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SECTION 1 GENERAL DESCRIPTION

1.1 **GENERAL**

The vessel shall be arranged for single screw propulsion with directly coupled diesel propelling machinery located in the engine room aft.

The main propulsion unit shall consist of one (1) set marine diesel engine, driving a propeller through a line of shafting.

The main engine shall be able to use the heavy fuel oil of 600 cSt at 50°C . The aux. boiler shall be able to use the heavy fuel oil of 380 cSt at 50°C .

The main diesel generator engine shall be able to use the heavy fuel oil of 600 cSt at 50°C. Fuel oil is able to be used at starting, stopping, low load condition and furious load change condition of diesel gene. engine in accordance with the engine operation manual.

The steam generating plant shall consist of one (1) aux. boiler.

The electric generating plant shall consist of three (3) diesel generator sets.

1.2 MACHINERY PARTICULAR

| | Rule | | ABS/CR (ACCU) | | | | | | |
|----|--------------------------------|-------------------|--------------------------|---|------------|-------------|----------------|--|--|
| | | | | 0 M.T. D/W TYPE BULK CARRIER | | | | | |
| H | | | 1 - 1 | | | | | | |
| | Dimension | | m | Lpp 195.00 | B 32.24 | D 19.15 | d (Ext. 13.010 | | |
| | Tonnage | | Ton | G.T. | 35,826 | D.V | V. 63 | 3,374 M.T. | |
| | Speed | | knot | Sea Trial | 15.687 | Ser | ab vice | ot. 14.5 | |
| M | ain Engine | | | | | | | | |
| | Type & No. | of Set | | | crosshead | type diesel | lengine | ingle acting, direct with 3×1 set | |
| | Output | Maximum Rating | kW× min ⁻¹ | 7 | ,560 × 99 |) | | | |
| | × Speed | Normal Rating | kW× min ⁻¹ | | ,425 × 93 | | | Turbocharger TCA55 | |
| | Brake Mean Press. at Ma | | MPa | 1.76 | | | | \times 1 set | |
| | Mean Pistor Max. Rating | | m/s | 7.31 | | | | | |
| | Cylinder No | o. & Size | mm | 6 × φ 500 × 2,214 | | | | | |
| | Turning Mo | tor | kW× min ⁻¹ | 2.2 × 1,200 | | | | | |
| | | | | MITSUI ENGINEERING & SHIPBUILDING CO.,LTD. | | | | | |
| Sh | afting | | _ | | | | | | |
| | Thrust Shaft | t | No.× mm | Attached t | o Main Eng | gine | | | |
| | Intermediate | e Shaft | No.× mm | 1 | × φ 415 | × 5,9 | 50 | | |
| | Propeller Sh | naft | No.× mm | 1 | × φ 500 | × 6,5 | 50 | | |
| | Stern Tube S | Seal | | KEMEL AX-530 | | | | | |
| Pr | opeller | | | | | | | , | |
| | Type & No. of Set | | | 5 Bladed Solid Type (Ni- Al- Br) × 1 set | | | | | |
| | Diameter × Pitch mr | | mm | 4,561.6 (0.7R) φ 6,300 × 4,488.3 (MEAN) | | | _ | | |
| | Exp. Area Ratio × Boss Ratio - | | | 0.4700×0.1524 | | | | | |
| | Skew Angle | | deg. | 25 | | | | | |
| | | | | | | | | | |
| | | | | NAKASH | IMA PROF | ELLER CO | O., LTD | | |

| Type & No. of Set | | Composite sy GK-2032-12 | ystem vertical typ 00/680 | | × 1 set |
|----------------------------------|--------------|---------------------------------------|-------------------------------|-------------------------------|--------------------------|
| Steam Pressure & Temperature | - X | (Design) | 0.8 MPa× Sat | urated iturated | |
| Heating Surface | m | (Oil burning 33.2 | | h. gas side) 198.4 | |
| Evaporation | kg | (Oil burning 1,200 | | h. gas side) 80 (M/E 85 | 5 % Load |
| Feed Water Temp. | °C | | abt. 60 | | |
| Burner Type | | Forced Draft | Type Pressure A | tomizing Burne | er |
| | | MIURA CO. | , LTD. | | |
| | | | | | |
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| | | | | | |
| | | | | | |
| | | | | | |
| Service | No.of Set | Туре | Capacity $(m^3/h \times MPa)$ | Motor (kW×min ⁻¹) | |
| Main | | 4-Cycle | | | YANMA |
| Diesel Generator Engine | 3 | Diesel Engine Brushless | 745 kW | 900 min ⁻¹ | 6EY18A 450V |
| Main Generator | 3 | A.C. Generator | 862.5 kVA | 690×900 | × 60 H |
| | | | | | |
| Emergency Generator Engine | 1 | 4-Cycle Diesel Engine | 99 kW | 1,800 min ⁻¹ | MITSUI ZO TD914L0 |
| Emergency Generator | 1 | Brushless A.C. Generator | 90 kVA | 72×1,800 | 450V × 60 H |
| | | | | | |
| | | i . | | | |
| | | MD Vertical | (F A) | | TANAD |
| Main Air Compressor Emergency | 2 | MD Vertical 2-Stage MD Vertical | (F.A.) 155 × 2.9 (F.A.) | 37×1800 | TANAB H-73 MATSUBA |

| | (K ** / ` 111111) | |
|---|--------------------|---------------------------|
| | | NANIMA BUMB |
| Sea Water Pump 1 MD. V. Cent. $600 \times 20 \text{ m}$ | 55×1800 | NANIWA PUMP FEV-250-2D |
| <u> </u> | | |
| | | Do. |
| Sea Water Pump 1 MD. V. Cent. $600 \times 20 \text{ m}$ | 55×1800 | FEV-250-2D |
| MGO Cooling (T.H.) | | Do. |
| Fresh Water pump 1 MD. H. Cent. $5.0 \times 25 \text{ m}$ | 1.5×3600 | BHR-40 |
| Jacket Cooling (T.H.) | | Do. |
| Fresh Water Pump 2 MD. V. Cent. 104×40 m | 22×1800 | FEV-125-2D |
| Main Lubricating Oil (D.P.) | | Do. |
| Pump $2 \text{ MD.V. Cent.} 220 \times 0.42$ | 60×1800 | TOM-200E |
| | | |
| | | |
| Fuel Oil (D.P.) | | TAIKO KIKAI |
| Booster Pump 2 MD. H. Screw 2.9×0.4 | 2.2×3600 | MSDK-3MA |
| | | l |
| Main Engine Fuel Oil (D.P.) | | Do. |
| Circulating Pump 2 MD. H. Screw 4.2 × 1.0 | 3.7×3600 | MSDK-5HMA |
| Fuel Oil (D.P.) | | Do. |
| Transfer Pump 1 MD. H. Gear 15 \times 0.3 | 5.5×1200 | NHG-15MA |
| M.G.O. 		 (D.P.) | | Do. |
| Transfer Pump 1 MD. H. Screw 4×0.3 | 5.5×3600 | MSDK-4MA |
| Lubricating Oil (D.P.) | | Do. |
| Transfer Pump 1 MD. H. Gear 4×0.3 | 1.5×1200 | NHG-4MT |
| | | |
| | | |
| Diesel Gene. Fuel Oil (D.P.) | | TAIKO KIKAI |
| Circulating Pump 2 MD. H. Screw 1.6×0.9 | 1.5×3600 | |
| ε 1 | | MSDK-2HMA |
| Diesel Gene. M.G.O. (D.P.) | | Do. |
| Booster Pump 2 MD. H. Screw 1.6×0.75 | 1.5×3600 | MSDK-2HMA |
| Emergency Air operate (D.P.) | | Do. |
| M.G.O. Pump 1 H. Screw 1.6×0.75 | 1.5×1200 | MSDK-3HMN |
| Stern Tube (D.P.) | | Do. |
| Lubricating Oil Pump $\begin{vmatrix} 2 \end{vmatrix}$ MD. H. Gear $\begin{vmatrix} 0.5 \times 0.2 \end{vmatrix}$ | 0.4×1200 | NHG-0.5M |
| Diesel Gene. Lub. Oil (D.P.) | | |
| Priming Pump 3 MD. H. Gear 2.5×0.2 | 0.94×3600 | * |
| L.O. Purifier (D.P.) | | TAIKO KIKAI |
| Supply Pump 1 MD. H. Gear 2.1×0.3 | 1.5×1200 | NHG-2MT |
| D/G L.O. Purifier (D.P.) | | Do. |
| Supply Pump 1 MD. H. Gear 0.6×0.3 | 0.4×1200 | NHG-1MT |
| Suppry Lump | 0.4 \ 1200 | 11110-11/11 |
| | | |
| | | ļ |
| | | NANIWA PUMP |
| Bilge & Ballast Pump 1 MD. V. Cent. $ 220/90 \times 20/70 $ r | | FE2V-200E |
| Self Priming (T.H.) | | Do. |
| Fire & G.S. Pump 1 MD. V. Cent. $ 220/90 \times 20/70 \text{ r} $ | | FE2V-200E |
| (T.H.) | | Do. |
| Ballast Pump 2 MD. V. Cent. 1000 × 25 m | 100×1800 | FEWV-350D |
| MD. H. (T.H.) | | TAIKO KIKAI |
| Bilge Pump 1 Recipro. $5 \times 30 \text{ m}$ | 1.5×1800 | LD-5NS |
| | | |
| | | Do. |
| Sludge Pump 1 Monros $2.5 \times 41 \text{ m}$ | 1.5×1200 | HNP-301 |
| | | |
| | | |
| | | 1 |
| Ref. Mach. Cooling Sea Water Pump 1 MD. H. Cent. 45× 55 m | 15×3600 | NANIWA PUMP BHR-100 |

| Service | No.of | Туре | Capacity | Motor | |
|---------------------------------------|-------|-----------------------|---|------------------------|-------------------------------|
| 1 | Set | | $(m^3/h \times MPa)$ | $(kW \times min^{-1})$ | |
| Drinking Water Pump | 1 | MD. V. Cent. | (T.H.) 5× 50 m | 3.7×3600 | NANIWA PUMP BHR-40 |
| Fresh Water Pump | 2 | MD. V. Cent. | (T.H.) 5× 50 m | 3.7×3600 | Do. BHR-40 |
| Hot Water Circulating Pump | 2 | MD. H. Cent. | (T.H.) 2× 10 m | 0.4×3600 | Do. BHR-32 |
| | | | (T.H.) | | Do. |
| D/G Pre-Heating Pump | 1 | MD. H. Cent. | 3× 20 m | 0.75×3600 | BHR-32 |
| Boiler HFO/MGO | | MD. | (D.P.) | | |
| Burning Pump | 1 | H. Trochoid | 268 @ /h×1.8 | 0.75×3600 | * |
| Boiler Pilot Burner Pump | 1 | MD. H. Trochoid | (D.P.) 40 & /h×0.8 | 0.09×3600 | * |
| Boiler Forced Draft Fan | 1 | MD. Turbo | 23 m ³ /min ×2.94 kPa | 2.2×3600 | * |
| Boiler Feed Water Pump | 2 | MD. H. Cent. | (T.H.) 4× 100 m | 7.5×3600 | NANIWA PUMP EB2H-32D |
| • | | | | | |
| Fuel Oil Purifier | 2 | MD. V. Centrifuge | 2,700 l/h (600 cSt at 50°C) | 5.5×1800 | MITSUBISHI KAKOKI SJ35H |
| Lubricating Oil Purifier | 1 | MD. V. Centrifuge | 2,400 ½/h | 5.5×1800 | Do. SJ25H |
| D/G Lubricating Oil Purifier | 1 | MD. V. Centrifuge | 1,300 ½/h | 3.7×1800 | Do. SJ15H |
| D/G Lubricating Oil By-pass Filter | 3 | | * | | * |
| Engine Room | | Reversible | 650 m ³ /min | | TAIYO ELECT. |
| Ventilating Fan Engine Room | 2 | MD. V. Axial | \times 0.29 kPa 650 m ³ /min | 7.5×1200 | FA-B-90-3 Do. |
| Ventilating Fan | 1 | MD. V. Axial | × 0.29 kPa | 7.5×1200 | FA-B-90-3 |
| Workshop Space Exhaust Fan | 1 | MD. | 33 m ³ /min | 0.065×1800 | |
| Auxiliary Blower | 2 | MD. Turbo | | 45×3600 | Attach to M/E |
| Motor for M/E hydraulic system | 2 | MD. | | 65×1800 | Attach to M/E |
| Shaft Power Meter | 1 | | | | SHOYO |
| Bilge Separator | 1 | with Content meter | 5 m ³ /h | | TAIKO KIKAI USH-50 |
| M.G.P.S. | 1 | Cl ion type | | | NIPPON CORROSION |
| Shaft Grounding Equipment | 1 | with mV-Meter | | | Do. |
| Ballast Water Treatment System | 1 | Electrolysis | ECS1000B×2 | | TECHCROSS |

| Service | No.of | Type | Capacity | Motor | |
|---|-------|--|--|--|------------------------------------|
| Overhead Travelling Crane | Set 1 | MD. | $(m^3/\hat{h} \times MPa)$ 4 ton | $ \begin{array}{c c} (kW \times min^{-1}) \\ \hline 3 \times 900 \\ 0.2 \times 1800 \\ 0.2 \times 1800 \\ 0.2 \times 1800 \\ \end{array} $ | SEKIGAHARA MAB-040059 |
| Lathe | 1 | MD. | Center distance 1,000 mm | 0.75×1800 2.2×1800 | KUSAKABE KL36B-100 |
| Drilling Machine | 1 | MD. | φ 38 | 1.5×1800 | Do. KD-38 |
| Grinding Machine | 1 | MD. 2 – Wheels | $\begin{array}{cccc} \text{AC440V 3} & \phi & 60 \text{Hz} \\ \phi & 255 & \times & 25 \text{t} \end{array}$ | 0.75×1800 | Do. KGL-10 |
| Electric Welder | 2 | A.C. Arc Type | 300 Amp | | |
| Gas Cutting Machine | 1 | Acetylene Type | Oxygen B.×2 Acetylene B. ×1 | Hose: Each 25 m×4 | Foreign made |
| Chain Block | 1 2 3 | | 3 ton 1 ton 0.5 ton | | |
| Control Room Air Conditioner | 1 | With E. heater Packaged Type (R404A) | 11.3 kW | 2.2×3600 | USHIO REINETSU UAP-2HS4PL4-1 |
| Water sterilizer | 1 | | 3,000 ℓ/h | | |
| Water-based Local Fire Fighting System | 1 | Low Press. Type | | | KASHIWA |
| Sewage Treatment Unit | 1 | | | | TAIKO KIKAI SBH-25 |
| Ballast Eductor | 1 | | 100 m ³ /h | | |
| Bilge Eductor | 1 | | 50 m ³ /h | | |
| F.O. Tank Pre-heating Unit | 1 | | | | HOKUSHIN ENGINEERING |
| F.O. Shifter Pump | 1 | MD. H. Gear | (D.P.) 7.2×0.49 | 3.7×1800 | % 100%Capa. |
| Fresh Water Generator | 1 | | 15 T/D | | SASAKURA XM-15 |
| Distillate Pump | 1 | MD. H. Cent. | (T.H.) 1.2× 30 m | 0.75×3600 | * |
| Ejector Pump | 1 | MD. H. Cent. | (T.H.) 18× 39 m | 5.5×3600 | * |
| Waste Oil Incinerator | 1 | | 349 kW | | MIURA BGW-30N |
| Waste Oil Pump | 1 | MD. H Trochoid | 160 ℓ/h × 0.2 MPa | 0.1×1800 | * |
| Exhaust & Cooling Fan | 1 | MD. | 95 m ³ /min × 2.65 kPa | 7.5×3600 | * |
| Burning Fan | 1 | MD. | 11.4 m ³ /min × 1.18 kPa | 1.5×3600 | * |

| Service | No.of Set | Type | Capacity (m ²) | Motor (kW×min ⁻¹) | |
|--------------------------------------|--------------|-----------------------|--|-------------------------------|---|
| Jacket Cooling Fresh Water Cooler | 1 | Plate | 11.40 | | HISAKA WORKS LX-125B-NPM-59 |
| Main Lubricating Oil Cooler | 1 | Plate | 103.75 | | Do. LX-595B-NPM-127 |
| Diesel Gene. Cooling F.W. Cooler | 2 | Plate | 20.60 | | Do. UX-195B-NPM-105 |
| MGO Cooling F.W. Cooler | 1 | Plate | 1.40 | | Do. UX-195B-NJM-9 |
| Main Engine MGO Cooler | 1 | Plate | 2.20 | | Do. UX-116B-NJM-13 |
| Diesel Generator MGO Cooler | 1 | Plate | 1.00 | | Do. UX-116B-NJM-7 |
| M/E F.O. 2nd Filter | 1 | | ABS.50μ 4.2m3/h | | KANAGAWA KIKI K8FE33VAZS-W50 |
| D/G F.O. 2nd Filter | 1 | | E.F.10µ 1.6m3/h | | Do. K8FE3VAZS-W10 |
| Auxiliary Condenser | 1 | H. Shell & Tube | 10 | | SHOWA 300U-2F |
| Shifter Fuel Oil Heater | 1 | Steam Heat | STM 0.55MPa 55 → 85°C | | KAJIWARA B150/40×15-20 |
| Purifier Lub. Oil Heater | 1 | Steam Heat | STM 0.55 MPa $45 \rightarrow 90^{\circ}$ C | | Do. XLV90-150 |
| D/G Purifier Lub. Oil Heater | 1 | Steam Heat | STM 0.55 MPa $45 \rightarrow 90^{\circ}$ C | | Do. XLV90-50 |
| Purifier Fuel Oil Heater | 2 | Steam Heat | $\begin{array}{c} \text{STM } 0.55\text{MPa} \\ 55 \rightarrow 98^{\circ}\text{C} \end{array}$ | | Do. B125/40×15-14 |
| Main Engine Fuel Oil Heater Boiler | 2 | Steam Heat | STM 0.55MPa 105 →150°C | | Do. B150/100×15-20 |
| Fuel Oil Heater Diesel Gene. | 1 | Electric Heat | STM 0.55MPa | 7 kW | X KAJIWARA |
| Fuel Oil Heater | 1 | Steam Heat | $105 \rightarrow 150^{\circ}\text{C}$ STM 0.3MPa | | $B100/80 \times 15-9$ HARISON SANGYO |
| Calorifier Unit Main Engine | 1 | Steam Heat | $\begin{array}{c} 10 \rightarrow 70^{\circ}C \\ \hline 2 \end{array}$ | | CFT-300XX-S SHOWA |
| Warm-up Heater | 1 | Steam Heat Steam Heat | STM 0.55MPa STM 0.55MPa | | 300A-P HARISON |
| D/G Pre-Heater | 1 | Plate type | $65 \rightarrow 73^{\circ}C$ | | HSF16-FG-S |
| M/E Fuel Oil Viscosity Controller | 1 | | | | |
| Main Air Reservoir | 2 | Cylindrical | $\begin{array}{c} 5.0 \text{ m}^3 \times \\ 2.9 \text{ MPa} \end{array}$ | | IMABARI SHIPBUILDING AR-5.0V |
| Emergency Air Reservoir | 1 | Cylindrical | 1500 × 2.9 MPa | | * |
| Control Air Dryer | 2 | Refrigerate type | 50 Nm ³ /h | | NIHON SEIKI NH-F50NA-T110 |

| Service | No.of Set | Туре | Full Capacity (m ³) | Heat. Ratio (m ² /m ³) | |
|--|--------------|------|---------------------------------|---|---------------------|
| Heavy Fuel Oil Settling Tank | 1 | | 18.684 | 0.3 | Integrated |
| Heavy Fuel Oil Service Tank | 1 | | 18.945 | 0.3 | Integrated |
| Low Sulphur Fuel Oil Settling Tank | 1 | | 10.661 | 0.3 | Integrated |
| Low Sulphur Fuel Oil Service Tank | 1 | | 10.810 | 0.3 | Integrated |
| M.G.O. Service Tank | 2 | | 10.770 | | Integrated |
| M.G.O. Settling Tank | 1 | | 10.770 | | Integrated |
| F.O. Sludge Tank | 1 | | 1.395(1.39) | 0.1 | |
| L.O. Sludge Tank | 1 | | 1.395(1.39) | 0.1 | X 75 11 |
| Fuel Oil Drain Tank | 1 | | 3.340(3.34) | 0.1 | In Double Bottom |
| Fuel Oil Overflow Tank | 1 | | 15.370 | 0.03 | In Double Bottom |
| Waste Oil Tank | 2 | | 1.400(1.22) | 0.5 | |
| Main Engine Lub. Oil Storage Tank | 1 | | 21.274 | | Integrated |
| Main Engine Lub. Oil Settling Tank | 1 | | 17.404 | 0.2 | Integrated |
| Main Engine Lub. Oil Sump Tank | 1 | | 17.790 | | In Double Bottom |
| Diesel Gene. | | | | | |
| Lub. Oil Storage Tank | 1 | | 6.893 | | |
| Diesel Gene. Lub. Oil Settling Tank | 2 | | No.1 2.900 No.2 2.877 | 0.2 | |
| Diesel Gene. Lub. Oil Sump Tank | Each 1 | | 1.000 | | In Common Bed |
| | | | | | |
| Cylinder Oil Alarm Chamber | 1 | | 0.02 | | |
| Cylinder Oil Storage Tank | 2 | | No.1 15.159 No.2 30.694 | | Integrated |
| | | | () Consoite | :: | OPP supplement |

⁾ Capacity is written on IOPP supplement

| Service | No.of Set | Туре | Full Capacity (m ³) | Heat. Ratio (m ² /m ³) | |
|--------------------------------------|--------------|-------------|---------------------------------|---|--------------------------------------|
| Stern Tube Lub. Oil Tank Unit | 1 | | 0.212 | , | |
| Stern Tube FWD Seal Lub. Oil Tank | 1 | | 0.010 | | * |
| Stern Tube Drain Collect. Unit | 1 | | 0.010 | | * |
| Stern Tube Lub. Oil Collect Tank | 1 | | 1.420 | | In Double Bottom |
| | | | | | |
| Scavenging Box Drain Tank | 1 | | 0.478(0.47) | 0.1 | |
| Gray Water Collect Tank | 1 | | 17.930 | | In Double Bottom |
| Gray Water holding Tank | 1 | | 111.59 | | Integrated |
| MGO Cooling F.W. Expansion Tank | 1 | | 0.372 | | |
| Jacket Cool. F.W. Expansion Tank | 1 | | 2.016 | | |
| Deaeration Tank | 1 | | 0.050 | | * |
| Fresh Water | | | | | |
| Pressure Tank | 1 | Cylindrical | 1.081 | | |
| Drinking water Pressure Tank | 1 | Cylindrical | 1.081 | | |
| Cascade Tank | 1 | | 2.898 | | With Inspect. Section |
| | | | | | |
| Bilge Primary Tank | 1 | | 2.646 | 0.01 | |
| Bilge Tank | 1 | | 23.820(23.82) | | In Double Bottom |
| Bilge Sludge Tank | 1 | | 20.360(20.36) | 0.01 | In Double Bottom |
| Clean Drain Tank | 1 | | 12.580 | | In Double Bottom OPP supplemen |

^() Capacity is written on IOPP supplement



Abbreviation:

abt. About D. Driven

MD. Motor Driven
Cent. Centrifugal

* Pending
Vert. Vertical
Hor. Horizontal
F.A. Free Air

D.P. Discharge Pressure



1.3 **SHOP TEST**

As regards under said machinery installed in the engine room, the under said running test shall be executed at the Maker's shop to demonstrate workmanship, proper working order and performance in accordance with the shop test projects.

In case electric current of 60 Hz shall not be available, auxiliaries driven by electric motors shall be tested by supplying available electric current and results on performance shall be converted into these for 60 Hz by proper calculation.

Necessary data shall be recorded during these tests and the results shall be submitted to the Owner.

For main engine

(1) Ahead running load test

| 1/2 load | 1/2 hour |
|----------------|-------------|
| 3/4 load | 1/2 hour |
| Normal rating | 1 hour |
| Maximum rating | 1/2 hour |
| 25%, 10% load | (Data only) |

At normal rating load the fuel oil consumption test shall be conducted.

- (2) Governor test
- (3) Minimum revolution test
- (4) Starting test and astern confirmation test
- (5) Emergency trip test
- (6) Overhaul inspection

During the shop test, the diesel oil shall be used and the lub. oil shall be used in accordance with Maker's standard.



