SHIPBUILDER:		
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# DATA FOR AUTOMATIC AND REMOTE CONTROL OF MACHINERY SYSTEM

Diesel Ship





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## **Summary of Description**

1. If the ships are designed in accordance with description of each	column, marked "1" is to be entered in $\square$ .
2. If applicable, letter or figure is to be entered in ( ).	
3. If "Note" is necessary, blank space may be used additionally.	
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1. Gei	neral								
	The notation (	MC) is	acquired.						
	The notation (	(MO) is	s acquired.[ \Box	А, □мо∙в,	□мо∙с, □	□мо·D]			
2. Loc	cation of Engin	e Contr	ol Room						
	In engine room	m (	) Deck			Outside eng	gine room (	) Deck	
	Integrated in	bridge							
3. Ma	3. Main Engine and Propulsion Shafting System								
(1)	Control Station								
		Control	Station		Bridge		Engine		
	Item			Maneuvering space	Engine con- trol space		control room	Local	
			Starting						

Control Station		Bridge		г.			
Item		Maneuvering space	Engine con- trol space		Engine control room	Local	
	Starting						
	Stopping						
Main Engine	Reversing						
	Speed Control						
	Emergency Stop						
C.P.P.	Brade Pitch Control						
Clutch for Propulsion	Engage•Disengage						
Reversing Gear	Ahead•Neutral•Astern						

Cause	Main Engine Auto. Stop	Main Eng.Auto. Load Reduction	C.P.P. Blade Angle Auto. Reduction	Alarm for Necessity of Manual Load Reduction	
	(Note1)	(Note1)	(Note1)	(Note2)	
Over speed					
Low press. of main lub. oil					
Low press. of crosshead bearings lub. oil					
Low press. of camshaft lub. oil					
High concentration of crank case oil mist					
High temp. of main lub. oil inlet					
High temp. of thrust bearing					
Low flow or non flow of cyl. oil					
Low press. or flow of piston cool. water(oil)					
High temp. of piston coolant outlet					
Low press. or flow of cyl. cool. water					
High temp. of cyl. cooling water outlet					
Fire or high temp. of scavenge air space					
High temp. of stern tube bearing					

#### 4. Boiler

#### (1) Control Station

Ignition Firing	Control Station Item	Bridge	Engine Control Room	Local				
Soot Blow	Ignition•Firing							
Emerg. Stop	Fire Extinguishing							
(2) Automatic Control System  Automatic combustion control device is provided.  Pressure Control System  ON—OFF Control  Control of the number of firing burners  Combination control of the ( ) system and ( ) system  Others ( )  Automatic feed water control device is provided.  Feed Water Control System  ON—OFF control of the feed water pump	Soot Blow							
□ Automatic combustion control device is provided.   Pressure Control System   □ ON ─ OFF Control □ ON ─ LOW ─ HIGH ─ LOW ─ OFF Control   □ Control of the number of firing burners □ Proportional control   □ Combination control of the ( ) system and ( ) system   □ Others ( )   □ Automatic feed water control device is provided.   Feed Water Control System   □ ON ─ OFF control of the feed water pump	Emerg. Stop							
□ Automatic combustion control device is provided.   Pressure Control System   □ ON ─ OFF Control □ ON ─ LOW ─ HIGH ─ LOW ─ OFF Control   □ Control of the number of firing burners □ Proportional control   □ Combination control of the ( ) system and ( ) system   □ Others ( )   □ Automatic feed water control device is provided.   Feed Water Control System   □ ON ─ OFF control of the feed water pump								
□ Automatic combustion control device is provided.   Pressure Control System   □ ON ─ OFF Control □ ON ─ LOW ─ HIGH ─ LOW ─ OFF Control   □ Control of the number of firing burners □ Proportional control   □ Combination control of the ( ) system and ( ) system   □ Others ( )   □ Automatic feed water control device is provided.   Feed Water Control System   □ ON ─ OFF control of the feed water pump								
☐ Steam flow rate control for the feed water pump turbine	□ Automatic combustion control device is provided.   Pressure Control System   □ ON — OFF Control □ ON — LOW — HIGH — LOW — OFF Control   □ Control of the number of firing burners □ Proportional control   □ Combination control of the ( ) system and ( ) system   □ Others ( )   □ Automatic feed water control device is provided.   Feed Water Control System   □ ON — OFF control of the feed water pump							

