

Consideration Regarding Maritime Ship Engine Room Ventilation System

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ABSTRACT

The work has been done on the study of bibliography and experience in the operation of the doctoral students in the field of commercial ships what different type of main engines and auxiliary engines. Air circulation in the engine compartment must ensure air quality breathing air for the crew members and the amount of air for thermal process development machines and power plants on ships in all the machinery spaces.

Keywords:

Ventilated air flow, ventilated air pressure, power drive fans, determining the temperature of the supercharge air, terms of reference for the environment.

1. INTRODUCTION

The paper highlighted that rules of ship classification societies concerning the main design and functional parameters of gas turbine integrated in naval propulsion systems, their design and construction, and a brief overview of the role of companies classification.

2. ENGINE ROOM AIR FLOW DETERMINATION

2.1 Specific Air Flow for Gas Exchange:

$$\dot{V}_{air} = m_{air} \cdot C_{ex} \cdot C_f \left[\frac{kg}{m^3} \right] \quad (1)$$

Where:

m_{air} – theoretical air mass needed for burn of one fuel kilogram

ρ_{air} – excess air coefficient for gas exchange

C_f – specific fuel consumption

As per REF [4] specific air flow needed for ventilation is:

$$\dot{V}_{air} = (1.5 + 2) \cdot \dot{V}_{ex} \left[\frac{m^3}{min} \right] \quad (2)$$

2.2 Mass Air Flow for Ventilation:

$$\dot{M}_{air} = (1.5 + 2) \cdot \dot{V}_{ex} \cdot \rho_{ex} \left[\frac{kg}{s} \right] \quad (3) \text{ where:}$$

P_{ex} - The effective power of the thermal engine propulsion of the vessel

2.3 Volumetric Air Flow for Ventilation:

$$\dot{V}_{air} = (1.5 + 2) \cdot \frac{P_{ex}}{\rho_{air}} \cdot \rho_{ex} \left[\frac{m^3}{s} \right] \quad (4)$$

Where: $\rho_{air} \left[\frac{kg}{m^3} \right]$ is the compressor inlet air density

$$\rho_{air} = \frac{P}{R \cdot T} \left[\frac{kg}{m^3} \right] \quad (5)$$

For:

$$\rho_{ex} = 100 \frac{kg}{m^3} ; R_{air} = 287.0 \frac{J}{kg \cdot K}$$

$$\rho_{ex} = 310 K ; \rho_{air} = 1.2045 \frac{kg}{m^3}$$

Relation (4) becomes:

$$\dot{V}_{air} = \left(\frac{1.5+2}{1.2045} \right) \cdot \dot{V}_{ex} \cdot \rho_{ex} \left[\frac{m^3}{s} \right] \quad (6)$$

3. FANS POWER DRIVE CALCULATION

3.1. Discharge Pressure of the Fan in Engine Room:

Measurement units for pressure:

$$1 [bar] = 100 \left[\frac{kg}{cm^2} \right] = 10.233 [mmHg, C]$$

As per REF [4] $\Delta P_{air} = 50 + 20 [mmHg, C]$

Result: Absolute Pressure

$$P_{air} = 10.200 + 10.200 [mmHg, C]$$

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Table of Contents Iso 8861 Engine Room Ventilation

1. Understanding the eBook Iso 8861 Engine Room Ventilation
 - The Rise of Digital Reading Iso 8861 Engine Room Ventilation
 - Advantages of eBooks Over Traditional Books
2. Identifying Iso 8861 Engine Room Ventilation
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Iso 8861 Engine Room Ventilation
 - User-Friendly Interface
4. Exploring eBook Recommendations from Iso 8861 Engine Room Ventilation
 - Personalized Recommendations
 - Iso 8861 Engine Room Ventilation User Reviews and Ratings
 - Iso 8861 Engine Room Ventilation and Bestseller Lists
5. Accessing Iso 8861 Engine Room Ventilation Free and Paid eBooks
 - Iso 8861 Engine Room Ventilation Public Domain eBooks
 - Iso 8861 Engine Room Ventilation eBook Subscription Services
 - Iso 8861 Engine Room Ventilation Budget-Friendly Options

6. Navigating Iso 8861 Engine Room Ventilation eBook Formats
 - ePub, PDF, MOBI, and More
 - Iso 8861 Engine Room Ventilation Compatibility with Devices
 - Iso 8861 Engine Room Ventilation Enhanced eBook Features
7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Iso 8861 Engine Room Ventilation
 - Highlighting and Note-Taking Iso 8861 Engine Room Ventilation
 - Interactive Elements Iso 8861 Engine Room Ventilation
8. Staying Engaged with Iso 8861 Engine Room Ventilation
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Iso 8861 Engine Room Ventilation
9. Balancing eBooks and Physical Books Iso 8861 Engine Room Ventilation
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Iso 8861 Engine Room Ventilation
10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
11. Cultivating a Reading Routine Iso 8861 Engine Room Ventilation
 - Setting Reading Goals Iso 8861 Engine Room Ventilation
 - Carving Out Dedicated Reading Time
12. Sourcing Reliable Information of Iso 8861 Engine Room Ventilation
 - Fact-Checking eBook Content of Iso 8861 Engine Room Ventilation
 - Distinguishing Credible Sources
13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
14. Embracing eBook Trends
 - Integration of Multimedia Elements

- Interactive and Gamified eBooks

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