



PROPELLER SELECTION ANALYSIS FORM – REPLACEMENT

DELIVERING PROPELLERS THAT PERFORM

NOTE: THE PROPER PROPELLER SUGGESTION CAN ONLY BE AS ACCURATE AS THE INFORMATION YOU PROVIDE. PROPELLER SELECTION IS DERIVED FROM VALUES CALCULATED USING PERFORMANCE PREDICTION SOFTWARE. MINOR ADJUSTMENTS MAY BE REQUIRED TO OBTAIN OPTIMUM PERFORMANCE.

| CONTACT INFORMATION | |
|---------------------|-------|
| NAME | _____ |
| COMPANY | _____ |
| TELEPHONE | _____ |
| CELL | _____ |
| FAX | _____ |
| E MAIL | _____ |

| VESSEL DATA - HULL | |
|--------------------|---|
| BOTTOM DESIGN | <input type="checkbox"/> OPEN <input type="checkbox"/> TUNNEL |
| NOZZLE | <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> FIXED <input type="checkbox"/> STEERING |
| SHAFT DIAMETER | _____ INCHES |
| SHAFT ANGLE | _____ DEGREES |
| STRUT | <input type="checkbox"/> SINGLE <input type="checkbox"/> V-STRUT |

| PRIMARY GOAL | |
|---|-------|
| <input type="checkbox"/> INCREASE SPEED TO: | _____ |
| <input type="checkbox"/> INCREASE / DECREASE RPM TO: | _____ |
| <input type="checkbox"/> TOW/PULL (THRUST) | |
| <input type="checkbox"/> REDUCE NOISE, VIBRATION, OR CAVITATION | |

| VESSEL DATA – STERN GEOMETRY | |
|------------------------------|----------------|
| PROP CENTER (SHAFT) TO HULL | (INCHES) _____ |
| PROP CENTER TO WATERLINE | (INCHES) _____ |
| SHAFT TO RUDDER | (INCHES) _____ |

| TASK | |
|---|-------|
| <input type="checkbox"/> RECOMMEND A NEW PROPELLER SIZE / STYLE | |
| <input type="checkbox"/> REPLACE WITH DUPLICATE PROPELLER | |
| <input type="checkbox"/> OTHER: | _____ |

| ENGINE / GEARBOX | |
|-------------------------------|--|
| ENGINE MFG | _____ |
| MODEL | _____ |
| FUEL TYPE | <input type="checkbox"/> GAS <input type="checkbox"/> DIESEL |
| NO. OF CYLINDERS | _____ |
| RATED HP | _____ |
| RATED RPM | _____ |
| PARASITIC LOSS (GEN SET) (HP) | _____ |
| GEAR BOX RATIO | _____ :1 |

| PRINCIPLE VESSEL OPERATING CONDITION | |
|--------------------------------------|---|
| VESSEL NAME | _____ |
| HULL TYPE | <input type="checkbox"/> DISPLACEMENT <input type="checkbox"/> BARGE <input type="checkbox"/> SEMI – DISPLACEMENT <input type="checkbox"/> CATAMARAN <input type="checkbox"/> PLANING <input type="checkbox"/> SAILBOAT |
| SERVICE | <input type="checkbox"/> PASS / PLEASURE <input type="checkbox"/> TOWING <input type="checkbox"/> WORK / COMMERCIAL <input type="checkbox"/> BOLLARD |
| USAGE | <input type="checkbox"/> OCEAN <input type="checkbox"/> RIVER <input type="checkbox"/> LAKE |
| LENGTH (FT) | _____ <input type="checkbox"/> WATERLINE _____ <input type="checkbox"/> OVERALL |
| WEIGHT | _____ LIGHT (LBS) _____ FULL (LBS) |

| ADDITIONAL INFORMATION | |
|------------------------|--|
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Fax To: (604) 929 – 7121



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SEA TRIAL - TYPICAL OPERATION OF YOUR VESSEL

| CURRENT PROPELLER(S) DATA | |
|---|---|
| ROTATION VIEWED FROM ASTERN (CHECK ONE OR BOTH) | |
| IF CLOCKWISE | <input type="checkbox"/> RH |
| IF COUNTER-CLOCKWISE | <input type="checkbox"/> LH |
| DIAMETER (IN) _____ | |
| PITCH _____ | |
| NO OF BLADES _____ | |
| CUP | <input type="checkbox"/> YES <input type="checkbox"/> NO |
| MANUFACTURER (IF KNOWN) _____ | |
| HUB DIAMETER (IN) _____ | |
| HUB LENGTH (IN) _____ | |
| PROP MATERIAL | <input type="checkbox"/> MANGANESE BRONZE <input type="checkbox"/> STAINLESS <input type="checkbox"/> SUPERSTON <input type="checkbox"/> MILD STEEL <input type="checkbox"/> NIBRAL <input type="checkbox"/> ALUMINUM |
| PROPELLERS | <input type="checkbox"/> SINGLE <input type="checkbox"/> TWIN <input type="checkbox"/> TRIPLE |

| PRIOR PERFORMANCE | | | |
|---|-----------|-----------|---------------------|
| DESIGNED SPEED | KTS _____ | | |
| | TRIAL ONE | | TRIAL TWO |
| FULL THROTTLE | KTS _____ | RPM _____ | KTS _____ RPM _____ |
| CRUISE SPEED | KTS _____ | RPM _____ | KTS _____ RPM _____ |
| RANGE OF SPEED (START AT CRUISE TO FULL THROTTLE) | | | |
| KTS _____ | RPM _____ | KTS _____ | RPM _____ |
| KTS _____ | RPM _____ | KTS _____ | RPM _____ |
| KTS _____ | RPM _____ | KTS _____ | RPM _____ |
| KTS _____ | RPM _____ | KTS _____ | RPM _____ |
| KTS _____ | RPM _____ | KTS _____ | RPM _____ |
| KTS _____ | RPM _____ | KTS _____ | RPM _____ |
| KTS _____ | RPM _____ | KTS _____ | RPM _____ |
| KTS _____ | RPM _____ | KTS _____ | RPM _____ |
| KTS _____ | RPM _____ | KTS _____ | RPM _____ |

| SPEED TRIAL | | | |
|----------------------|--|--------------|--|
| DATE: | | TEMPERATURE: | |
| WEATHER: | <input type="checkbox"/> CALM <input type="checkbox"/> FAIR <input type="checkbox"/> STORM | | |
| LOCATION: | | | |
| VESSEL TRIAL WEIGHT: | LIGHT _____ | FULL | |
| FUEL LOAD: | | WATER: | |

Wind, Tide, and Current can impact the results of your Speed Trial. To determine a more accurate average, set your vessel's heading to have the wind and tide (or current) as close to bow-on as possible. Record the Range of Speeds at the various RPM's on the chart above and then turn the vessel 180 degrees and repeat the procedure again. The Trial Speed is the average of the measured speeds during each of the runs. You can repeat this process in various sea conditions.

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