

SHIP PROPELLER MAINTENANCE



Propeller Polishing

Fuel costs represent over half of a ship's operating costs; this can be even higher for large tankers and fast container ships. Therefore, many owners focus on a smoother hull, which can be achieved by construction in better steel quality, better welding techniques, better surface preparation and upgraded paint systems. Better communication aids and more fuel efficient engines have also minimized fuel consumption.

However, in terms of energy loss per unit area, propeller roughness significantly affects ships fuel consumption as well.

Therefore, higher standards of propeller maintenance can be more cost effective than hull maintenance for many types of ships.

Why polish propeller?

Propeller polishing is an operation NOM are increasingly asked to carry out in today's fuel-efficiency conscious climate. Careful monitoring of ship performance has shown that a power saving of 10 - 20% can be achieved following effective propeller cleaning and polishing. After underwater polishing, bunker consumption savings of 3to8% can realistically be expected.

Propeller polishing in water usually produces a better finish than the same operation carried out in the dry because water naturally lubricates the propeller surface and provides access for the diver without the requirement for staging. The polishing head is continually water-cooled and the diver has no need to exert pressure on the machine because the rotation creates vortex suction. This means the pad polishes evenly and produces no scouring.

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P.S. We welcome any comments or suggestion with regard to the above. Kindly e-mail to the writer at survey@sigma-asia.com

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