## (3) Safety System

	Fuel oil shut off	Cause	Fuel oil Shut off	Cause					
		Miss fire		Source failure					
		Flame failure		Low temp. of fuel oil					
		Abnormal low water level		High temp.of exhaust gas					
		Combustion air failure		High temp. of fuel oil					
		Low press. of fuel oil							
		Low press. of atomizing steam							
		Abnormal high temp. of thermal oil		Low level of expansion tank for thermal oil					
		Low flow rate/Low differential Pressure of thermal oil							
	5. Main Electric Generating Plant  (1) Kind & Number of Main Elect.								
	Diesel generator · · · · · ( ) Set:								
	Steam Turbine Generator · · · · · · · · · · · · · · · · · · ·								
	Main shaft driven or main engine driven Generator ( ) Se								
	Others ( ) ( ) S								
(2) I	(2) Location of Main Switchboard								
	☐ In engine control room ☐ Outside engine control room								

## (3) Control Station

Control Station Item		Bridge	Engine Control Room	Main Switchboard	Engine Side	
	Starting					
	Stopping					
Diesel	Speed control					
Generator	Breaker close & open					
	Stand-by Selection					
	Emergency stop					
	Starting					
	Stopping					
Steam Turbine Generator	Speed control					
	Breaker close & open					
	Emergency stop					
Synchronizing						
Load sharing						

## (4) Automatic Control System

☐ The automatic synchronizing device is provided.								
☐ The automatic load sharing device is provided.								
☐ The automatic starting device for stand by generator is provided.								
☐ The automatic control device of number of generators on line is provided.								
If the exhaust gas turbine generator is provided,								
—The following means are provided against reduction of ma	in engine output.							
☐ The boiler is automatically fired to supply steam without	out interruption for electric generation.							
☐ The turbine generator is automatically transferred to	the stand by generator.							
Others()								
—Detecting means for reduction of main engine output are	as follows:-							
☐ No. of main engine revolutions	☐ Temp.of main engine exhaust gas							
☐ Press. of boiler or turbine inlet steam	☐ Temp. of steam							
☐ Main engine fuel handle position	☐ Engine telegraph handle position							
☐ Frequency	☐ Voltage							
Other(s)()								
— ☐ The optimum load sharing control system is adopted duri	ing parallel operation with other generators.							
If the main shaft or main engine driven generator (herein after r	efered to as"shaft generator") is provided,							
—A constant frequency control equipment (constant speed con	ntrol equipment) is provided as follows:-							
☐ Hydraulic multiple disc clutch	☐ Thyristerconverter•inverter							
☐ Differential epicycle gear	☐ Eddy current coupling (Electromagnetic clutch)							
Hydraulic oil converter (Hydraulic oil pump/ Motor control)	Other(s)( )							

In the case of reduction in the main engine speed, means are provided as follows:-							
☐ The shaft generator is automatically transferred to the stand by generator.							
☐ The driving power for the shaft generator is automatically transferred to a separate prime mover as used for back up.	☐ The driving power for the shaft generator is automatically transferred to a separate prime mover as used for back up.						
Others (							
— Detecting means for reduction of main engine speed are as follows:—							
☐ Main engine fuel oil handle position ☐ Engine telegraph handle position							
☐ Frequency ☐ Voltage							
□ Others( )							

## (5) Safety System

Kind	Auto. Stop	Cause	Auto. Stop	Cause
		Over speed		Low press. of cyl. cooling water engine inlet
Diesel		Low press. of lub. oil engine inlet		Low flow of cyl. cooling water engine inlet
Generator		High temp. of lub . oil engine inlet		High concentration of crank case oil mist
		High temp. of cyl. cooling water engine outlet		
Steam Turbine Generator		Over speed		Excessive axial displacement of rotor
		Low press. of lub. oil turbine inlet		
		High press. of back press. (low vacuum of aux. condenser)		
		Excessive vibration of rotor or casing		

