BAB VI
PENUTUP

Kesimpulan

Dari perencanaan yang telah dilakukan terhadap perancangan kapal **Tug Boat 2 x 1700 HP** dengan ukuran kapal :

* Panjang antara garis tegak (LPP)	:	27,00	m
* Lebar kapal (B)	:	7,50	m
* Tinggi kapal (H)	:	4,00	m
* Sarat air (T)	:	3,00	m
* Koefisien blok (Cb)	:	0,58	
* Kecepatan (Vs)	:	15 Knot	
* Kasifikasi	:	BKI	
* Jarak pelayaran	:	1000 mil	

Maka dapat diambil kesimpulan, sebagai berikut Besarnya Daya Continuous Rating (MCR) yang diperlukan agar kapal dapat mencapai kecepatan 15 knot adalah 1270 kW / 1730 HP.

Motor penggerak utama dipilih mesin diesel empat langkah dengan merk : Wartsila, Type 6R25, daya 1270 kW dan putaran 825 rpm dan masing – masing dipasang dibelakang kapal.

Didalam perencanaan kamar mesin, tidak terlepas dari asumsi – asumsi yang diberikan untuk mempermudah dalam perhitungan dengan tidak mengabaikan tanggung jawab secara teknis, ekonomis dan peraturan – peraturan yang ada, sehingga hasil perhitungan dapat mendekati keadaan yang sebenarnya.

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SKOCI

STANDART UKURAN SEKOCI BERMOTOR :

Tabel III

L	B	H	Kapasitas	Jumlah orang	Berat sekoci dari kayu	Berat sekoci dari plat	Berat motor	Berat perlengkapan	Berat total
8,00	2,60	1,16	14,5	34	1700	1900	820	460	2550
8,50	2,60	1,16	15,4	39	1800	2100	820	480	2925
9,00	2,70	1,22	17,8	46	1900	2300	879	510	3450
9,50	2,80	1,22	19,4	50	2100	2500	1120	530	3750

STANDART UKURAN SEKOCI KERJA

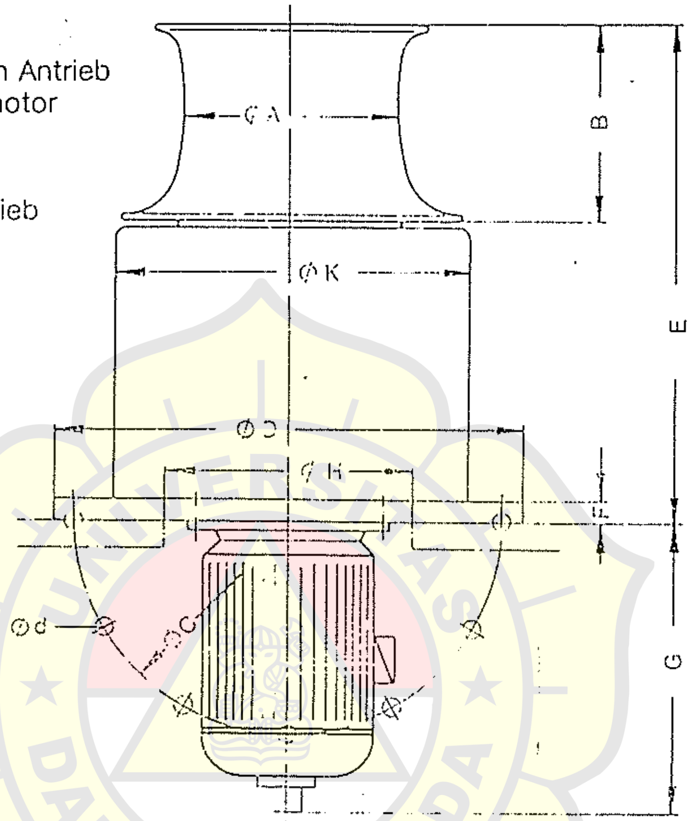
L1	L	B	H	Kapasitas	Jumlah orang	Berat penumpang	Berat perlengkapan	Berat sekoci	Berat total
3,60	3,76	1,55	0,6	2,0	4	300	60	300	660
3,80	3,96	1,65	0,66	2,5	5	375	60	350	795
4,00	4,16	1,75	0,70	3,0	6	450	60	420	930
4,50	4,66	1,80	0,78	3,5	7	5,25	70	450	1045
5,00	5,16	1,85	0,72	4,0	8	600	70	500	1170
5,50	5,68	1,90	0,75	4,7	9	675	80	600	1355
6,00	6,18	2,00	0,80	5,8	11	825	80	700	1605

NAUTISERVO B.V.
Industrieweg 64
2651 BD Berkel - Holland
Tel. 01891-39 55
P.O. Box 19
2650 AA Berkel-Rodenrijs
Telex 28774 Nauti-NL

		Blatt-Nr.
	Verholspill Capstan	HP-0049

Type . . . . E
mit elektromotorischem Antrieb
with drive by electric motor

Type . . . . H
mit hydraulischem Antrieb
with hydraulic drive



Sonderausführung: mit Bremse am E-motor
Special design: electric motor with brake

Type	A	B	C	D	E	F	G	H	K	d	V (m/min)	Z (kp)	Antriebsleistung Driving power	
2000 H	290	180	460	500	500	25	100	320	394	12×22	10	2000	38 l/min Δp 85 bar	R ½"
2000 E	290	180	460	500	500	25	310	320	394	12x22	10	2000	3 kW 380 V~	
4000 H	320	270	620	680	693	30	200	420	520	12x25	10	4000	50 l/min Δp 140 bar	R¾"
4000 E	320	270	620	680	693	30	370	420	520	12x25	10	4000	5,5 kW 380 V~	
6000 H	400	340	740	800	800	40	250	520	622	12x25	8	6000	55 l/min Δp 140 bar	R¾"
6000 E	400	340	740	800	800	40	410	520	622	12x25	8	6000	7,5 kW 380 V~	

Konstruktionsänderungen vorbehalten / Subject to changes of design

Maße/Dimensions = (mm)   V = Laufgeschwindigkeit max. Speed max.   Z = max. Zugkraft in kp max. tractive power in kp

5-'81

NAUTISERVO B.V.

Industrieweg 64
2651 BD Berkel - Holland
Tel. 01891-3955

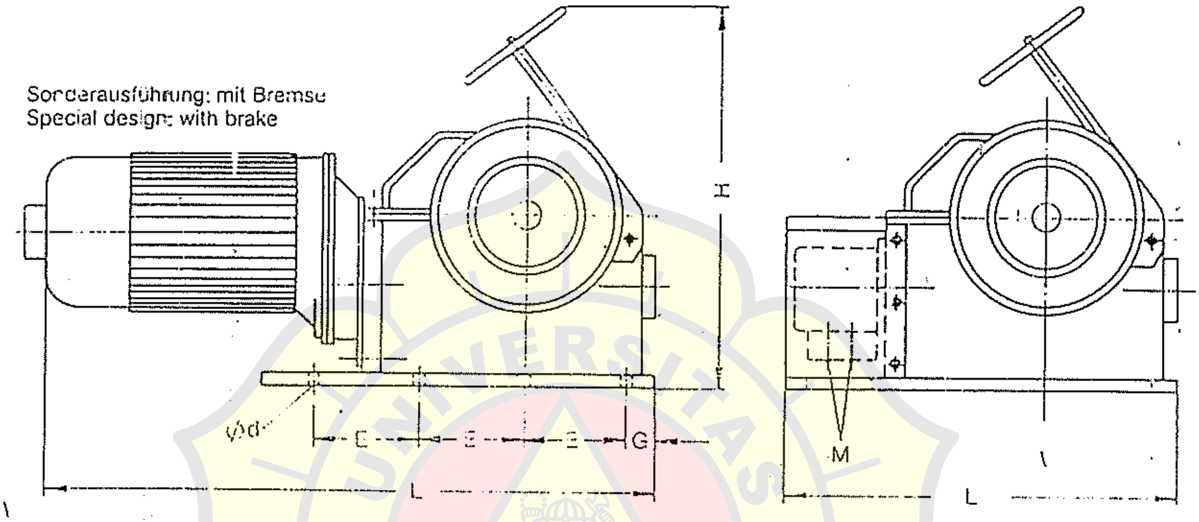
P.O. Box 19
2650 AA Berkel Rodenrijs
Telex 26774 Nauti NL

	Ankerwinde Windlass	Blatt-Nr HP–004

Type . . . . E
Antrieb durch Elektromotor
Drive by electric motor

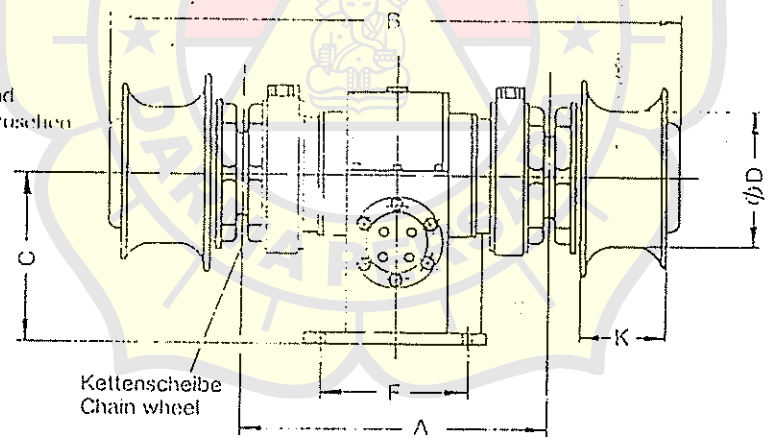
Type . . . . H
Antrieb durch Hydraulikmotor
Drive by hydraulic motor

Sonderausführung: mit Bremse
Special design: with brake



Achtung!
Kettenstopper sind vom Kunden vorzusehen

Chain stopper to be supplied by yard or customer.



Kettenscheibe
Chain wheel

Type	A	B	C	D	d	E	F	G	H	K	L		Z (kp) ø Kette chain	V (m/min) ø Kette chain	Antriebsleistung Driving power
720.03E	450	850	250	200	22	150	215	40	550	130	900		1500 ø 16	10 ø 16	4,4 kW/380 V DS
720.04H	450	850	250	200	22	150	215	40	550	130	580	R ½"	1500 ø 16	10 ø 16	Δp 70 bar/55 l/min
721.16E	535	1100	320	290	22	190	250	82	680	180	1121		3400 ø 18	10 ø 22	7,5 kW/380 V DS
721.15H	535	1100	320	290	22	190	250	82	680	180	785	R ¾"	3400 ø 18	10 ø 22	Δp 105 bar/65 l/min
722.01E	660	1270	395	290	26	240	350	85	690	180	1315		5600 ø 26	10 ø 28	13,5 kW/380 V DS
722.02H	660	1270	395	290	26	240	350	85	690	180	960	R ¾"	5600 ø 26	10 ø 28	Δp 135 bar/65 l/min

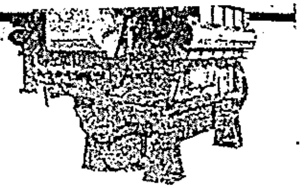
Konstruktionsänderungen vorbehalten / Subject to changes of design

Maßangaben und Leistungswerte sind nur für die aufgeführten Ketten gültig.
Dimensions and performance data only apply to the chains listed.

V = Hubgeschwindigkeit
Lifting speed

Z = max. Zugkraft
max. lifting power

Maße / Dimensions = (mm)



P.L.T.

Wärtsilä Nohab 25

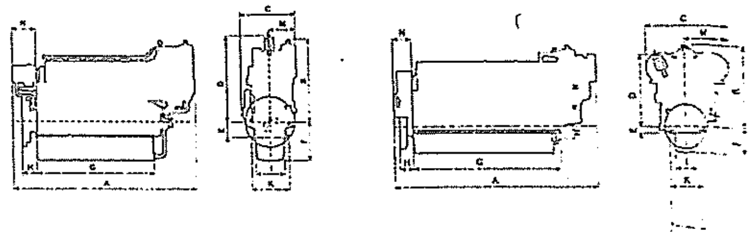
The Wärtsilä Nohab 25 medium-speed engine represents a further development of the popular F series. Incorporating experience from more than 1,800 engines, the Wärtsilä Nohab 25 is a reliable and compact high performance engine. It provides both low fuel consumption and running costs for cost-effective power. The high number of repeat orders is proof of customer confidence.

MAIN DATA

Cylinder bore	250 mm
Piston stroke	300 mm
Speed	720–1000 rpm
Mean effective pressure	20.8–18.7 bar
Piston speed	7.2–10.0 m/s
FUEL SPECIFICATION:	
Fuel oil	380 cSt/50°C 3500 sRI/100°F

Rated power: Propulsion engines

Output	Output in kW/BHP at									
	720 rpm		750 rpm		825 rpm		900 rpm		1000 rpm	
Engine type	kW	BHP	kW	BHP	kW	BHP	kW	BHP	kW	BHP
6R25	1110	1500	1150	1560	1270	1730	1380	1880	1545	2100
8V25	1470	2000	1530	2080	1690	2300	1840	2500	1840	2500
12V25	2210	3000	2300	3130	2530	3440	2760	3750	2760	3750
16V25	2940	4000	3070	4175	3380	4600	3680	5000	3680	5000



Principal engine dimensions (mm) and weights (tons)

Engine type	A	B	C	D	E	F Max.	G
6R25	4245	1950	1355	2070	350	555*	2700
8V25	3615	1950	1855	1960	180	710*	2380
12V25	4665	2205	1960	1960	180	710*	3220
16V25	5650	2205	2110	1960	180	710*	4060

Engine type	H Max.	I	K	M	N	Weight
6R25	375**	680	920	650	560	9.9
8V25	375**	660	920	885	525	11.2
12V25	375**	660	920	955	525	16.6
16V25	375**	660	920	1055	525	21.1

* Max. with wet sump. ** Max. Depending on flywheel size.

