



PROPELLER SELECTION ANALYSIS FORM – SEA TRIAL

DELIVERING PROPELLERS THAT PERFORM

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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