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Attn: Mark Phillips  
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Berth 267A, Fish Harbor-Terminal Island, CA

December 15, 2009

In the spring of 2008, fuel prices in Southern California were rising rapidly and I needed to find ways to reduce my daily fuel consumption of 40 gallons per day or face going out of the commercial fishing business. I was looking into exotic methods such as electrolytic hydrogen generation systems when you approached me with a simpler, less costly option: a mini-refinery in a steel canister called the Fitch Fuel Catalyst. Due to my curious and experimental nature, and in particular because of the positive dynamometer test report you provided me on my exact main engine (Cummins NTA855 14 liter), I agreed to purchase 2 units (one for the main and the other for a smaller Izuzu generator engine). We stayed in close contact as I reported my observations to you.

The first thing I noticed was an immediate drop in the noise level coming from both engines. They both seemed to run a lot quieter and smoother. Also, the air quality around the boat improved dramatically while we baited the hooks with the generator engine running (probably from reduced carbon monoxide which used to make us drowsy). The generator consumes a consistent 1 gph and it's difficult to document much fuel reduction when there is so little used to begin with, but it all adds up! One thing I was able to document was an increase in engine speed and voltage (~4 volts) produced by the generator. This allowed me to recalibrate the governor on the engine to achieve the normally required 117 volts and thereby know that I was saving some fuel.

The main propulsion engine is used about 6 hours at high speed while in transit to and from Catalina Island and another 4-6 hours at slow speed while we are handling our lines. After several trips, I was able to calculate after subtracting out the consumption related to the generator, a reduction of between 8 to 10 gallons per day (~1/2 gph) over my previous burn rate.

I endorse the Fitch Fuel Catalyst fully and have already recommended it to many of my fellow fishermen because I know it will help them survive.

Sincerely,

Capt. Phil Schenck  
Owner/Operator of the f/v "Terri's Gale"

Lowell Jundy  
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Berth 73, Fish Harbor-Terminal Island, CA

December 16, 2009

My crew and I just completed our 22<sup>nd</sup> albacore tuna fishing season operating out of Astoria, Oregon on my boat the f/v "Tommie Si". In preparing for the 2008 season, and at the suggestion of one of my fellow fisherman in Fish Harbor who had had a positive experience with your product, we installed a Fitch fuel catalyst unit on the main Detroit 671 engine. This was the year marine diesel in SOCAL reached an all-time high of \$5 plus per gallon and it was my hope that the investment would result in substantial fuel savings.

I am diligent about keeping accurate records on all the ship's operating expenses and pay particular attention to the amount and cost of the fuel required for each trip out of Astoria. Going back about 20 years prior to the 2008 and 2009 seasons, we would typically top off the tank with 2200 to 2300 gallons before every 2-3 week trip. Over the past 2 seasons, with the installation of the Fitch Fuel catalyst, I have noted a drop in that average to approximately 1900 gallons.

I do not have data logging devices on my engine, but I am satisfied by this method of comparing fuel consumption. The 300 gallons or so of diesel fuel that I have NOT had to purchase each trip makes a difference in the bottom line. Weather conditions were as rough these past 2 years.

Based on the price of fuel in the summer of 2008, I believe the device had paid for itself by the time we reached Astoria, after that first outbound trip from Fish Harbor in July. The engine has been performing perfectly with only a whisper of smoke upon start up and my fuel filters are lasting longer as well.

I would be willing to discuss my positive experience using the Fitch fuel catalyst with other commercial fishermen who are as interested as I am in managing costly fuel and engine maintenance expenses.

Regards,

Lowell Jundy  
Owner/Operator of the F/V "Tommie Si"