For diesel generator engine

(1) Ahead running load test

1/2 load (Data only)
Maximum rating 1 hour
10% over load 1/3 hour

- (2) Governor test
- (3) Starting test (Data only)
- (4) Parallel running test
- (5) Emergency trip test
- (6) Fuel oil consumption measuring

These shop tests shall be carried out after coupling the engine with generator at the engine Maker's shop. The said load shall mean the generator load.

For pump and air compressor

(1) Performance test

Performance test shall be carried out for each set but in case two or more than two sets of same kind and capacity are installed, performance test shall be carried out only for one set.

(2) Continuous running test

Continuous running test at full load for each set shall be carried out.

The said tests shall be executed according to the Maker's usual practice by using available facilities in the Maker's shop.

For oil purifier

The shop test shall be carried out according to the Maker's standard and usual practice.

For fresh water generator

The shop test shall not be carried out.

The operating test shall be carried out onboard during sea trial.



1.4 FUEL OIL CONSUMPTION OF MAIN ENGINE

The fuel oil consumption of main engine shall be measured at shop test burning diesel oil.

The figure shall be 160.5 g/kW·h at normal rating on the basis of fuel net calorific value of 42,700 kJ/kg and ISO Standard Reference Conditions (Complying with MARPOL 73/78 ANNEX VI Reg.13 - Tier II restriction). This consumption figure shall be subject to a tolerance of 5 %

ISO condition

Suction air temperature 25° C
Sea water temperature 25° C
Barometric pressure 1000 hPa



SECTION 2 MAIN PROPULSION UNIT

2.1 GENERAL

The main propulsion unit shall consist of MAN B&W marine diesel engine, 2-stroke, single acting, direct reversible crosshead diesel engine with exhaust turbocharger (model 6S50ME-B9.3).

2.2 CONSTRUCTION AND MATERIAL

The materials and dimensions for diesel engine and its equipment shall be in accordance with Japanese Industrial Standard (JIS) and Maker's standard.

2.2.1 Bedplate and main bearing

The bedplate consists of high, welded, longitudinal girders and welded cross girders with bearing supports.

For fitting to the engine seating, long, elastic holding down bolts tightened by hydraulic tools are to be used.

The oil pan, which is integrated in the bedplate, collects the return oil from the forced lubricating and cooling oil system.

The main bearings consist of Tin-aluminium shells. The bottom shell can, by means of special tools and hydraulic tools for lifting the crankshaft, be rotated out and in. The shells are kept in position by a bearing cap and are fixed by long elastic studs, with nuts tightened by hydraulic tools

2.2.2 Frame box

The frame box is of welded design. On the exhaust side, it is provided with a relief valve for each cylinder while, on the camshaft side, it is provided with a large door for each cylinder. The crosshead guides are welded to the frame box.

For each cylinder, a slotted pipe for collecting part of the cooling oil outlet from the piston is bolted into the frame box.

The frame box, bedplate and cylinder frame are tightened by twin stay bolts. The stay bolts are tightened hydraulically with use of jacks.



2.2.3 Cylinder frame, cylinder liner and stuffing box

The cylinder frame unit is of welded type or cast iron (depending on production facility) with integrated camshaft frame. Together with the cylinder liner, they form the scavenge air space. At the chain drive, the upper part of the chain wheel frame is fitted. On the camshaft side of the engine, the cylinder frame units are provided with covers for cleaning the scavenge air space and for inspection of the scavenge ports and piston rings.

The gallery brackets are bolted onto the cylinder frame. Furthermore, the outer part of the telescopic pipe is fitted for the supply of piston cooling oil.

A piston rod stuffing box for each cylinder unit is fitted at the bottom of the cylinder frame. The stuffing box is provided with sealing rings for scavenge air, and with oil scraper rings to prevent oil from entering the scavenge air space.

The cylinder liner is made of boron cast iron alloy. The upper part of the liner is surrounded by a cooling jacket. The cylinder liner has scavenge ports and drilled holes for cylinder lubrication.

2.2.4 Cylinder cover

The cylinder cover is of cast or forged steel (depending on production facility), made in one piece, and has bores for cooling water. It has a central bore for the exhaust valve and bores for fuel valves, safety valve, starting valve and indicator valve.

The cylinder cover is tightened to the cylinder frame with studs and nuts by hydraulic jacks.

2.2.5 Crankshaft

The crankshaft is of the semi-built type, made of forged steel throws.

The crankshaft is built integral with the thrust shaft and is, on the aft end, provided with a flange for the turning wheel and for coupling to the intermediate shaft. At the fore end, the crankshaft can be provided, if needed, with a flange for a counterweights and/or a tuning wheel with additional price.

2.2.6 Axial vibration damper

The engine is fitted with an axial vibration damper, which is mounted on the fore end of the crankshaft.

The damper consists of a piston and a split-type housing located forward of the foremost main bearing. The piston is made as an integral collar on the main journal, and the housing is fixed to the main bearing support.



2.2.7 Thrust bearing

The thrust bearing is of the B&W-Michell type, and consists of a thrust collar on the crankshaft, a bearing support, and segments with white metal.

The propeller thrust is transferred through the thrust collar, the segments, and the bedplate to engine seating and end chocks.

The thrust bearing is lubricated by the engine's main lubricating oil system.

2.2.8 Connecting rod

The connecting rod is made of cast or forged steel (depending on production facility) and provided with bearing caps for the crosshead and crankpin bearings.

The crosshead and crankpin bearing caps are secured to the connecting rod by studs and nuts which are tightened by hydraulic jacks.

The crosshead bearing consists of a set of Tin-aluminium shells. The crosshead bearing cap has an angular cut-out for the piston rod.

The crankpin bearing consists of Tin-aluminium shells.

Lubricating oil is supplied through ducts in the crosshead and connecting rod.

2.2.9 Piston, piston rod and crosshead

The piston consists of piston crown and piston skirt. The piston crown is made of heat-resistant steel and has four ring grooves which are hard-chrome plated on both the upper and lower surfaces of the grooves. The piston skirt is of cast iron and provided with bronze bands.

The piston rod is of forged steel and is surface-hardened on the running surface for the stuffing box. The piston rod is connected to the crosshead with four screws. The piston rod has a central bore which, in conjunction with a cooling oil pipe, forms inlet and outlet for cooling oil.

The crosshead is of forged steel and is provided with guide shoes with white metal on the running surface.

The telescopic pipe for oil inlet and the pipe for oil outlet are mounted on the top of the guide shoes.

2.2.10 Exhaust valve and valve gear

The exhaust valve consists of a housing with gas channel and spindle guide. The housing is water cooled and made of cast iron. Between the cylinder cover and the housing, there is a bottom piece.

The bottom piece is water cooled on its outer surface.

The valve spindle is of heat resistant steel with "hard metal" welded onto the seat, and is provided with small vane wheel on which the exhaust gas acts during operation, thus making spindle rotate slightly.



The hydraulic system consists of an actuator, activated by a cam on the camshaft, a high-pressure pipe, and an oil cylinder for the exhaust valve spindle, mounted on top of the housing. The hydraulic system opens the exhaust valve, while the closing force is provided by an air spring. The closing of the exhaust valve is damped by means of an oil cushion on top of the spindle.

2.2.11 Fuel valve, starting air valve, safety valve and indicator valve

Each cylinder cover is equipped with two fuel valves, one starting valve, one safety valve, and one indicator valve. The opening of the fuel valve is controlled by the fuel oil high pressure created by the fuel pumps, and the valve is closed by a spring.

The fuel valves are equipped with a slide and circulating bore, to ensure an adequate flow of heated oil through the fuel pump housing and fuel valves at all loads including stopped engine. By means of the "built-in" circulation of preheated fuel oil, the fuel pumps and fuel valves can be maintained at service temperature, also while the engine is stopped. Consequently, it is not necessary to change to diesel oil when entering harbour, provided that the circulating pump is kept running and preheating of the circulated fuel oil is maintained.

The starting valve is opened by control air from the starting air distributor and closed by a spring.

The safety valve is spring-loaded.

The engine is fitted with an indicator valve to which the PMI pressure transducer can be connected.

2.2.12 Fuel oil pressure booster and fuel oil high pressure pipe

The engine is provided with one hydraulically activated fuel oil pressure booster for each cylinder. The fuel oil pressure booster consists of a pump housing, a hydraulic piston and plunger. In order to prevent fuel oil from being mixed with the servo oil, the fuel oil pressure booster is provided with a sealing device.

The Fuel oil Injection is controlled by electronic valve (ELFI valve), which is electronically controlled by the Cylinder Control Units of Engine Control System.

The fuel oil high-pressure pipes are equipped with protective hoses and are neither heated nor insulated.



2.2.13 <u>Hydraulic cylinder unit (HCU)</u>

The HCU consists of a base plate on which a distributor block is mounted.

The distributor block is fitted with one accumulator to ensure that the necessary hydraulic oil peak flow is available for the electronic fuel injection.

The distributor block serves as a mechanical support for the hydraulically activated fuel oil pressure booster and Alpha lubricator.

There is one HCU per two cylinders. The HCU is equipped with two fuel oil pressure boosters, two ELFI valves and two Alpha Lubricators. Thereby, one HCU is operating two cylinders.

2.2.14 Chain drive

The chain drive is integrated with the thrust bearing in the aft end of the engine. The camshaft is driven from the crankshaft by chain drive. The chain drive is provided with chain tightener. The long free lengths of chain are supported by guidebars.

The starting air distributor is driven by the camshaft.

2.2.15 Hydraulic power supply (HPS)

The HPS is installed in the front end of the engine. The HPS is electrically driven and consists of two electric motors each driving a hydraulic pump.

The pressure for the hydraulic oil is approx. 30.0 MPa. Each of the pumps has a capacity corresponding to min. 55% of the engine power. In case of malfunction of one of the pumps, it is still possible to operate the engine with 55% engine power corresponding to 85% speed.

2.2.16 Reversing

Reversing of the engine is performed electronically and pneumatically, by changing the timing of the Fuel Injection and the starting air valves.

The exhaust gear is not reversible.

2.2.17 Engine maneuvering system

The engine is provided with an electric-pneumatic manoeuvring system. The system transmits orders from the manoeuvring console to the engine.

The regulating system makes it possible to start, stop and reverse the engine and to control the engine. The speed control dial on the manoeuvring console gives a speed-setting signal to the Engine Control System.



2.2.18 Main operating panel (MOP)

In the engine control room a MOP is located, which is a Personal Computer (PC) with a touch screen as well as a trackball from where the operator can carry out engine commands, adjust the engine parameters, select the running modes, and observe the status of the control system.

2.2.19 Engine Side Console (ESC)

In normal operating the engine is controlled from engine control room.

Alternatively, the ESC can be activated. This redundant control is to be considered as a substitute for the previous engine side control console mounted directly onto the MC engine. The ESC is place on the engine.

From the ESC, the basic functions are available, such as starting, engine speed control, stopping, reversing, and the most important engine data are displayed.

2.2.20 Governor system

The governor functions equivalents to the conventional governor system are included in the engine Control System.

2.2.21 Starting air system

The starting air system comprises a main starting valve, a non-return valve, a bursting disc for the branch pipe to each cylinder, a starting air distributor, and starting valves on each cylinder. The main starting valve is connected with the main manoeuvring system, which controls the start of the engine.

The starting air distributor regulates the supply of control air to the starting valves so that they supply the engine cylinders with starting air in the correct firing order.

2.2.22 Scavenging air system

The air intake to the turbocharger takes place direct from the engine room through the intake silencer of the turbocharger. From the turbocharger, the air is led via the charging air pipe, air cooler and scavenging air receiver to the scavenging ports of the cylinder liners. The charging air pipe between turbocharger and air cooler is provided with a compensator and is heat insulated on the outside.

2.2.23 Exhaust turbocharger and air cooler

The engine is fitted with turbocharger arranged on the aft end of the engine. The turbocharger can alternatively be located on the side of the engine.

The turbine side is provided with cleaning device.



The engine is fitted with air cooler mono-block type so arranged for easy cleaning with chemicals at the engine standstill. The air cooler consists of tube plates of rolled brass, cooling tubes with cuprous fins and cast iron covers coated with resin.

After the air cooler, a water mist catcher is mounted.

2.2.24 Auxiliary blower

The engine is provided with two electrically-driven auxiliary blowers. The suction sides of the blowers is connected to the scavenge air space after the air cooler.

Between the air cooler and the scavenge air receiver, flap valves are fitted with automatically close when the auxiliary blowers supply the air.

Both auxiliary blowers will start operating before the engine is started and will ensure sufficient scavenge air pressure to obtain a safe start.

During operation of the engine, both auxiliary blowers will start automatically each time the engine load is reduced to about 30–40%, and they will continue operating until the load again exceeds approximately 40–50%.

In cases where one of the auxiliary blowers is out of service, the other auxiliary blower will automatically compensate without any manual readjustment of the valves, thus avoiding any engine load reduction. This is achieved by the automatically working non-return valves in the suction pipe of the blowers.

2.2.25 Exhaust gas system

From the exhaust valves, the gas is led to the exhaust gas receiver where the fluctuating pressure from the individual cylinders is equalised, and the total volume of gas led further on to the turbochargers at a constant pressure. After the turbocharger, the gas is led to the exhaust pipe system.

Compensators are fitted between the exhaust valves and the receiver, and between the receiver and the turbocharger.

The exhaust gas receiver and exhaust pipes are provided with insulation, covered by galvanised steel plating.

2.2.26 <u>Turning wheel and turning gear</u>

The turning wheel has cylindrical teeth and is fitted to the thrust shaft. The turning wheel is driven by a pinion on the terminal shaft of the turning gear, which is mounted on the bedplate.

The turning gear is driven by an electric motor with built-in gear and brake. The turning gear is equipped with a blocking device that prevents the main engine from starting when the turning gear is engaged. Engagement and disengagement of the turning gear is effected manually by an axial movement of the pinion.



2.2.27 Gallery arrangement

The engine is provided with gallery brackets, stanchions, railing and platforms (exclusive of ladders). The brackets are placed at such a height that the best possible overhauling and inspection conditions are achieved. Some main pipes of the engine are suspended from the gallery brackets.

2.2.28 Cylinder lubricators (Alpha lubricator system ALS)

The cylinder lubricator units, one per engine cylinders, are mounted. The oil is led to the lubricator unit, through a pipe system from an elevated tank (Shipbuilder's supply). The ALS is electronically controlled by the Cylinder Control Units of Engine Control System.

The setting of Alpha lubricator system can be performed by MOP.

2.2.29 <u>Piping arrangements</u>

The lubricating oil, cylinder cooling fresh water and air coolers are cooled by means of sea water. The pipes for the lubricating oil system and for the fresh water on the engine are of steel, the sea water pipes are of galvanized steel.

a) Forced lubrication and oil cooling:

The main forced lubrication is led to each main bearing through branches from the main lubrication pipe located along the engine. Cooling oil is led to the telescopic pipe through branches from the cooling oil main pipe located along the cooling jackets on the exhaust side of the engine, through which the oil is led to the crossheads. From there, some of the oil is branched off for lubrication of the crosshead shoes and crosshead bearings and is led through the bored connecting rod to the crank bearing.

Some of the oil is led through a pipe in the bore of the piston rod for cooling of the piston. The oil returns from here through the piston rod and let out through a duct in the crosshead.

The camshaft bearing lubricating oil and the exhaust valve driving gear oil are supplied from cooling oil system.

b) Cooling water system:

Cylinders and exhaust valves are fresh water cooled.

The fresh water is led from the main piping along the engine through branches to the each cylinder liner. The fresh water is led from the cylinder liner up through the cylinder cover and exhaust valve housing and from there to a manifold through which it is carried back to the fresh water cooler.



2.3 FITTING AND ACCESSORY

The following accessories shall be supplied together with main engine.

- 1 set of exhaust gas turbocharger
- 1 set of air cooler
- 1 set of flywheel
- 1 set of turning gear
- 1 set of thrust bearing
- 2 sets of auxiliary blower
- 1 set of main starting valve with non-return valve
- 1 sets of ALPHA lubricator system
- 1 set of grating for engine
- 1 set of piping attached to the engine
- 1 set of maneuvering device
- 1 set of pressure gauge
- 1 set of thermometer
- 1 set of manometer
- 1 set of fuel oil 2nd filter
- 1 set of oil mist detector
- 1 set of hydraulic power supply unit (HPS)
- 1 set of hydraulic cylinder unit (HCU)
- 2 sets of main operating panel (MOP)
- 1 set of local operating panel (LOP)



SECTION 3 SHAFTING AND PROPELLER

3.1 GENERAL

The entire rotating system including main engine, shafting and propeller shall be designed so that the serious torsional vibration requiring barred range shall not occur between 85% and 100% of revolution corresponding to the maximum rating of main engine.

The calculation sheets regarding the torsional vibration shall be submitted to the Owner and the Classification Society for approval.

3.2 SHAFTING

The shafting shall be one (1) line which consist of one (1) intermediate shaft and one (1) propeller shaft.

The shafting shall be of solid type and machined smooth all over except journals and coupled face which shall be finely finished.

The coupling flanges shall be integrated with the shaft and protected by sheet steel guards. The shafting shall be bolted together with straight reamer bolts.

The diameter of intermediate shaft shall be determined in accordance with the requirement of the Classification Society.

The diameter of shaft at intermediate shaft bearing shall be added 5mm to the determined shaft diameter.

The diameter of propeller shaft shall be in accordance with the requirement of the Classification Society.

The aft part of propeller shaft shall be machined with 1/20 taper and threaded at end for fitting the propeller with a steel nut.

The propeller shaft shall be withdrawn inboard by removing intermediate shaft, and the eye plate for withdrawing shall be provided.

I-beam shall be provided for propeller shaft and intermediate shaft drawing.

Special requirement for Postponement Survey of propeller shaft kind 1C (Survey intervals 10 years) shall be adopted.

3.3 <u>INTERMEDIATE SHAFT BEARING</u>

One (1) intermediate shaft bearing of removable bearing shell type shall be fitted for proper support of the intermediate shaft.

Intermediate shaft bearing shall be provided bearing metal at upper and lower part.



The bearing shall be filled with lub. oil from the pipes of branched main engine lub. oil line.

Lub. oil shall flow into the bearing clearance from the side of shaft center line through the clearance between housing bore and outside of bearing metal and lubricate the bearing. Lub. oil shall drain off through the both end of bearing metal and flow to the returning main engine lub. oil sump tank.

3.4 STERN TUBE BEARING AND SEAL

The stern tube shall accommodate one (1) stern tube bearing shell and two (2) stern tube oil sealing devices.

The stern tube sealing device at aft side shall be provided air seal type and distance piece.

The wear down measuring apparatus shall be provided to measure clearance at the aft side bushing of the stern tube.

The rope guard fabricated steel with anode shall be provided between aft end of stern frame boss and propeller boss.

The wire net guard (propeller boss grooved type) and NET STOPPER shall be provided.

3.5 PROPELLER

There shall be provided one solid type propeller. The diameter and pitch of propeller shall be suitable for the power and speed. The propeller shall rotate clockwise, seen from aft when going ahead. The propeller shall be of key-less type and fitted on the taper end of propeller shaft and secured by a nut.

The forward end of boss shall be counterbored and fitted with a sealing gland.

The propeller surface shall be ground smooth. A propeller cap shall be bolted to the boss and its interior shall be filled with grease.

The performance of propeller shall be designed under the following conditions.

Main engine output

Main engine revolution

Draught

Sea condition

6, 425 kW

Normal output (6,785 kW)

abt. 97.5 rpm (abt. 4% up)

Designed loaded draught

Calm sea

The propeller shall be swung on a mandril and statically balanced.



3.6 MATERIAL

Shafting:

Intermediate shaft Forged steel
Propeller shaft Forged steel
Nut for propeller shaft Forged steel
Coupling bolt Forged steel

Stern tube bearing and seal:

Stern tube bearing Cast iron with white metal (WJ2)

Sealing ring Fluoro rubber (FPM)

Intermediate shaft bearing:

Upper and lower shells Cast iron

Bearing metal White metal (WJ2)

Propeller:

Propeller Nickel aluminum bronze

Propeller cap Bronze

Rope guard Mild steel plate



SECTION 4 STEAM GENERATING PLANT

4.1 **GENERAL**

The steam generating plant shall be in accordance with the following descriptions and particulars described in Subsection 1.2 MACHINERY PARTICULAR.

4.2 **AUXILIARY BOILER**

4.2.1 Construction

The boiler shall consist of the doughnut shaped steam drum and water drum which are connected by two rows of water tubes.

The flame of oil burning side shall transfer heat to water in inside water tubes by radiation. It shall become the combustion gas and be branched into two rows of water tubes and meet at the exit and be discharged from the funnel.

Contact heat transfer shall be made when water passes in water tubes and heat be transferred to water efficiently.

The exhaust gas side shall be provided with a group of a water tubes reasonably arranged circumferentially on upper and lower drums to transfer heat efficiently.

The exhaust gas inflowed through the flue shall be separated in two directions of left-hand and right-hand to effect heat exchange and discharged through the outlet funnel as low temperature exhaust gas.

Inner and outer casings shall be available. Heat insulating material shall be placed between inner and outer casings to check radiation of heat.

Insulating fire clay shall be placed in the lower part of the furnace and narrowed part of gas shorting.

4.2.2 Material

End plate Boiler steel plate
Furnace Boiler steel plate

Water tube Boiler tube

Shell plate Boiler steel plate



4.2.3 Fitting and accessory

- 1 pressure gauge root valve
- 2 sets of water gauge

(including water level controller)

- 1 set of oil burning unit
- 3 sets of soot blower (Compressed air type)
- 2 safety valve
- 1 main steam stop valve
- Each 1 main and aux. feed check valve
- Each 1 main and aux. feed stop valve
- 1 surface blow-off valve
- 1 bottom blow-off valve
- 4 water level gauge root valve
- 1 boiler water sampling valve



SECTION 5 ELECTRIC GENERATING PLANT

5.1 GENERAL

There shall be provided three (3) sets of main diesel generators.

Regarding the electric generator, refer to PART IV ELECTRIC PART.

5.2 MAIN DIESEL GENERATOR ENGINE

5.2.1 General

The main diesel generator engine shall be vertical single acting, 4-cycle direct injection, air cooled turbocharged diesel engine with air cooler.

5.2.2 Construction and material

(1) Crankshaft

The crankshaft shall be made of high grade forged steel one piece type.

(2) Main bearing shell

The main bearing shell shall be made of aluminum alloy metal lined, split in two (2) pieces type mild steel. It shall be completed thin-shell type, and provided with complete interchangeability.

(3) Engine frame

Engine frame shall be made of special cast iron, of under sling bearing structure, which is sufficiently rigid for high explosion pressure.

The engine frame shall have big inspection holes on the both side in order to be taken out the main and crank pin bearing shells, and other main moving parts.

The intake air passage shall be provided at the upper part of engine frame on the exhaust manifold side providing a double wall structure, thus substantially enclosing sound insulation.

Also passages of cooling water inlet/outlet and Lub. oil inlet shall be built into this engine frame to minimize external piping.

The main bearing cap shall be secured rigidly to the engine frame by hydraulically tightening two mounting bolts and two side bolts.



(4) Cylinder head

The cylinder head shall be made thick with special cast iron. It has a fuel injection nozzle on its center, and each 2 pieces of intake and exhaust valves and rocker arms are arranged around the fuel injection nozzle.

(5) Cylinder liner

The cylinder liner shall be made of high grade cast iron against abnormal wear, and its inside is precisely hone-finished.

The cylinder liner cooled by freshwater shall be made thick with ample rigidly so that it is sufficiently endurable even under high combustion pressure and the thermal stress.

(6) Piston, piston pin and piston ring

The piston shall be made of ductile cast iron as mono-block type and cooled by crankcase lubricating oil through the connecting rod and piston pin inside.

1st and 2nd piston ring grooves of piston shall be surface-hardened to have resistance against wear down.

The piston pin shall be made of carbonizing-hardening chromium-molybdenum steel. A full floating method shall be adopted in fitting the piston pin.

The three piston rings and one oil ring shall be made of cast iron, and piston rings and oil rings shall be chromium plated.

(7) Connecting rod and crank pin bearing shell

The connecting rod shall be made of forged steel, and it is constructed so that the forging is divided into 3 parts and the large end part is horizontally divided. The piston pin bush shall be of cylindrical steel lined with lead bronze. The crank pin bearing shell shall be of aluminum alloy metal lined completed thin shell type.

(8) Fuel injection pump and fuel nozzle holder

Both the pump with a tappet and the nozzle of Bosch type shall be attached to each cylinder.

The circulation type fuel injection pump shall be adopted.



(9) Intake and exhaust valve

Both intake and exhaust valves shall mushroom type of heat resistance steel, and provided with the valve rotators and removable seat rings respectively.

The exhaust valve shall be made of heat resistance steel.

The seat of exhaust valve shall be plated with stellite.