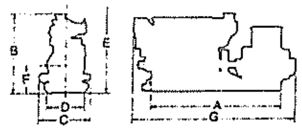
Rated power: Generating sets

Output	Output at							
	720 rpm/ 60 Hz		750 rpm/ 50 Hz		900 rpm/ 60 Hz		1000 rpm/ 50 Hz	
Engine type	Eng. kW	Gen. kW	Eng. kW	Gen. kW	Eng. kW	Gen. kW	Eng. kW	Gen. kW
6R25	1110	1050	1150	1100	1380	1320	1545	1470
8V25	1470	1400	1530	1450	1840	1770	1840	1770
12V25	2210	2100	2300	2190	2760	2650	2760	2650
16V25	2940	2800	3070	2920	3680	3530	3680	3530

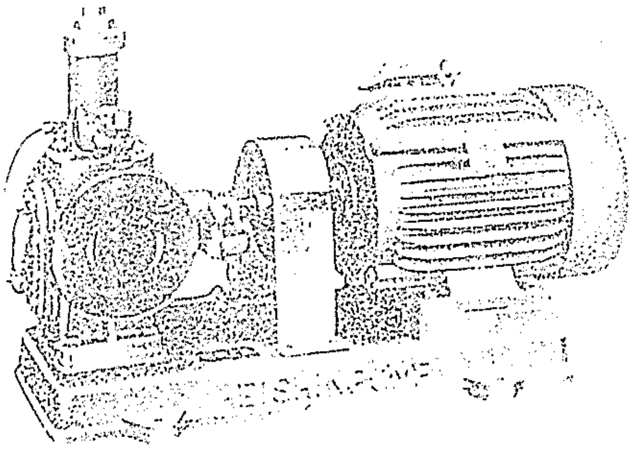
Principal genset dimensions (mm) and weights (tons)

Engine type	Length	Breadth	Height	Engine weight	Weight of gen. set
6R25	6600	1730	2950	10.9	20
8V25	6400	1920	3130	12.2	24
12V25	7600	2050	3205	17.6	33
16V25	8800	2050	3205	22.1	43

YANMAR MARINE AUXILIARY ENGINES



Models	Number of Cylinders	Output kW (PS) See the items with*, figures in the bold lines. Engine Speed 720 rpm	750 rpm	900 rpm	1000 rpm	1200 rpm	Cylinder Bore (mm)	Stroke (mm)	* Mean Effective Pressure	* Mean Piston Speed	* Dimensions mm (Approx.) E: Overhaul hight for removing piston A	B	C	D	E	F	G	* Weight Engine Net Weight with Flywheel	Total Weight with Alternator (Approx.)
							mm	mm	MPa (kgf/cm²)	m/s								kg	kg
6NY16L-HN	6				200 (272)	265 (360)	160	200	1.097 (11.19)	8.00	2530	1583	1085	940	1685	570	2991	2830	5450
6NY16L-DN	6				235 (320)	310 (421)	160	200	1.283 (13.09)	8.00	2530	1583	1085	940	1685	570	2991	2830	5450
6NY16L-UN	6				270 (367)	355 (483)	160	200	1.472 (15.01)	8.00	2530	1583	1085	940	1685	570	2991	2880	5500
6NY16L-SN	6				310 (421)	400 (544)	160	200	1.658 (16.91)	8.00	2530	1583	1085	940	1685	570	2991	2880	5500
S165L	6					147 (200)	165	210	0.545 (5.56)	8.40	2200	1842	1070	940	1775	600	3000	2900	4650
S165L-T	6					221 (300)	165	210	0.819 (8.35)	8.40	2200	1842	1070	940	1775	600	3000	2950	4700
S165L-HN	6				199 (270)	265 (360)	165	210	0.983 (10.02)	8.40	2340	1842	1070	940	1775	600	3209	3050	5230
S165L-DN	6				243 (330)	309 (420)	165	210	1.146 (11.69)	8.40	2340	1842	1070	940	1775	600	3209	3050	5230
S165L-UN	6				265 (360)	353 (480)	165	210	1.310 (13.36)	8.40	2390	1842	1070	940	1775	600	3249	3050	5650
S165L-SN	6				309 (420)	397 (540)	165	210	1.474 (15.03)	8.40	2390	1842	1070	940	1775	600	3249	3050	5680
S165L-EN	6				353 (480)	441 (600)	165	210	1.638 (16.70)	8.40	2390	1842	1070	940	1775	600	3249	3050	5680
6N165L-UN	6				353 (480)	441 (600)	165	232	1.483 (15.12)	9.28	2700	1804	1120	990	1890	640	3230	3860	6260
6N155L-SN	6				397 (540)	485 (660)	165	232	1.631 (16.63)	9.28	2800	1804	1120	990	1890	640	3330	4020	6960
6N165L-EN	6				441 (600)	530 (720)	165	232	1.779 (18.14)	9.28	2800	1804	1120	990	1890	640	3330	4020	6960
6N18L-DN	6	360 (489)	360 (489)				180	280	1.402 (14.30)	6.72	3600	2235	1421	1180	2586	920	4255	6500	10800
6N18L-DN	6	400 (544)	400 (544)				180	280	1.560 (15.91)	6.72	3600	2235	1421	1180	2586	920	4255	6500	10800
6N18L-UN	6	450 (612)	450 (612)				180	280	1.754 (17.89)	6.72	3600	2235	1421	1180	2586	920	4255	6500	10800
6N18L-SN	6	500 (630)	500 (680)				180	280	1.950 (19.88)	6.72	3600	2235	1421	1180	2586	920	4255	6500	10800
6N18L-EN	6	550 (748)	550 (748)				180	280	2.145 (21.87)	6.72	3600	2235	1421	1180	2586	920	4255	6500	10800
6N18AL-DN	6			500 (680)	500 (680)		180	280	1.560 (15.91)	8.40	3600	2235	1421	1180	2586	920	4395	6500	11400
6N18AL-UN	6			550 (748)	550 (748)		180	280	1.716 (17.50)	8.40	3600	2235	1421	1180	2586	920	4395	6500	11400
6N18AL-SN	6			615 (836)	615 (836)		180	280	1.918 (19.56)	8.40	3600	2235	1421	1180	2586	920	4395	6500	11400
6N18AL-EN	6			660 (897)	660 (897)		180	280	2.058 (20.99)	8.40	3600	2265	1427	1180	2586	920	4466	6500	11400
S185DL-UT	6	309 (420)	309 (420)				185	230	1.388 (14.15)	5.52	3650	2124	1455	980	2245	800	4291	5400	9400
S185DL-ST	6	353 (430)	353 (480)				185	230	1.586 (16.17)	5.52	3650	2124	1455	980	2245	800	4291	5400	9400
S185DL-ET	6	397 (540)	397 (540)				185	230	1.785 (18.20)	5.52	3800	2179	1455	980	2245	800	4400	5400	9400
S185L-UT	6			397 (540)	397 (540)		185	230	1.428 (14.56)	6.90	3590	2124	1455	980	2245	800	4231	5000	9200
S185L-ST	6			441 (600)	441 (600)		185	230	1.587 (16.18)	6.90	3590	2124	1455	980	2245	800	4231	5000	9200
S185L-ET	6			485 (660)	485 (660)		185	230	1.745 (17.79)	6.90	3590	2179	1455	980	2245	800	4231	5000	9200
S185AL-UT	6					441 (600)	185	230	1.190 (12.13)	9.20	3590	2124	1455	980	2245	800	4240	5000	9100
S195AL-ST	6					485 (660)	185	230	1.309 (13.35)	9.20	3590	2124	1455	980	2245	800	4240	5000	9100
M200L-UN	6	441 (600)	441 (600)				200	260	1.500 (15.30)	6.24	3650	2271	1520	1040	2570	950	4550	5800	11000
M200L-SN	6	465 (660)	465 (660)				200	260	1.650 (16.83)	6.24	3650	2271	1520	1040	2570	950	4600	5800	11000
M200L-EN	6	552 (750)	552 (750)				200	260	1.876 (19.13)	6.24	4000	2326	1520	1040	2570	950	4600	5800	11300
M200AL-UN	6			530 (720)	530 (720)		200	260	1.441 (14.69)	7.80	3650	2271	1520	1040	2570	950	4600	5800	11000
M200AL-SN	6			610 (830)	610 (830)		200	260	1.661 (16.94)	7.80	4000	2326	1520	1040	2570	950	4600	5800	11300
M200AL-EN	6			662 (900)	662 (900)		200	260	1.801 (18.36)	7.80	4000	2326	1520	1040	2570	950	4600	5800	11300
6N21L-DN	6	615 (836)	615 (836)				210	290	1.700 (17.34)	6.96	4100	2430	1524	1180	2852	1050	4871	8700	14800
6N21L-UN	6	660 (897)	660 (897)				210	290	1.824 (18.60)	6.96	4100	2430	1524	1180	2852	1050	4871	8700	14800
6N21L-SN	6	745 (1013)	745 (1013)				210	290	2.060 (21.01)	6.96	4100	2430	1524	1180	2852	1050	4871	8700	14800
6N21L-EN	6	800 (1088)	800 (1088)				210	290	2.213 (22.57)	6.96	4100	2430	1524	1180	2852	1050	4871	8700	14800
6N21AL-DN	6			745 (1013)	745 (1013)		210	290	1.648 (16.81)	8.70	4100	2430	1524	1180	2852	1050	4871	8500	14600
6N21AL-UN	6			800 (1088)	800 (1088)		210	290	1.770 (18.05)	8.70	4100	2430	1524	1180	2852	1050	4871	8500	14600
6N21AL-SN	6			880 (1197)	880 (1197)		210	290	1.948 (19.86)	8.70	4100	2510	1544	1180	2852	1050	4871	8500	14600
6N21AL-EN	6			970 (1319)	970 (1319)		210	290	2.146 (21.88)	8.70	4100	2510	1544	1180	2852	1050	4871	8500	14600
8N21L-SN	8	880 (1197)	880 (1197)				210	290	1.826 (18.62)	6.96	5100	2510	1544	1180	2852	1050	5803	10200	18100
8N21L-EN	8	970 (1319)	970 (1319)				210	290	2.012 (20.52)	6.96	5100	2510	1544	1180	2852	1050	5803	10200	18100
8N21AL-SN	8			1100 (1496)	1100 (1496)		210	290	1.826 (18.62)	8.70	5100	2510	1544	1180	2852	1050	5803	10200	18100
8N21AL-EN	8			1300 (1768)	1300 (1768)		210	290	2.157 (22.00)	8.70	5100	2510	1544	1180	2852	1050	5803	10200	18100
M220L-UN	6	610 (830)	610 (830)				220	300	1.487 (15.16)	7.20	4150	2396	1725	1180	2715	950	5200	7200	14000
M220L-SN	6	662 (900)	662 (900)				220	300	1.612 (16.44)	7.20	4150	2396	1725	1180	2715	950	5200	7200	14100
M220L-EN	6	736 (1000)	736 (1000)				220	300	1.792 (18.27)	7.20	4150	2501	1725	1180	2715	950	5200	7200	14300
M220AL-UN	6			736 (1000)			220	300	1.433 (14.61)	9.00	4150	2396	1725	1180	2715	950	5200	7200	13400
M220AL-SN	6			809 (1100)			220	300	1.577 (16.08)	9.00	4150	2501	1725	1180	2715	950	5200	7200	13600
M220AL-EN	6			883 (1200)			220	300	1.720 (17.54)	9.00	4150	2501	1725	1180	2715	950	5200	7200	14300
T240L-ST	6	809 (1100)	809 (1100)				240	310	1.602 (16.34)	7.44	4200	2706	1650	1210	2981	1050	5200	9180	17300
T240L-ET	6	883 (1200)	883 (1200)				240	310	1.749 (17.83)	7.44	4200	2706	1650	1210	2981	1050	5200	9180	17800
T240L-GT	6	956 (1300)	956 (1300)				240	310	1.894 (19.31)	7.44	4200	2706	1650	1210	2981	1050	5200	9180	17800
T260L-ST	6	1030 (1400)	1030 (1400)				260	330	1.633 (16.65)	7.92	4500	2946	1865	1350	3301	1200	5600	11500	20500
T260L-ET	6	1103 (1500)	1103 (1500)				260	330	1.750 (17.84)	7.92	4600	3005	1865	1350	3301	1200	5750	11500	21000
T260L-GT	6	1214 (1650)	1214 (1650)				260	330	1.924 (19.62)	7.92	4600	3005	1865	1350	3301	1200	5750	11750	21000
6N260L-UN	6	1103 (1500)	1103 (1500)				260	360	1.603 (16.35)	8.64	5400	3157	1978	1370	3377	1200	6362	16700	27000
6N260L-SN	6	1214 (1650)	1214 (1650)				260	360	1.763 (17.98)	8.64	5400	3157	1978	1370	3377	1200	6362	16700	27000
6N260L-EN	6	1324 (1800)	1324 (1800)				260	360	1.924 (19.62)	8.64	5400	3157	1978	1370	3377	1200	6362	16700	27000
Z280L-UT	6	1177 (1600)	1177 (1600)				280	360	1.475 (15.04)	8.64	5300	3180	2050	1400	3554	1300	6150	16000	28500
Z280L-ST	6	1324 (1800)	1324 (1800)				280	360	1.659 (16.92)	8.64	5300	3285	2050	1400	3554	1300	6300	16000	29500
Z280L-ET	6	1471 (2000)	1471 (2000)				280	360	1.844 (18.80)	8.64	5300	3285	2050	1400	3554	1300	6300	16000	29500
6N280L-UN	6	1324 (1800)	1324 (1800)				280	380	1.572 (16.03)	9.12	5740	3505	1940	1420	3630	1300	6433	19500	35800
6N280L-SN	6	1471 (2000)	1471 (2000)				280	380	1.747 (17.81)	9.12	5740	3505	1940	1420	3630	1300	6433	19500	35800
6N280L-EN	6	1618 (2200)	1618 (2200)				280	380	1.921 (19.59)	9.12	5740	3505	1940	1420	3630	1300	6433	19500	35800
6N280L-GN	6	1728 (2350)	1728 (2350)				280	380	2.052 (20.92)	9.12	5800	3378	1940	1420	3630	1300	6500	19500	35800
8N280L-UN	8	1765 (2400)	1765 (2400)				280	380	1.572 (16.03)	9.12	7560	3378	1940	1420	3630	1300	8601	26500	46500
8N280L-SN	8	1912 (2600)	1912 (2600)				280	380	1.702 (17.36)	9.12	7560	3378	1940	1420	3630	1300	8601	26500	46500
8N280L-EN	8	2133 (2900)	2133 (2900)				280	380	1.900 (19.37)	9.12	7560	3378	1940	1420	3630	1300	8601	26500	46500
8N280L-GN	8	2280 (3100)	2280 (3100)				280	380	2.030 (20.70)	9.12	7560	3378	1940	1420	3630	1300	8601	26500	46500
6N330L-UN	6	2059 (2800)	2059 (2800)				330	380	1.670 (17.95)	9.12	6740	3927	2260	1740	3858	1500	7651	30500	49000
6N330L-SN	6	2207 (3000)	2207 (3000)				330	380	1.886 (19.23)	9.12	6740	3927	2260	1740	3858	1500	7651	30500	49000
6N330L-EN	6	2354 (3200)	2354 (3200)				330	380	2.011 (20.51)	9.12	6740	3927	2260	1740	3858	1500	7651	30500	49000
8N330L-UN	8	2795 (3800)	2795 (3800)				330	380	1.792 (18.27)	9.12	8920	4050	2260	1740	3858	1500	9550	43500	71000
8N330L-SN	8	2942 (4000)	2942 (4000)				330	380	1.886 (19.23)	9.12	8920	4050	2260	1740	3858	1500	9550	43500	71000
8N330L-EN	8	3089 (4200)	3089 (4200)				330	380	1.980 (20.19)	9.12	8920	4050	2260	1740	3858	1500	9550	43500	71000
8N330L-GN	8	3457 (4700)	3457 (4700)				330	380	2.216 (22.60)	9.12	8920	4050	2260	1740	3858	1500	9550	43500	71000

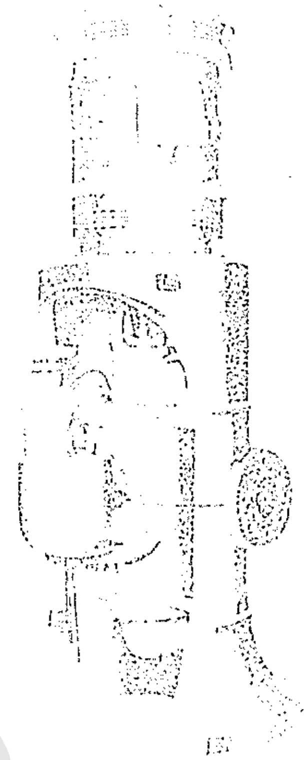


Horizontal Gear Type

Service : Fuel Oil Burning, Booster, etc.

