation of Sydney's Riverstone.



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The common denominator between the three businesses is of course the reliance on diesel engine power. In Richard's case it's for moving commuters and passengers on a charter. In Daniel and Keith's situation it may vary from a dangerous rescue at sea to the performance of a tractor on a farm. Whatever the use, engine performance and reliability is the key to success and safety.

Having seen the advantages of Fuel Doctor in the RVCP fleet at first hand, the Jenkins' family immediately specified its use in its company fleet of delivery vehicles with Richard adopting the same principles with his bus and coach operation.

"We've seen the benefits of using Fuel Doctor in a wide range of engines and it has definitely improved the performance by cleaning up the injectors and by getting rid of smoke problems," said Keith.

"Although some might consider any form of fuel conditioning an additional expense, if things work better as a result then the cost doesn't become an issue. It's the performance that becomes the important factor," said Keith.

Richard agreed, saying that fuel economy for his bus fleet had certainly improved and there was a marked reduction in smoke. "We also find much less water in tanks and water separators. Our mechanics are particularly impressed with the results from Fuel Doctor," he added.