The exhaust valve seat shall be cooled by fresh water and the treatment of anticorrosion shall be applied for gas passage.

5.2.3 Piping

(1) Cooling system

Cooler line (LT-FW)

The engine driven LT-FW pump shall run cooling water from the external freshwater cooler into the secondary L.O. cooler and air cooler.

Under low load condition, charge air inverse warming would be carried out automatically by means of cutting off cooling water from the secondary air cooler.

Cylinder jacket line (HT-FW)

The engine driven HT-FW pump shall be circulated cooling water, which is controlled by the attached thermostat, in the primary air cooler, cylinder jacket and cylinder heads.

(2) Lub. oil system

A gear pump shall be driven by the auxiliary machinery driving gear of engine.

Lub. oil sucked up from the oil sump shall be sent out into cooler and oil filter, and lubricates main bearings, crank pin metals, piston pin metal, camshaft bearings, swing arm, valve rocker arm, timing gear train and turbocharger, while some oil cools pistons and drops back to the oil sump.

For the priming of the lubrication system during engine is in rest, electric motor driven pre-priming pump of continuous priming system shall be provided.

To safeguard the oil cooler and oil piping against excessive oil pressure, a relief valve shall be attached.



5.2.4 Fitting and accessory

The following accessories shall be supplied with the engine.

- 1 turbocharger
- 1 air cooler
- 1 flywheel
- 1 maneuvering gear
- 1 governor
- 1 exhaust gas manifold
- 1 mechanical tachometer
- 1 set of pressure gauge
- 1 set of thermometer
- 1 lub. oil filter
- 1 lub. oil by-pass filter (centrifugal type)
- 1 lub. oil pump (gear)
- 1 lub. oil cooler
- 2 cooling fresh water pump (centrifugal)
- 1 turning bar
- 1 common bed
- 1 set of fuel oil shut-off device for emergency trip



SECTION 6 PUMP

6.1 **GENERAL**

The particulars of pumping equipment shall be in accordance with Subsection 1.2 MACHINERY PARTICULAR.

The continuous running pumps for propulsive use shall be provided with two (2) sets, each one of them shall be as stand-by in principle.

6.2 <u>CENTRIFUGAL PUMP</u>

Connection between pump shaft and motor shaft shall be of the pin and buffer type flexible coupling or rigid coupling according to the Maker's standard.

Pump casing except for horizontal pumps, specially constructed type pumps and small vertical pumps shall be split or removed upward only so that the rotating members may be overhauled for inspection or replacement without disturbing the pipe connections.

The pumps which self-priming is necessary shall be provided with self-priming unit.

The materials of main parts of centrifugal pumps shall be as follows:

| Name | Casing | Impeller | Shaft | Shaft seal |
|---|-----------|--------------|--------|-----------------|
| Cool. S.W. pump | Bronze | Ni-Al-Bronze | SUS316 | Mechanical seal |
| Jacket cool. F.W. pump | Cast iron | Ni-Al-Bronze | SUS304 | Mechanical seal |
| Fire & G.S. pump (Bilge & ballast pump) | Bronze | Ni-Al-Bronze | SUS316 | Mechanical seal |
| Ballast pump | Bronze | Ni-Al-Bronze | SUS316 | Mechanical seal |
| Ref. machine cool. S.W. pump | Bronze | Ni-Al-Bronze | SUS316 | Mechanical seal |
| | | | | |



| Name | Casing | Impeller | Shaft | Shaft seal |
|------------------------------|-------------------|--------------------|--------|-----------------|
| Drinking water pump | Cast iron | Ni-Al-Bronze | SUS304 | Mechanical seal |
| Fresh water pump | Cast iron | Ni-Al-Bronze | SUS304 | Mechanical seal |
| Hot water circulating pump | Cast iron | Ni-Al-Bronze | SUS304 | Mechanical seal |
| Boiler feed water pump | Ductile cast iron | Stainless steel | SUS304 | Mechanical seal |
| MGO Cooling Fresh Water pump | Cast iron | Ni-Al-Bronze | SUS304 | Mechanical seal |
| D/G pre-heating pump | Cast iron | Ni-Al-Bronze | SUS304 | Mechanical seal |

The fittings and accessories shall be as follows:

- 1 set of coupling bolt, nut and rubber ring, if fitted
- 1 coupling cover for horizontal type pump, if fitted
- 1 drain plug
- 1 gauge board fitted with suction and discharge pressure gauges
- Each 1 root cock or valve for pressure gauge
- 1 air ejector, if fitted
- 1 common bed for horizontal type pump, if fitted

Main lub. oil pump

The material of main L.O. pump shall be accordance with maker standard.

The specified capacity and motor of main L.O. pump shall be designed on the following viscosity.

| Name | Capacity | Motor output | Impeller | Shaft |
|--------------------|----------|--------------|--------------|-------------|
| | | | | |
| Main lub. oil pump | 26 cSt | 260 cSt | Ni-Al-Bronze | Cr-Mo-steel |



6.3 ROTARY PUMP

Rotary pumps shall develop rated capacity and discharge pressure when operating with the under-said suction conditions.

| Name | Suction vacuum (MPa) | Viscosity (cSt) | Shaft seal |
|----------------------------|------------------------------|--------------------|-----------------|
| Fuel oil transfer pump | -0.05 | 26 - 1,000 | Mechanical seal |
| L.O. transfer pump | -0.05 | 26 - 1,000 | Mechanical seal |
| Stern tube L.O. pump | -0.05 | 26 - 1,000 | Mechanical seal |
| L.O. puri. supply pump | -0.05 | 26 - 260 | Mechanical seal |
| D/G L.O. puri. supply pump | -0.05 | 26 - 260 | Mechanical seal |

The materials of main parts of the gear pumps shall be as follows:

Casing Cast iron
Gear Carbon steel
Shaft Carbon steel

The fittings and accessories shall be as follows:

1 — set of coupling bolt, nut and rubber ring or coupling bush

1 — coupling cover for horizontal type pump

1 - relief valve

1 — gauge board fitted with suction and discharge pressure gauges

Each 1 — root cock or valve for pressure gauge

1 — common bed for horizontal type pump



6.4 SCREW PUMP

Screw pumps shall develop rated capacity and discharge pressure when operating with the under-said suction conditions.

| | Name | Suction vacuum (MPa) | Viscosity (cSt) | Shaft seal |
|---|-----------------------------------|------------------------------|--------------------|-----------------|
| ◬ | Diesel oil transfer pump | -0.05 | 1.5 - 1,000 | Mechanical seal |
| | Fuel oil booster pump | -0.05 | 1.5 - 260 | Mechanical seal |
| | M/E fuel oil circulating pump | +0.40 | 1.5 - 260 | Mechanical seal |
| | D/G fuel oil circulating pump | +0.40 | 1.5 - 260 | Mechanical seal |
| | D/G dreset of booster pump | -0.05 | 1.5 - 260 | Mechanical seal |
| | Emergency M.D.O . Pump | -0.05 | 1.5 - 260 | Mechanical seal |

The materials of main parts of the screw pumps shall be as follows:

Casing Cast iron
Casing cover Cast iron
Power rotor Carbon steel
Idle rotor Ductile steel

The fittings and accessories shall be as follows:

- 1 set of coupling bolt, nut and rubber ring or coupling bush
- 1 coupling cover for horizontal type pump
- 1 relief valve
- 1 gauge board fitted with suction and discharge pressure gauges
- Each 1 root cock or valve for pressure gauge
- 1 air vent plug
- 1 common bed for horizontal type pump



6.5 <u>RECIPROCATING PUMP</u>

Reciprocating type bilge pump shall be provided with conventional packing type gland seals and develop rated capacity and discharge pressure when operating with suction vacuum of -0.05MPa and viscosity of $1\sim1000$ cSt.

The materials of main parts of reciprocating pump shall be as follows:

Cylinder cover Cast iron
Cylinder liner Brass casting

Piston Brass Valve Rubber

Piston rod Stainless steel

The fittings and accessories shall be as follows:

1 — safety valve

1 - air vent plug

1 — drain plug

2 - V belt

Each 1 — V pulley

1 - safety cover

1 — gauge board fitted with suction and discharge pressure gauges

2 – gauge cock

6.6 MONROS PUMP

Monros pump shall be one kind of displacement type screw pump and provided with conventional packing type gland seals.

Monros type sludge pump shall develop rated capacity and discharge pressure when operating with suction vacuum of -0.05MPa and viscosity of $1\sim1000$ cSt.

The materials of main parts of monros pump shall be as follows:

Stator Rubber

Shaft, rotor and con-rod Stainless steel
Pump stand Cast iron



The fittings and accessories shall be as follows:

- 1 safety valve
- 2 V belt

Each 1 — V pulley

- 1 safety cover
- 1 gauge board fitted with suction and discharge pressure gauges
- 1 common bed

6.7 OTHER PUMP

The construction, materials and design of pumps attached to the main engine, main diesel generator engines, aux. boiler, oil purifiers, air compressors, waste oil incinerator, fresh water generator and etc. shall be in accordance with Maker's standard.



SECTION 7 AIR COMPRESSOR AND FAN

7.1 MAIN AIR COMPRESSOR

There shall be provided two (2) sets of main air compressor for main engine and main diesel generator engine starting and for control air and general air service.

Control air and general air service shall be supplied through the air reducing valve from main air reservoir.

The main air compressor shall be of electric motor driven two stage compression, reciprocating type and shall be completed with self contained lubricating oil system including lub. oil pump, air coolers and unloader.

The cylinders, cylinder covers and air coolers shall be cooled by fresh water.

The materials shall be as follows:

Cylinder Cast iron
Piston Aluminum
Connecting rod Forged steel
Crank shaft Forged steel
Crank case Cast iron

The fittings and accessories shall be as follows:

- 1 coupling with bolts and nuts
- 1 coupling cover
- 1 set air cooler after each stage
- 1 gauge board with pressure gauge after each stage
- 1 relief valve after each stage
- 1 set of drain valve
- 1 unloader
- 1 suction air filter
- 1 oil level indicator or sounding rod
- 1 oil drain plug for crank case
- 1 common bed for compressor
- 1 cooling fresh water pump
- 1 oil pump driven crank shaft
- 1 oil pressure regulating valve
- 1 oil filter



7.2 <u>EMERGENCY AIR COMPRESSOR</u>

The emergency air compressor shall be of electric motor driven.

The materials of emergency air compressor shall be in accordance with Maker's standard.

7.3 MAIN AIR RESERVOIR

The main air reservoir shall be made of cylindrical welded steel construction. The capacity of each air reservoir shall be sufficient to ensure six (6) starts of the main engine from rest in either direction without replenishment.

The fittings and accessories shall be as follows:

- 1 safety valve
- 1 charging valve
- 1 main stop valve
- 1 aux. stop valve
- 1 drain valve of double shut type
- 1 manhole
- 1 pressure gauge

7.4 EMERGENCY AIR RESERVOIR

The emergency air reservoir shall be made of cylindrical welded steel construction.

The fittings and accessories shall be as follows:

- 1 safety valve
- 1 charging valve
- 1 stop valve
- 1 pressure gauge

7.5 ENGINE ROOM VENTILATING FAN

The engine room ventilating fan shall be of motor driven vertical axial flow split type and motor shall be incorporated in the fan casing.

At the reverse rotation, the capacity and head shall reduced.

The materials shall be as follows:

Casing Steel plate

Impeller Aluminum alloy



SECTION 8 HEAT EXCHANGER

8.1 <u>COOLER AND CONDENSER</u>

8.1.1 Shell and tube type heat exchanger

One (1) auxiliary condenser shall have a sufficient capacity to condense excess steam from the exhaust gas section of aux. boiler.

This heat exchanger shall be of horizontal shell and tube type. Tube shall be straight, and tube end of sea water inlet side shall be expanded into tube plates.

The materials shall be as follows:

Shell Steel plate or steel pipe

Shell cover Cast iron (inside epoxy paint)

Tube plate Naval brass
Tube Aluminum brass

The fittings and accessories shall be as follows:

4 — thermometers (3 — for condenser)

1 — compound gauge for condenser

1 — peep hole for shell except small size cooler

Necessary number — air cock and drain cock for shell and shell cover

1 - set of protecting anode (Zn) for each water chest of sea water

1 — set of chemical clean. flange for both tube and shell side except small size cooler

8.1.2 Plate type heat exchanger

Each one (1) set of jacket cool. F.W. cooler and main L.O. cooler respectively shall have a sufficient capacity to meet max. output requirement of main engine.

Two (2) sets of D/G cool. F.W. cooler shall have a sufficient capacity to meet max. output requirement of three (3) sets of main diesel generator engine and two (2) sets of main air compressor.

The materials shall be as follows:

Frame plate Mild steel

Plate Titanium (in case of sea water cooling)

Stainless steel (in case of fresh water cooling)



The heat exchangers attached to main engine, main diesel generator engines and other machinery shall be in accordance with Maker's standard.

The design conditions for heat exchangers shall be as following table.

HEAT EXCHANGER CALCULATION SHEET

SHELL AND TUBE TYPE HEAT EXCHANGER

| | Design condition | | | | | | |
|----------------|------------------|-------|------------------|-----------|---------------------------|--------|------------|
| N | Tube side (S.W.) | | | | Clean. | | |
| Name | Quantity | | Temperature (°C) | | Quantity Temperature (°C) | | factor (%) |
| | (m^3/h) | Inlet | Outlet | (m^3/h) | Inlet | Outlet | |
| | | | | | | | |
| | | | | | | | |
| | | | | 1,100 | | | |
| Aux. condenser | 40 | 32 | 49.2 | kg/h | 100 | 60 | 85 |
| | | | | | | | |
| | | | | | | | |

Remarks:

- 1) Out diameter of tube shall be 16 mm and thickness shall be 1.0 mm.
- 2) As a result of particular calculation, above said value may be altered.

PLATE TYPE HEAT EXCHANGER

| e | Clean. |
|-------------------|---|
| | factor |
| Temperature (°C) | |
| Outlet | |
| | |
| 45.0 | 85 |
| <u>79. 2</u> | |
| ****** | 85 |
| | |
| 38.0 | 85 |
| | |
| 36.0 | 85 |
| | |
| 40.0 | 85 |
| | |
| 40.0 | 85 |
| | rature (°C) Outlet 45.0 79.2 79.3 38.0 36.0 40.0 |

Remarks:

1) As a result of particular calculation, above said value may be altered.





8.2 OIL HEATER

There shall be provided two (2) main engine fuel oil heater, two (2) purifier fuel oil heaters, one (1) purifier lub. oil heater, one (1) diesel gene. purifier lub. oil heater, one (1) diesel gene. fuel oil heater and one (1) shifter fuel oil heater.

Boiler fuel oil heater shall be in accordance with Maker's standard.

The design conditions for there heaters shall be as following table.

| | Heating | | | |
|--------------|-----------|---------|------------------|-------|
| Name | Quantity | Tempera | steam press. | |
| | (Lit/h) | Inlet | Outlet | (MPa) |
| Main engine | | | | |
| F.O. heater | 4,200 | 105 | <mark>150</mark> | 0.55 |
| Purifier | | | | |
| F.O. heater | 2,300 | 55 | 98 | 0.55 |
| Purifier | | | | |
| L.O. heater | 2,400 | 45 | 90 | 0.55 |
| Diesel gene. | | | | |
| F.O. heater | 1,600 | 105 | <mark>150</mark> | 0.55 |
| Shifter | | | | |
| F.O. heater | 3,400 | 55 | 85 | 0.55 |
| D/G purifier | | | | |
| L.O. heater | 600 | 45 | 90 | 0.55 |

The materials of oil heaters shall be as follows:

Shell Steel tube

Tube Steel tube with rod or coil tube

The fittings and accessories shall be as follows:

1 — drain plug

1 - air vent cock

1 - relief valve

2 – thermometer



SECTION 9 FRESH WATER GENERATOR

9.1 **GENERAL**

There shall be installed one fresh water generator, utilizing the waste heat in the jacket water from the main engine.

The fresh water generator shall produce fresh water of salinity not exceeding 10 P.P.M of salt at abt. 90°C main engine jacket water temperature and 32°C cooling sea water temperature.

The distilling cycle shall be as follows:

Jacket water from the main engine cooling F.W. outlet shall be led to the evaporator. Sea water branched from condenser cooling sea water outlet shall be led to the evaporator and heated by the fresh water from the main engine cooling system.

Sea water shall be evaporated in separator shell at a comparatively low temperature due to the vacuum produced by means of the water ejector.

The vapour shall be led into the condenser through the deflector and demister and then condensed by the cooling sea water.

The brine, concentrated sea water, shall be constantly taken out from the evaporator and discharged to over board.

The ejector pump shall supply sea water to water ejector. The distillate pump shall take the fresh water produce from the condenser of the fresh water generator and transfer it to the fresh water tank.

9.2 FITTING AND ACCESSORY

- 1 ejector
- 1 set of distillate pump
- 1 set of ejector pump
- 1 set of salinity alarm device
- 1 solenoid valve
- 1 vacuum gauge
- 1 set of pressure gauge
- 1 flow meter
- 1 chemical injection unit

Other necessary fittings

The construction and materials shall be in accordance with Maker's standard.



SECTION 10 PIPING GENERAL

10.1 GENERAL

Consideration shall be given in design so that the piping shall be led as directly as practicable with a minimum of bends.

Care shall be taken to avoid as far as possible pockets in pipe lines. Where pockets do occur, they shall be fitted with bosses having valves or screwed plugs or other means for draining if necessary. The drain plugs shall not be fitted in way of cofferdams or voids. The lines which necessitate draining frequently shall be fitted with valves or traps, or both.

The radius of bends in steel pipe shall be about two times the nominal diameter except for bend elbow. But in case it is difficult to make good piping arrangement with two times, bend elbow may be used. Welding fittings may be employed in place of pipe bends.

In case that the bend elbows are used, the radius of bends shall be one or one and half times of nominal diameter.

The system shall be designed to allow for all stresses due to thermal expansions and deflections of ship's structure.

Except where otherwise noted, expansion shall be compensated by using bends.

Expansion joints in exhaust gas pipes shall be of bellows type.

The pipes shall be supported suitably against excessive vibration.

The oil piping shall be kept as far as away from hot surface as practicable. The pipe shall, as far as possible, not be arranged directly above or in front of or behind the switch board. If unavoidable, suitable protection shall be provided.

Where piping passes through water or oil tight bulkheads and decks, the connection shall be made tight by means of three spool flanges or direct welded pipes.

Connections through insulated bulkheads shall be of sufficient length to permit access to flanged connection without disturbing the insulation.

The directly welded pipes shall be employed for piping penetrated through tank walls constructed with hull, such as sounding pipes, pump suction pipes and vent pipes.

Where galvanized piping is specified, the galvanizing shall be done after the pipe is fabricated and flanges are attached thereon in shop, except for screwed ends which may be attached after galvanizing.



Where it is impracticable or welding has destroyed galvanization the surface shall be touched up with coat of zinc rich paint.

Unions joints, screw joints or bite joints may be used for connecting the small pipes, valves and cocks.

After fabrication in shop for subsequent assembly, the lubricating oil pipes of main engine forced circulation system shall be pickled before installation. After fitting out onboard, they shall be cleaned by flushing with the lubricating oil which is prepared as system oil.

Packing used for all pipe lines, in general, shall be of multipurpose type or reinforced rubber sheet type.

10.2 SEA CHEST

The number of sea chest shall be kept to a minimum by combining the system. The suction sea chest shall be of welded steel construction and fitted with sea valve of angle, globe and butterfly type.

The distance piece for overboard and sea suction connection shall be of extra heavy steel pipe or fabricated steel construction. The thickness of distance piece shall be determined according to the requirement of the Classification Society.

In general, suction sea chest shall be fitted with grid type strainer which shall be fabricated from flat steel bars and galvanized after fabrication. For small suction sea chest, perforated strainer plates of galvanized steel may be used.

Strainer grids or plates shall have a clear area not less than two times cross sectional area of the connected pipe, and shall be secured so that no part extends beyond the shell. The bolts or studs and nuts for securing strainer grid or plates shall be of stainless steel. The studs and nuts for securing sea valve shall be of stainless steel.

Steam blow valve with coupling and air vent shall be fitted to each suction sea chest.



10.3 <u>VALVE AND COCK</u>

In general, the valves and cocks of marine use which are specified in accordance with Japanese Industrial Standard (JIS) or equivalent standard shall be used except that the valves and cocks for control system which have special construction and shape shall be in accordance with Maker's standard.

Generally, globe and angle valve shall be used on engine room piping system, but as to fresh water and sea water lines of pipe diameter 80 mm and above, butterfly valve shall be adopted.

| Pipe line | Material of valve body | Joint | Nominal |
|---------------------------|------------------------|---------------|---------|
| Bilge, ballast and | | | |
| sea water line | | Steel slip on | |
| 50 mm & above | Cast iron | welded flange | 5K STD |
| 40 mm & below | Bronze | or sleeve | |
| Fire line | | Steel slip on | |
| 50 mm & above | Cast iron | welded flange | 10K STD |
| 40 mm & below | Bronze | or sleeve | |
| Fresh, drinking and | | | |
| cooling F.W. line | | Steel slip on | |
| 50 mm & above | Cast iron | welded flange | 5K STD |
| 40 mm & below | Bronze | or sleeve | |
| M/E F.O. circulating pump | | | |
| discharge line | Special | Steel slip on | |
| 50 mm & above | cast iron | welded flange | 16K STD |
| 40 mm & below | Bronze | | |
| D/G F.O. circulating pump | | | |
| discharge line | Special | Steel slip on | |
| 50 mm & above | cast iron | welded flange | 16K STD |
| 40 mm & below | Bronze | | |
| F.O. and L.O. line | | Steel slip on | |
| 50 mm & above | Cast iron | welded flange | 5K STD |
| 40 mm & below | Bronze | or sleeve | |
| F.O. purified line | Special | Steel slip on | |
| 50 mm & above | cast iron | welded flange | 5K STD |
| 40 mm & below | Bronze | or sleeve | |



| Pipe line | Material of valve body | Joint | Nominal |
|--|----------------------------|---|---------|
| Steam (0.7MPa) line 50 mm & above 40 mm & below | Cast iron Bronze | Steel slip on welded flange or sleeve (Note:4) | 10K STD |
| Steam (0.4MPa) line 50 mm & above 40 mm & below | Cast iron Bronze | Steel slip on welded flange or sleeve | 5K STD |
| Feed water line | Bronze | Steel slip on welded flange | 16K STD |
| Compressed air (2.9MPa) line 32 mm & above 25 mm & below | Cast steel Forged steel | Steel slip on welded flange | 20K STD |
| Compressed air (0.8MPa) line | Bronze | Steel slip on welded flange or sleeve | 10K STD |
| | | | |

Note:

- 1) Valves on hull construction of 40 mm bore and below shall be of cast bronze and those of 50 mm and above shall be of cast steel.
- 2) Main suction valves fitted on outside walls of fuel oil and lub. oil tanks except double bottom tanks shall be of special cast iron except those of 40 mm bore and below of cast bronze.
- 3) Valves and pipe fittings in the piping system of group Π except steam line shall be of casting with on elongation of 12% and over.
- 4) Sleeve welded joint is not to be used for steel pipes having a nominal diameter for more than 80A for steam line.
- 5) Mechanical joints shall be of NK-approved type and the construction and type shall be in accordance with Table D12.8 and Table D12.9 (12.3.3, Part D of the Rules).