Bore : 32 to 100 m/m

Capacity : 1 to 30 m^3/h Head : 5 to 16 Kg/cm^2

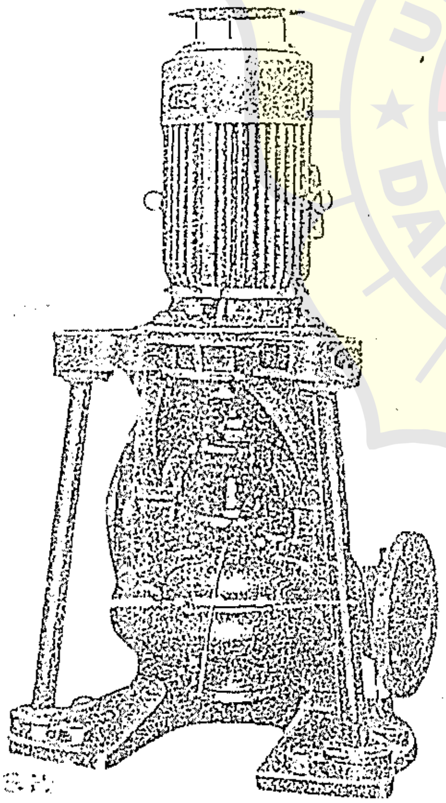


Vertical Gear Type

Service : [illegible]

Bore : [illegible]

Capacity : [illegible] Head : [illegible]



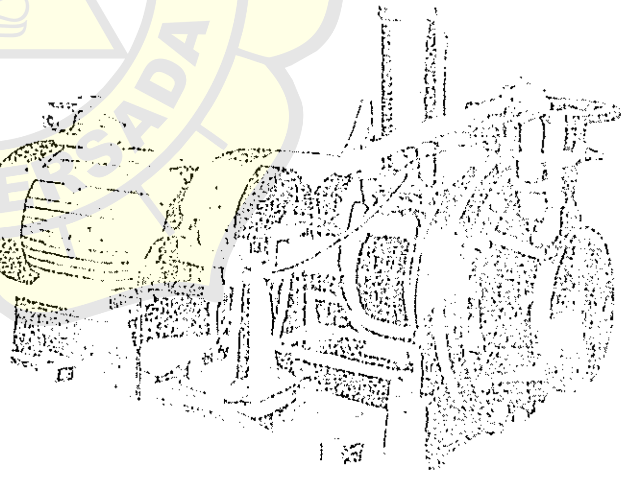
VK.VSR

Vertical Single Stage Single Suction Centrifugal Type

Service : Fresh or Sea Water Cooling, Sea Water Service, etc.

Bore : 100 to 250 m/m

Capacity : 25 to 400 m^3/h Head : 15 to 70 m



HK.HSK

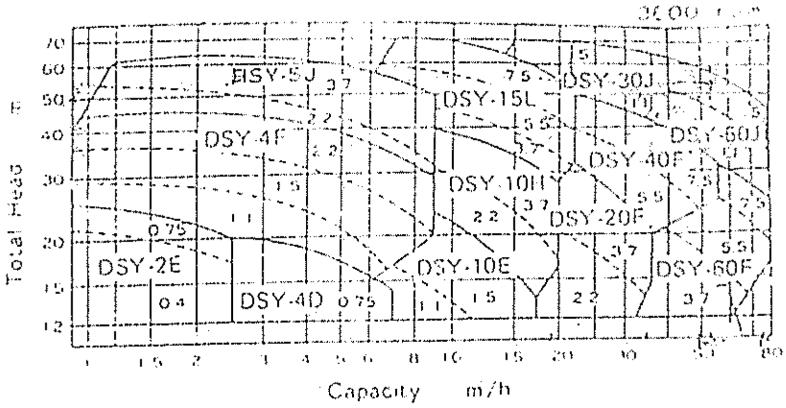
Horizontal Single Stage Single Suction Centrifugal Type
(Equipped with Self Priming Apparatus)

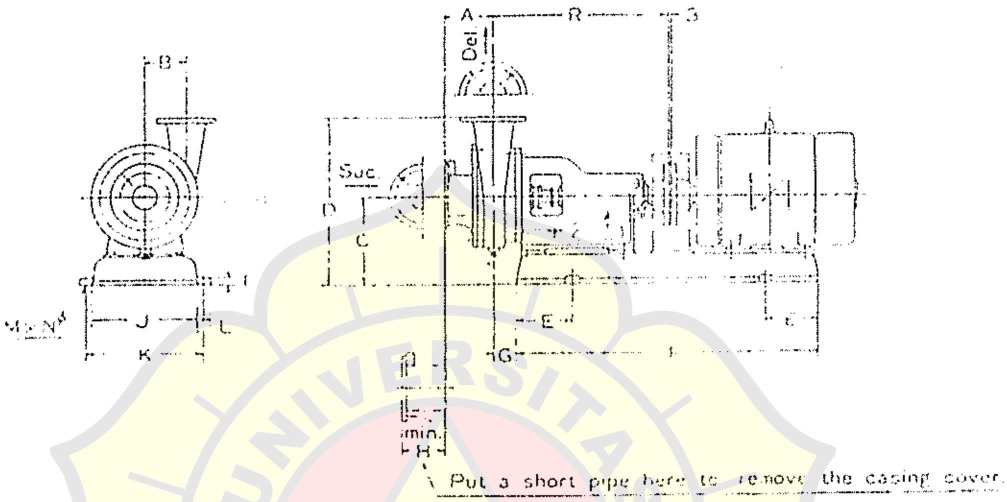
Service : Cooling Water, Sea Water Service, G. S & Fire, etc.

Bore : 32 to 250 m/m

Capacity : 2 to 350 m^3/h Head : 12 to 75 m

DSY Type

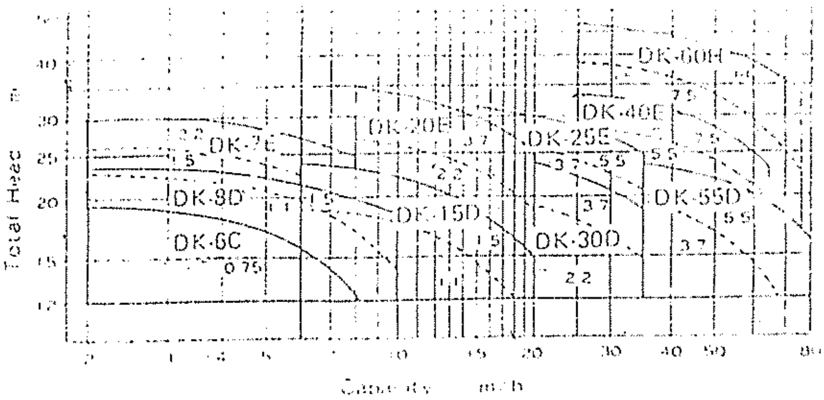


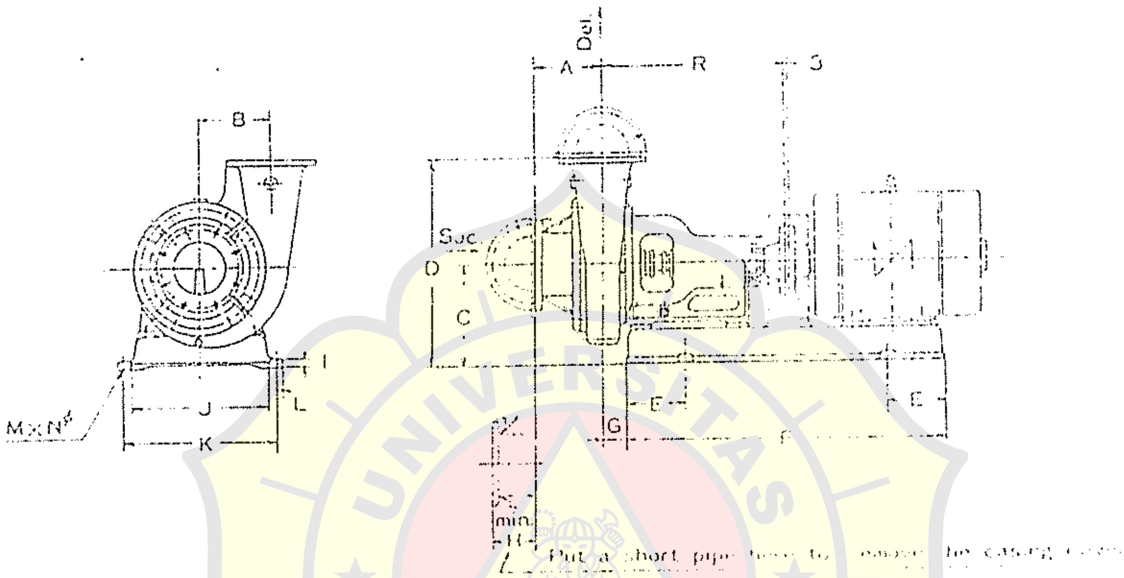


Dimensions: mm

Type	Motor (kw)	Bore Suc.	Bore Del.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	R	Weight (kg)
DSY-2E	0.75	32	32	88	73	165	315	100	550	35	100	25	200	240	23	4	15	350	45
DSY-4D	0.75	32	32	90	65	172	290	100	550	35	100	25	200	240	23	4	15	350	45
DSY-4F	1.5	32	32	96	92	165	315	100	600	30	100	25	200	240	23	4	15	350	50
	2.2			96	92	175	325	100	620	35	100	25	240	280	23	4	15	350	50
DSY-5J	2.2	32	32	94	95	182	325	100	620	35	100	25	240	280	23	4	15	350	60
	3.7			94	95	197	340	100	650	30	100	25	260	300	23	4	15	350	60
DSY-10E	1.5	50	50	96	75	135	295	100	600	30	100	25	200	240	23	4	15	350	60
DSY-10H	2.2	50	50	96	96	175	325	100	620	35	100	25	240	280	23	4	15	350	55
	3.7			96	96	190	340	100	650	30	100	25	260	300	23	4	15	350	55
DSY-15L	3.7	50	50	110	120	190	390	125	700	28	100	25	300	340	23	4	15	370	60
	5.5			110	120	210	410	125	700	28	100	25	300	340	23	4	15	370	60
	7.5			110	120	210	410	150	750	28	100	25	300	340	23	4	15	370	60
DSY-20F	2.2	65	65	105	95	175	315	100	620	35	100	25	240	280	23	4	15	350	75
	3.7			105	95	190	330	100	650	30	100	25	260	300	23	4	15	350	75
DSY-40F	5.5	100	100	118	105	202	420	125	700	28	100	25	300	340	23	4	15	370	125
	7.5			118	105	202	420	150	750	28	100	25	300	340	23	4	15	370	125
DSY-30J	11	65	65	120	120	249	445	175	860	35	100	25	360	400	23	4	15	425	110
	15			120	120	249	445	175	900	35	100	25	360	400	23	4	15	425	110
DSY-60F	3.7	100	100	122	115	210	390	120	700	35	100	25	300	340	23	4	15	425	160
	5.5			122	115	210	390	150	750	30	100	25	300	340	23	4	15	425	160
	7.5			122	115	210	390	150	780	35	100	25	300	340	23	4	15	425	160
DSY-60J	11	100	100	120	120	235	445	175	860	35	100	25	350	400	23	4	15	425	110
	15			120	120	235	445	175	900	35	100	25	360	400	23	4	15	425	110

DK type

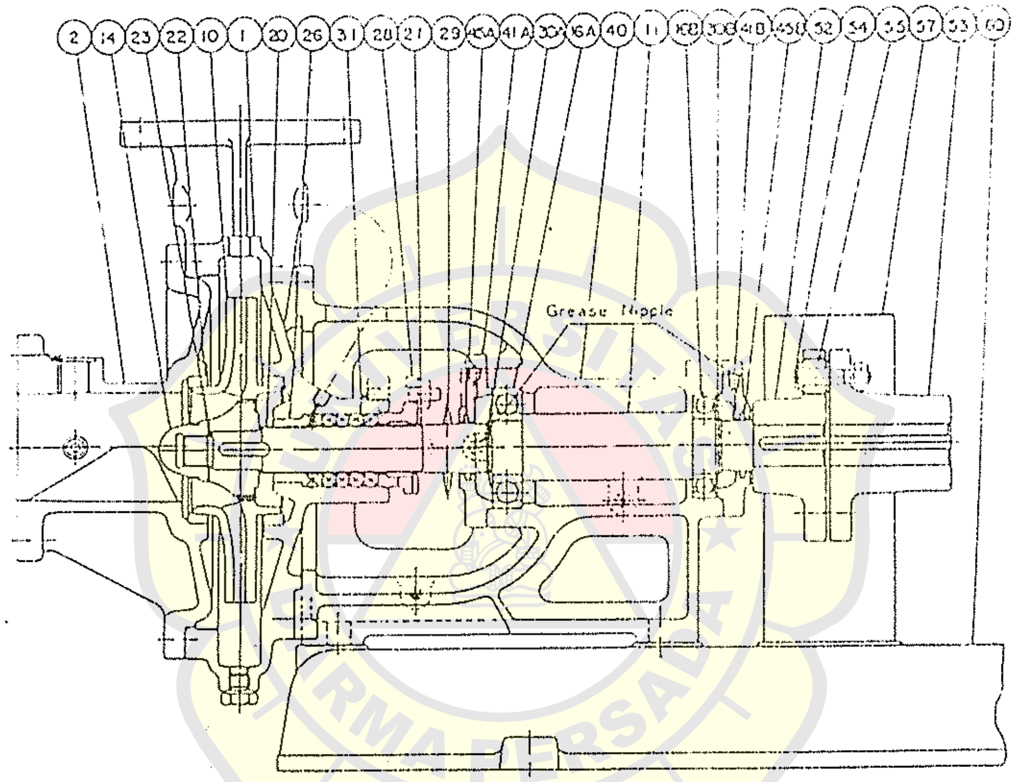




Type	Motor (kw)	Bore Suc.	Bore Del.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	R	Pump Weight (kg)
DK-6C	0.75	32	32	96	110	165	315	100	550	35	100	25	200	240	23	4	15	350	55
DK-8D	1.5			100	130	165	315	100	600	30	100	25	200	240	23	4	15	350	65
DK-7E	1.5	32	32	100	135	165	335	100	600	30	100	25	200	240	23	4	15	350	60
	2.2			100	135	175	345	100	620	35	100	25	240	280	23	4	15	350	60
DK-15D	1.5	50	50	108	125	165	325	100	600	30	100	25	200	240	23	4	15	350	95
DK-20E	2.2	50	50	108	160	175	365	100	620	35	100	25	240	280	23	4	15	350	1 5
	3.7			108	160	190	380	100	650	30	100	25	260	300	23	4	15	350	115
DK-25E	3.7	65	65	110	154	190	370	125	700	28	100	25	300	340	23	4	15	370	145
	5.5			110	154	210	390	125	700	28	100	25	300	340	23	4	15	370	145
DK-30D	2.2	65	65	104	150	175	365	100	620	35	100	25	240	280	23	4	15	350	120
	3.7			104	150	190	380	100	650	30	100	25	260	300	23	4	15	350	120
DK-55D	3.7	100	100	113	160	190	390	125	700	28	100	25	300	340	23	4	15	370	190
	5.5			113	160	210	410	125	700	28	100	25	300	340	23	4	15	370	190
DK-40E	5.5	100	100	112	165	201	410	125	700	30	100	25	300	340	23	4	15	372	180
	7.5			112	165	201	410	150	750	30	100	25	300	340	23	4	15	372	180
DK-60H	7.5	100	100	117	177	210	440	150	780	32	100	25	300	340	23	4	15	422	210
	11			117	177	235	465	175	860	32	100	25	360	400	23	4	15	422	210

