



## Is my propeller working correctly?

This is just a general guide.

### Correct loading

If engine revs are increased gradually, the RPM and speed should increase together until you reach a comfortable cruising speed. This should be close to the maximum RPM, but you should not usually be able to obtain maximum engine revs under load. With most engines maximum (manufacturers) revs under load will be "uncomfortable" to maintain.

### Over propped

Propeller too big. This could be diameter or pitch or both.

If engine revs are increased gradually you will have too much "bite" to start with. Then RPM and speed will increase together but you will not be able to reach your ideal cruising RPM and will not be able to release the full horsepower of the engine. Also manoeuvring could be difficult at low speed with going in and out of gear.

### Under propped

Propeller too small. This could be diameter or pitch or both.

If engine revs are increased gradually there will be little "bite" to start with. The RPM and speed will increase together but you will reach an RPM (lower than ideal cruising RPM) where you can still increase the revs, but you do not get any more speed. Stopping will be poorer and manoeuvring will be more difficult.

### Cure for under or over propping.

If your propeller is close to the correct size and is "sound" i.e. the metal is not suffering from electrolysis. We can reduce the diameter, or reduce or increase the pitch. (Subject to condition and material of propeller)

As a VERY rough guide: 1" of Pitch will alter the loading by 250 RPM and 1" of Diameter will alter the loading by 150 RPM



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