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Shipbuilding — Engine-room ventilation in diesel-engined ships — Design requirements and basis of calculations

*Construction navale — Ventilation du compartiment machines des navires à
moteurs diesels — Exigences de conception et bases de calcul*



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Foreword

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International Standard ISO 8861 was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 3, *Piping and machinery*.

This second edition cancels and replaces the first edition (ISO 8861:1988), of which it constitutes a technical revision.

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Shipbuilding — Engine-room ventilation in diesel-engined ships — Design requirements and basis of calculations

1 Scope

This International Standard specifies design requirements and suitable calculation methods for the ventilation of the engine room in diesel-engined ships, for normal conditions in all waters.

Annex A provides guidance and good practice in the design of ventilation systems for ships' engine rooms.

NOTE — Users of this International Standard should note that, while observing the requirements of the standard, they should at the same time ensure compliance with such statutory requirements, rules and regulations as may be applicable to the individual ship concerned.

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards listed below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 31-1:1992, *Quantities and units — Part 1: Space and time.*

ISO 31-3:1992, *Quantities and units — Part 3: Mechanics.*

ISO 31-4:1992, *Quantities and units — Part 4: Heat.*

ISO 3046-1:1995, *Reciprocating internal combustion engines — Performance — Part 1: Standard reference conditions, declarations of power, fuel and lubricating oil consumptions, and test methods.*

ISO 3258:1976, *Air distribution and air diffusion — Vocabulary.*

3 Definitions

For the purposes of this International Standard, the definitions given below, together with those in ISO 31-1, ISO 31-3, ISO 31-4, ISO 3046-1 and ISO 3258, apply.

3.1 engine room: Space containing main propulsion machinery, boiler(s), diesel generator(s) and major electrical machinery, etc.

3.2 ventilation: Provision of air to an enclosed space to meet the needs of the occupants and/or the requirements of the equipment therein.

3.3 service standard power: The continuous brake power which the engine manufacturer declares that an engine is capable of delivering, using only the essential dependent auxiliaries, between the normal maintenance intervals stated by the manufacturer and under the following conditions:

- a) at a stated speed at the ambient and operating conditions of the engine application;
- b) with the declared power adjusted or corrected as determined by the manufacturer to the stated ambient and operating conditions of the engine application;
- c) with the maintenance prescribed by the engine manufacturer being carried out.
[ISO 3046-1:1995]

See A.1 in annex A of ISO 3046-1:1995.

4 Design conditions

The outside ambient air temperature shall be taken as + 35 °C.

Temperature rise from air intake to air passing from the engine room up to the casing entrance shall be max. 12,5 K.

The capacity of the ventilation plant should be such as to provide comfortable working conditions in the engine room, to supply the necessary combustion air to the diesel engine(s) and boiler(s), and to prevent heat-sensitive apparatus from overheating.

In order to meet these requirements, the air should be distributed to all parts of the engine room, so that pockets of stagnant hot air are avoided. Special considerations should be given to areas with great heat emission and to all normal working areas, where reasonably fresh and clean outdoor air should be provided through adjustable inlet devices.

When arranging the air distribution, all normal conditions at sea and in harbour for in-service machinery shall be taken into account.

5 Airflow calculation

5.1 Total airflow

The total airflow Q to the engine room shall be at least the larger value of the two following calculations.

a: $Q = q_c + q_h$ as calculated according to 5.2 and 5.3 respectively.

b: $Q = 1,5 \times q_c$, i.e. the airflow for combustion + 50 %. The total airflow to the engine room shall not be less than the airflow for combustion [engine(s) and boiler(s)] plus 50 %.

Combustion air to, and heat emission from, all equipment installed within the casing and funnel shall not be taken into account.

The calculations shall be based on simultaneous maximum rating of main propulsion diesel engine(s), diesel generator engine(s), boiler(s) and other machinery under normal sea conditions, and on a temperature increase of 12,5 K.

The calculations should, to the greatest possible extent, be based on information from the manufacturers. Guidance values given in this International Standard should be used only when manufacturers' information is not available.

In order to ensure satisfactory air distribution, combustion air to, and heat emission from, main propulsion diesel engine(s), diesel generator engine(s), generator(s), boiler(s), and possibly other machinery with considerable heat emission, shall be calculated separately including other conditions as necessary.

Spaces separated from the main engine room, such as individual auxiliary engine rooms, boiler rooms and separator rooms, shall also be calculated separately.

5.2 Airflow for combustion

5.2.1 Sum of airflow for combustion

The sum of the airflow for combustion, q_c , shall be calculated, in cubic metres per second, as follows:

$$q_c = q_{dp} + q_{dg} + q_b$$

where

q_{dp} is the airflow for combustion for main propulsion diesel engine(s), in cubic metres per second (see 5.2.2);

q_{dg} is the airflow for combustion for diesel generator engine(s), in cubic metres per second (see 5.2.3);

q_b is the airflow for combustion for boiler(s), in cubic metres per second (see 5.2.4), if relevant under normal sea conditions.

5.2.2 Airflow for combustion for main propulsion diesel engine(s)

The airflow for combustion for the main propulsion diesel engine(s), q_{dp} , shall be calculated, in cubic metres per second, as follows:

$$q_{dp} = \frac{P_{dp} \times m_{ad}}{\rho}$$



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