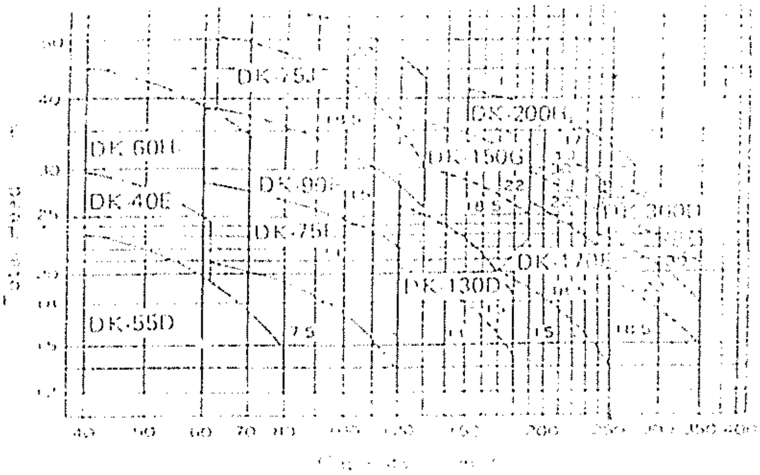
DK Type COOLING WATER PUMP 1/4

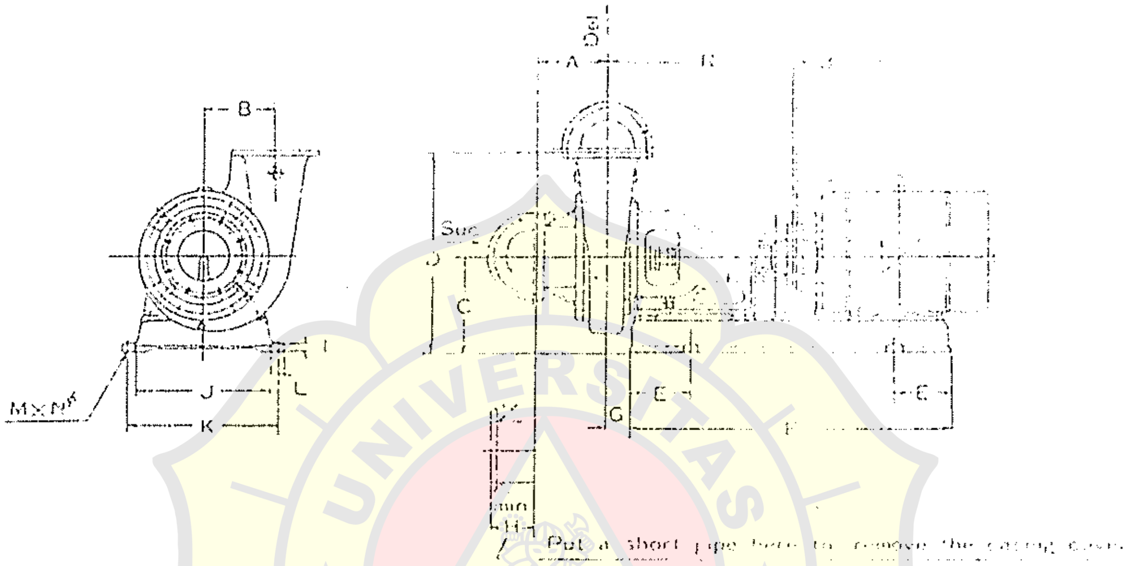
- The standard revolution speed is 1800 r.p.m.
- Refer to page 1 for materials of the main parts



PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY
1	CASING		1
2	CASING COVER		1
10	IMPELLER		1
11	SHAFT WITH KEY	STAINLESS STEEL	1 SET
14	IMPELLER NUT	HIGH-TEN. BRASS	1
16A	BALL BEARING		1
16B	BALL BEARING		1
20	SLEEVE	STAINLESS STEEL	1
21	"O"RING	SYNTH. RUBBER	1
22	MOUTH RING	LEADED BRONZE	1 – 2
23	WASHER	BRASS	1
26	SEAL BUSH	LEADED BRONZE	1
28	PACKING GLAND	BRONZE	1
29	WATER SHELTER	SYNTH. RUBBER	1

PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY
30A	RETAINING RING	CARBON T. STEEL	1
30B	RETAINING RING	CARBON T. STEEL	1
31	GLAND PACKING	PILLAR NO. 6501L	1 SET
40	BEARING CASE	BRONZE/CAST IRON	1
41A	BEARING COVER	BRONZE/CAST IRON	1
41B	BEARING COVER	BRONZE/CAST IRON	1
45A	FELT RING	FELT	1
45B	FELT RING	FELT	1
52	FLEXIBLE COUPLING	CAST IRON	1
53	FLEXIBLE COUPLING	CAST IRON	1
54	COUPLING BOLT	MILD STEEL	6 – 8
55	BUFFER RING	SYNTH. RUBBER	6 – 8
57	COUPLING COVER	MILD STEEL	1
60	COMMON BED	CAST IRON	



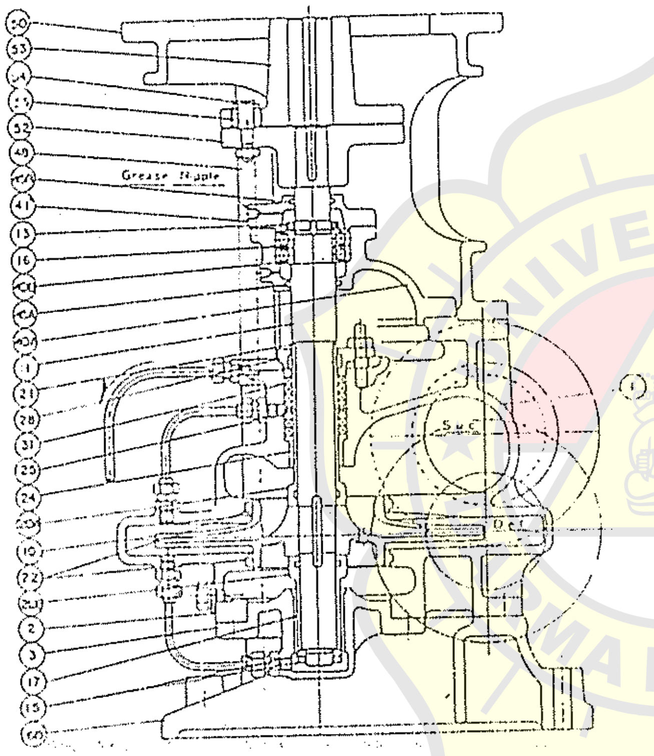


Type	Motor (kw)	Bore Suc.	Bore Del.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	R	Pump Weight (kg)
DK-75E	7.5	125	125	113	165	202	460	150	780	30	100	25	300	340	23	4	15	420	160
	11			113	165	227	485	175	860	30	100	25	360	400	23	4	15	420	[illegible]
DK-90F	15	125	125	150	180	231	505	175	900	33	100	25	360	400	23	4	15	423	210
DK-75J	18.5	125	125	156	205	290	580	150	960	35	120	30	390	440	25	4	19	480	[illegible]
	22			156	205	290	580	175	1000	35	120	30	370	410	25	4	19	480	[illegible]
DK-130D	11	150	150	160	160	225	485	175	860	38	100	25	360	400	23	4	15	428	[illegible]
	15			160	160	225	485	175	900	38	100	25	360	400	23	4	15	428	[illegible]
DK-150G	18.5	150	150	160	200	275	590	175	1000	58	120	30	400	450	25	4	19	548	[illegible]
	22			160	200	275	590	200	1050	53	120	30	400	450	25	4	19	548	250
DK-170E	15	200	200	178	190	246	590	150	950	40	120	30	350	400	25	4	19	485	250
	18.5			178	190	267	610	150	960	40	120	30	390	440	25	4	19	485	256
DK-200H	22	200	200	175	230	277	640	200	1050	65	120	30	400	450	25	4	19	560	320
	30			175	230	297	660	200	1100	65	120	30	450	500	25	4	19	560	320
	37			175	230	322	685	200	1150	65	120	30	490	540	25	4	19	560	320
DK-300D	18.5	250	250	185	235	255	640	175	1000	70	120	30	400	450	25	4	19	560	305
	22			185	235	255	640	200	1050	65	120	30	400	450	25	4	19	560	305
	30			185	235	275	660	200	1100	65	120	30	450	500	25	4	19	560	303
	37			185	235	300	685	200	1150	65	120	30	490	540	25	4	19	560	305

1K-TSK Type COOLING WATER PUMP 3/4

The standard revolution speed is 1800 r.p.m.

Refer to page 1 for materials of the main parts.

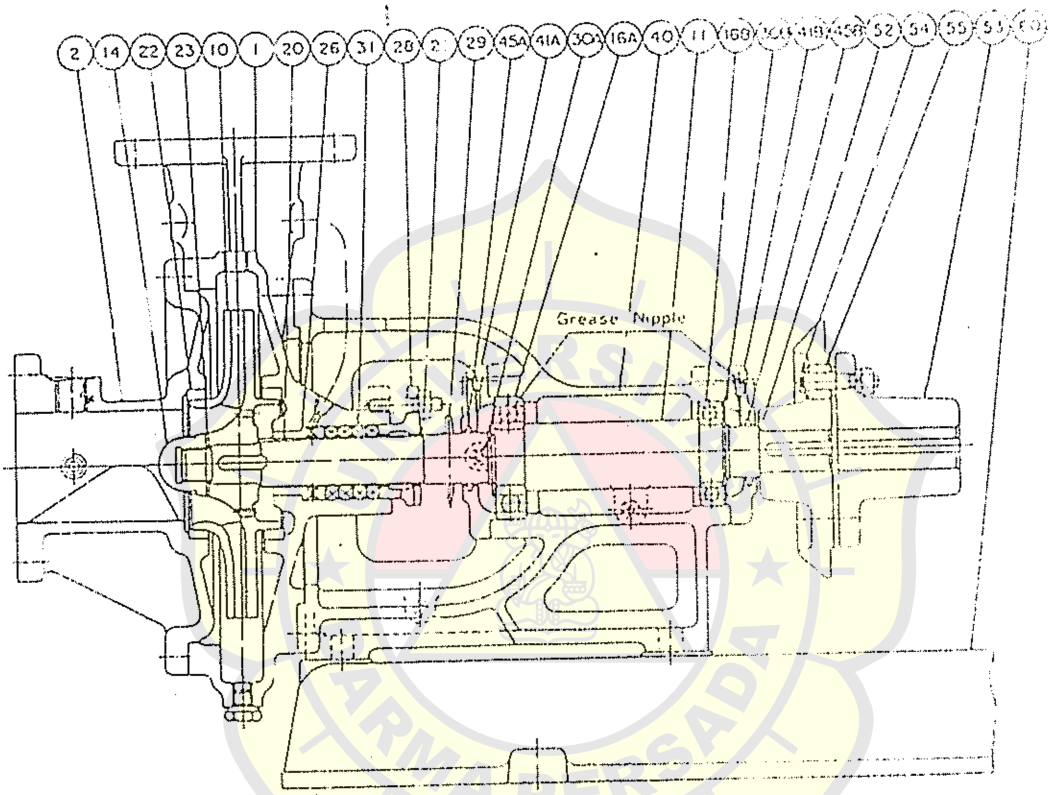


PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY
1	CASING		1
2	CASING COVER		1
3	FOOT COVER		
10	IMPELLER		
11	SHAFT WITH KEY	STAINLESS STEEL	1 SET
13	BEARING NUT	STAINLESS STEEL	1
15	SLEEVE NUT	HIGH. TEN. BRASS	2
16	BALL BEARING		1
17	BEARING BUSH	LEADED BRONZE	1
20A	UPPER SLEEVE	STAINLESS STEEL	1
20B	FOOT SLEEVE	STAINLESS STEEL	1
21	"O" RING	SYNTH. RUBBER	1
22	MOUTH RING	LEADED BRONZE	1
24	NECK BUSH	LEADED BRONZE	1
25	SEAL CAGE	LEADED BRONZE	1
28	PACKING GLAND	BRONZE	1
31	GLAND PACKING	PILLAR NO. 6501L	1 SET
40A	BEARING CASE	BRONZE/CAST IRON	1
40B	BEARING COVER	BRONZE/CAST IRON	1
41	BEARING COVER	BRONZE/CAST IRON	1
45A	FELT RING	FELT	1
45B	FELT RING	FELT	1
48	STAY PIPE	CARBON STEEL	1
50	MOTOR FRAME	CAST IRON	1
52	FLEXIBLE COUPLING	CAST IRON	1
53	FLEXIBLE COUPLING	CAST IRON	1
54	COUPLING BOLT	MILD STEEL	8
55	BUFFER RING	SYNTH. RUBBER	8
60	PUMP BED	CAST IRON	1

HORIZONTAL SINGLE STAGE

DK Type FIRE & G.S PUMP 1/5

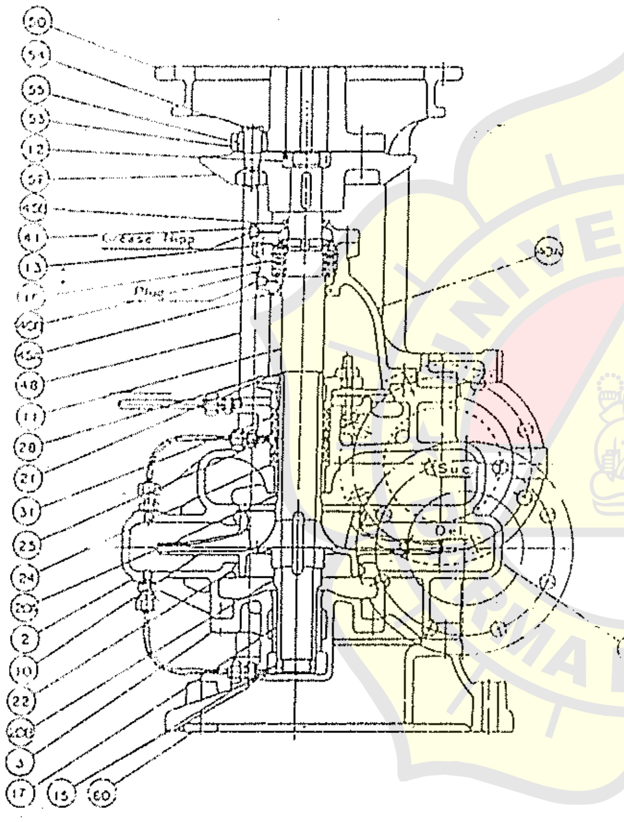
- These pumps are used mainly for Fire/G.S pumps, and Bilge/Ballast pumps, and are fitted with a vacuum pump.
- Refer to page 1 for materials of the main parts etc.