10.4 PIPING SCHEDULE

(1) LIST OF MATERIAL (PIPE LIST)

| | | | Des | sign | Test p | ressure | | |
|----------|--|-------------------------------|-------------|-------------|---------------|----------------|------------------------------------|------|
| | Pipe line | Kind of pipe | Press (MPa) | Temp. (°C) | Shop (MPa) | After inst. | Remarks | |
| | Bilge line \triangle 65 mm & above 50 mm & below | SGP STPG370E (Sch.80) | 0.32 | Ambi- | - | Work. | To be poly-lining To be galvanized | |
| | Ballast line \triangle 65 mm & above 50 mm & below | SGP STPG370E (Sch.80) | 0.30 | Ambi- | - | Work. | To be galvanized | |
| | Fire line \triangle 65 mm & above 50 mm & below | SGP - STPG370E (Sch.80) | 0.75 | Ambi- | - | Work. | To be poly-lining To be galvanized | |
| | Cooling S.W. & S.W. service line 65 mm & above 50 mm & below | SGP STPG370E (Sch.80) | 0.45 | Below 55 | - | Work. Cond. | To be poly-lining To be galvanized | |
| <u>}</u> | Cooling F.W. line 125 mm & above 100 mm & below | SGP-E SGP-B | 0.45 | 92 | - | Work. Cond. | To be parker i z | zing |
| | F.O. sett. tank to F.O. purifier | | 0.30 | 60 | - | 0.45 | | |
| | F.O. puri. to tank | STPG370E | 0.30 | 98 | 0.45 | 0.45 | 1 | |
| | F.O. boost. pump to M/E F.O. circ.pump | (Sch.40) | 0.30 | 90 | 0.45 | 0.45 | - | |
| | M/E F.O. circ. pump to main engine | KSTPG38S (Sch.40) | 1.40 | 150 | 2.10 | 2.10 | To be pickled & | |
| | Main engine to mix. tube | STPG370E (Sch.40) | 0.40 | 150 | 0.60 | 0.60 | to be insulated | |
| | D/G F.O. circ. pump to diesel generator | KSTPG38S (Sch.40) | 1.40 | 140 | 2.10 | 2.10 | | |
| | Boiler F.O. serv. line | STPG370E (Sch.40) | 0.30 | 98 | 0.45 | 0.45 | | |
| | Boiler F.O. burning pump to burner | KSTPG38S (Sch.40) | 1.80 | 130 | 2.70 | 2.70 | | |
| | F.O. transfer line 125 mm & above 100 mm & below | SGP-E SGP-B | 0.32 | 50 | - | 0.48 | - | |
| | L.O. line 125 mm & above 100 mm & below | SGP-E SGP-B | 0.42 | 55 | - | Work. Cond. | To be pick. (except trans. line) | |
| | L.O. purified line 125 mm & above 100 mm & below | SGP-E SGP-B | 0.35 | 90 | 0.53 | Work. Cond. | To be pickled | |



| | | | Des | sign | Test p | ressure | |
|------------------|-----------------|-----------|-------|--------------------|--------|-----------|-----------------------------|
| Pipe line | e | Kind of | Press | Temp. | Shop | After | Remarks |
| | | pipe | (MPa) | $(^{\circ}C)$ | (MPa) | inst. | |
| | | | 0.80 | 175 | 1.20 | Work. | To be |
| Steam line | Steam line | | 0.45 | 155 | 0.68 | Cond. | insulated |
| | | STPG370E | | | | Work. | To be |
| Boiler blow lin | e | (Sch.40) | 1.00 | 175 | 1.50 | Cond. | insulated |
| Tank heating p | ipe | STPG370S | | | | | |
| (In engine roon | - | (Sch.80) | 0.8 | 175 | 1.20 | 1.2 | - |
| Exh. steam | | | Below | Below | | Work. | To be |
| & drain | | SGP-B | 0.10 | 100 | - | Cond. | insulated |
| | | KSTPG38S | | Ambi- | | | To be |
| C1-: | . 1: | (Sch.40) | 2.99 | ence | 4.49 | Work. | galvanized |
| Compressed air | line | STPG-370E | | Ambi- | | Cond. | for |
| | | (Sch.40) | 0.90 | ence | 1.35 | | main pipe |
| | Suc. | STPG-370E | Below | | | | |
| Feed water | line | (Sch.40) | 0.10 | 60 | - | Work. | |
| line | Dis. | STPG370S | | | | Cond. | - |
| | line | (Sch.40) | 1.10 | 60 | 1.65 | | |
| | | SUS304-A | | Ambi- | | Work. | |
| Drinking water | line | (Sch.20S) | 0.55 | ence | - | Cond. | - |
| Fresh water ser | vice | | | Ambi- | | Work. | To be |
| line | | SGP-B | 0.55 | ence | - | Cond. | galvanized |
| F.W. gene. dist | illate | SUS304-A | | | | Work. | |
| water line | | (Sch.20S) | - | - | - | Cond. | - |
| | | | | | | Work. | |
| Gauge pipe line | e | Copper | - | - | - | Cond. | - |
| Oily drain, | | | | | | | |
| deck scupper & | 5 | SGP-B | - | - | - | - | - |
| open ended pip | open ended pipe | | | | | | |
| | | SGP-E | | | | | |
| Exhaust gas pipe | | STPY-400 | - | - | - | - | - |
| | | SS400 | | | | | |
| | | | | 100 | | | |
| Δ | | | | | | VX.5 1.50 | and an artist of the second |
| M. G. P. S. | 1 : | SGP | _ | | | Work. | To be |
| distribution | Tine | Jul | 14550 | 0 , 1 8 | 0,-0 | Cond. | poly-lining |
| | | | | | | | |
| | | | | | | | |

| Pipe line | Bore | Kind of pipe | Remarks |
|------------------------------|--------------|-------------------|---------|
| Overflow pipe, sounding pipe | 40mm, 50mm | STPG370E (Sch.80) | |
| and vent. pipe fitted to | 65mm & above | SGP | _ |
| the hull constructed tank | | | |



(2) THICKNESS OF STEEL PIPE

Unit: mm

| Nominal | Outside | Steel | SGP-E | |
|----------|----------|---------------|-------|-------|
| diameter | diameter | Sch.40 Sch.80 | | SGP-B |
| | ł | | | |
| 10 | 17.3 | 2.3 | 3.2 | 2.3 |
| 15 | 21.7 | 2.8 | 3.7 | 2.8 |
| 20 | 27.2 | 2.9 | 3.9 | 2.8 |
| 25 | 34.0 | 3.4 | 4.5 | 3.2 |
| 32 | 42.7 | 3.6 | 4.9 | 3.5 |
| 40 | 48.6 | 3.7 | 5.1 | 3.5 |
| | | | | |
| 50 | 60.5 | 3.9 | 5.5 | 3.8 |
| 65 | 76.3 | 5.2 | 7.0 | 4.2 |
| 80 | 89.1 | 5.5 | 7.6 | 4.2 |
| 100 | 114.3 | 6.0 | 8.6 | 4.5 |
| | | | | |
| 125 | 139.8 | 6.6 | 9.5 | 4.5 |
| 150 | 165.2 | 7.1 | 11.0 | 5.0 |
| | | | | |
| 200 | 216.3 | 8.2 | 12.7 | 5.8 |
| 250 | 267.4 | 9.3 | *12.7 | 6.6 |
| 300 | 318.5 | *9.5 | *12.7 | 6.9 |
| 350 | 355.6 | *9.5 | *12.7 | 7.9 |
| | | | | |
| 400 | 406.4 | *9.5 | *12.7 | 7.9 |
| | | | | |
| | I. | l . | l | |

Unit: mm

| Exhaust gas pipe | | Thickness of copper pipe | | |
|------------------|-----------|--------------------------|--------------|-----------|
| Nominal dia. | Thickness | Material | Outside dia. | Thickness |
| 650 & above | 6.0 | SS 400 | 6 | 1.0 |
| 400 to 600 | 6.4 | STPY-400 | 10 | 1.0 |
| 350 & below | - | SGP-E | 12 | 1.2 |
| | | | 16 | 1.2 |
| | | | | |

Note:

- 1) 10 mm and below pipes in nominal diameter shall be of seamless copper pipe.
- 2) STPY-400 shall be adopted for marked * size pipe.
- 3) The material of M/E exh. gas pipe above one (1) meter under the funnel top plate shall be anti-corrosive steel.



10.5 STRAINER

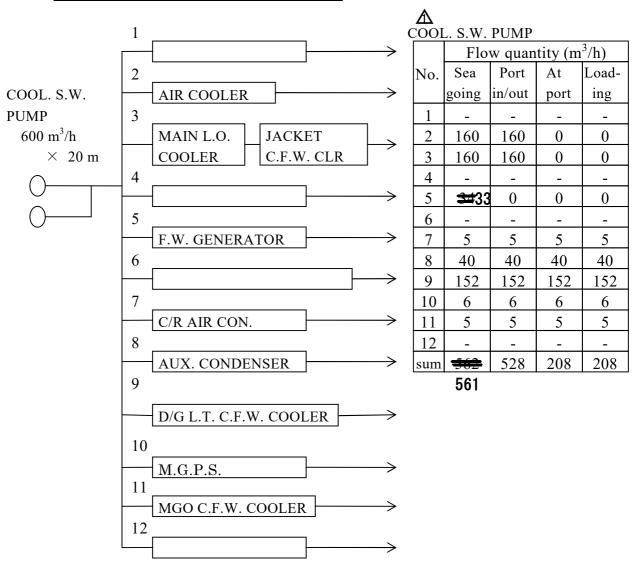
| | | No.×Mesh | | |
|--------------|---------------------------------|--------------------|---------|---|
| Line | Item | Inlet | Outlet | Remarks |
| | Cool. S.W. pump | 2× 8 mm | - | Simplex type The element to be |
| Sea water | Ref. mach. cool. S.W. pump | 1× 8 mm | _ N | SUS316, Casing to be east steel and inner |
| line | | | | surface to be of poly lining Epoxy paint |
| | | 1× | | Inner strainer |
| | Main L.O. cooler | abt. 4 mm | | (Maker supply) |
| | D/G low temp. | $2\times$ | | |
| | F.W. cooler | abt. 4 mm | | |
| | Bilge & | | | Simplex type |
| | ballast pump | 1× 8 mm | - | The element to be |
| | | | | stainless, and inner |
| Bilge & | Fire & G.S. pump | 1× 8 mm | - | surface to be of epoxy |
| ballast line | lack | 4 | | paint |
| | Ballast pump | 2× 8 mm | - | |
| | Bilge pump | 1×32 | - | Simplex type |
| | Sludge pump | 1×10 | - | |
| | Bilge separator | 1×100 | - | |
| Fresh water | Drinking water tank | - | 1×10 mm | Rose box |
| line | Fresh water tank | - | 1×10 mm | |
| | | | | |
| Drain line | Drain trap | Each 1 | | Y type strainer |
| Diam inic | Reducing valve & | Lacii i | - | Y type strainer |
| Steam line | temp. cont. valve (direct type) | Each 1 | - | 1 type strainer |

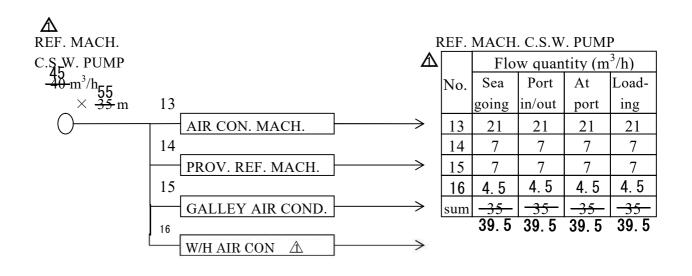


| | | No.×Mesh | | |
|---------------|------------------------------------|--------------------|--------------|------------------------------------|
| Line | Item | Inlet | Outlet | Remarks |
| | | | | |
| | F.O. transfer pump | 1× 16 | - | Simplex |
| | | _ | | |
| | D.O. transfer pump | 1× <mark>60</mark> | - | Simplex |
| | | 1× 60 | - | Duplex (F.O. side) |
| | F.O. purifier | 1× 60 | - | Simplex (D.O. side) |
| | F.O. hooster numn | 1×100 | | Dunloy |
| | F.O. booster pump Main engine | 1 ^ 100 | 1× | Duplex Auto. back wash |
| | F.O. circ. pump | | ABS.50 μ | |
| | r.O. circ. pump | - | ΑΒ3.30 μ | with by-pass filter (Maker supply) |
| Fuel oil line | Diagal gamanatan | | | (Maker suppry) |
| ruel oil line | Diesel generator D.O. booster pump | 1×100 | | Duplex |
| | Diesel generator | 1 × 100 | 1× | Auto. back wash |
| | F.O. circ. pump | | E.F.10 μ | with by-pass line |
| | r.o. enc. pump | - | $3\times$ | Notch wire |
| | | | ABS.75 μ | (Maker supply) |
| } | | <u>-</u> | ΑΒ3.73 μ | |
| | Dailar F.O. mymm | 1 ∨ 100 | | Simplex (Maken symply) |
| | Boiler F.O. pump | 1×100 | - | (Maker supply) |
| | F.O. shifter pump | 1× 32 | _ | Duplex |
| | Trot smitter pump | 1111 32 | | Bupten |
| | Waste oil incinerator | 1× 60 | - | Simplex |
| | | 1) / 22 | | a |
| | L.O. transfer pump | 1× 32 | - | Simplex |
| Lub. oil line | Stern tube | 2 × 100 | | |
| | L.O. pump | 2× 100 | - | Simplex with magnet |
| | L.O. purifier | 1× 60 | _ | Duplex |
| | Main engine | 17. 00 | 1× | Duplex |
| | L.O. pump | _ | ABS.40 μ | Manual back wash |
| | L.o. pump | | 1105.40 μ | Wandar odek wasii |
| | Sludge collector | 1×150 | _ | (Maker supply) |
| | | | | Y type strainer |
| | Cylinder lubricator | 1 | _ | (Maker supply) |
| | Diesel generator | | | Simplex |
| | L.O. pump | 3 | _ | (Maker supply) |
| | | - | 3× | Continuous back wash |
| | | | ABS.30 μ | (Maker supply) |



10.6 SEA WATER DISTRIBUTION CHART







10.7 PIPING SYSTEM

Schematic diagrams of piping system shall be shown as follow.

| FIG. 1 | BILGE LINE | M10 - 12 |
|---------|--|-----------|
| FIG. 2 | COOLING SEA WATER LINE | M10 - 13 |
| FIG. 3a | COOLING FRESH WATER LINE | M10 - 14a |
| FIG. 3b | MGO COOLING FRESH WATER LINE | M10 - 14b |
| FIG. 4 | FRESH WATER SERVICE LINE | M10 - 15 |
| FIG. 5 | FUEL OIL TRANSFER LINE | M10 - 16 |
| FIG. 6 | FUEL OIL PURIFYING LINE | M10 - 17 |
| FIG. 7 | M/E AND BOILER FUEL OIL SERVICE LINE | M10 - 18 |
| FIG. 8 | DIESEL GENERATOR FUEL OIL SERVICE LINE | M10 - 19 |
| FIG. 9 | LUB. OIL TRANSFER & FURIFYING LINE | M10 - 20 |
| FIG. 10 | LUB. OIL SERVICE LINE | M10 - 21 |
| FIG. 11 | STERN TUBE LUB. OIL LINE | M10 - 22 |
| FIG. 12 | STEAM LINE | M10 - 23 |
| FIG. 13 | COMPRESSED AIR LINE | M10 - 24 |
| FIG. 14 | EXHAUST GAS LINE | M10 - 25 |



