

OPERATING INSTRUCTIONS FOR THE BRIDGE

Procedures before departure

1. Order "Stand-by"
2. Order "KaMeWa Connected Propeller Shaft Stop"
3. Test the functioning of the propeller. Change the propeller pitch through its entire range by operating the controls. Note whether the pitch indicators are responding to the pitch changes. Set the propeller to the "zero" pitch position.
4. Order "Propeller shaft running".

Operation

1. Move the control lever ahead for forward speed. Move the control lever astern for speed backwards.
2. a. For full engine power increase the lever setting. For equipment with load control the lever can be set to position 10. Then the load control will automatically regulate the power to a value adjusted in the engine control room at the load limit setting potentiometer.

b. On equipment without load control the lever reading should be increased gradually until the overload lamp lights. Then the lever reading is reduced till the lamp just goes out.
3. On vessels equipped with a constant rpm mode it can be switched over when full rpm is required independent of the pitch, e.g. when running in ice.

Test the manoeuvring before the ship goes into harbour, switch on "Back up system" and check function, i.e. while the ship is still in clear water.

General points about the KaMeWa propeller.

The same turning tendency occurs when starting astern as ahead. Because of this the ship can swing by running the propeller alternatively ahead or astern.

A left running KaMeWa propeller tries to move the stern to port. A right running KaMeWa propeller tries to move the stern to starboard.

with multiple engine drive and one propeller we must beware of the risk of cavitation damage on the blades. This will happen if one or two engines are disconnected and the propeller runs with low pitch at full or near full rpm for a long time. All normal manoeuvring e.g. berthing etc. can be done without any risk for cavitation damages.

See also the chapter about "The hydrodynamics of the propeller".