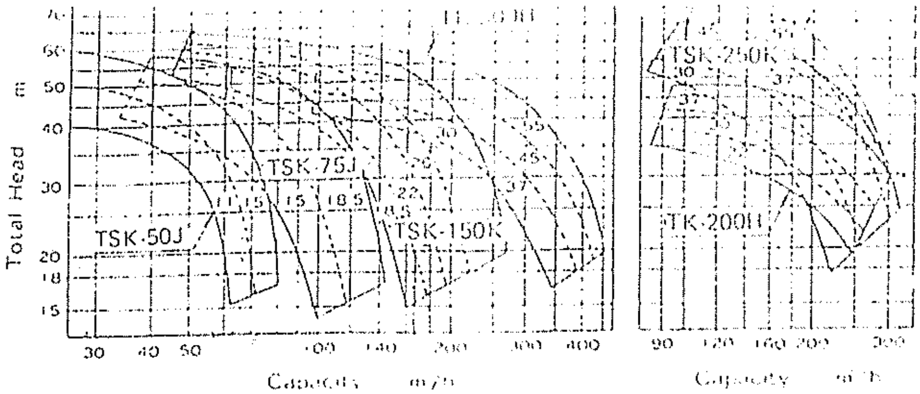
PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY	PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY
1	CASING	BRONZE	1	30A	RETAINING RING	CARBON T. STEEL	1
2	CASING COVER	BRONZE	1	30B	RETAINING RING	CARBON T. STEEL	1
10	IMPELLER	PHOS. BRONZE	1	31	GLAND PACKING	PILLAR NO. 6501L	1 SET
11	SHAFT WITH KEY	STAINLESS STEEL	1 SET	40	BEARING CASE	CAST IRON/BRONZE	1
14	IMPELLER NUT	HIGH- TEN. BRASS	1	41A	BEARING COVER	CAST IRON/BRONZE	1
16A	BALL BEARING		1	41B	BEARING COVER	CAST IRON/BRONZE	1
16B	BALL BEARING		1	45A	FELT RING	FELT	1
20	SLEEVE	STAINLESS STEEL	1	45B	FELT RING	FELT	1
21	"O" RING	SYNTH. RUBBER	1	52	FLEXIBLE COUPLING	CAST IRON	1
22	MOUTH RING	LEADED BRONZE	1 – 2	53	FLEXIBLE COUPLING	CAST IRON	1
23	WASHER	BRASS	1	54	COUPLING BOLT	MILD STEEL	6 – 8
26	SEAL BUSH	LEADED BRONZE	1	55	BUFFER RING	SYNTH. RUBBER	6 – 8
28	PACKING GLAND	BRONZE	1	60	COMMON BED	CAST IRON	1
29	WATER SHELTER	SYNTH. RUBBER	1				

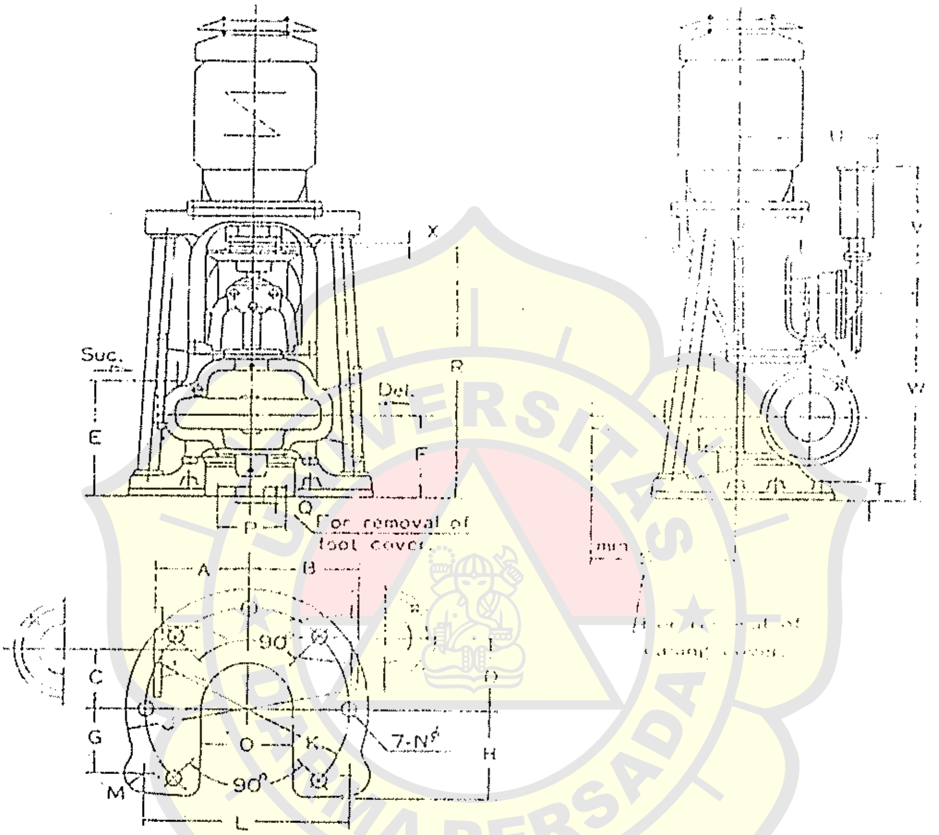
TK·TSK Type FIRE & G.S PUMP 2/5

• Refer to page 1 for materials of the main parts.



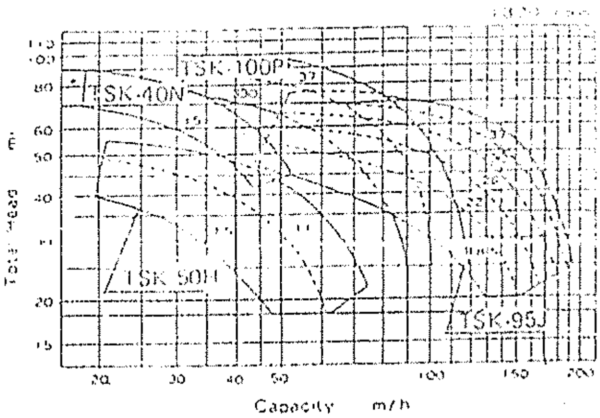
PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTIT
1	CASING	BRONZE	1
2	CASING COVER	BRONZE	1
3	FOOT COVER	BRONZE	1
10	IMPELLER	PHOS. BRONZE	1
11	SHAFT WITH KEY	STAINLESS STEEL	[illegible]
12	COUPLING NUT	CARBON STEEL	1
13	BEARING NUT	CARBON STEEL	1
15	SLEEVE NUT	HIGH- TEN. BRASS	2
16	BALL BEARING		1
17	BEARING BUSH	LEADED BRONZE	1
20A	UPPER SLEEVE	STAINLESS STEEL	1
20B	FOOT SLEEVE	STAINLESS STEEL	1
21	"O" RING	SYNTH. RUBBER	1
22	MOUTH RING	LEADED BRONZE	2
24	NECK BUSH	LEADED BRONZE	1
25	SEAL CAGE	LEADED BRONZE	1
28	PACKING GLAND	BRONZE	1
31	GLAND PACKING	PILLAR NO. 6501L	1 SE
40A	BEARING CASE	BRONZE	1
40B	BEARING CASE COVER	BRONZE	1
41	BEARING COVER	BRONZE	1
45A	FELT RING	FELT	1
45B	FELT RING	FELT	1
48	STAY PIPE	CARBON STEEL	1
50	MOTOR FRAME	BRONZE/CAST IRON	1
52	FLEXIBLE COUPLING	BRONZE/CAST IRON	1
53	FLEXIBLE COUPLING	BRONZE/CAST IRON	1
54	COUPLING BOLT	MILD STEEL	8
55	BUFFER RING	SYNTH. RUBBER	8
60	PUMP BED	CAST IRON	1

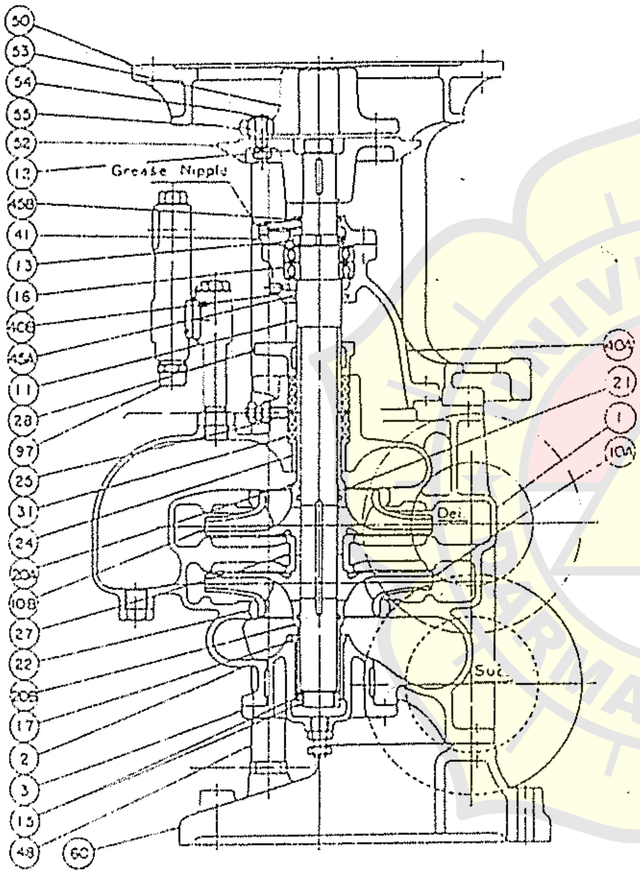




Type	Bore Suc.	Bore Del.	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Vacuum Pump	Total Weight (kg)
TSK-50J	100	100	260	280	190	220	280	190	140	230	600	530	540	63	23	270	218	35	685	285	50	408	465	505	3	V-18	270
TSK-75J	100 / 125	100 / 125	280	290	175	205	302 / 314	210	190	260	700	630	630	65	27	280	229	27	749	405	65	420	465	651	3	V-50	[illegible]
TSK-150K	150 / 200	150 / 200	280	300	185	215	350	240	190	260	700	630	630	65	27	280	227	45	765	440	65	420	465	668	3	V-50	[illegible]
TK-200H	200	200	350	400	220	220	405	250	210	300	800	730	680	65	27	300	220	20	830	385	80	416	465	733	3	V-50	[illegible]
TSK-250K	200 / 250	200 / 250	370	400	220	240	420	265	210	300	800	730	680	65	27	300	240	10	845	450	80	416	465	[illegible]	3	V-50	[illegible]
TK-300H	250	250	350	400	250	260	540	350	230	340	900	810	800	75	33	330	300	[illegible]	1040	440	[illegible]	430	465	942	4	[illegible]	[illegible]
TK-160L	200	200	360	400	220	250	455	310	230	340	900	810	800	75	33	340	260	25	[illegible]	450	110	430	465	[illegible]	4	[illegible]	[illegible]

TSK Type FIRE & G.S PUMP



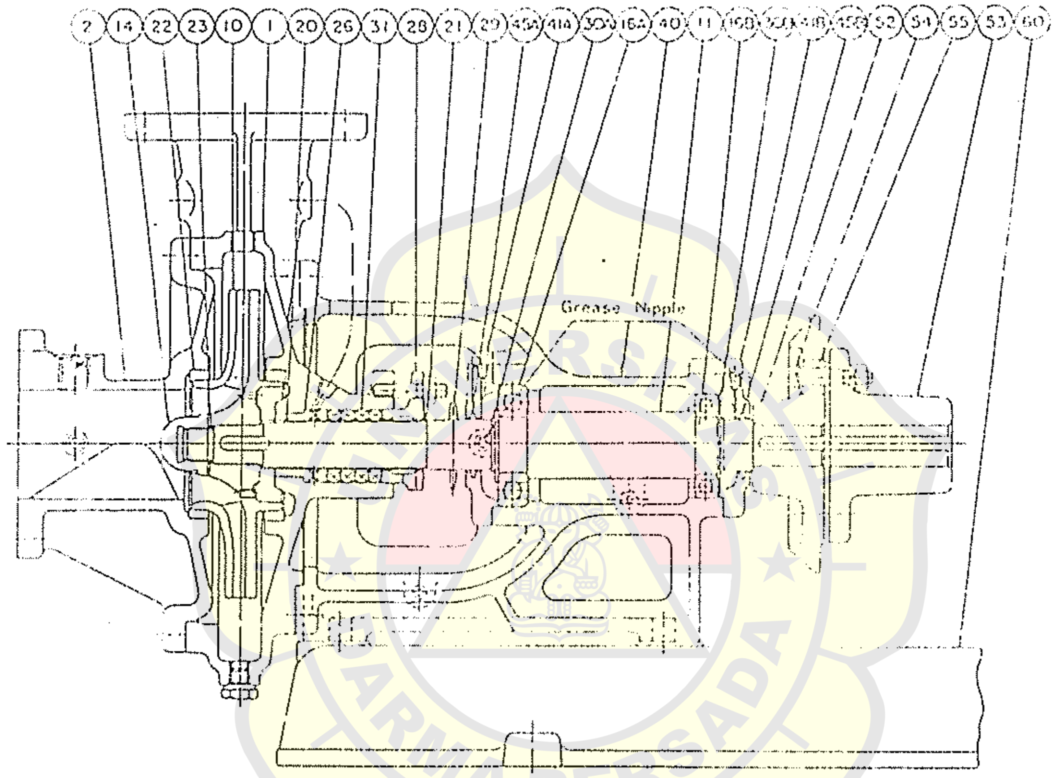


PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY
1	CASING	BRONZE	1
2	CASING COVER	BRONZE	1
3	FOOT COVER	BRONZE	1
10A	1st IMPELLER	PHOS. BRONZE	[illegible]
10B	2nd IMPELLER	PHOS. BRONZE	1
11	SHAFT WITH KEY	STAINLESS STEEL	1 SET
12	COUPLING NUT	MILD STEEL	[illegible]
13	BEARING NUT	CARBON STEEL	1
15	SLEEVE NUT	HIGH. TEN. BRASS	2
16	BALL BEARING		1
17	BEARING BUSH	LEADED BRONZE	1
20A	UPPER SLEEVE	STAINLESS STEEL	1
20B	FOOT SLEEVE	STAINLESS STEEL	[illegible]
21	"O" RING	SYNTH. RUBBER	1
22	MOUTH RING	LEADED BRONZE	2
24	NECK BUSH	LEADED BRONZE	1
25	SEAL CAGE	LEADED BRONZE	[illegible]
27	STAGE BUSH	LEADED BRONZE	[illegible]
28	PACKING GLAND	BRONZE	1
31	GLAND PACKING	PILLAR NO. 6501L	1 SET
40A	BEARING CASE	BRONZE	1
40B	BEARING COVER	BRONZE	1
41	BEARING COVER	BRONZE	1
45A	FELT RING	FELT	1
45B	FELT RING	FELT	1
48	STAY PIPE	CARBON STEEL	1
50	MOTOR FRAME	BRONZE/CAST IRON	1
52	FLEXIBLE COUPLING	BRONZE/CAST IRON	1
53	FLEXIBLE COUPLING	BRONZE/CAST IRON	1
54	COUPLING BOLT	MILD STEEL	6
55	BUFFER RING	SYNTH. RUBBER	8
60	PUMP BED	CAST IRON	1
97	AUTO AIR VALVE	BRONZE	1