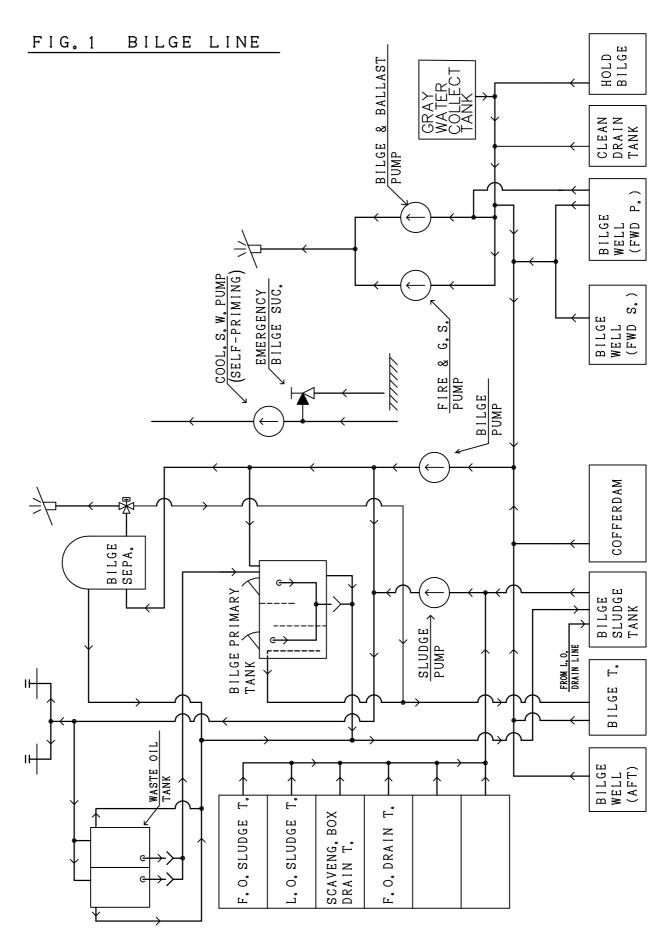




FIG. 2 COOL. S. W. LINE

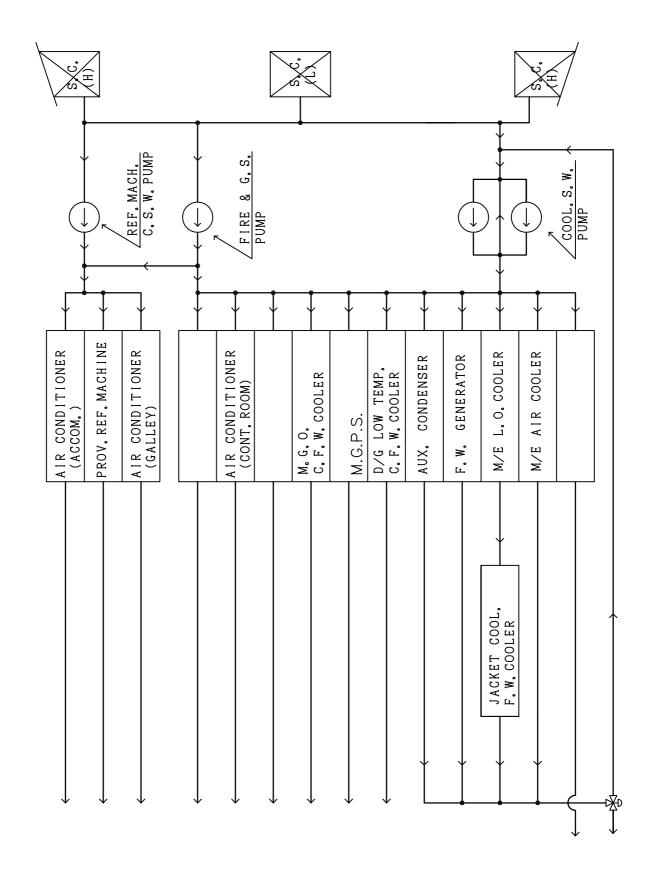




FIG. 3a COOL. F. W. LINE

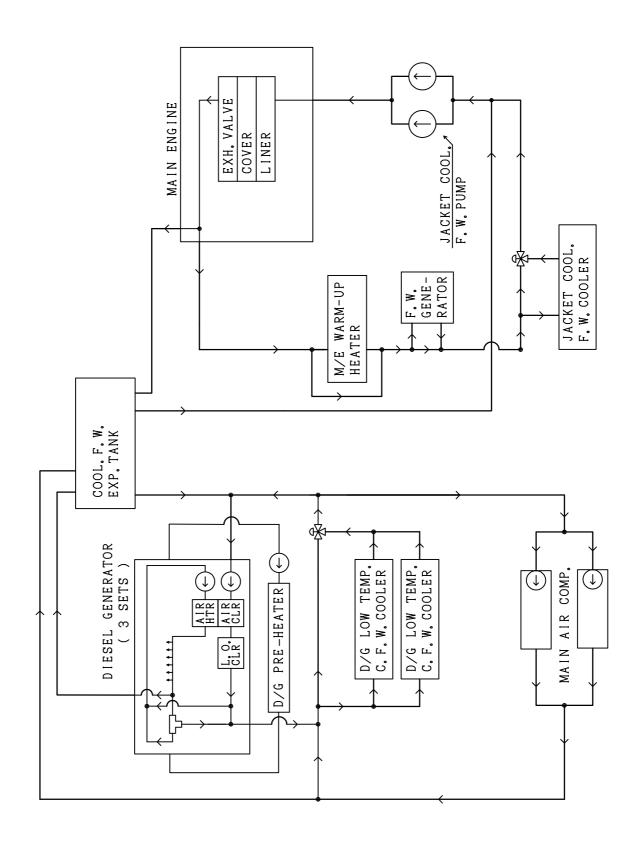




FIG. 3b M. G. O. COOL. F. W. LINE

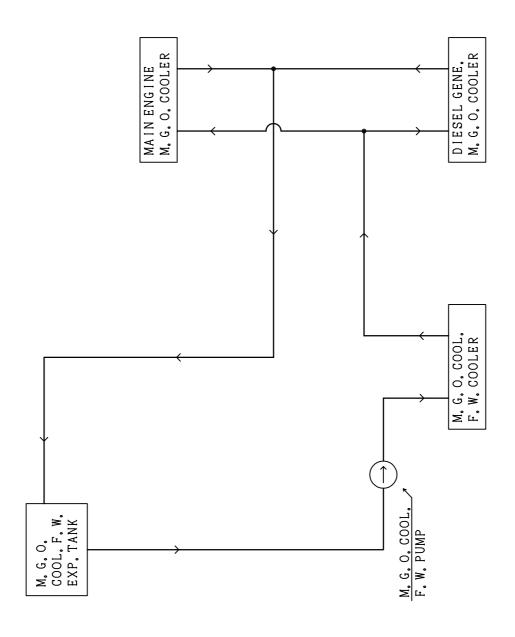




FIG. 4 FRESH W. SERVICE LINE

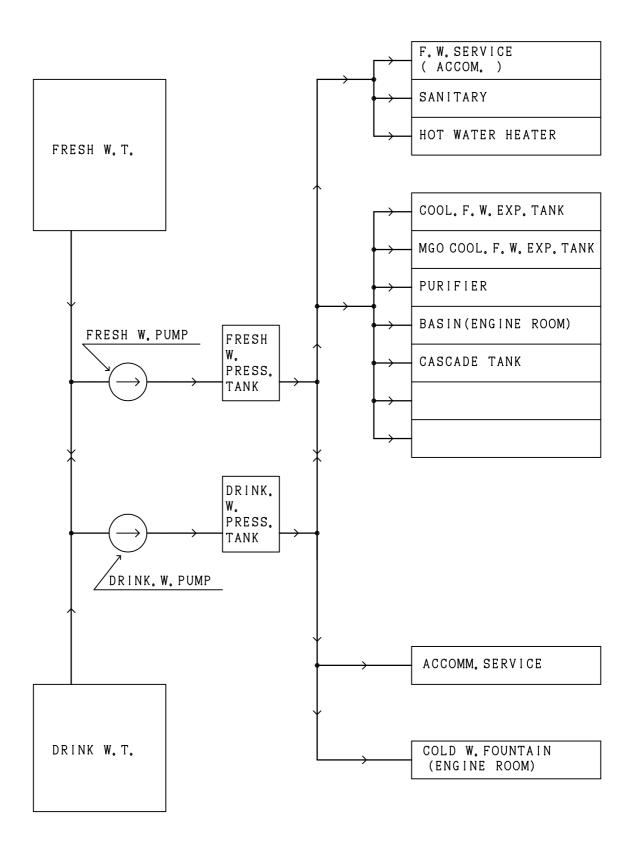




FIG. 5 F. O. TRANSFER LINE

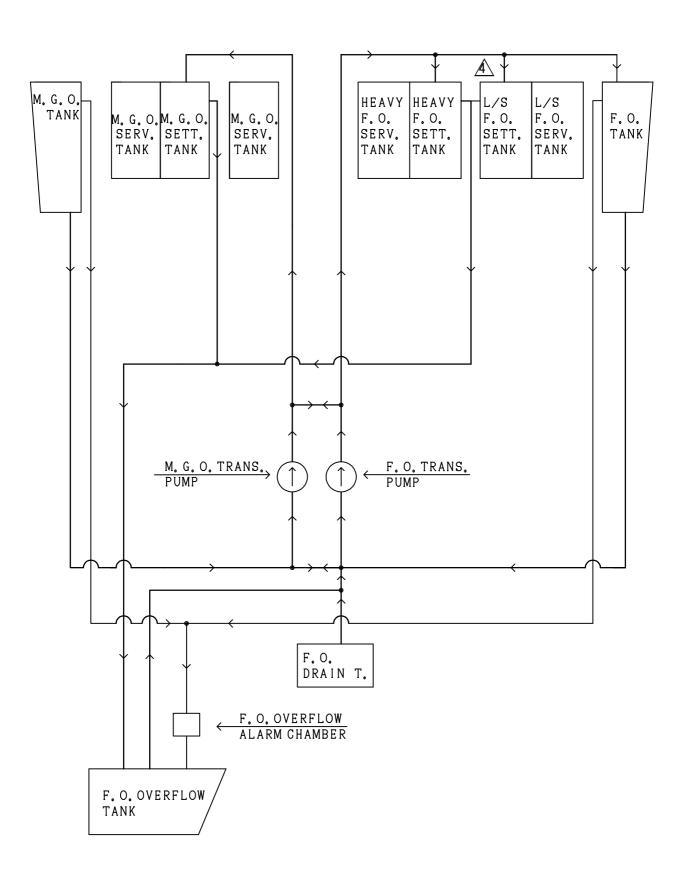




FIG. 6 F.O. PURIFYING LINE

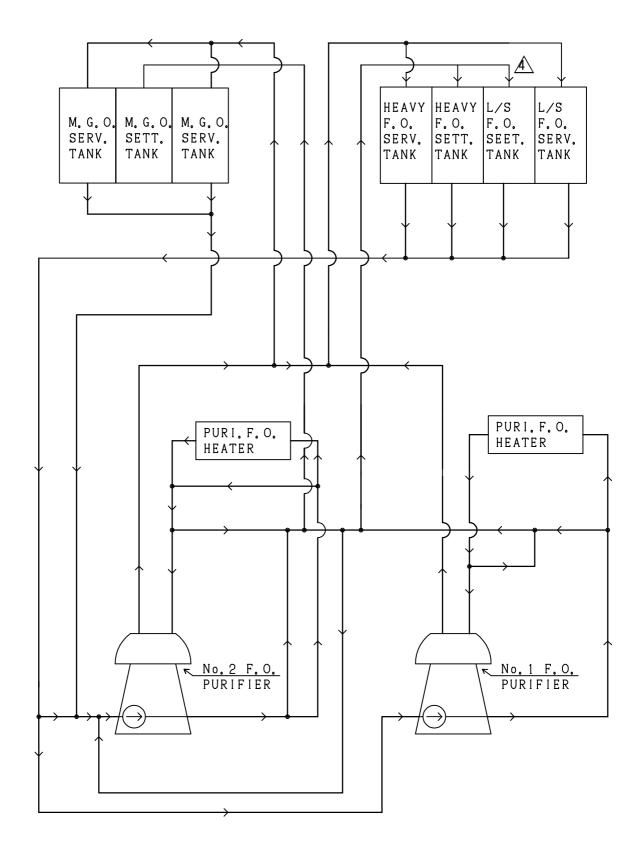




FIG. 7 M/E & BOILER F. O. SERVICE LINE 🛆

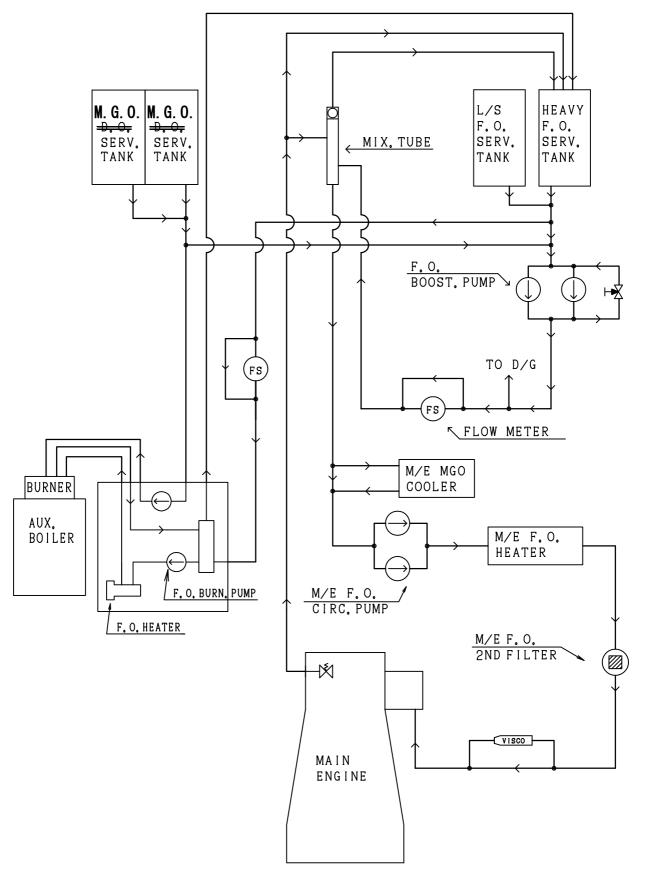




FIG. 8 D/G F.O. SERVICE LINE A

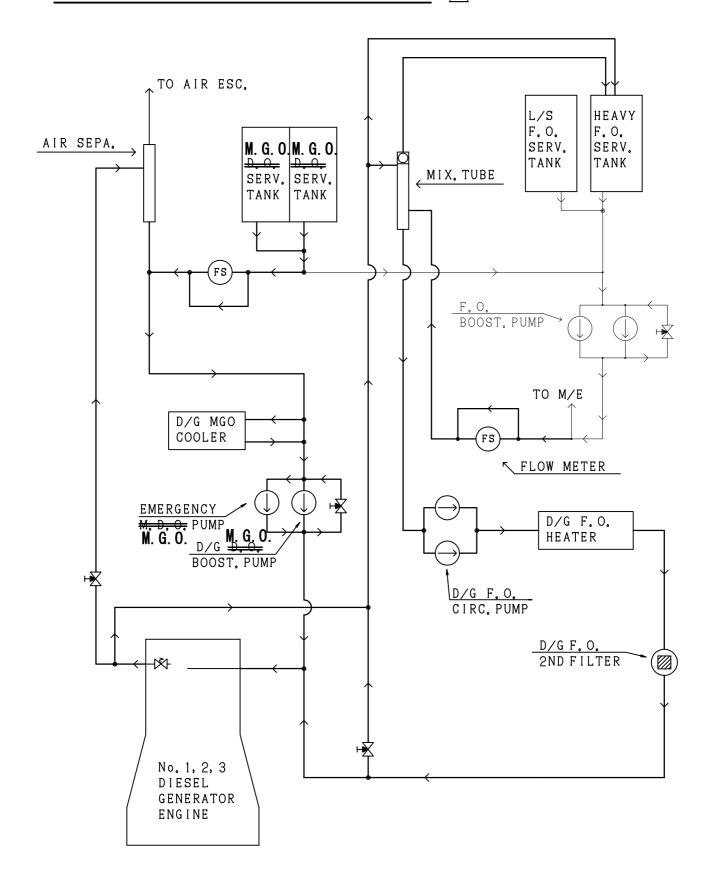




FIG. 9 L.O. TRANS. & PURI. LINE

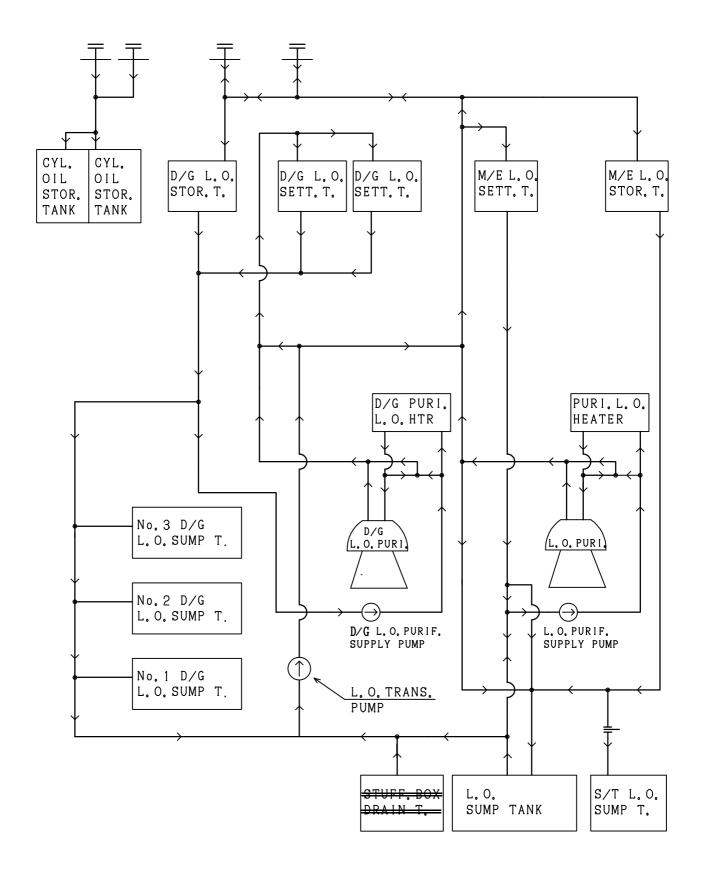




FIG. 10 L.O. SERVICE LINE

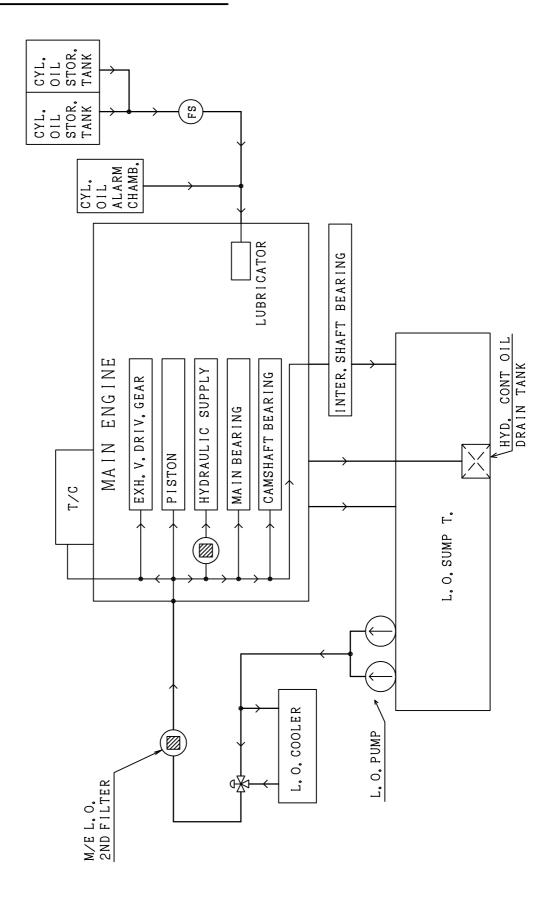




FIG. 11 STERN TUBE L.O. LINE A

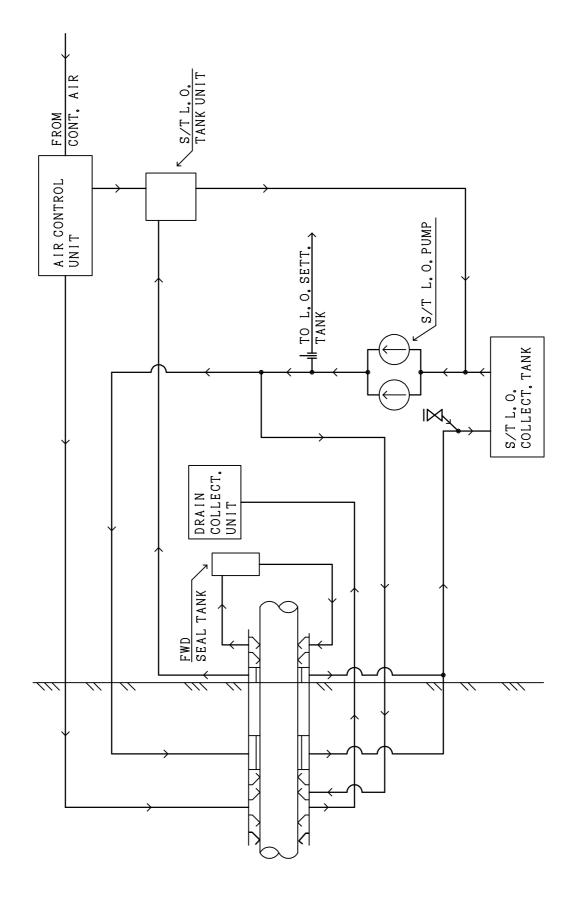




FIG. 12 STEAM LINE

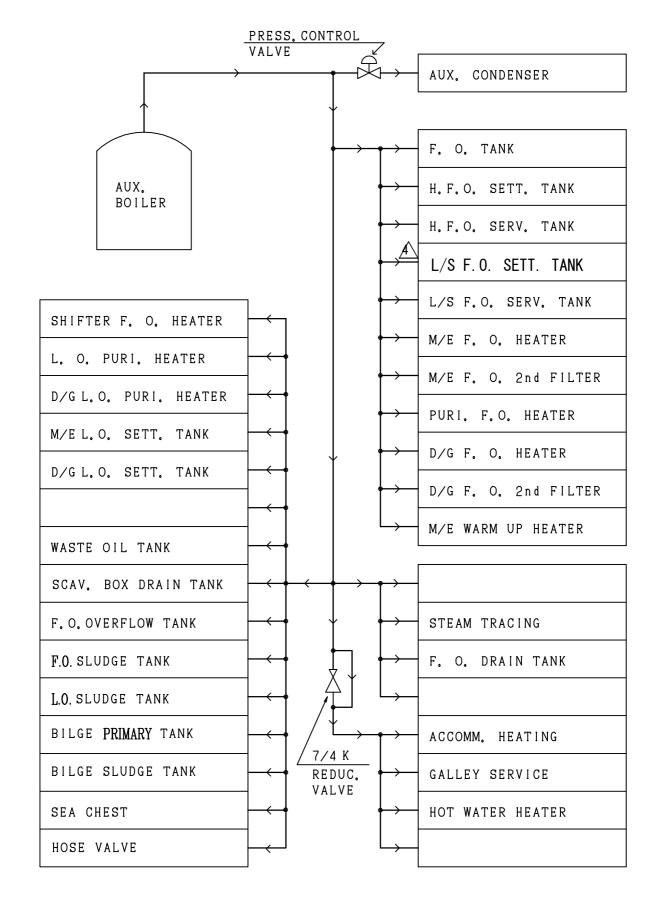




FIG. 13 COMPRESSED AIR LINE

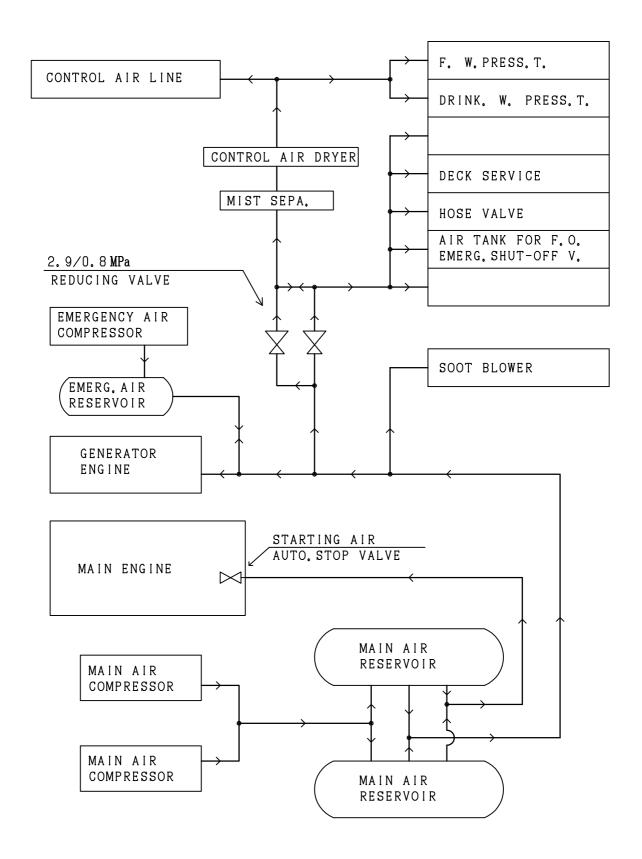
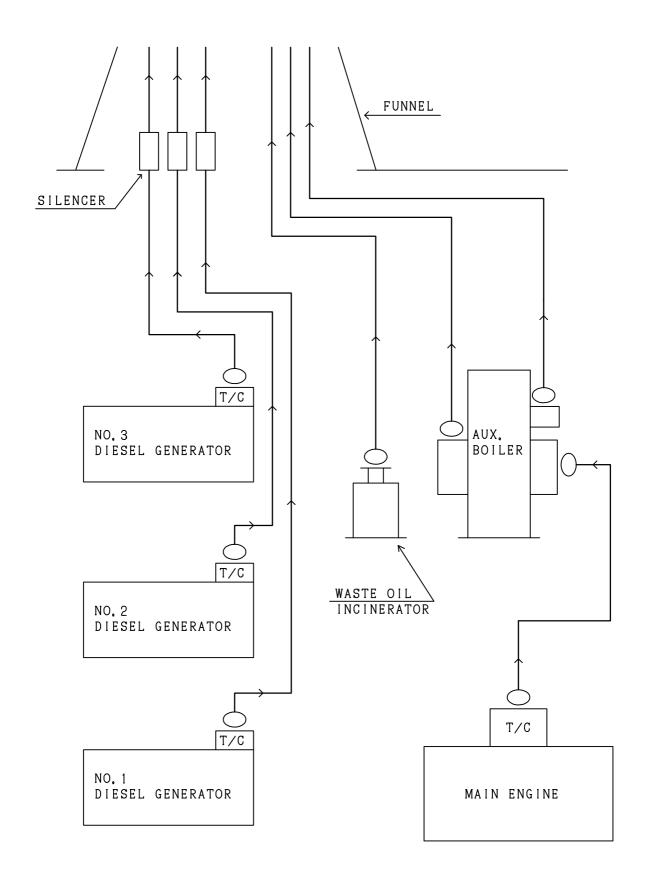




FIG. 14 EXH. GAS LINE





SECTION 11 INSULATION AND PAINTING

11.1 <u>INSULATION</u>

11.1.1 General

The external surface of the equipment and tanks which shall treat or contain the fluid having temperature above 55°C, except for the jacket cooling fresh water system, lub. oil system and boiler feed water line, shall be insulated as described below. Jacket cooling F.W. pipes in the location where people can easily touch shall be insulated.

The insulation materials such as glass wool, rock wool, etc. shall be suitably served according to the internal temperature of equipment and tanks concerned.

Where it is necessary to fit removable and replaceable insulation on flanges, valves, fittings, etc., glass wool mattress shall be used. Where glass wool mattress are used, they shall be secured with steel wires, steel bands and clips.

A-60 insulation shall be provided for engine room fore side bulkhead.

11.1.2 Application for equipment and tank

Main engine, main diesel generator engines, incinerator and aux. boiler shall be insulated according to Maker's standard.

Pumps, coolers, condenser and oil heaters shall not be insulated, however oil heaters shall be provided with metal cover for protection.

The external surface of under said tanks which are exposed to the engine room except rear wall and bottom of the tanks shall be insulated in accordance with the following table.

| | | Insula | ation | |
|---|------------------------------|---------------|--------------|------------------|
| | Tank | Material | Thickness in | Covering |
| | | | mm | |
| | Heavy fuel oil settling tank | | | Galvanized |
| | Heavy fuel oil service tank | Glass wool or | | steel plate |
| | L/S fuel oil service tank | rock wool | 25 | (abt. 0.2mm) or |
| | Waste oil tank | | | aluminized glass |
| 7 | L/S fuel oil sett. tank | | | cloth |

4

The tanks attached to machinery or equipment, insulation of which are required, shall be insulated in accordance with Maker's standard.

Other tanks shall not be insulated.



11.1.3 Application for piping

The materials and thickness of insulation for piping except for exhaust gas system, jacket cooling fresh water system and lub. oil system shall be in accordance with the following table.

| T | Nomina | l pipe diamete | r in mm | | | | |
|-------------------------------------|----------|-----------------|-------------|---------------------|--|--|--|
| Temperature range of internal fluid | Up to 20 | 25 to 150 | 200 & above | Material | | | |
| of internal fluid | Thickne | ss of insulatio | n in mm | | | | |
| Up to 100℃ | 6 | 20 | 20 | Glass wool, | | | |
| 101°C to 183°C | 6 | 20 | 20 | glass mat or | | | |
| 184°C and above | 6 | 40 | 40 | glass wool mattress | | | |

The exposed parts of the following pipes which is a danger to the crew shall be insulated with glass cloth irrespective of pipe diameter and internal temperature.

- ·Boiler blow pipe
- Drain pipe after drain valves, drain traps and safety valves of aux. boiler.

The external surface of insulation material shall be covered with glass cloth or aluminum foil for protection.

The exhaust gas pipes after turbocharger of main engine, main generator diesel engines, incinerator and uptake of aux. boiler shall be insulated up to two (2) meters height from the funnel bottom in accordance with the following table and covered with galvanized steel plate.

| Name | Material | Nominal pipe diameter in mm | Thickness of insulation in mm |
|---|-----------|-----------------------------|-------------------------------|
| Main engine Diesel gene. engine Aux. Boiler Incinerator | Rock wool | All sizes | 50 |
| | | | |

In all cases where pipe insulation abut on flanges and fittings the end of insulation shall be suitably terminated to permit free removable of bolts and to allow for movement of pipes at hangers.



11.2 PAINTING

Machinery and piping in engine room shall be painted expect following parts.

- 1. Working surface of machinery, brass surface, and other parts which are finished bright.
- 2. Surface of insulation which are not covered with steel plates.
- 3. Internal surface of machinery, piping and tanks except otherwise mentioned.

The colour of finished coat for external surface shall be in accordance with the following table.

| Name of machinery or equipment | Colour |
|--------------------------------|--------------------------------|
| Diesel engine | |
| Main air compressor | |
| Cooler | |
| Aux. condenser | Light blue green |
| Main air reservoir | (Munsel notation : 7.5BG7/2) |
| Fresh water generator | |
| Intermediate shaft bearing | |
| | |
| Turbocharger | Silver |
| | Silver |
| C/R packaged air conditioner | Light blue green |
| | (Munsel notation : 7.5BG7/2) |
| Aux. boiler | |
| Incinerator | Maker's standard |
| | |
| Tank | |
| Pipe (Not insulated) | White |
| Air trunk | (Munsel notation : N-9.5) |
| Main air reservoir <u>∧</u> | |

Other machinery and equipment shall be painted in accordance with Maker's standard.

The piping system shall be discriminated with colour bands.



SECTION 12 MISCELLANEOUS EQUIPMENT

12.1 OIL PURIFYING DEVICE

12.1.1 <u>Fuel oil purifier</u>

Two (2) fuel oil purifiers shall be disc bowl type.

One (1) of these purifiers shall be able to use as diesel oil purifier.

The materials of main parts shall be as follows:

Bowl disc Stainless steel

Bowl body Special stainless steel

Frame Cast iron

Vertical shaft Special alloy steel

The fittings and accessories shall be as follows:

1 — oil level gauge

1 — multi monitor

1 - set of disc

1 - oil feed pump

As to automatic system, refer to Subsection 13.5 <u>INSTRUMENTATION AND</u> <u>CONTROL IN ENGINE CONTROL ROOM</u>.

12.1.2 <u>Lubricating oil purifier</u>

One (1) lubricating oil purifier and one (1) D/G lubricating oil purifier shall be disc bowl type.

The materials of main parts shall be as follows:

Bowl disc Stainless steel

Bowl body Special stainless steel

Frame Cast iron

Vertical shaft Special alloy steel



The fittings and accessories shall be as follows:

- 1 oil level gauge
- 1 multi monitor
- 1 set of disc

As to automatic system, refer to Subsection 13.5 <u>INSTRUMENTATION AND</u> <u>CONTROL IN ENGINE CONTROL ROOM</u>.

12.2 BILGE SEPARATOR

One (1) bilge separator shall be provided in engine room.

The materials of main parts shall be as follows:

Casing Steel plate

The fittings and accessories shall be as follows:

- 1 solenoid valve
- 1 relief valve
- 2 drain plug
- 2 test cock
- 2 sets of pressure gauge with cock
- 1 set of bilge alarm device
- 1 set of automatic 3-way valve



12.3 ENGINEER'S WORKSHOP AND STORE ROOM

The engineer's workshop shall be provided at suitable location in engine room and shall be provided with the machine tools as listed in the Subsection 1.2 MACHINERY PARTICULAR, a work table combined with vice, suspended tool board, fire proof curtain near welding space and etc. as Builder's practice. Tool cabinet shall be provided two (2) sets in the workshop.

Metal shelves shall be provided in the store room to hold small spare parts and tools.

Oxygen & acetylene bottles shall be located on outside of engine room and it's shall be led to engineer's workshop by means of fixed piping.

12.4 <u>LIFTING GEAR AND TOOL</u>

One (1) overhead traveling crane, having as electrically hoist shall be installed over the main engine for overhauling cylinder cover, cylinder liner and piston.

Hoisting and longitudinal travelling shall be electrically performed, and transverse travelling shall be performed by hands by means of link chain pulley and reduction gear.

Plane trolleys and I beams shall be provided for overhauling diesel generator engine and purifiers respectively.

Eye plate shall be suitably fitted for overhauling pumps, heat exchangers and strainers of heavy weight.

12.5 TANK IN ENGINE ROOM

Tanks as listed in the Subsection 1.2 <u>MACHINERY PARTICULAR</u> shall be provided in the engine room.

