

# Consideration Regarding Maritime Ship Engine Room Ventilation System

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## ABSTRACT

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

## Keywords:

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

## 1. INTRODUCTION

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

## 2. ENGINE ROOM AIR FLOW DETERMINATION

### 2.1 Specific Air Flow for Gas Exchange:

$$\dot{V}_{air} = m_{air} \cdot C_{ex} \cdot C_f \left[ \frac{kg \cdot m^3}{m^2 \cdot s} \right] \quad (1)$$

Where:

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

$\rho_{air}$  – excess air coefficient for gas exchange

$C_f$  – specific fuel consumption

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

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

### 2.2 Mass Air Flow for Ventilation:

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

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

### 2.3 Volumetric Air Flow for Ventilation:

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

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

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

For:

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

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

Relation (4) becomes:

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

## 3. FANS POWER DRIVE CALCULATION

### 3.1. Discharge Pressure of the Fan in Engine Room:

Measurement units for pressure:

$$1 [bar] = 100 \left[ \frac{kg}{cm^2} \right] = 10.203 [mmHg]$$

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

Result: Absolute Pressure

$$P_{ref} = 10.200 + 10.200 [mmHg]$$

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