Y·DK Type EMERGENCY FIRE PUMP

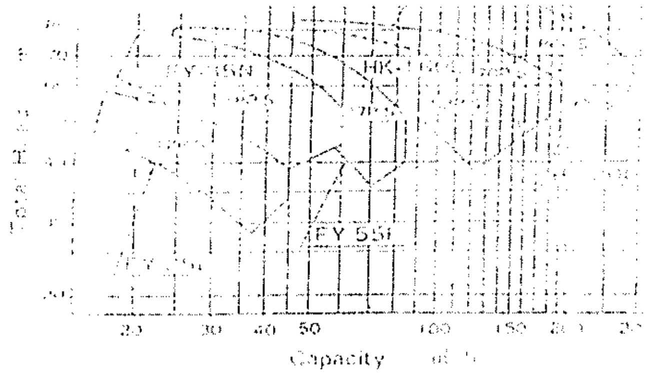
- All these pumps are of a single stage centrifugal type, and are connected to diesel engines.
- They are equipped with a vacuum pump.
- Cooling water is circulated to the engine by the pump through a pipe.
- Refer to page 1 for materials of the main parts.
- A muffler will be provided separately upon request.

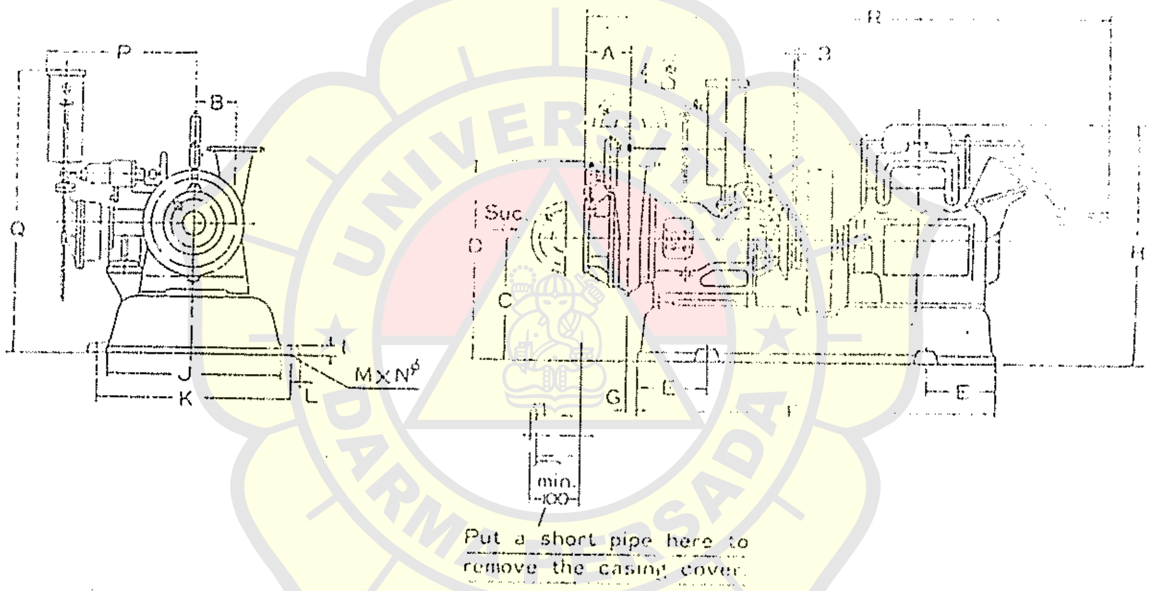
Type of Pump	Diesel Engine		No. of Revolution r.p.m.	Starting Method
	Type	Output PS		
FY-25L	SKL	12	2800	Hand Worked
FY-35N	2LKL	18	3000	
FY-55P	3LKL	27	3000	
DK-160L	3ESDL	52	1800	Compressed Air
	4ESDL	70	1800	
DK-200P	4EKDL	86	1800	



PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY
1	CASING	BRONZE	1
2	CASING COVER	BRONZE	1
10	IMPELLER	PHOS. BRONZE	1
11	SHAFT WITH KEY	STAINLESS STEEL	1 SET
14	IMPELLER NUT	HIGH-TEN. BRASS	1
16A	BALL BEARING		1
16B	BALL BEARING		1
20	SLEEVE	STAINLESS STEEL	1
21	"O" RING	SYNTH. RUBBER	1
22	MOUTH RING	LEADED BRONZE	1 ~ 2
23	WASHER	BRASS	1
26	SEAL BUSH	LEADED BRONZE	1
28	PACKING GLAND	BRONZE	1
29	WATER SHELTER	SYNTH. RUBBER	1

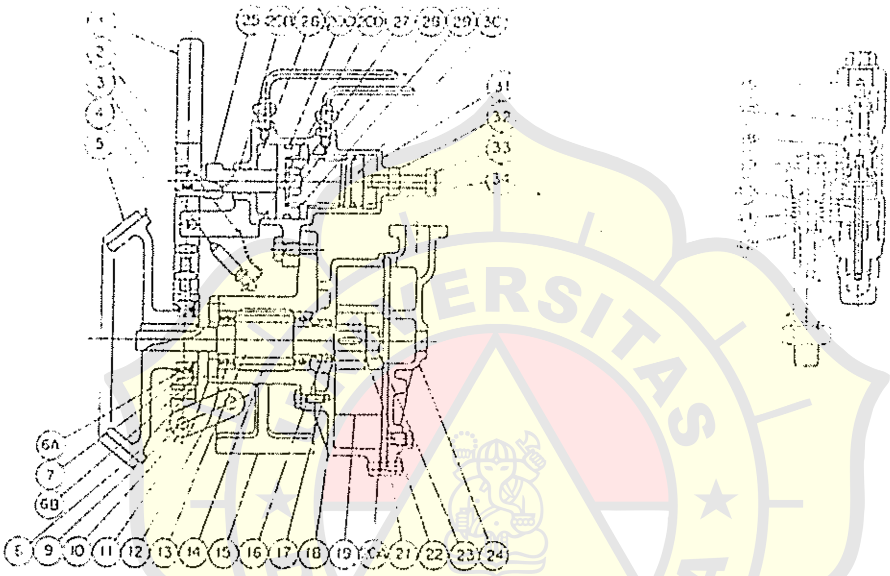
PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY
30A	RETAINING RING	CARBON T. STEEL	1
30B	RETAINING RING	CARBON T. STEEL	1
31	GLAND PACKING	PILLAR NO. 6501L	1 SET
40	BEARING CASE	BRONZE/CAST IRON	1
41A	BEARING COVER	BRONZE/CAST IRON	1
41B	BEARING COVER	BRONZE/CAST IRON	1
45A	FELT RING	FELT	1
45B	FELT RING	FELT	1
52	FLEXIBLE COUPLING	CAST IRON	1
53	FLEXIBLE COUPLING	CAST IRON	1
54	COUPLING BOLT	MILD STEEL	6 ~ 8
55	BUFFER RING	SYNTH. RUBBER	6 ~ 8
60	COMMON BED	CAST IRON	1



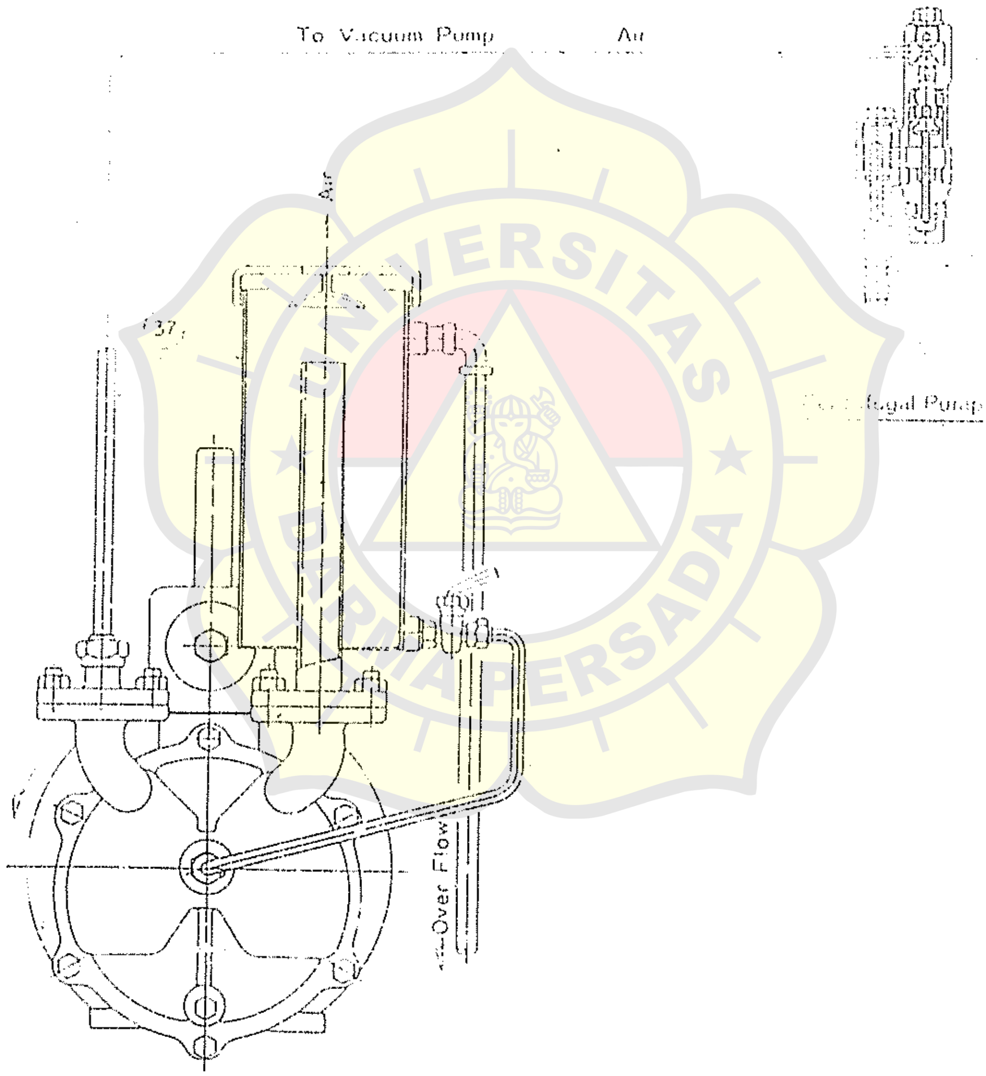


Type	Die. Engine (P.S)	Bore Suc.	Bore Del.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	P	Q	R	Vacuum Pump	Pump Weight (kg)
FY-25L	12	65	65	130	140	319	530	125	750	38	791	30	469	510	25	4	19	398	760	1264	V-18	290
FY-35N	18	80	80	140	140	330	520	125	950	38	813	30	480	530	25	4	19	398	795	1397	V-18	340
FY-55P	27	100	100	150	150	348	558	150	1140	48	831	30	500	550	25	4	19	398	813	1549	V-18	390
HK-160L	52	125	125	152	235	403	710	120	1500	75	1040	35	550	610	28	6	23	420	855	1913	V-50	430
	70			152	235	433	740	200	1700	75	1170	35	550	610	28	6	23	420	885	2068	V-50	450
HK-200P	86	200	200	200	270	488	945	200	1800	75	1457	50	570	490	40	6	27	442	960	2185	V-50	490

T Type VACUUM PUMP



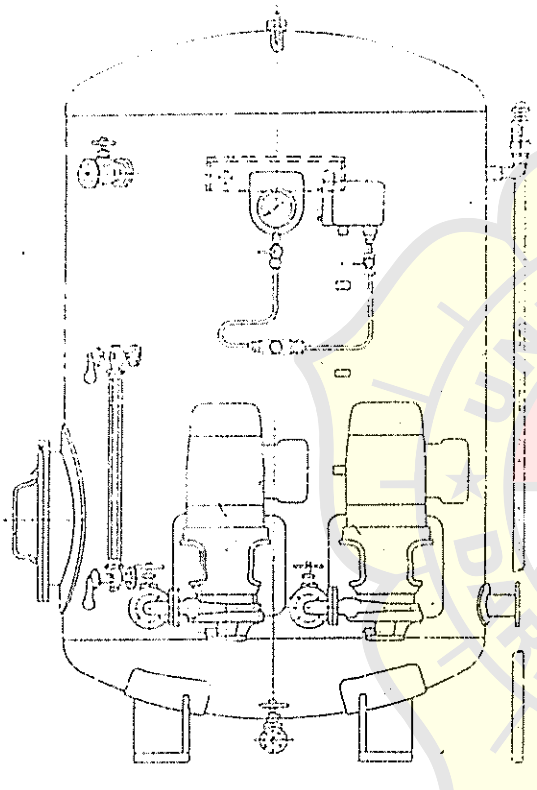
PART NO	NAME OF PART	MATERIAL NOMINATION		QUANTITY
1	CLUTCH HANDLE	MILD STEEL		1
2	CHAIN	MILD STEEL		1
3	SET PIN	MILD STEEL		1
4	FRICTION PULLY	CAST IRON		1
5	CLUTCH FACING	ASBESTOS		1
6A	RETAINING RING	CARBON T STEEL		1
6B	RETAINING RING	CARBON T STEEL		1
7	BALL BEARING	NO 6008 VV		1
8	BEARING HOLDER	MILD STEEL		1
9	PIN	MILD STEEL		1
10	CONNECTING PIECE	MILD STEEL		1
11	BEARING CASE COVER	CAST IRON		1
12	BALL BEARING	NO 6205 VV		2
13	SHAFT	STAINLESS STEEL		1
14	SPACER	CARBON STEEL		1
15	BEARING CASE	CAST IRON		1
16	OIL SEAL	AJ 25388		2
17a	LINER	COPPER PLATE	CuP	1
18	CASING	BRONZE	BC3	1
19	RUNNER	PHOS BRONZE	PBC2A	1
20A	"O" RING	SYNTHETIC RUBBER		1
20B	"O" RING	SYNTHETIC RUBBER		1
20C	"O" RING	SYNTHETIC RUBBER		1
20D	"O" RING	SYNTHETIC RUBBER		1
21	SIDE PLATE	BRONZE		1
22	WASHER	STAINLESS STEEL		1
23	RUNNER NUT	BRASS		1
24	CASING COVER	BRONZE		1
25	AUTO VALVE [illegible]	HIGH TEN. BRASS		1
26	AUTO VALVE COVER	BRONZE		1
27	WASHER	HARD STEEL		1
28	NUT	BRASS		1
29	AUTO VALVE	BRONZE		1
30	SPRING GUIDE	BRASS		1
31	AUTO VALVE CYLINDER	BRONZE		1
32	NUT	BRASS		1
33	ADJUST [illegible]	BRASS		1
34	AUTO VALVE SPRING	STAINLESS STEEL		1
35	CYLINDER	BRONZE		1
36	AUTO AIR VALVE	BRASS		1
37	SEPARATE TANK	CARBON STEEL		1
38	SPRING	PHOS BRONZE [illegible]		1
39	AUXILIARY VALVE	BRASS		1
40	ADJUST [illegible]	BRASS		1
41	STRAINER	BRASS		1
42	STRAINER CASE	BRONZE		1


To Vacuum Pump
Air
Air
Over Flow

[illegible]

Pumps used for hydrophore unit tanks are vertical single suction centrifugal pumps, which are of a wall-mount type speed is 3600 r.p.m.
The hydrophore unit tank, type UH-0.5 is equipped with only one pump, type UHY-5J, whereas other types of the hydrophore units can be equipped with two pumps of UHY-5J.
The pumps start and stop with an attached pressure switch.
For each unit the location of a manhole which is placed symmetrically at 180° can be alternatively decided at your request.

