

Aquametro Oil & Marine GmbH is founded in Rostock / Germany

<http://www.aquametro-oil-marine.com/en/1276/About-us.htm>



<http://www.aquametro-oil-marine.com/en/1352/Contact-Persons.htm>

Letter From Hees Martin

«You might have seen that we have these homogenizer systems, like many others companies worldwide, since 10 years in our portfolio , and **they are running quite well and successful on many marine applications and vessels.**»

I twice asked to give me certificates for the right to use a homogenizer on the ship and official approval from the engine manufacturers. They refused to provide these documents. In this way, the use of this equipment is illegal. But what did I see on their website?

Information from the presentation from <http://www.aquametro-oil-marine.com/>

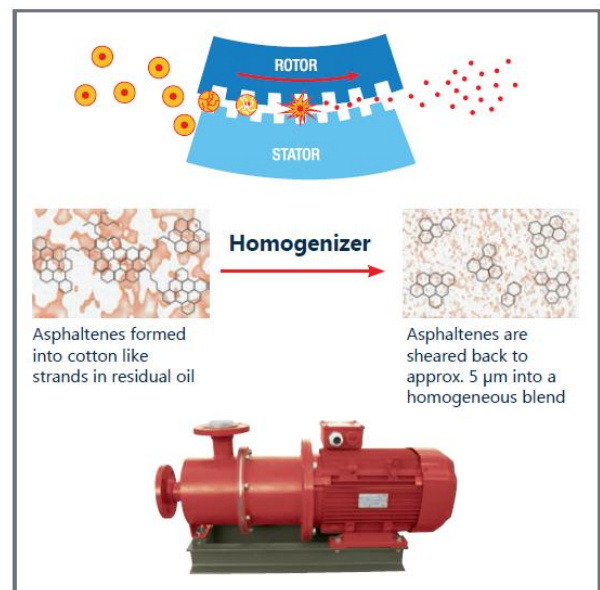
No certificate, NO! They are in the process of obtaining ... only. Is it swindling ?

Components Homogenizer with Feed Pump

The Homogenizer operates on the principles of mechanical shearing and ultrasonic forces. It utilizes a special conical shaped milling gear, to generate high hydrodynamic power consisting of shearing, friction and acceleration forces with pressure waves of high frequency. The high molecular asphaltenes are reduced in their size to below 5 µm and homogenized into the heavy fuel oil.

Certificates – IOPP – Registration Procedure

1. The registration will be carried out by an official class surveyor during regular survey or upon special request on board the vessel.
2. required documents:
 - workshop test certificate by AQUAMETRO MARINE & OIL
 - class certificate (single test certificate or type approval)
 - IOPP certificate



Your economical benefit with Aquametro's STU – Homogenizer

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Design ... see homogenizer design from <http://www.aquametro-oil-marine.com>

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Homogenizer HG 130 with rotor / stator chamber

Homogenizer HG 100 / HG130 / HG150 / HG220

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It is the same design from 2011, also from Germany and China.

http://www.energy-saving-technology.com/en/trga_ship_ad.html

below - the design of german ship rotary homogenizer and chinese fake german ship homogenizer design was stolen, but the problems are the same - it breaks down after 3-4 months of work

Construction of Homogen



Rotor

Stator

- Conical shaped stator is con mounted with driven rotor
- Designed to the fuel as it through the

LEMAG Fuel Oil Homogenizer – Fuel Quality Improver (FQI)

www.shalxee.com/En/fuel%20oil%20homogenizer

LEMAG FUEL QUALITY IMPROVER (FQI) homogenizer is specially designed to solve the problems ship operators and operators face when running on today's low quality fuel oils.

Homogenizer LEMAG FQI will improve the fuel-oil quality, significantly lower the level of emissions from the combustion and/or reduce sludge by significant amount depending on location of installation.

With LEMAG FQI various benefits will be achieved for different applications as:

- IMPROVED COMBUSTION – installation within the HFO circulation system
- Savings due to cleaner engine, less wear & tear and longer engine life
- Savings with condition-based maintenance
- Reduced spare part consumption due to longer component lifetime
- Increased fuel efficiency and less emissions due to better spray pattern
- Improved combustion



Chinese fake German ship homogenizer

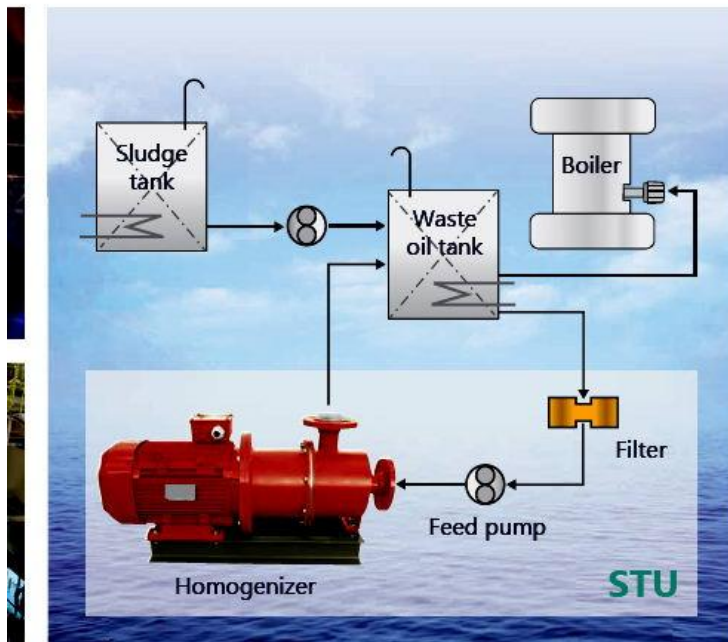


They write that it is an ultrasonic homogenizer. In fact - there is NO ultrasound and this construction from the USSR, for the production of fruit juices ...

next info from
<http://www.aquametro-oil-marine.com>

AQUAMETRO OIL & MARINE

Sludge Treatment Unit Sludge, safes fuel cost



They write "10 years of research experience.". They are deceiving you. Here is their outline from their official documentation. Do you see that they suggest using a homogenized sludge from the tank slurry as fuel for the boiler? This circuit will kill your boiler.

The sludge will remain on filters, corrosion will kill boiler and even more quickly kill engine.

This way - this company :

1. Uses a device with a design 30 years ago.
2. Does not correctly describe the principle of his work.
3. Deceives customers about the availability of a certificate of use.
4. Publish false schemes that will lead to damage to your equipment.
5. This equipment is produced serially from 2010, and, according to my information, has a very poor operational reputation, even after its modernization in 2012.

And this – **HG-100 - is initial model without modernization**

...

In this document used only official documents and correspondence with the chief manager from the official service box are. With the manager who deceived me ... and othe customers.

And as always - no evidence, only bare declarations ... it's the style of many firms that say they can save or improve fuel.

Andrii Ruban 02.-8.2017

http://www.energy-saving-technology.com/en/trga_en.html