All tanks shall be made of welded steel plate.

Regarding the insulation and painting of tanks, refer to **SECTION 11 INSULATION AND PAINTING**.

All tanks shall be fitted with necessary connections and fittings as following table.



| | | | | | Fit | ting | | | |
|----|--------------------------------------|---------------------------------|--------------------------|-------------|----------------|----------------|-----------------------------------|----------|-------------------------------|
| | Name of tank | Emerg. Shut- off valve | Self closing valve | Air vent | Level gauge | Heat. | Heat. coil ratio (m²/m³) | connec | Remarks (Thermo -meter) |
| | Heavy fuel oil settling tank | О | О | O | F | О | 0.3 | 0* | О |
| | Heavy fuel oil service tank | О | О | O | F | О | 0.3 | o* | О |
| 7 | L/S fuel oil sett. tank | 0 | 0 | 0 | F | 0 | 0.3 | 0* | 0 |
| | L/S fuel oil service tank | О | О | О | F | О | 0.3 | o* | О |
| | Diesel oil service tank 🖄 | О | О | O | F | - | <u>-</u> | 0* | |
|). | Diesel oil settling tank | O | O | O | F F | <u>-</u> | <u> </u> | o* | |
| | F.O. sludge tank | _ | О | О | F F | О | 0.1 | o* | |
| | L.O. sludge tank | - | О | О | F | О | 0.1 | 0* | |
| | Fuel oil drain tank | - | - | О | S | О | 0.1 | 0* | |
| | Fuel oil overflow tank | - | - | О | F | О | 0.03 | 0* | |
| | | | | | | | | | |
| | M/E lub. oil sump tank | - | - | О | F&S | - | - | - | |
| | M/E lub. oil storage tank | - | - | O | F | - | - | - | |
| | M/E lub. oil settling tank | О | О | O | F | О | 0.2 | o* | О |
| | D/G lub. oil storage tank | - | - | O | F | - | - | - | |
| | D/G lub. oil settling tank | О | О | О | F | 0 | 0.2 | o* | О |
| | S/T lub. oil collect tank | _ | _ | O | F | _ | <u>-</u> | _ | |
| | S/T FWD seal L.O. tank | <u>-</u> | - | O | G* | <u>-</u> | <u> </u> | <u>-</u> | |
| | S/T lub. oil tank unit | <u>-</u> | <mark>-</mark> | O | G* | <mark>-</mark> | <u> </u> | | |
| | Cylinder oil storage tank | 0 | - | О | F | _ | _ | _ | |
| | Cylinder oil alarm chamber | - | - | О | - | - | - | - | |
| | , | | | | | | | | |
| | Scavenging box drain tank | - | - | О | S | О | 0.1 | 0* | |
| | | | | | | | | | |
| | MGO C.F.W. expansion tanks | - | _ | - | - G | _ | _ | _ | |
| | Cool. F.W. expansion tank | - | - | - | G | - | - | - | Open |
| | Deaeration tank | - | - | O | - | - | - | - | |
| | Cascade tank (Inspect. tank) | - | - | - | SG | - | - | - | Open |
| | Fresh water pressure tank | _ | - | _ | G | _ | _ | _ | |
| | Drinking water press. tank | - | - | - | G | _ | - | - | |
| | | | | | | | | | |

<u></u>

M. G. O.

M. G. O.



| | | | | Fit | ting | | | |
|-------------------------|--------------------------------|--------------------------|-------------|----------------|---------------|-----------------------------------|----|-------------------------------|
| Name of tank | Emerg Shut- off valve | Self closing valve | Air vent | Level gauge | Heat. Coil | Heat. coil ratio (m²/m³) | _ | Remarks (Thermo -meter) |
| | | | | | | | | |
| Waste oil tank | О | - | О | F | О | 0.5 | o* | О |
| | | | | | | | | |
| | | | | | | | | |
| Bilge primary tank | - | - | - | - | O | 0.01 | _ | Open |
| Bilge tank | - | - | О | S | - | - | o* | |
| Bilge sludge tank | _ | _ | 0 | S | О | 0.01 | o* | |
| Clean drain tank | _ | - | 0 | S | - | - | - | |
| Gray water collect tank | - | _ | O | F&S | _ | _ | _ | |

Note: Abbreviation

 $F: Float gauge \qquad \qquad G: Glass gauge \qquad \qquad G^*: Flat type glass gauge$

SG: Sight glass S: Sounding pipe o*: Seat only

O: To be fitted



12.6 FLOOR, LADDER AND GRATING

The engine room floor and operation platform shall be of 4.5 mm checkered pattern steel plate, supported on suitable angle.

Removable sections shall be provided as required for proper access for handling and inspection of the equipment located under floor and manholes.

Engine room gratings shall be provided at the place where are required for proper access to the equipment.

The gratings shall have steel bars of Maker's standard pattern and which shall be suitably spaced and properly fitted in flat steel bar counterframes.

Ladders shall be fitted as required for convenient access to various grating levels. Main ladders shall have foot grating and the vertical ladders shall have steps of round section steel bars. The inclination of main ladders shall be about 55° where applicable. The width of main ladders shall be 600 mm and that of sub-ladders shall be 500 mm. Vertical ladders shall be used only for unimportant, access to provisionally.

Handrails shall be fitted at gratings, ladders and floors where are necessary for the safety and convenience of operating personnel. Handrails shall be of steel pipe carried in steel pipe stanchions and shall be fitted with portable sections where required or overhauling machinery. Double handrails shall be fitted only at the main engine top and middle grating and above upper deck level in engine room. M/E overhauling platform arrangement shall be provided as Maker's standard.

12.7 <u>VENTILATION FOR ENGINE ROOM</u>

Mechanical supply ventilating system shall be provided for the engine room. The fresh air for each ventilating fan shall be taken from separate ventilating air inlets and shall be distributed to the engine room through ducts.

Total supply capacity of ventilating fans shall be determined based on the amount of air consumed by the main engine running at maximum output, taking the air consumption of diesel generator engine.

As to detail of ventilating fan, refer to Subsection 7.5 **ENGINE ROOM VENTILATING FAN**.



12.8 FIRE FIGHTING SYSTEM IN ENGINE ROOM

The ship shall be provided with fire fighting system in accordance with the rule requirement.

There shall be provided two (2) fire pumps (Bilge & ballast pump and Fire & G.S. pump), fire valve and hose the suitable place in engine room.

Portable foam fire extinguisher and removal foam fire extinguisher etc. shall be provided in accordance with the rule requirement.

Details of fire fighting system, refer to PART II HULL PART.

Fixed water-based local fire fighting system shall be provided in accordance with the rule requirement.

The emergency stop switch shall be provided outside of engine room. Details of the emergency stop switch, refer to **PARTIV ELECTRIC PART**.

The emergency shut off valve device shall be provided outside engine room for fuel oil and lub. oil tanks which air described on Subsection 12.5 TANK IN ENGINE ROOM.

12.9 <u>INCINERATOR</u>

There shall be installed one (1) set of waste oil incinerator for dispose of sludge and waste oil.

The construction, materials and accessories shall be in accordance with Maker's standard.

12.10 NAME PLATE AND CAUTION PLATE

Name plate for machinery shall be in English and in SI unit.

Caution plate for machinery shall be in English and Chinese.

In principle, name plate written in English shall be fitted to each valve which nominal diameter 15A and above.

Tanks in engine room shall be fitted with name plate.



SECTION 13 AUTOMATION AND REMOTE CONTROL

13.1 GENERAL

The control and monitoring system specified in this specification shall be designed to comply with the requirement of the Rule applicable, so as to operate the ship with unattended machinery space for period of proper hours under all sailing condition including maneuvering.

There shall be provided an engine control room in the engine room.

The main engine shall be remotely controlled from either bridge or engine control room.

The control and monitoring equipment for propulsion plant and associated ship service system shall be assembled and installed in the engine control room in order to obtain same effect on the handling which could be done at normal control and local monitoring.

Emergency running shall be also be able to do at local by means of control device of necessary minimum number.

As to communication equipment etc., refer to PART IV ELECTRIC PART.

13.2 MAIN ENGINE REMOTE CONTROL SYSTEM

The main engine remote control system shall be provided performance of reversing, starting, stopping and speed setting of the main engine, electrically-pneumatically with a micro-computer from the bridge by operating a single telegraph transmitter, and electrically-pneumatically with a micro computer from the engine control room by operating the telegraph receiver and maneuvering dial for reversing, speed setting and starting.

When the main engine control is carried out from the engine control room or local, the telegraph handle on bridge control console shall be used as conventional type engine telegraph.

The local control system shall be provided on the main engine for the case of emergency in failure of the remote control system or the governor.



13.3 ENGINE CONTROL ROOM

The independent engine control room well-illuminated, air conditioned and of soundproof, shall be located suitable place in engine room, and shall serve various purposes, such as centralized controls, supervision and date collecting, and improving the circumstance for crew and the reliability on instruments.

The engine control room shall have a sufficient space to install the following.

| Control console | 1 set |
|---|-------|
| · Air conditioning unit | 1 set |
| White board | 1 |
| • Chair | 2 |
| Drawing locker | 1 set |
| · Main switch board | 1 set |
| • Group starter panel | 1 set |
| Meeting table and bench | 1 set |
| • Level gauge for FO bunker to | ank 1 |

Ventilation of the engine control room shall be of semi-forced ventilating system. A branch duct from the engine room ventilating air supply duct shall be led to the engine control room.

The exhaust air from the engine control room shall be released to engine room by means of natural ventilation.

The engine control room shall have two (2) sound-proof doors with a fixed glass window, and one (1) glass window.

13.4 <u>ALARM SYSTEM</u>

Alarm of machinery located in engine room shall be able to recognize by indicating lamps or display in engine control room.

As for details of the alarming and other instruments, refer to Subsection 13.5 **INSTRUMENTATION AND CONTROL IN ENGINE CONTROL ROOM**.

When the abnormal condition happen in engine room during "Unattended machinery spaces" running, indicating of group shall be done with alarm at following places.



1) Alarm indicating place

Bridge

· Ship's office

• Officer's mess room

Saloon

· Chief engineer's room

• 1st engineer's room

• 2nd engineer's room

• 3rd engineer's room

Alarm for 1st, 2nd and 3rd engineer's room shall be selected only for the duty engineer's room by select switch, provided in engine control room.

Extension alarm panel shall be of identification of group "A", "B", "C", "D" and "E".

2) Group of indicating

"A" group : Main engine emergency shut down

"B" group : Main engine slow down

"C" group : Main engine and propulsion auxiliaries trouble

except "A" and "B" group

"D" group : Electric and steam generating plants trouble

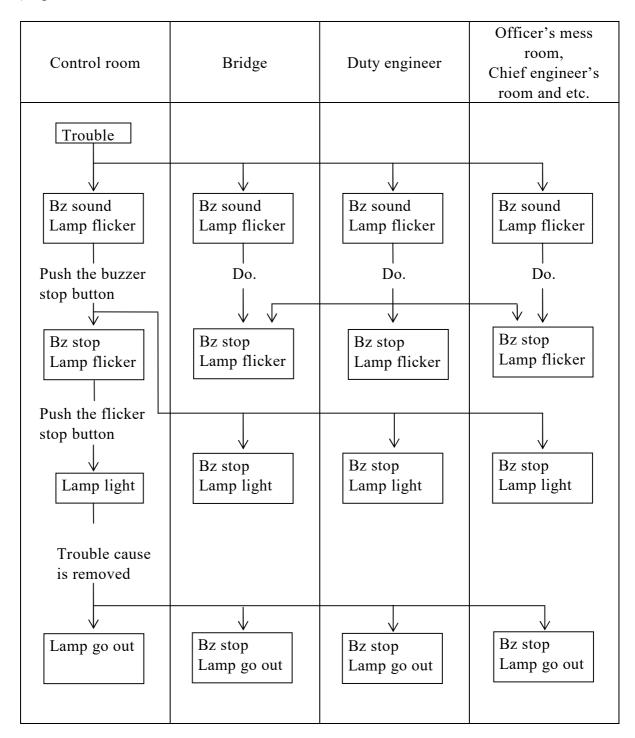
"E" group : Other trouble

The smoke type or temperature type fire detector shall be fitted in the engine room, and sectionalized into proper groups to cover specified zone of engine room which shall be identified in the fire alarm panel provided in bridge.

The audible fire alarm shall be provided to engine room, engine control room, bridge and each storey passage of accommodation quarter.



3) Operation of extension alarm





4) Operation of alarm lamp and buzzer in engine control room

| | Alarm | Running i | | - | mp., level er alarm |
|------------------|-------------|-----------------|---------|------------|------------------------|
| Condition | | Lamp | Buzzer | Lamp | Buzzer |
| | Stopping | Go out | Silence | • | |
| Normal | Running | Light (Green) | Silence | Go out | Silence |
| | | Flickering | | Flickering | |
| Abnormal | | (Red) | Sound | (Red) | Sound |
| Push the b | uzzer stop | Flickering | | Flickering | |
| button | | (Red) | Silence | (Red) | Silence |
| Push the f | licker stop | Light | | Light | |
| button | | (Red) | 1 | (Red) | _ |
| Push the re | eset | | | | |
| button at | | Go out | _ | _ | _ |
| starter panel | | | | | |
| Return to normal | | _ | _ | Go out | Silence |

13.5 <u>INSTRUMENTATION AND CONTROL IN ENGINE CONTROL ROOM</u>

Abbreviation:

① ······ Item to be provided

 $\begin{array}{cccc} H & \cdots \cdots & High \ alarm \\ L & \cdots \cdots & Low \ alarm \\ \triangle & \cdots \cdots & Monitor \end{array}$

Note:

(1) Details of Display shall be as follows:

Size of display : 19 inches (Color)

Number of set : 2 sets Operating panel : 2 sets Log printer (log & alarm) : 1 set

Indicating pattern shall be in accordance with Maker's standard.

| | | | | | LOC | CAL | | С | ENT | RAL | CO | NTR | ROL | STA | TIO | N | | BF | RIDO | ЗE | | | |
|-----------------|-------------|------------------------|------------|----------|------------|---------------|-------|------------|-------------|---------|-----------|-------------|-----------|-------------|---------|-----------|------------|-----------|---------------|-------|-----------|-------------|---|
| | | | | | | | | | INI | DICA | ΛT. | LA | MP | A] | LAR | M | | | | | | | |
| Di [*] | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Start & stop | | 0 | | | | 0 | | | | | | | | | 1) | | | | | | 1) Common control lever |
| | | Reversing | | | | | | | | | | | | | | | 1) | | | | | | with engine telegraph |
| | | Speed control | | 0 | | | | 0 | | | | | | | | | 1) | | | | | | 2) Due to follows• Over speed |
| | | Load limitation | 0 | | | | | 0 | | | | 3) | | | | | 0 | | 1 | | | | L.O. press. drop Manual emergency trip (E/S, C/R, W/H) |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | _ | Upper speed limit | | | | | | | | | | 3) ① | | | | | | | 1 | | | | 3) On LCD display4) Due to follows |
| INE | system | | | | | | | | | | | | | | | | | | | | | | · Crank case high oil mist |
| ENGINE | ng sy | Emergency trip | 2) | | | | | | | | | 3) 4 | | | | | | | | | | | Scavenging box firePiston cool. oil non-flowL.O. low press. |
| Z | Maneuvering | Manual emerg. trip | | 0 | | 1 | 1) | 0 | | | | 3) | | | 1) | 1 | 0 | | 1 | 1) | | A | Jacket C.F.W. low press Jacket C.F.W. out. H.T. |
| MAIN | Mane | Emergency trip reset | | | | | | \circ | | | | | | | | | | | | | | | Piston cool.oil out. H.T.Exh.gas cyl. out. H.T. |
| | | | | | | | | | | | | | | | | | | | | | | | Thrust pad high temp. Slow down from EICU |
| | | Auto. slow down | 4) | | | | 1 | | | | | 3) ①1 | <u>5)</u> | | 5) ② | 2 | | | | 5) | | В | • S/T bearing H.T. 5)"Pre-warning" |
| | | Auto. slow down reset | | | | | | \bigcirc | | | | | | | | | 0 | | | | | | & "Slow down" |
| | | Auto. slow down cancel | | | | 1 | | \circ | | | | 3) | | | | | 0 | | 1 | | | | 6) In case of E/S maneuv. |
| | | Slow down request | | | | | | | | | | | | | 6) ① | 1 | | | | 1) | | В | |
| | | Increase limit | | | \bigcirc | | | \bigcirc | | | | 3) ① | | | | | \bigcirc | | | | | | |

| | | | | | LC | CAL | | С | ENT | RAI | . CO | NTF | ROL | STA | TIO | N | | BI | RIDO | ъE | | | |
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| | | | | | | l d | | | IN | DICA | AT. | LA | MP | A] | LAR | M | | | þ | | | | |
| Di sie | | Item | V it constitution | Automation | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Control position | | 1 | · . | 1) | | 2) | | | | 3) | | | | | 4) | | 3) | | | | 1) Engine side – Remote |
| | | | | | | | | | | | | | | | | | | | | | | | 2) C/R — W/H |
| | | | | | | | | | | | | | | | | | | | | | | | 3) "E/S","C/R","W/H" |
| | | Imperfect Bridge control condition | | | | | | | | | | | | | (1) | 1 | | | | 1) | | С | 4) Confirmation |
| | | Engine telegraph | | | 5) | | | 10) | 5) | | | | | | Ü | | 10) | 5) | 8) | | 7) | | 5) |
| | | Sub-telegraph | | | | | | 0 | | | | 6) ③ | | | | | 0 |) | 6) ③ | | 7) | | A NAV.FULL H FULL |
| NE | system | Handle matching | | | | | | | | | | 9) ① | | | | | | | 1 | | | | E HALF A SLOW |
| ENGINE | | BUCS power source / | 3 | | | | | | | | | 9) ① | | | 11) ① | 1 | | | | | | С | D D. SLOW STOP A D. SLOW |
| Z | uveri | BUCS failure | 3 | | | | | | | | | | | | 1 | 1 | | | | | | С | S SLOW T HALF |
| MAIN | Maneuvering | Turning gear "Engage" Disengage" | | | | 1 | | | | | | | | | | | | | | | | | E FULL R E. FULL |
| | | Starting air valve | | | | | | | | | | | | | | | | | | | | | N |
| | | ME cont system | | | | | | | | | | | | | 1) | 1 | | | | | | С | 6) "F/E","S/B","R/U" |
| | | Main engine revolutio | n | | 1 | | | | Â | Â | 1 | | | | | | | 4 | | | | | 7) Recording the order and time |
| | | Main engine revolution counter | | | | | | | 1 | | | | | | | | | | | | | | 8) Telegraph repeater |
| | | Turbocharger revolution | | | | | | | Â | <u> </u> | 1 | | | | | | | | | | | | 9) On the LCD display |
| | | Fuel index | | | | | | | Â | <u> </u> | 1 | | | | | | | | | | | | 10) Lever type 11) Source failure 🖄 |

| | | | | | LOC | CAL | | С | ENT | RAI | L CO | NTR | ROL | STA | TIO | N | | BI | RIDG | βE | | | |
|-----------------|-------------|---------------------------------|------------|----------|-----------|---------------|-------|----------|-------------|---------|-----------|-------------|---------|-------------|---------|------------|----------|-----------|---------------|----------|-----------|-------------|--|
| | | | | | | 0. | | | INI | DICA | AT. | LA | MP | A | LAR | M | | | Ċ | | | | |
| Di ^s | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Starting failure | | | | | | | | | | | | | 1) | 1) | | | | 1) | | С | 1) Critical speed |
| | | Start block | | | | | | | | | | | | | 1 | 1 | | | | | | С | continuous running |
| | | Wrong way | | | | | | | | | | | | 2) ① | 1) | 1) | | | | | | С | 2) On the LCD display |
| | | | | | | | | | | | | | | 2) | 1) | | | | | 1) | | | 3) Source failure |
| | | Critical speed RCS power source | 0 | | | | | | | | | 2) | | (1) | 3) ① | 1 | | | | <u> </u> | | C C | 4) Auto. start & stop by scavenging air press. |
| | | RCS failure | | | | | | | | | | | | | 1) | (1) | | | | 8) | | С | 5) " Mi" " "UNMANNED" 🛕 |
| INE | system | EPS power source | | | | | | | | | | 2) ① | | | 3) ① | 1) | | | | Ĺ | | С | 6) "MAN-1/E-2/E-3/E" |
| ENGINE | ing sy | EPS failure | | | | | | | | | | | | | 1) | <u>(l)</u> | | | | | | С | 7) "1/E","2/E","3/E" |
| | Maneuvering | AC/DC power source | | | | | | | | | | | | | 3) | 2 | | | | | | С | 8) "System failure" |
| MAIN | Iane | | | | | | | | | | | | | | | | | | | | | | 9) "Auto. position request" |
| | N | ETS power source | | | | | | | | | | 2) ① | | | 3) ① | 1) | | | | | | С | |
| | | ETS failure | | | | | | | | | | | | | 1 | 1 | | | | 1 | | С | |
| | | LOP power failure | | | | | | | | | | | | | 1 | 1) | | | | | | С | |
| | | Auxiliary blower | 4) | 0 | | | | 0 | | | | 2 | | 9) | 1 2 | 1 2 | | | | | | С | |
| | | Unattended machinery space | | | | | | 6) | | | | 5) ① | | | | | | | 5) ① | | | | |
| | | Duty engineer | | | | | | Ó | | | | 7) ③ | | | | | | | 7) ③ | | | | |