Main Uses
- Fresh Water Pressure Tank
- Drinking Water Pressure Tank
- Sanitary Pressure Tank



Standard Components for 1 Unit

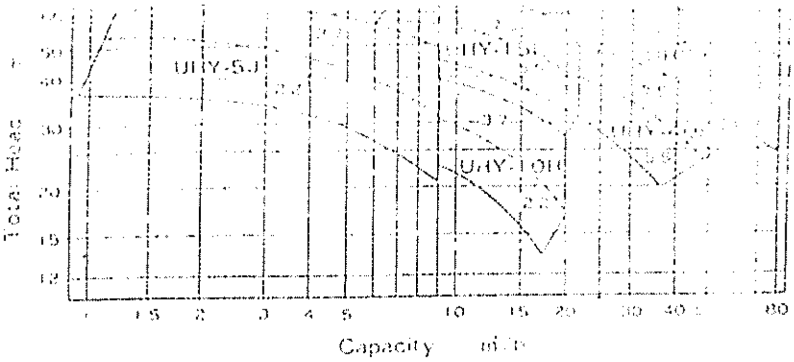
Tank	[illegible]
Pump	2
Pressure Switch	[illegible]
Water Level Gauge	[illegible]
Non Return Valve	2
Drain Valve	[illegible]
Air Charge Valve	[illegible]
Relief Valve and Pipe	[illegible]
Sealing Pipe	[illegible]
Drain Plug	[illegible]
Pressure Gauge with Cock	3 Sets
Compound Gauge with Cock	2 Sets
Gauge Board	[illegible] 3

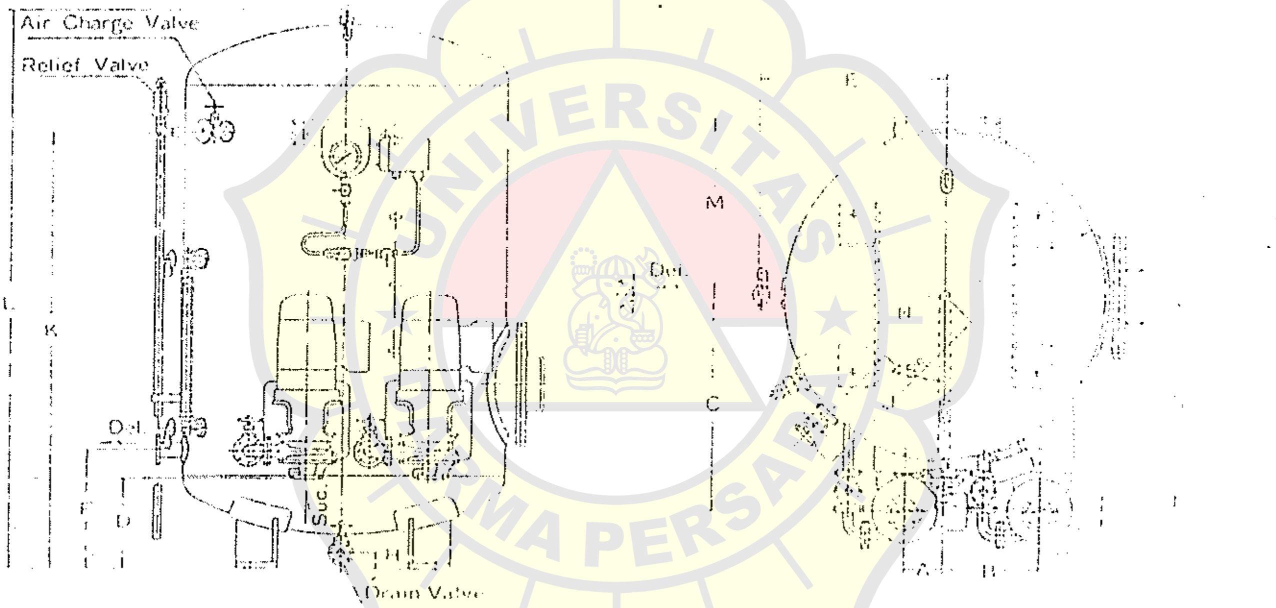
Type of Unit	
UH-05-1	
UH-1-1	UH-1-2
UH-1.5-1	UH-1.5-2
UH-2-1	UH-2-2

UH-1.5-2

No. of Pump

Nominal Capacity of Tank (m³)





Type	Bore				A	B	C	D	E	F	G	H	J	K	L	M	N
	Suc.	Del.	Drain	Air Charge													
UH-0.5-1	32	50	20	15	—	166	618	350	495	450	625	60	575	805	1205	495	862
UH-1 -2					335	335	580	350	520	450	650	60	600	1570	1980	520	912
UH-1.5-2					140	370	770	350	650	450	750	60	395	1530	1950	620	1112
UH-2 -2					140	370	820	350	700	450	800	60	745	1700	2170	670	1212

Note: Dimensions of various tanks in this table include one or two of Type UHY-5J pump attached.

- The gear pump is suitable for handling viscous liquids. But the performance is influenced by a viscosity. Generally, when the viscosity is high, a volumetric efficiency of the pump becomes high and a greater power is consumed. On the other hand, when the viscosity is low, the results are just the opposite. Therefore, our company has standardized the viscosity level in relation to the discharge capacity and the power consumption as shown below:
  As a standard of pump capacity, an oil with a viscosity of 25.8 cSt is used.
  As a standard of motor capacity, an oil with a viscosity of 260 cSt is used.

- All pumps are connected directly to an electric motor by means of a flexible joint, but, if required, it is possible to employ other systems such as (Oldham's clutch or belt drives). The direction of the pump rotation, looking from the shaft coupling, is, as a rule all clockwise.

- All pumps are equipped with a relief valve as a protection against excessive pressure. Of course, it is possible to by-pass the entire pump capacity through the relief valve.

- All bearings used, except for the thrust bearings on vertical pumps are of a line bearing type. Lubrication is unnecessary for these types of bearings, because they are capable of lubricating themselves with pump liquid.

- Heating devices, which can be attached to the pump optionally, are available for decreasing the viscosity of low quality oil.

- Conventional gland packings, commonly referred to simply as a gland packing, are used as a standard stuffing. But mechanical seals can be also fitted for the stuffing.

Materials
Refer to the material chart for the respective pumps.

Standard Accessories

Name of Part	Remarks
Common Bed	
Coupling(Complete)	Including Motor Side
Air Valve or Cock	
Oil Pan with Drain Pipe	
Drain Plug	
Relief Valve	
Coupling Cover	For Horizontal Pump
Pressure Gauge	
Compound Gauge	
Gauge Cock	
Special Tools	

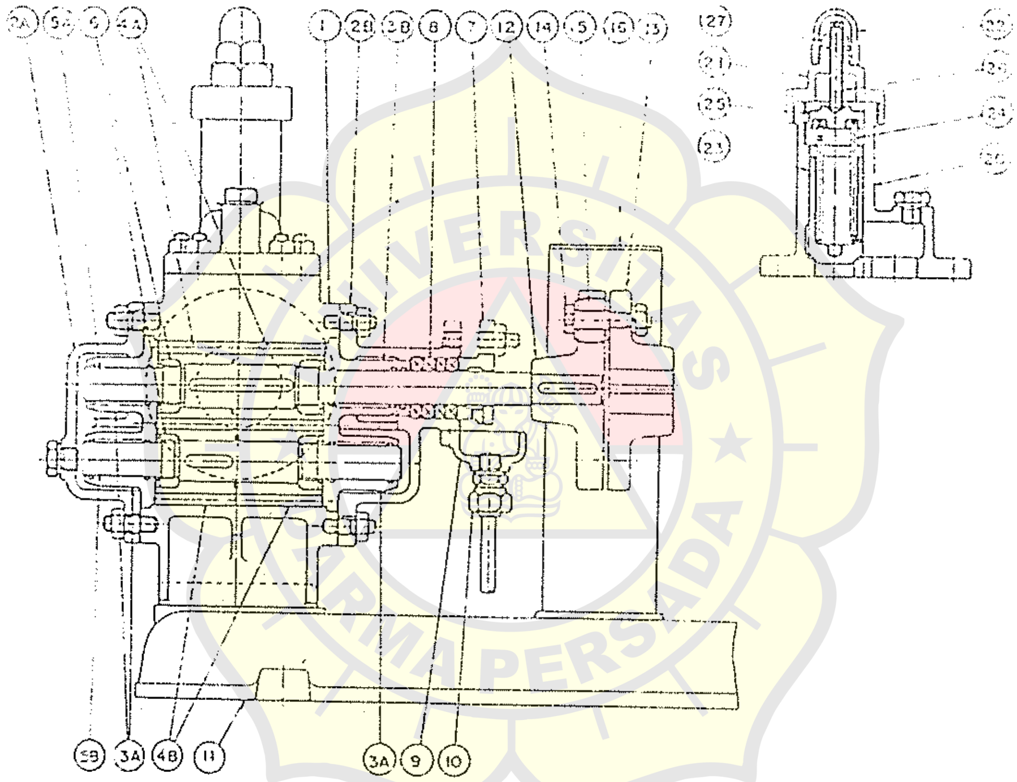
Spare Parts
The following table shows our entire supply of spare parts for the Gear Pump. To meet with the standards, our pumps are all equipped with these parts. We ask that you specify the applicable group when ordering or enquiring about them.

SPARE PARTS

NAME OF PART	QUANTITY	
	GROUP 1	GROUP 2
GEAR WHEEL	1 Pump	--
SHAFT(COMPLETE)	1 Pump	
BEARING BUSH	1 Pump	1 Pump
GRAND PACKING	1 Pump	1 Pump
RELIEF VALVE SPRING	1 Pump	1 Pump
COUPLING BOLT(COMPLETE)	1 Pump	1 Pump

- These gear pumps are all of a horizontal type with double helical gears.
- The initial M at the head of the Code No. signifies its use for low pressure, while MA is for high pressure. The B at the end signifies a revolution speed of 1200 r.p.m. and C and D for 900 and 720 r.p.m. respectively.
- The construction and the material of MA type pumps are the same as those of M type.

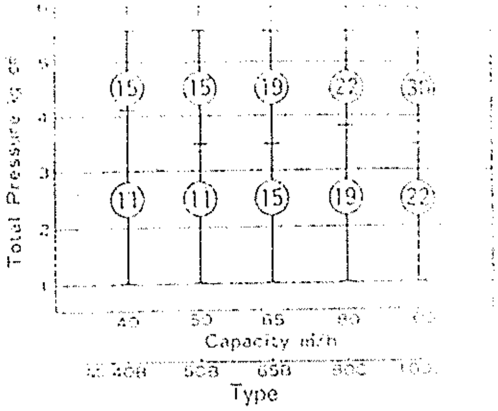
Note: M-100D contains an intermediate bearing bush and employs a two stage double helical gear.