## 6. Auxiliary Machinery

(1) Control of Pumps, Compressors and Ventilation Fans

		Remote start and stop			Auto.	Auto.	
	Item	Bridge	Eng. Control Room	( )	Start– Stop	Change to ST/BY	Sequential Start
		Start • Stop	Start • Stop	Start • Stop	Start • Stop	Machine	
	Main lub. oil pump						
	Crosshead lub. oil pump						
	Turbo-charger lub. oil pump						
	Camshaft lub. oil pump						
	Reduction gear lub. oil pump						
sme	Cyl. cooling pump						
Main diesel engine and propulsion shafting systems	Piston cooling pump						
	Fuel valve cooling pump						
ıd propul	Main cooling sea water pump						
engine ar	Fuel oil supply pump						
n diesel	C.P.P. control oil pump						
Mai	Stern tube lub. oil pump						
	Aux. blower						

		Ren	note Start and	Stop	Auto.			
	Item	Bridge	Eng. Control Room	( )	Start- Stop	Auto Change to ST/BY Machine	Sequential Start	
		Start • Stop	Start • Stop	Start • Stop	Start • Stop			
	Feed water pump (Main)							
	Feed water pump (aux.)			□·□				
	Boiler water circulating pump			□.□				
0	Burning pump			□·□				
Aux. boile	Forced draft fan			□.□				
7	Thermal fluid oil circulating pump			□·□				
				□.□				
				□.□				
				□.□				
	Stand by lub. oil pump			□.□				
	Lub. oil priming pump			□.□	□·□			
esel	Cyl. cooling pump			□.□				
Generator diesel	Cooler cooling sea water pump							
Gen	Fuel oil supply pump							
diesel	Stand by lub. oil pump			□·□				
Generator steam diesel	Cieculating (cooling sea water) pump			□·□				
Gener	Condensate pump							

		Ren	note Start and	Stop	Auto.		
	Item	Bridge	Eng. Control Room	( )	Start– Stop	Auto Change to ST/BY	Sequential Start
		Start • Stop	Start • Stop	Start • Stop	Start • Stop	Machine	
turbine	Vacuum pump			·_	□·□		
Generator steam turbine					□・□		
Genera					□.□		
	Bilge pump				□.□		
	Ballast pump				□.□		
	G.S pump (for fire,bilge)				□・□		
	Ballast pump (for fire, bilge)						
	( ) pump (for fire, bilge)						
	Diesel fuel oil transfer pump						
	Heavy fuel oil transfer pump						
iaries	Steering gear oil pump				□・□		
Auxilia					□・□		
					□・□		
	Main air compressor						
	Aux. Air compressor						
1	Control air compressor				□・□		
	Ventilation fan in engine room				□・□		
	Exhaust fan for purifier space						

### (2) Level and Temperature Control for Tanks

			Неа	ating			Heating		
	Item	Auto. Transfer to tank	Provided	Auto. Temp.Cont.	Item	Auto. Transfer to tank	Provided	Auto. Temp.Cont.	
	Heavy fuel oil settling tank				Save-all tank				
	Heavy fuel oil service tank				Drain tank				
	Diesel fuel oil settling tank				Sludge tank				
Fuel oil tanks	Diesel fuel oil service tank				Fuel valve cooling oil tank				
Fuel oi	Blend oil tank				West oil tank				
Others	Cascade tank								
Oth									