| | | | 1 | | LOC | CAL | | С | ENT | RAI | . CO | NTF | ROL | STA | TIO | N | | BF | RIDG | ъE | | | |
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| | | | | | | þ | | | IN | DICA | AT. | LA | MP | A | LAR | M | | | þ | | | | |
| | vi- on | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Fuel oil inlet | | | 1) ① | | | | Â | Â | 1 | | | <u>/2</u> | ⊥H | Q | | | | | | C | 1) To be fitted with strainer |
| | | Lub. oil inlet | | | 1 | | | | Â | \triangle | 1 | | | | L A | 1 | | | | | | В | outlet |
| | | Piston cooling oil inlet | | | 1 | | | | | | | | | | L ① | 1) | | | | | | С | 2) System failure |
| | | Turbocharger lub. oil inlet | | | 1 | | | | | Â | 1 | | | | L A | 1) | | | | | | С | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| NE | | Jacket cooling F.W. inlet | | | 1 | | | | | Â | 1 | | | | L A | 1) | | | | | | В | |
| ENGINE | ure | Air cooler sea water inlet | | | | | | | | <u></u> | 1) | | | | L A | 1) | | | | | | С | |
| | Pressure | Exhaust valve spring air | | | | | | | | | | | | | L | 1) | | | | | | С | |
| MAIN | | Scavenging air | | | 1 | | | | Â | Â | 1 | | | | 0 | 0 | | | | | | | |
| | | Starting air main valve inlet | | | 1 | | | | Â | \triangle | 1 | | | | L A | 1) | | 1 | | L | | С | |
| | | Maneuvering air | | | 1 | | | | 713 | Â | 1 | | | | L A | 1) | | • | | 2) | | С | |
| | | manea terring are | | | | | | | | 713 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | 1 | | LOC | CAL | | С | ENT | RAI | CO | NTF | ROL | STA | TIO | N | | BI | RIDO | ъE | | | |
|--------|-----------|--|------------|----------|-----------|---------------|-------|----------|-------------|---------|-----------|-------------|---------|-------------|---------------|-----------|----------|-----------|---------------|-------|-----------|-------------|----------------|
| | | | | | | b | | | IN | DICA | AT. | LA | MP | A | LAR | M | | | þ | | | | |
| | vi- on | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Fuel oil 2nd filter difference | 0 | | 0 | | | | | | | | | | Н ① | 1) | | | | | | С | 1) U tube type |
| | | Lub. oil 2nd filter difference | | | 0 | | | | | | | | | | H | 1 | | | | | | С | 1) & tube type |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | Turbocharger air filter difference | | | 1) | | | | | | | | | | | | | | | | | | |
| | | Air cooler in/out difference | | | 1) | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| ENGINE | 0) | | | | | | | | | | | | | | | | | | | | | | |
| | Pressure | | | | | | | | | | | | | | | | | | | | | | |
| MAIN | | HPS filter | | | | | | | | | | | | | Н | | | | | | | | |
| | | difference HPS by-pass filter difference | | | | | | | | | | | | | ① H | 1) | | | | | | C | |
| | | difference <u>A</u> | | | | | | | | | | | | | 1 | 1 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | LOC | CAL | | С | ENT | RAI | CO | NTF | ROL | STA | TIO | N | | BI | RIDO | ъE | | | |
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| | | | | | | 0. | | | IN | DICA | AT. | LA | MP | A] | LAR | M | | | Ć. | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Fuel oil inlet | 1) | | 1 | | | | | Â | 1 | | | <u>^</u> 2 | <mark>∺</mark> ∰ | ② ● | | | | | | C | 1) By the pneumatic type |
| | | Lub. oil inlet | 1) | | 1 | | | | | | 1 | | | | H | 1 | | | | | | С | temp. control valve |
| | | Piston cooling oil each cylinder outlet | | | 6 | | | | | Â | 6 | | | | H 📤 | 6 | | | | | | В | |
| | | Turbocharger lub. oil outlet | | | 1 | | | | | Â | 1 | | | | H Â | 1 | | | | | | С | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | Jacket cooling F.W. inlet | | | 1 | | | | | Â | 1 | | | | | | | | | | | | |
| NE | e | Jacket cooling F.W. each cylinder outlet | 1) | | | | | | | | | | | | H 🚖 | 6 | | | | | | С | |
| ENGINE | Temperature | Jacket cooling F.W. each cylinder outlet(SD) | Ó | | | | | | | <u> </u> | 6 | | | | H 📤 | 6 | | | | | | В | |
| Z | empe | Thrust pad | | | 1 | | | | | \triangle | 1 | | | | H A | 1 | | | | | | В | |
| MAIN | T | Air cooler air inlet | | | 1 | | | | | | | | | | | | | | | | | | |
| | | Air cooler air outlet | | | 1 | | | | | | | | | | | | | | | | | | |
| | | Scavenging air | | | 1 | | | | | Â | 1 | | | | | | | | | | | | |
| | | Air cooler sea water inlet | | | 1 | | | | | <u>^</u> | | | | | | | | | | | | | |
| | | Air cooler sea water outlet | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | ı | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | LO | CAL | | С | ENT | RAI | L CC | NTF | ROL | STA | TIO | N | | BI | RIDO | ЭE | | | |
|-----------|-------------|--|------------|----------|-----------|---------------|-------|----------|-------------|----------|-----------|-------------|---------|-------------|---------------|-----------|----------|-----------|---------------|-------|-----------|-------------|---------|
| | | | | | | þ | | | IN | DICA | AT. | LA | MP | A] | LAR | M | | | þ | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Exhaust gas each cylinder outlet | | | | | | | | Â | 6 | | | | H & | 6 | | | | | | В | |
| | | Exhaust gas each cylinder outlet deviation | | | | | | | | <u> </u> | | | | | H & | 6 | | | | | | С | |
| | ture | Exhaust gas turbocharger inlet | | | | | | | | Â | 1 | | | | H <u>^</u> | 1 | | | | | | С | |
| | Temperature | Exhaust gas turbocharger outlet | | | | | | | | Â | 1 | | | | H Â | 1 | | | | | | С | |
| | Теп | Scavenging box fire | | | | | | | | Â | 6 | | | | H & | 6 | | | | | | В | |
| | | Fuel oil flow meter inlet | | | 1 | | | | | | | | | | | | | | | | | | |
| INE | | Cylinder oil flow meter inlet | | | 1 | | | | | | | | | | | | | | | | | | |
| ENGINE | | Lub. oil sump tank | | | 1 | | | | | | | | | | L | 1 | | | | | | С | |
| Z | | Jacket cool. F.W. expansion tank | | | 1 | | | | | | | | | | L ① | 1 | | | | | | С | |
| MAIN | | | | | | | | | | | | | | | | | | | | | | | |
| | vel | Cylinder oil alarm chamber | | | | | | | | | | | | | L | 1 | | | | | | С | |
| | Tank level | Fuel oil leakage tank | | | | | | | | | | | | | H ① | 1 | | | | | | С | |
| | Та | Mist catcher drain | | | | | | | | | | | | | H ① | 1 | | | | | | С | |
| | | Scav. box drain tank | | | | | | | | | | | | | H ① | 1 | | | | | | С | |
| | <u> </u> | Stuff. box drain tank | _ | <u> </u> | | | | | | | | | | | H | (1) | | | | | | | |
| | | Stuff. OOA ufain tank | | | | | | | | | | | | | H | (1) | | | | | | С | |
| | | HCU | | | | | | | | | | | | | 1 | 1 | | | | | | С | |

| | | | 1 | | LOC | CAL | | С | ENT | RAI | . CO | NTR | ROL | STA | TIO | N | <u> </u> | BI | RIDO | ъE | | | |
|----------|------|-------------------------------------|------------|----------|-----------|---------------|-------|------------|-------------|----------|-----------|-------------|---------|-------------|---------|-----------|----------|-----------|---------------|-------|-----------|----------------|-----------------------|
| | | | | | | | | | INI | DICA | λT. | LA | MP | A] | LAR | M | | |) | | | ĺ | |
| Di si | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | M/E axial vibration 🖄 | | | ~ | | | | | ✓ | 1 | | | | 2) H | 1 | | | | | | В | 1) Abnormal |
| | | Piston cooling oil non-flow | | | | | | | | | | | | | 6 | 6 | | | | | | В | 2)Slow down request 🖄 |
| | | Crank case oil mist | | | | | | | 7 | | | | | | H ① | 1 | | | | | | В | |
| | | Crank case oil mist deviation | | | | | | | | | | | | | H ① | 1 | | | | | | C | |
| | | Oil mist detector | | | | | | | | | | | | | 1) | 1 | | | | | | С | |
| | | A-C oil change-over | | | | | | | | | | | | | | | | | | | | | |
| INE | | M/E axial vibration <u>A</u> | | | | | | | | | | | | | 1 | 1 | | | | | | С | |
| ENGINE | Etc. | Fuel oil flow meter | | | 1 | | | | | | | | | | | | | | | | | | |
| | E1 | Cylinder oil flow meter | | | 1 | | | | | | | | | | | | | | | | | | |
| MAIN | | Deaeration tank | | | | | | | | | | | | | 1 | 1 | | | | | | С | |
| | | M/E F.O. viscosity/temp. controller | | | | | | \bigcirc | \bigcirc | | | | | | 1) ① | 1 | | | | | | C | |
| | | M/E F.O. viscosity | | | | | | | | | | | | | HL ② | 2 | | | | | | <mark>C</mark> | |
| | Δ | , _, | 0 | 0 | | | | 0 | | | | | 2 | | 1) ② | 2 | | | | | | С | |
| | | M/E PSU AC power failure | | | | | | | | | | | | | 2 | 2 | | | | | | С | |
| | | M/E PSU UPS controller abnormal | | | | | | | | | | | | | 2 | 2 | | | | | | С | |
| | · · | M/E PSU 24V DC battery mode | | | | | | | | | | | | | 2 | 2 | | | | | | С | |

| | | | | | LOC | CAL | | C | | | | | | STA | TIO | N | | BI | RIDC | ъE | | | |
|-----------|-------------|------------------------------------|------------|----------|-----------|---------------|-------|----------|-------------|----------|-----------|-------------|---------|-------------|---------|--------------|----------|-----------|---------------|-------|-----------|-------------|---------|
| | | | | | | d d | | | | DICA | AT. | LA | MP | | LAR | M | | | ď | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Intermediate shaft bearing | | | 1 | | | | | Â | 1 | | | | H A | 1 | | | | | | С | |
| | ture | Stern tube bearing lub. oil outlet | | | 1 | | | | | | | | | | | | | | | | | | |
| | Temperature | Stern tube bearing | | | | | | | | <u> </u> | 2 | | | | H 2 | 2 | | | | | | В | |
| | Teı | | | | | | | | | | | | | | | | | | | | | | |
| | | Stern tube | | | | | | | | | | | | | TT | | | | | | | | |
| | | Drain collect tank | | | | | | | | | | | | | H ① | 1 | | | | | | С | |
| G | vel | Stern tube lub. oil collect tank | | | 1 | | | | | | | | | | # | # | | | | | : | = | |
| J.L. | Tank level | Stern tube L.O. tank unit | | | 1 | | | | | | | | | | HL ② | 2 | | | | | | С | |
| SHAFTING | Та | Stern tube FWD seal lub. oil tank | | | 1 | | | | | | | | | | HL ② | 2 | | | | | | С | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | Stern tube lub. oil non-flow | | | | | | | | | | | | | 1 | 1 | | | | | | С | |
| | | Stern tube AFT seal Air press. | | | | | | | | | | | | | L | 1 | | | | | | С | |
| | Etc. | Stern tube L.O. tank unit press. | | | 1 | | | | | | | | | | ## | * | | | | | | # | |
| | Eı | Spare seal ring "use" | | | | | | 0 | | | | 1) | | | | | | | | | | | |
| | | Shaft horse power | | | | | | <u></u> | | <u>O</u> | | | | | 1) | 1 | | | | | | E | |
| | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | l d | | | IN | DICA | λT. | LA | MP | A | LAR | M | | | d | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Start | 1) | 0 | | | | 0 | | | | 2) ③ | | | 3) | 3 | | | | | | D | 1) Due to follows |
| | | Stop | | 0 | | | | \circ | | | | | | | | | | | | | | | · Over current · High voltage |
| | | Change-over | | 0 | | | | 4) | | | | | | | | | | | | | | | · Low voltage · Low frequency |
| | | Ready for start | | | | | | | | | | 5) ③ | | | | | | | | | | | • D/G emerg. trip 2) Running lamp |
| IG PLANT | | Emergency trip | 6) | | | | | | | | | | | | 9 | 9 | | | | | | D | 3) Due to start failure 4) AutoManual |
| GENERATING | Diesel engine | | | | | | | | | | | 7) | | | | | | | | | | | • 5) Due to follows • F.O. handle "Run" position |
| GEN | Diese | A-C oil change-over | | 0 | | | | | | | | 6 | | | | | | | | | | | 6) Due to follows |
| IC | | Fuel oil flow meter | | | 1 | | | | | | | | | | | | | | | | | | · Over speed · L.O. press. drop |
| ELECTRIC | | Diesel oil flow meter | | | 1 | | | | | | | | | | | | | | | | | | • F.W. high temp. |
| ELE | | Fuel oil leakage tank | | | | | | | | | | | | | Н 3 | 3 | | | | | | D | 7) Due to DO use- FO use |
| | · | Speed relay abnormal | | | | | | | | | | | | | 3 | 3 | | | | | | D | |
| | | D/G LO sump tank | | | | | | | | | | | | | L 3 | 3 | | | | | | D | |

| | | | | | LOC | CAL | | С | ENT | RAI | . CO | NTF | ROL | STA | TIO | N | | BI | RIDO | ЭE | | | |
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| | | | | | | þ | | | INI | DIC <i>A</i> | λT. | LA | MP | Al | LAR | M | | | d | | | | |
| Di sie | vi- on | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Lub. oil inlet | | | 3 | | | | | Â | 3 | | | | L ŝ | 3 | | | | | | D | 1) By the wax type temp. |
| | | High temp. cooling F.W. inlet | | | 3 | | | | | Â | 3 | | | | L Á | 3 | | | | | | D | control valve |
| | | Low temp. cooling F.W. inlet | | | 3 | | | | | Â | 3 | | | | L <u>\$</u> | 3 | | | | | | D | 2) By the pneumatic type temp. control valve |
| | pressure | Turbocharger lub. oil inlet | | | 3 | | | | | | | | | | L ③ | 3 | | | | | | D | |
| PLANT | | Starting air inlet | | | | | | | | | | | | | L ③ | 3 | | | | | | D | |
| | D/G | Control air inlet | | | | | | | | | | | | | L ③ | 3 | | | | | | D | |
| GENERATING | | Fuel oil inlet | 7 | | 3 | | | | | | | | | <u> </u> | LH | ⑥ ≇ | | | | | | D | |
| ERAT | | Fuel oil 2nd filter difference | 0 | | | | | | | | | | | | H ① | 1 | | | | | | D | |
| GENI | | Lub. oil filter difference | 0 | | | | | | | | | | | | Н 3 | 3 | | | | | | D | |
| | | Lub. oil inlet | 1) | | 3 | | | | | Â | 3 | | | | H <u>\$\hat{3}\tag{3}\tag{2}</u> | 3 | | | | | | D | |
| ELECTRIC | e | High temp. cooling F.W. outlet | 1) | | 3 | | | | | <u> </u> | 3 | | | | H <u>3</u> | 3 | | | | | | D | |
| ELE | ratur | Exhaust gas each cylinder outlet | | | 18 | | | | | | | | | | | | | | | | | | |
| | temperature | Exhaust gas turbocharger inlet | | | 6 | | | | | Â | 6 | | | | H & | 6 | | | | | | D | |
| | D/G t | Fuel oil inlet | 2) | | 3 | | | | | Â | 3 | | | | HL & | 6 | | | | | | D | |
| | | Low temp. cooling F.W. inlet | 2) | | 1 | | | | | Â | 1 | | | | HL 2 | 2 | | | | | | D | |
| | | Boost air inlet | | | 3 | | | | | | | | | | Ш | | | | | | | | |

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| | | | | | | l d | | | INI | DICA | AT. | LA | MP | A) | LAR | M | | | d | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Current | | | | | | | 3 | | | | | | Н ③ | 3 | | | | | | D | 1) "Stand-by" & "Run" |
| | | Voltage | 2) | | | | | | 3 | | | | | | HL ② | 2 | | | | | | D | 2) "MSB & FORE" & "ESB" |
| | | Frequency | 3) | | | | | | 2 | | | | | | HL ② | 2 | | | | | | D | |
| | | Electric power | 4) | | | | | | 3 | | | | | | L 3 | 3 | | | | | | D | 3) Due to auto synchronize |
| NT | | Electric power | | | | | | | 0 | | | | | | <u> </u> | <u> </u> | | | | | | ט | 4) Due to auto load shift |
| PLANT | | MSB control source failure | | | | | | | | | | | | | 1 | 1 | | | | | | D | |
| ING | | MSB circ. breaker trip source failure | | | | | | | | | | | | | 1) | 1 | | | | | | D | |
| GENERATING | Generator | MSB control system failure | | | | | | | | | | | | | 1) | 1 | | | | | | D | |
| GENI | Gene | | | | | | | | | | | | | | | | | | | | | | |
| | | ACB non-close | | | | | | | | | | | | | 3 | 3 | | | | | | D | |
| ELECTRIC | | ACB abnormal | | | | | | | | | | | | | 3 | 3 | | | | | | D | |
| ELE | | Preferential trip | | | | | | | | | | | | | 1) | 1 | | | | | | D | |
| | | AC440V insulation | | | | | | | | | | | | | 1 | 1 | | | | | | Е | |
| | | AC110V insulation | | | | | | | | | | | | | 2) | 2 | | | | | | Е | |
| | | Emergency generator engine abnormal | | | | | | | | | | 1) | | | 1 | 1 | | | | | | D | |
| | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | LOC | CAL | | С | ENT | 'RAI | L CO | NTR | ROL | STA | TIO | N | | BI | RIDO | Έ | | | |
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| | | | | | | | | | | DICA | | LA | | | LAR | | | | | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Running | | \bigcirc | | 1 | | | | | | | 1 | | | | | | | | | | 1) Due to follows |
| | General | Emergency trip | 1) | | | | | | | | | | | | 2) ① | 1 | | | | | | D | Miss fire & flame failureF.D. fan stop |
| | Gen | | | | | | | | | | | | | | | | | | | | | | Drum level lowestF.O. temp. drop |
| | • | | | | | | | | | | | | | | | | | | | | | | • F.O. press. drop • Source failure |
| | | F.O. burning pump | | 0 | | | | | | | | | | | | | | | | | | | • Exh. gas high temp. |
| ^K | gı | Forced draft fan | 3) | 0 | | | | | | | | | | | 1 | 1) | | | | | | D | 2) Common alarm 3) Controlled by "ON-OFF" |
| BOILER | Running | Feed water pump | 4) | 0 | | | | | | | | | | | | | | | | | | | system |
| | Rı | | | | | | | | | | | | | | | | | | | | | | 4) Auto. start & stop by detect. the drum water level |
| AUXILIARY | | Drum steam | 3) | | 1 | | | | Â | Â | 1 | | | | L A | 1 | | | | | | D | 5) By the thermostat |
| A | Pressure | Burner F.O. inlet | | | 1 | | | | | | | | | | L <u> </u> | | | | | | | D | |
| | \mathbf{P}_{i} | | | | | | | | | | | | | | | | | | | | | | |
| | .du | F.O. heater outlet | 5) | | 1 | | | | | | | | | | HL ② | 2 | | | | | | D | |
| | Temp. | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | d d | | | | DIC/ | AT. | LA | MP | | LAR | M | | | ď | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Drum | | | 0 | | HL 2 | | 1 | | | | | | HL ② | 2 | | | | | | D | 1) By the float valve |
| | Level | Cascade tank | 1) | | | | | | | | | | | | L | 1 | | | | | | D | 2) By the pneumatic type press. control valve |
| | T | | | | | | | | | | | | | | | | | | | | | | 1 |
| | | | 2) | | | | | | | | | | | | | | | | | | | | |
| | | Excess steam dumping | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| ER | | Soot blower | | \circ | | | | | | | | | | | | | | | | | | | |
| BOILER | | | | | | | | | | | | | | | | | | | | | | | |
| | : | Fuel oil flow meter | | | 1 | | | | | | | | | | | | | | | | | | |
| AUXILIARY | | | | | | | | | | | | | | | | | | | | | | | |
| IXU. | Etc. | | | | | | | | | | | | | | | | | | | | | | |
| | E | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | 1 | LOG | CAL | | C | ENT | RAI | . CO | NTR | ROL | STA | TIO | N | 1 | BI | RIDO | ъE | | | |
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| | | | | | | | | | INI | DICA | AT. | LA | MP | A] | LAR | M | | | | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | i. | Fuel oil purifier | 1) | 0 | | 2 | | | | | | | 2 | | 2) | 2 | | | | | | Е | 1) Auto. sludge discharge system |
| | Running | Fuel oil shifter | 5) | 0 | | 2 | | | | | | | | | 1 | 1 | | | | | | Е | 2) Due to follows Oil leakage |
| | Rur | | | | | | | | | | | | | | | | | | | | | | 3) By the direct type temp. control valve |
| M M | ñ | | | | | | | | | | | | | | | | | | | | | | 4) By the pneumatic type temp. control valve |
| SYSTEM | | Heavy fuel oil settling tank | \bigcirc | | 1 | | | | | | | | | | H ① | 1 | | | | | | Е | 5) Auto. start & stop by detecting fuel oil trans. |
| | | Heavy fuel oil service tank | | | 1 | | | | | | | | | | H ① | 1) | | | | | | Е | pump running |
| OIL | | L/S fuel oil sett. tank | 3) | | 1 | | | | | | | | | | 1 | 1 | | | | | | Е | 6) By the electric type temp. control valve |
| FUEL | e. | L/S fuel oil service tank | | | 1 | | | | | | | | | | H ① | 1 | | | | | | Е | • |
| F | eratuı | | | | | | | | | | | | | | | | | | | | | | |
| | Temperature | Purifier fuel oil inlet | <mark>6)</mark> | | 2 | | | | | <u>/2\</u> | 2 | | | | H | 2 | | | | | | Е | |
| | Г | Shifter fuel oil heater outlet | 4) | | 1 | | | | | | | | | | H ① | 1) | | | | | | Е | |
| | | | | | | | | | | | | | | | Н | | | | | | | | |
| | | Waste oil tank | | | 2 | | | | | | | | | | 2 | 2 | | | | | | Е | |
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| | | | | | | 0 | | | INI | DIC <i>A</i> | ΛT. | LA | MP | Al | LAR | M | | | C | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Heavy fuel oil settling tank | 1) | | 1 | | | | | | | | | | HL ② | 2 | | | | | | Е | 1) By auto. start & stop of |
| | | Heavy fuel oil service tank | 2) | | 1 | | | | | | | | | | L ① | 1 | | | | | | Е | F.O. transfer pump |
| | | L/S fuel oil sett. tank L/S fuel oil | 1) | | (I) | | | | | | | | | | 1 | (1) | | | | | | Е | 2) Over flow system 2 3) By auto. start & stop of |
| | | L/S fuel oil service tank | 2) | | 1 | | | | | | | | | | L ① | 1 | | | | | | Е | D.O. transfer pump M. G. O. |
| | | M. G. O. Diesel oil service tank <u>∕</u> | 3) 4 |) | 2 | | | | | | | | | L ② | ##) () | 2 | | | | | | Е | 4) Overflow |
| EM | evel | M.G.O. settling tank 🖄 | 3) O | | | | | | | | | | | | H@ | 2 | | | | | | E | 5) Due to high level and high high level |
| SYSTEM | Tank level | Waste oil tank | | | 2 | | | | | | | | | | HL 4 | 4 | | | | | | Е | anga anga 10 vo. |
| | Τ | F.O. tank | | | | | | | | | | | | | H 6 | <u>6</u> | | | | | | E | |
| T OIT | | M. G. O. D.O. tank | | | | | | | | | | | | | 5) | <u>6</u> | | | | | | E | |
| FUEL | | | | | | | | | | | | | | | | | | | | | | | |
| | | Fuel oil drain tank | | | 1 | | | | | | | | | | H ① | 1 | | | | | | Е | |
| | | Fuel oil overflow tank | | | 1 | | | | | | | | | | H ① | 1 | | | | | | Е | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | Etc. | Fuel oil overflow line | | | | | | | | | | | | | 4) ① | 1 | | | | | | Е | |
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| | | | | | = | d | | | INI | DICA | <u>AT.</u> | LA | MP | A] | LAR | M | | | b | | | | |
| Divi- sion | | Item | | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Lub. oil purifier | 1) | \circ | | 1 | | | | | | | 1 | | 2) ① | 1 | | | | | | Е | 1) Auto. sludge discharge |
| | ning | D/G Lub. oil purifier | 1) | | | 1 | | | | | | | 1 | | 2) ① | 1 | | | | | | Е | system |
| | Running | | | | | | | | | | | | | | | | | | | | | | 2) Due to follows • Oil leakage |
| | | | | | | | | | | | | | | | | | | | | | | | 3) By the electric type temp. control valve |
| | e | Purifier lub. oil inlet | 3) | | 1 | | | | | <u> </u> | 1 | | | | H Â | 1 | | | | | | Е | temp. control valve |
| 7 | atur | D/G Purifier lub. oil inlet | 3) | | 1 | | | | | <u>^</u> | 2 | | | | H <u> </u> | (1) | | | | | | Е | |
| SYSTEM | Temperature | | | | | | | | | | | | | | 223 | | | | | | | | |
| SYS | Те | | | | | | | | | | | | | | | | | | | | | | |
| OIL | | | | | | | | | | | | | | | | | | | | | | | |
| LUB. | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | b d | | | IN | DICA | AT. | LA | MP | A] | LAR | M | | | þ | | | | |
| Divi- sion | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | gı | Main air compressor | 1) | 0 | | | | 2) | | | | 2 | 2 | | 3) ② | 2 | | | | | | Е | 1) Auto. start & stop |
| M | Running | Emergency air compressor | | 0 | | | | | | | | | | | | | | | | | | | 2) Auto Manual , |
| SYSTEM | R | | | | | | | | | | | | | | | | | | | | | | start - stop <mark>and lead-follow</mark> |
| | | Main air reservoir 4 | | | 2 | | | | | <u> </u> | 2 | | | <u> </u> | ⊥H T | ⊕ | | | | | | Е | 3) Abnormal stop • L.O. low press. |
| AIR | Pressure | Control air | | | 1 | | | | | | 3 | | | | L <u>/</u> | 1 | | | | | | Е | · Compress. air outlet high temp. |
| SED | Pres | Emergency shut off valve operating air | | | 1 | | | | | | | | | | L ① | 1 | | | | | | Е | nigh temp. |
| SES! | | | | | | | | | | | | | | | | | | | | | | | |
| COMPRESSED | ture | Main air compressor cooling F.W. inlet | | | 2 | | | | | | | | | | | | | | | | | | |
| ا ا | Temperature | Main air compressor cooling F.W. outlet | | | 2 | | | | | | | | | | | | | | | | | | |
| | Тег | | | | | | | | | | | | | | | | | | | | | | |
| | | Bilge well | | | | | | | | | | | | | Н 3 | 3 | | | | H ① | | Е | |
| SYSTEM | | Bilge tank | | | | | | | | | | | | | H ① | 1 | | | | | | Е | |
| SYS | Level | Bilge sludge tank | | | | | | | | | | | | | H ① | 1 | | | | | | Е | |
| GE | Le | F.O. Sludge tank | | | | | | | | | | | | | H ① | 1 | | | | | | Е | |
| BILGE | | L.O. Sludge tank | | | | | | | | | | | | | H ① | 1 | | | | | | Е | |
| | | Clean drain tank | | | | | | | | | | | | | H ① | <u>(1)</u> | | | | | | Е | |

