

THE F/V VAERDAL SWITCHED TO LE IN 2004!

DUOLEC® VARI-PURPOSE GEAR LUBRICANTS 1601 – 1609!

LUBRICATION ENGINEER'S (LE's) DUOLEC GEAR OIL WAS ADDED TO THE VAERDAL'S TRAWL GEAR BOXES IN MID 2004.

THE ORIGINAL DUOLEC GEAR OIL IS STILL IN THE GEAR BOXES TODAY AND THE OIL AND EQUIPMENT IS IN EXCELLENT CONDITION AFTER 7 YEARS OF OPERATION!

MONOLEC® GFS ENGINE OIL 8430!

VAERDAL'S MAIN ENGINE IS AN ALPHA V-10! WHEN USING EXXON MOBIL'S ENGINE OIL REBUILDS HAD TO BE DONE EVERY 10,000 HOURS!

SINCE THE CHANGEOVER TO LE'S MONOLEC 8430 GFS ENGINE OIL IN 2004, REBUILDS HAVE BEEN EXTENDED TO 30,000 HOURS WITH LESS WEAR!

FURTHERMORE, WE ARE ALSO ABLE TO EXTEND OIL DRAINS WELL BEYOND THE PREVIOUS 250-HOUR MARK WITH MUCH BETTER RESULTS!

MONOLEC® HYDRAULIC OIL 6105 - 6120, 6520!

LE'S MONOLEC HYDRAULIC FLUID WAS PUT ONBOARD IN THE SUMMER OF 2004! WE'VE HAD NO HYDRAULIC FAILURES FOR OVER 7 YEARS NOW AND THE ORIGINAL FLUID IS STILL IN THE HYDRAULIC SYSTEM!

BTU+ TOTAL TREAT FUEL IMPROVER 2410!

WE ALSO TREAT OUR DIESEL FUEL WITH 2410 BTU+ DIESEL FUEL TREATMENT! BTU+ ELIMINATES MICRO ORGANISM GROWTH IN FUEL TANKS, INSTANTLY DROPS FREE STANDING WATER OUT OF THE FUEL, LOWERS POUR POINT AND COLD FILTER PLUG POINT, PROVIDES MUCH NEEDED LUBRICITY FOR THE TOP END, CLEANS FUEL PUMPS, INJECTORS AND COMBUSTION CHAMBER, IMPROVES FUEL LUBRICITY, PROVIDES MORE COMPLETE COMBUSTION AND INCREASES FUEL ECONOMY!

IN FACT, FUEL CONSUMPTION HAS DECLINED MEASURABLY AND THE TOP ENDS OF ALL OUR ENGINES ARE SPOTLESS!

R-22 FREON LEAKS!

R-22 FREON LEAKS IN AN ENGINE ROOM CAN BE CATASTROPHIC, CAUSING ANY OR ALL ENGINES TO FAIL! WHEN USING EXXON MOBIL'S ENGINE OIL, AN ENGINE FAILURE WAS A NEAR CERTAINTY IF AN R-22 LEAK OCCURRED IN THE ENGINE ROOM! SINCE CHANGING TO LE'S MONOLEC GFS 8430 (SAE30) ENGINE OIL, FREON LEAKS HAVE HAD NO ADVERSE EFFECT ON OUR MAIN OR AUXILIARY ENGINES!