### (3) Control of Heat Exchangers etc.

	Item	Auto Control		Item	Auto Control
	Temp. ,main lub. oil			Temp.,lub.oil	
	Temp.,turbo-charger lub. oil			Temp.,cyl. cooling water	
	Temp.,camshaft lub. oil		or diesel	Temp.,fuel oil	
			Generator diesel	Viscosity,fuel oil	
	Temp.,cyl. cooling water				
tems	Temp.,piston cooling water (oil)				
Main engine and propulsion shafting systems	Temp.,fuel valve cooling water (oil)			Temp.,lub.oil	
lsion sha			turbine	Press.,gland steam	
nd propu	Temp.,fuel oil		Generator steam turbine	Level,aux. condenser	
engine a	燃料油粘度 Viscosity, fuel oil		Generat		
Main					
	Temp.,scavenging air			Temp.,fuel oil purifier inlet	
	Temp.,stern tube lub. oil			Temp.,lub. oil purifier inlet	
	Temp.,reduction gear lub. oil			Temp.,starting air compressor cooling water	
			Others		
	Temp.,fuel oil				
Aux. boiler	Temp., feed water				
Aux. 1					

(4)	Safety	system
(1)	Daicty	System

( i ) Automatic stop for diesel engine and steam turbine

Service	Kind of Prime Movers (Note)	Over speed	Low press. of lub. oil	High temp. of cooling water	coolingwater	Low vacuum or high ex– haust steam press.	Excessive vibration	
Air compressor	D•T							
Feed water pump	D•T							
Ballast pump	D•T							
	D•T							
	D•T							

(Note) D(Diesel Engine) and T(Steam Turbine) should be enclosed with a circle according to kind of prime mover.

### ( ii ) Automatic stop for air compressor

Service	Low press. of lub. oil	Low press.of cooling water	Low flow of cooling water	High temp. of Compressed air	
Main air compressor					
Aux.air compressor					
Control air compressor					

#### 7. Monitoring and Alarm System

(1) General

— The CRT displays and associating apparatus are adopted for the monitoring and alarm system.

			Bri	dge			Engine		Cargo				
Location Equipments			Maneuvering space Engine control space		control room		control room						
CRT	For engine	(	) Sets	(	) Sets	(	) Sets	(	) Sets	(	) Sets	(	) Sets
Display	For cargo	(	)	(	)	(	)	(	)	(	)	(	)
Туре	Typewriter			(	)	(	)	(	)	(	)	(	)
Printer			)	(	)	(	)	(	)	(	)	(	)
			)	(	)	(	)	(	)	(	)	(	)

The extension alarm devices are provided at the following stations										
☐ Each engineer's accommodation room		Dining room								
☐ Recreation room		Saloon								
☐ Office		Bridge								
Others (,,)										

(2) List of measuring point and alarm point for machinery system

List of measuring and alarm point for machinery system should be attached to this booklet.

The format of the list is free provided that the list is at least included such the list of measurement, indication and alarm as shown to the following example.

Attached from may be used to make the list, if necessary.

For example List of measuring and alarm point for machinery system

	N o t e													
Work	Shop		I				Ð	E				E	⊟	
Engine	control				⊟			F				П	⊟	
Bridge	Engine control space													
Bri	Maneuvering space											Ε		
Location	Item	Revolution	Temp. of exhaust gas each cyl. outlet	Press. of governor setting air	Ahead/Astern indication of cam shaft	Aux. blower running	High Temp. of cooling water each cyl. outlet	High & Low Temp. of F. O. injection pump inlet			Low press. of main L. O. inlet	Low press. of control air	High differential press. L. O. filter	
\ \	Object/ Division			noita	oibnI			·du	тэТ	sw.	ıslA	'SS	Pre	
Object	Div						Main Engine							

N o t e Engine control room Engine control space Bridge Maneuvering space List of measuring and alarm point for machinery system Location Item Object/ Division

(Note) This sheet may be copied, if necessary.

### 8. Others

Devices for stand by sequence control of machinery system are provided.	
Local Area Network (LAN) system is adopted.	
Condition monitoring devices of machinery system are provided.	
Voice control devices are used for the following purpose.	
Purpose	
Voice alarm devices are adopted for the following system.	
System	
Electronic control devices for main engine are provided for the following system.	
System  Electronic speed governing system  Cylinder oil timing control system	
Others (	