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| | | | | | | | | | INI | DICA | λT. | LA | MP | A. | LAR | M | | | | | | | |
| Di sio | | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Fresh water generator | 1) | 0 | | 1 | | | | | | | | | 2) ① | 1) | | | | | | Е | 1) Dump to evaporator by |
| | | Bilge separator | 8) | | | 1 | | | | | | | | | 3) ② | 2 | | | | | | Е | high salinity 2) Due to high salinity 3) Due to high oil content and separator abnormal 4) Due to abnormal |
| | | Sewage treatment unit | | | | | | | | | | | | | 4) ① | (1) | | | | | | Е | |
| | General | Ballast Water Treatment System | | | | | | | | | | | | | 4) ① | 1) | | | | | | Е | |
| | Ğ | Waste oil incinerator | | 0 | | 1 | 4) ① | | | | | | 1 | | 4) ① | <u>(1)</u> | | | | | | Е | |
| INE | | Air dryer | | | | | | | | | | | | | <mark>4)</mark> | 2 | | | | | | <mark>E</mark> | 5) Due to follows |
| MACHINE | | Hot water heater steam valve | 7) | | | | | | | | | | | | | | | | | | | | Non-voltageOver loadHyd. oil tank low level |
| | | Hot water heater outlet | 6) | | 1 | | | | | | | | | | | | | | | | | | · Phase failure |
| ARY | .p. | Sea water (Ref. mach. C.S.W. pump outlet) | | | | | | | | Â | 1) | | | | | | | | | | | | 6) By the pneumatic type temp. control valve |
| AUXILILARY | Temp. | Sea water circ. line | 6) () | | (1) | | | | | | 0 | | | | | | | | | | | | |
| AUX | | | | | | | | | | | | | | | | | | | | | | | 7) Auto. shut by thermostat |
| | | Steering gear | | | | | | | | | | 2 | 2 | | 5) | 8 | | | 2 | 0 | | E | 8) Auto. 3-way valve |
| | | Air conditioner | | | | | | | | | | 4 | | | 4) | | | | (4) | | | | |
| | Etc. | ref. machine | 0 | 0 | | | | | | | | | 1 | | ① 4) | 1) | | | | | | E | |
| | H | Provision ref. machine Local fire fighting system | 0 | 0 | | | | | | | | | 2 | | (2) (4) (1) | ②① | | | | | | E E | |
| | | Local fire fighting system start | | | | | | | | | | | | | 1 | 1 | | | | | | E | |

| | | | | LOC | CAL | | С | ENT | RAI | . CO | NTF | ROL | STA | TIO | N | | BI | RIDO | ъE | | | |
|---------------|-----------------------------------|------------|----------|-----------|---------------|-------|------------|-------------|---------|-----------|-------------|---------|-------------|---------|-----------|----------|-----------|---------------|-------|-----------|-------------|-------------------|
| | | | | | 0. | | | INI | DICA | T. | LA | MP | A | LAR | M | | | 0 | | | | |
| Divi- sion | Item | Automation | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | Lamp & buzzer test switch | | | | | | \bigcirc | | | | | | | | | 0 | | | | | | 1) Source failure |
| | Buzzer stop button | | | | | | 0 | | | | | | | | | 0 | | | | | | |
| | Flicker stop button | | | | | | 0 | | | | | | | | | | | | | | | |
| | Function test button | | | | | | 0 | | | | | | | | | | | | | | | |
| | Automatic exchange telephone | | 0 | | | | 0 | | | | | | | | | 0 | | | | | | |
| 1 | Common battery telephone | | | | | | 0 | | | | | | | | | 0 | | | | | | |
| GENERAL | | | | | | | | | | | | | | | | | | | | | | |
| GE | Patrol man call | | | | | | 0 | | | | | | | | | | | | | | | |
| | Engineer's call | | | | | | 0 | | | | | | | | | | | | | | | |
| | Clock | | | | | | | 1 | | | | | | | | | 1 | | | | | |
| | Rudder angle | | | | | | | 1 | | | | | | | | | 3 | | | | | |
| | Console electric source (AC & DC) | | | | | | 0 | | | | 2 | 2 | | 1) | 2 | | | | | | Е | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | LOC | CAL | | C | ENT | RAI | CO | NTF | ROL | STA | TIO | N | | BI | RIDO | ΈE | | | |
|---------------|-----------|--|---------|------------|-----------|---------------|-------|--------------|-------------|---------|-----------|-------------|---------|-------------|---------------|--------------|----------|-----------|---------------|-------|-----------|-------------|---|
| | | | | | | | | | INI | DICA | ΛT. | LA | MP | A. | LAR | M | | | | | | | |
| Divi- sion | | Item | | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks |
| | | Main lub. oil pump | 1) | 0 | | | | \circ | | | | 2 | 2 | | 3) ② 3) | 2 | | | | | | С | 1) Auto. change by detect. the non-voltage and |
| | Λ | M/E hydraulic pump | | | | | | | | | | | | | 2 | 2 | | | | | | C | pressure |
| | | Fuel oil booster pump | 2) | 0 | | | | \circ | | | | 2 | 2 | | 3) ② | 2 | | | | | | С | 2) Auto. change by detect. |
| | | M/E fuel oil circulating pump | 2) | 0 | | | | \circ | | | | 2 | 2 | | 3) | 2 | | | | | | С | the non-voltage 3) Abnormal stop 4) Auto. start and stop detect. by D/G running |
| | | Jacket cool. F.W. pump | 2) | 0 | | | | \circ | | | | 2 | 2 | | 3) | 2 | | | | | | С | |
| 7 | | Cooling S.W. pump | 2) | \circ | | | | \bigcirc | | | | 2 | 2 | | 3) ② | 2 | | | | | | С | |
| FAN | | Stern tube lub. oil pump | 6) | 0 | | | | \bigcirc | | | | 2 | 2 | | 3) ② | 2 | | | | | | С | 5) Auto. change by detect. the non-voltage |
| AND | И. G. | Emergency G M.D.Q . pump A | <u></u> | \bigcirc | | | | | | | ; | | 1 | | 3) 1 | 1 | | | | | | D | Auto. start by restart of D/G via black-out |
| | | D/G fuel oil circulating pump | 2) | \circ | | | | 0 | | | | 2 | 2 | | 3) | 2 | | | | | | D | 6) Auto. change by detect. |
| PUMP | | D/G diesel oil M. G. O. booster pump | 5) | 0 | | | | \circ | | | | 2 | 2 | | 3) ② | 2 | | | | | | D | the non-voltage and non-flow |
| | | D/G pre-Heating pump | 4) O | \bigcirc | | | | <u>O</u> | | | | 1 | 1 | | 3) ① | 1 | | | | | | D | 7) Auto. stop by starting |
| | | Fresh water generator distillate pump | | <u></u> | | | | <u></u> | | | | | | | | | | | | | | | fixed water- based local fire fighting system |
| | | Fresh water generator ejector pump | | \bigcirc | | | | <u></u> | | | | | | | | | | | | | | | 8) Start and stop in emergency generator room |
| | | D/G lub. oil priming pump | 4) | 0 | | 3 | | <u></u> | | | | | 3 | | 3) | 3 | | | | | | D | |
| | | Engine room ventilating fan | 7) | 8) ○ | | | | \bigcirc | | | | 3 | 3 | | 3) | 3 | | | | | | С | |
| | | | | | | | | | | | | | | | | | | | | | | | |

| | Item | | | | LOCAL | | | | | | | | NTR | OL | STA | TIO | N | | Bl | RIDO | ъE | | | |
|---------------|------------------------------------|----|------------|-----------|---------------|-------|------------|-------------|--------------|-----------|-------------|---------|-------------|---------|-----------|------------|-----------|---------------|-------|-----------|----------------|--|--|--|
| | | | | | ۵ | | | INI | DIC <i>A</i> | ΔT. | LA | MP | A] | LAR | M | | | d | | | | | | |
| Divi- sion | | | Handling | Indicator | Indicat. Lamp | Alarm | Handling | Independent | Display | Recording | Independent | Display | Independent | Display | Recording | Handling | Indicator | Indicat. Lamp | Alarm | Recording | Alarm group | Remarks | | |
| | Fuel oil transfer pump | 1) | \circ | | | | \bigcirc | | | | 1 | | | 5) ① | 1 | | | | | | E | 1) Auto. start and stop by | | |
| | M. G. O. Diesel oil transfer pump | 2) | 0 | | | | ## | | | | 1 | | | | | | | | | | | detecting the H.F.O. settling tank level | | |
| | Lub.oil transfer pump | | 0 | | | | \circ | | | | 1 | | | | | | | | | | | 2) Auto. start and stop by detecting the D.Q. | | |
| | Bilge pump | 3) | 0 | | | | \circ | | | | 1 | | | 7) ① | 1 | | | | | | Е | <u>service</u> tank level M. G. O. sett. | | |
| | Sludge pump | | 10) | | | | \circ | | | | 1 | | | | | | | | | | | 3) Auto. stop by bilge separator abnormal4) Auto. change by detect. | | |
| | Lub. oil purifier supply pump | | 0 | | | | 0 | | | | 1 | | | 5) ① | 1 | | | | | | E | | | |
| FAN | D/G L.O. puri. supply pump | | 0 | | | | \circ | | | | 1 | | | 5) ① | 1 | | | | | | <mark>E</mark> | the non-voltage | | |
| AND | Boiler feed water pump | 4) | 0 | | 2 | | 0 | | | | | 2 | | 5) | 2 | | | | | | D | 5) Abnormal stop | | |
| | Fire & G.S. pump | | 0 | | | | \circ | | | | 1 | 1 | | | | 0 | | 1 | | | | 6) Auto. start and stop by detecting the press. tank | | |
| PUMP | Bilge & ballast pump | | 0 | | | | 0 | | | | 1 | 1 | | | | \bigcirc | | 1 | | | | pressure | | |
| | Ballast pump | | 0 | | | | 0 | | | | 2 | | | 5) | | | | | | | | 7) Due to long running 2 8) "No.1" "No.2" | | |
| | Ref. mach. C.S.W. pump | | 0 | | | | 0 | | | | 1 | 1) | | 5) ① | 1) | | | | | | Е | 9) Auto. start and stop by detect. main air comp. running 10) Pump side and | | |
| | Fresh water pump | 6) | 0 | | | | 0 | | | | 2 | | | | | | | | | | | | | |
| | Drinking water pump Hot water | 6) | 0 | | | | 0 | | | | | | | | | | | | | | | | | |
| | circulating pump | | \circ | | | | | | | | | | | | | | | | | | | Near the waste oil tank | | |
| | M.G.O. Cooling Fresh Water pump | | \bigcirc | | | | | | | | | | | | | | | | | | | | | |



SECTION 14 SPARE PARTS

14.1 **GENERAL**

Spare parts shall be provided according to the requirement of the Classification rule and Maker's standard.

Smaller spare parts shall be stowed in suitable boxes with contents, on suitable position where convenient to the crew in engine room, but larger one shall be mounted and the stored directly on the wall of the ship.

Spare parts shall include the following at least.

Quantities shall be for one (1) ship.

Additional spare required by the Owner, if any, shall be supplied at extra cost.

14.2 MAIN ENGINE

(1) Cylinder cover and their fittings

| Cylinder cover complete with studs, nuts, disk spring for valves | |
|--|----------------|
| (excluding valves) | 1 cyl. |
| Studs and nuts for cylinder cover tightening | 1/2 cyl. |
| Fuel valve complete | 1 engine+1cyl. |
| O-ring for fuel valve | 1 cyl. |
| Exhaust valve complete | 3 cyl. |
| Piston rings for exhaust valve (driving side) | 1 cyl. |
| Starting air valve complete | 2 cyl. |
| Bursting disk for starting air valve | 1 cyl. |
| Indicator valve complete | 1 cyl. |

(2) Main bearing

| Main bearing shell | 1 journal |
|-------------------------------------|-----------|
| Studs and nuts for one main bearing | 1 set |

(3) Cylinder liner

| Cylinder liner | 1 cyl. |
|-----------------------------------|----------|
| O-ring for cylinder liner | 1 cyl. |
| Non—return valves for lubrication | 1/2 cyl. |



| (4) | <u>Thrust</u> | <u>bearin</u> | g |
|-----|---------------|---------------|---|
| | | | |

| Thrust bearing segments for ahead | 1 set |
|---|--|
| (5) <u>Piston</u> | |
| Piston complete with piston rings, cooling pipe and piston rod Piston rings Piston rod stuffing box complete with sealing rings and scraping rings Telescopic pipe for piston cooling oil O—ring for stuffing box | 1 cyl. 1 cyl. 1 cyl. 1 cyl. 1 cyl. |
| (6) <u>Connecting rod</u> | |
| Crank pin bearing shell Studs and nuts for crankpin bearing Crosshead bearing shell lower part Studs and nuts for crosshead bearing | 1 cyl. 1 cyl. 1 cyl. 1 cyl. |
| (7) <u>Fuel pump</u> | |
| Fuel pump barrel assembly with plunger Suction valve complete High pressure pipe, each type | 1 cyl. 1 cyl. 1 cyl. |
| (8) Camshaft chain | |
| Camshaft chain Bearing shells with guide ring for camshaft at chain wheel | 6 links 1 each |
| (9) <u>Cylinder lubricator</u> | |
| Maker's standard spare | 1 set |
| (10) Hydraulic cylinder unit (HCU) | |
| Maker's standard spare | 1 set |
| (11) <u>Hydraulic system – Hydraulic power supply (HPS)</u> | |
| Maker's standard spare (Accumulator diaphragm(s) of each size | 1 set 2 sets) |



(12) Engine control system (ECS)

Maker's standard spare 1 set

(13) Exhaust gas turbocharger

Maker's standard spare 1 set

(14) Auxiliary blower

Maker's standard spare parts 1 set

(15) <u>Turning gear</u>

Maker's standard spare parts 1 set

(16) Air cooler

Zinc plate 1 engine
Maker's standard spare (except the above) 1 set

(17) Miscellaneous

Special packing of each size for one engine not specified elsewhere 1cyl. or 1set



14.3 SHAFTING AND PROPELLER

Stern tube seal device Maker's standard

14.4 <u>STEAM GENERATING PLANT</u>

(1) Aux. boiler

| Safety valve spring | 1 |
|---|------------------|
| Case for water level gauge | 1 |
| Gauge glass and packing for water level gauge | 2 |
| Packing for drum manhole | 1 |
| Nozzle tip | 1 set |
| Spare parts of fuel oil burning unit without above said | Maker's standard |

Other necessary spare parts shall be in accordance with Maker's standard.



14.5 **DIESEL GENERATOR ENGINE (for one ship)**

| Piston ring | 1 cyl. |
|--|----------|
| Oil ring | 1 cyl. |
| Crank pin metal | 1 cyl. |
| Piston pin | 1 cyl. |
| Piston pin metal assembly | 1 cyl. |
| Bolts for connecting rod | 1 cyl. |
| Suction valve (complete) | 1 cyl. |
| Exhaust valve (complete) | 2 cyl. |
| High pressure pipe for fuel oil (complete) | 1 cyl. |
| Fuel injection pump (complete) | 1 cyl. |
| Fuel injection valve (complete) | 3 cyl. |
| Main bearing metal for each kind | 1 brg. |
| Bolt assembly for main bearing | 1 brg |
| Relief valve and spring for lub. oil | 1 set |
| Special packing for each kind | 1/4 eng. |
| O ring of each kind | 1/4 eng. |
| Main bearing for turbocharger | 1 eng. |
| Packing for rotor shaft of turbocharger | 1 eng. |
| | |

Other necessary spare parts shall be in accordance with Maker's standard.



14.6 **PUMP**

(1) Centrifugal pump (for each size of pump)

For Cooling S.W. pump (2 sets) and Jacket cooling F.W. pump (2 sets)

| Impeller shaft | 1 set |
|-------------------------------------|-------|
| Ball bearing (if fitted) | 1 set |
| Casing ring | 1 set |
| Gland packing or mechanical seal | 1 set |
| Coupling bolt and nut (if fitted) | 1 set |

For Fire & G.S. pump and Bilge & ballast pump

| Ball bearing (if fitted) | 1 set |
|-------------------------------------|-------|
| Casing ring | 1 set |
| Gland packing or mechanical seal | 1 set |
| Coupling bolt and nut (if fitted) | 1 set |

For Fresh water pump (2 sets), Drinking water pump (1 set), Ref. machine C.S.W. pump (1 set), Boiler feed water pump (2 sets), Ballast pump (2 sets), Hot water circ. pump (2 sets), MGO Cooling Fresh Water pump (1 set) and D/G Pre-Heating Pump (1 set)

| Ball bearing (if fitted) | 1 set |
|-------------------------------------|-------|
| Casing ring | 1 set |
| Gland packing or mechanical seal | 1 set |
| Coupling bolt and nut (if fitted) | 1 set |

For main L.O. pump (2 sets)

| Ball bearing (if fitted) | 1 set |
|----------------------------|-------|
| Casing ring | 1 set |
| Oil seal | 1 set |
| Coupling bolt and nut | 1 set |



(2) Gear pump (for each size of pump)

For F.O. trans. pump (1 set), L.O. trans. pump (1 sets), S/T L.O. pump (2 sets), L.O. Puri. supply pump (1 set) and D/G L.O. puri. supply pump (1 set)

| Bearing metal | 1 set |
|--|-------|
| Gland packing or mechanical seal | 1 set |
| Safety valve spring | 1 |
| Coupling bolt and nut or coupling bush | 1 set |

(3) Screw pump 🖄

M. G. O.
For D.O. trans. pump (1 set), F.O. boost. pump (2 sets), M/E F.O. circ. pump (2 sets), D/G F.O. circ. pump (2 sets), D/G D.O. boost. pump (2 sets) and Emergency MDO pump (1set)

M. G. O.

M. G. O.

| Ball bearing | 1 |
|---------------------|-------|
| Safety valve spring | 1 |
| Mechanical seal | 1 set |
| O ring | 1 |
| Coupling bush | 1 set |

(4) Reciprocating pump

For Bilge pump (1 set)

| Piston ring | 2 |
|----------------------|--------|
| Valve and valve seat | 4 sets |
| Gland packing | 1 set |
| Safety valve spring | 1 |
| V belt | 2 |

(5) Monros pump

For Sludge pump (1 set)

| Ball bearing | 1 |
|---------------------|-------|
| Safety valve spring | 1 |
| Gland packing | 1 set |
| O ring | 1 |
| V belt | 2 |
| Stator | 1 |



14.7 MAIN AIR COMPRESSOR

| 1st stage valve complete | 1 set |
|-----------------------------------|--------|
| 2nd stage suction valve complete | 1 set |
| 2nd stage delivery valve complete | 1 set |
| Piston ring | 1 cyl. |
| Connecting rod bearing | 1 cyl. |
| Piston pin bush | 1 cyl. |
| Special packing | each 1 |
| Other Maker's standard spare | 1 set |

14.8 <u>HEAT EXCHANGER</u>

(1) Cooler and condenser (shell & tube type)

Protecting anode
Packing
Pressure gauge
(2) Oil heater

Total number
1 set
1 set
1 set

Relief valve spring each 1

14.9 OTHER MACHINERY

Spare parts for machinery except above shall be in accordance with Maker's standard.



SECTION 15 TOOLS AND OUTFITS

15.1 GENERAL

Tools and outfits shall be provided as necessary for proper maintenance and overhauling of equipment according to Maker's standard.

Smaller tools shall be stowed in suitable boxes with contents on suitable position where convenient to the crew in engine room, but larger ones shall be mounted and stored directly on the wall of the ship.

Tools and outfits shall include the following at least.

Quantities shall be for one (1) ship.

15.2 MAIN ENGINE

| Hydraulic tightening tools with pump | | |
|---|-------|--|
| for cylinder cover stud | | |
| for exhaust valve stud | | |
| for stay bolt | | |
| for main bearing stud | | |
| for crosshead bearing stud | | |
| for crankpin bearing stud | | |
| Grinding machine for exhaust valve spindle and seat | 1 set | |
| Fuel valve injection testing device | 1 set | |
| Indicator | 1 set | |
| Deflection gauge | 1 set | |
| Gauge for measuring and adjusting for the engine | 1 set | |
| Maker's standard tool for the accessories such as turbocharger, | | |
| air cooler, governor and aux. blower | 1 set | |
| Air driven pump for M/E air cooler cleaning | 1 set | |
| Other necessary tools for overhaul and reassembling of the engine | 1 set | |



15.3 SHAFTING AND PROPELLER

Spanner for shaft coupling bolt each 1

15.4 <u>AUXILIARY BOILER</u>

| Tube stopper | 12 |
|---------------------------|-------|
| Standard pressure gauge | 1 |
| Water tester | 1 set |
| Beaker for water sampling | 1 set |

Other necessary special tools shall be in accordance with Maker's standard.

15.5 <u>DIESEL GENERATOR ENGINE</u>

| Special tool for overhauling and reassembling | 1 set |
|---|-------|
| Lapping tool for suction and exhaust valves | 1 set |
| Fuel valve testing device | 1 set |
| Cylinder bore gauge | 1 set |
| Deflection gauge | 1 set |
| Indicator | 1 set |

Other necessary special tools shall be in accordance with Maker's standard.

15.6 HEAT EXCHANGER

For shell & tube type heat exchanger:

Tube expander each kind 1
Tube cleaning tool 1 set
Brass plug 10

15.7 OTHER MACHINERY

Other necessary special tools for dismantling and assembling shall be in accordance with Maker's standard.



15.8 GENERAL TOOLS AND OUTFITS

| <u>Item</u> | No. of set | | <u>Remarks</u> |
|---|-----------------|------|--|
| Thermometer (alcohol) | 2 | | 100℃ |
| Thermometer (mercury) | 1 | | 500°C |
| Parallel bench vice | 1 | | 150 mm |
| Hand lantern | 3 | | |
| Shackle | Each 2 (total | 8) | 1, 2, 3, 5 T |
| Eye bolt | Each 2 (total 8 | 3) | M10, M12, M16, M20 |
| Hexagon head bolt & nut | Each 10 (total | 140) | M10, M12, M16, M20 |
| Plain washer | Each 10 (total | 140) | M10, M12, M16, M20 |
| Split pin | Each 10 (total | 130) | 2×12 mm, 3.2×18 mm, 4×25 mm |
| Tap & dies | Each 1 | Tap | M6, M8, M10, M12, M16, M20, M24 |
| | Each 1 | Dies | M6, M8, M10, M12, M16, M20, M24 |
| Steel tape measure | 1 | | 30 m |
| Scaffolding plate (wood) | 2 | | $4000 \text{ mm} \times 300 \text{ mm} \times 50 \text{ mm}$ |
| Steel plate | Each 2 (total | 4) | $1.6~\mathrm{mm} \times 914~\mathrm{mm} \times 1829~\mathrm{mm}$ |
| | | | $3.2 \text{ mm} \times 914 \text{ mm} \times 1829 \text{ mm}$ |
| Steel bar | Each 2 (total | 8) | ϕ 9 mm, ϕ 13 mm, ϕ 16 mm, ϕ 19 mm |
| | | | Length: 2000 mm |
| Surface plate | 1 | | $500 \text{ mm} \times 500 \text{ mm}$ |
| Copper plate or brass plate | 1 | | $0.3 \text{ mm} \times 365 \text{ mm} \times 1200 \text{ mm}$ |
| Listening rod | 2 | | |
| Valve handle spanner | 8 | | |
| White board and eraser | 4 | | $450~\mathrm{mm} \times 600~\mathrm{mm}$ |
| Hand hammer | Each 1 (total 2 | 2) | $0.91 \mathrm{kg}, 0.45 \mathrm{kg}$ |
| Steel wire | 1 | | φ1 mm (1 kg) |
| Tool cabinet (in the workshop) | 2 | | |
| Tool cabinet (in the workshop) 2 Trolley (for propeller, intermediate shaft) 2 Suspended tool board 1 | | | |
| Suspended tool board | 1 | | |
| Fire proof curtain | | | |

The following machine tools are listed in the Subsection 1.2 MACHNERY PARTICULAR.

| Lathe | 1 | Center distance 1,000 mm |
|---------------------|-------|---|
| Drilling machine | 1 | φ 32 mm |
| Grinding machine | 1 | $\phi 255 \times 25t$ |
| Electric welder | 2 | 300Amp |
| Chain block | 1/2/3 | 3 ton / 1 ton / 0.5ton |
| Gas cutting machine | 1 | Oxygen B. \times 2, Acetylene B. \times 1 |
| | | Flame arrestor for Acetylene B. \times 1 |
| | | Flame arrestor for Oxygen B. \times 1 |
| | | Hose : Each 25m× <mark>4</mark> |