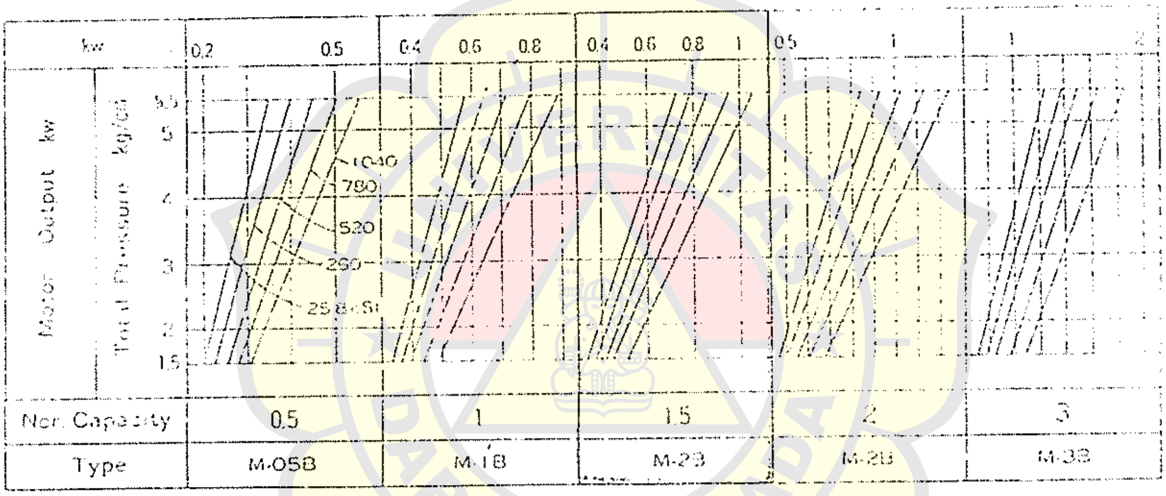
PART NO	NAME OF PART	MATERIAL NOMINATION	MATERIAL JIS	QUANTITY
1	CASING	CAST IRON	FC25	1
2A	SIDE COVER	CAST IRON	FC25	1
2B	SIDE COVER	CAST IRON	FC25	1
3A	BEARING BUSH	LEADED BRONZE	LBC4	3
3B	BEARING BUSH	LEADED BRONZE	LBC4	1
4A	GEAR WHEEL	CARBON STEEL	S50C	2
4B	GEAR WHEEL	CARBON STEEL	S45C	2
5A	MAIN SHAFT WITH KEY	CARBON STEEL	S50C	1SET
5B	IDLE SHAFT WITH KEY	CARBON STEEL	S50C	1SET
6	GEAR NUT	MILD STEEL	SS41	4
7	PACKING GLAND	BRONZE	BC3	1
8	GLAND PACKING	PILLAR NO. 6501L		1SET
9	OIL PAN	CAST IRON	FC15	1
10	UNION JOINT	BRASS	BsBF	1

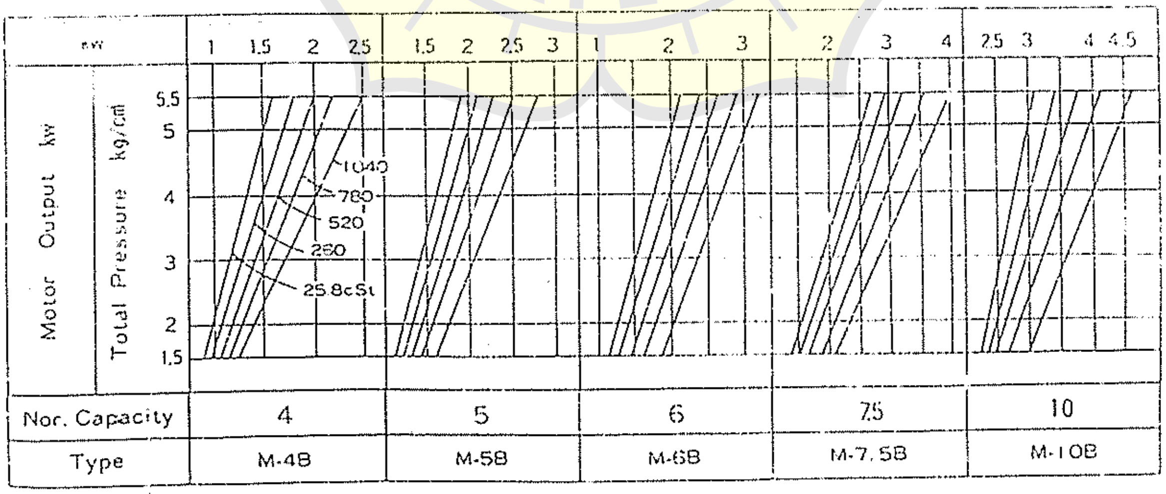
PART NO	NAME OF PART	MATERIAL NOMINATION	MATERIAL JIS	QUANTITY
11	COMMON BED	CAST IRON .	FC20	1
12	FLEXIBLE COUPLING	CAST IRON	FC25	1
13	FLEXIBLE COUPLING	CAST IRON	FC25	1
14	COUPLING BOLT	MILD STEEL	SS41	6~8
15	BUFFER RING	SYNTH. RUBBER		6~8
16	COUPLING COVER	MILD STEEL	SS41	1
20	RELIEF. VALVE BODY	CAST IRON	FC2[illegible]	1
21	RELIEF. VALVE COVER	CAST IRON	FC20	1
22	RELIEF. VALVE CAP	CAST IRON	FC20	1
23	VALVE	CARBON STEEL	S40[illegible]	1
24	VALVE SPRING	SPRING STEEL	SUP[illegible]	1
25	VALVE GUIDE	MILD STEEL.	SS41	1
26	ADJUSTING BOLT	MILD STEEL	SS41	1
27	ADJUSTING NUT	MILD STEEL	SS41	1

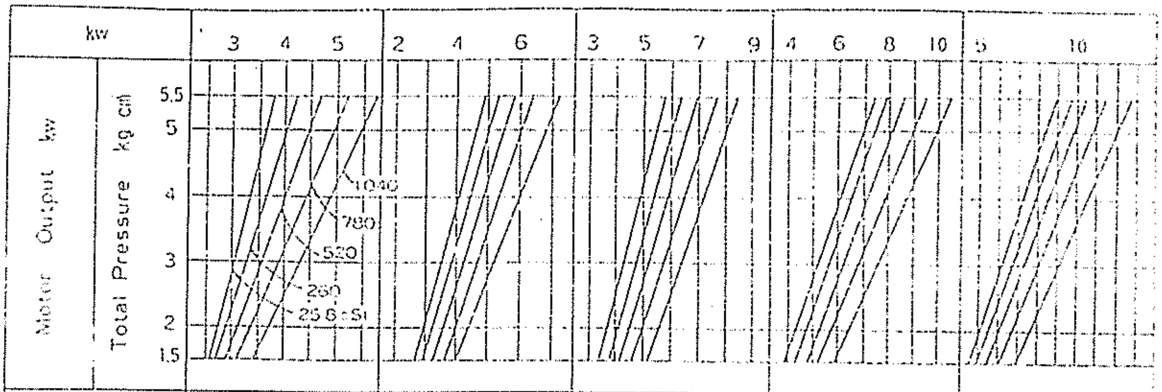
M Type PERFORMANCE CHART



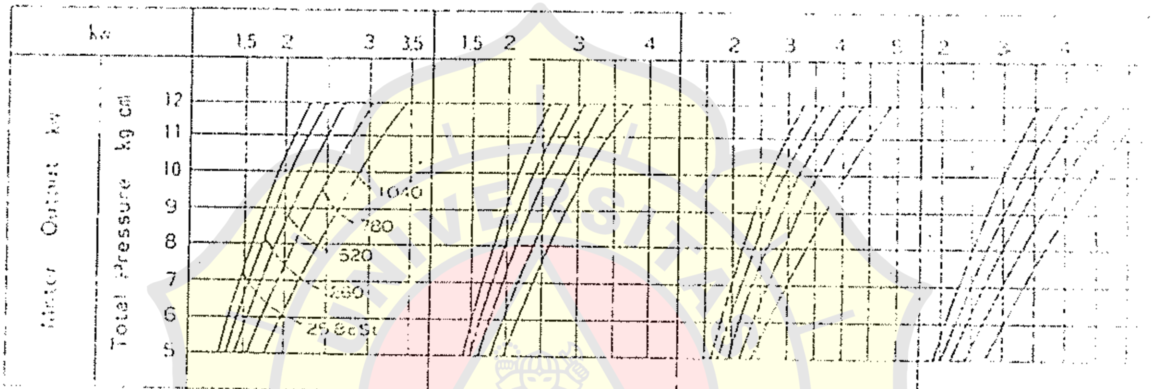
The number in ○ mark indicates the output kw of the motor when 260cSt oil is used



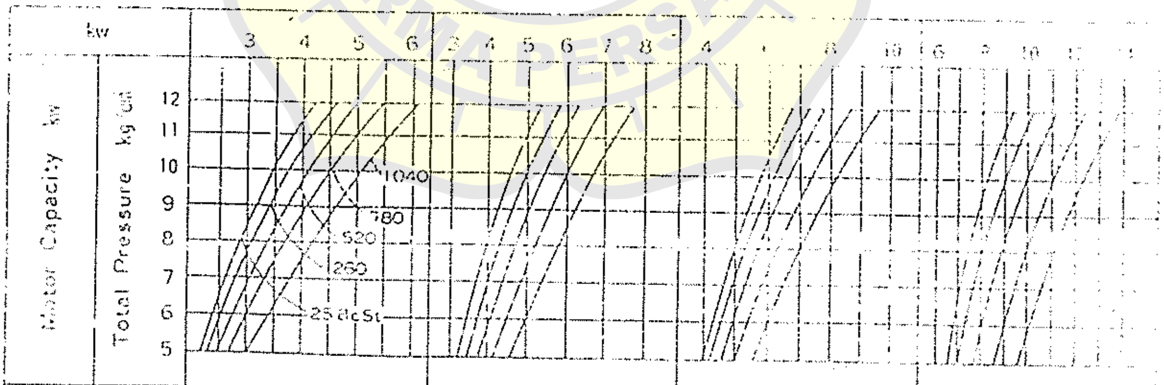




Nor. Capacity	12	15	20	25	30
Type	M-12B	M-15B	M-20B	M-25B	M-30B

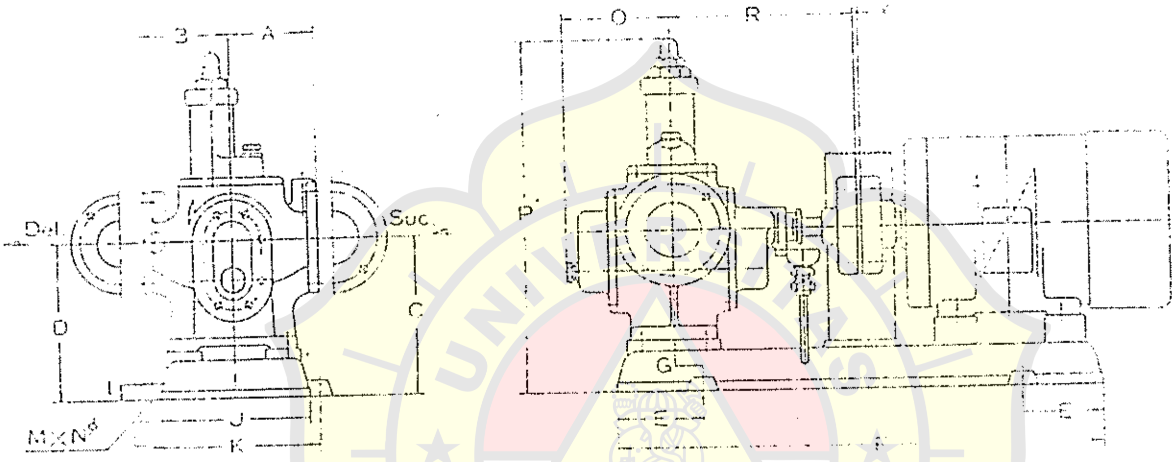


Nor. Capacity	2	3	4	5
Type	MA-2B	MA-3B	MA-4B	MA-5B



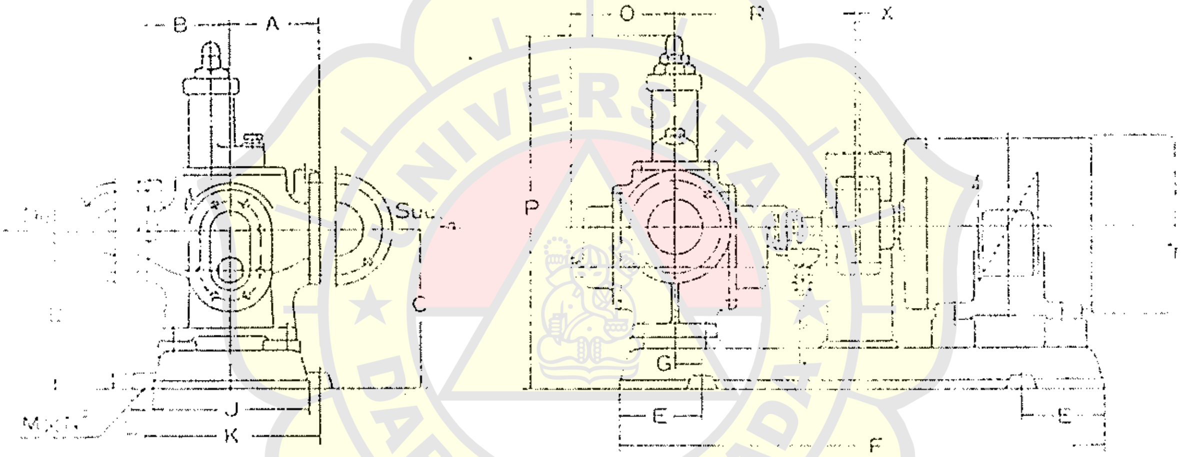
Nor. Capacity	6	8	10	15
Type	MA-6B	MA-8B	MA-10B	MA-15B

Type



Dimensions (mm)

Type	No of Rev (r.p.m.)	Motor (kW)	Bore Suc	Bore Del	A	B	C	D	E	F	G	I	J	K	L	M	N	O	P	R	X	Weight (kg)
05B	1200	0.4	25	20	110	110	200	200	50	365	21	20	170	140	15	4	15	55	330	122	3	30
1B	1200	0.75	32	25	95	95	195	195	100	500	60	25	260	300	23	4	15	89	350	175	3	[illegible]
2B	1200	0.75 1.5	40	32	95	95	195	195	100	500	60	25	260	300	23	4	[illegible]	96	365	175	[illegible]	[illegible]
3B	1200	0.75 1.5	50	40	100	100	210	210	100	550	35	25	260	300	23	4	15	98	412	[illegible]	[illegible]	[illegible]
4B	1200	1.5 2.2	65	50	105	105	225	225	100	600	20	25	280	320	23	4	15	144	470	200	3	70
5B	1200	1.5 2.2	65	50	105	105	225	225	100	600	20	25	280	320	23	4	15	111	470	200	3	7[illegible]
6B	1200	2.2	65	50	105	105	225	225	100	600	20	25	280	320	23	4	15	55	470	200	3	72
	1200	3.7			105	105	230	230	130	640	60		300	330	25			63	475			[illegible]
7.5B	1200	2.2 3.7	80	65	110	110	245	245	150	700	50	25	300	350	23	4	15	122	500	220	3	90
10B	1200	2.2 3.7	80	65	140	140	230	230	125	700	30	25	310	350	23	4	15	137	530	245	3	95
12B	1200	3.7	80	65	140	140	230	230	125	700	30	25	310	350	23	4	15	152	530	250	3	105
	1200	5.5					230	230	125	750								152				
15B	1200	3.7 5.5	80	65	150	150	260	260	100	750	0. 20	25	310	350	23	4	15	165	565	285	3	140
	1200	7.5					270	270	150	950	65	30	350	390	22		19		575			
20B	1200	5.5	100	80	160	160	270	270	150	800	50	25	310	350	23	4	15	193	618	315	3	135
	1200	7.5							200	900	100		350	390								
25B	1200	5.5	100	80	160	160	270	270	150	800	50	25	310	350	23	4	15	193	618	315	3	135
	1200	7.5							200	900	100	25	350	390								
30B	1200	7.5 11	125	100	175	175	320	320	200	1000	80	30	370	420	25	4	19	210	688	357	3	200
40B	1200	7.5 11	150	125	190	190	330	330	200	1050	40. 57	35	490	540	25	4	23	240	780	387	3	220
50B	1200	11 15	150	125	235	235	390	390	250	1100	90	30	450	500	25	4	19	225	835	385	3	365
65B	1200	15 18.5	150	125	235	235	390	390	200	1150	30	30	500	550	25	4	19	245	840	415	3	370
80C	900	18.5 22	150	125	250	250	460	460	200	1500	0	45	570	620	30	6	23	377	1005	577	3	490
100D	720	22 30	200	175	350	350	370	370	300	1730	-30	35	620	680	28	4	23	523	1395	730	4	550

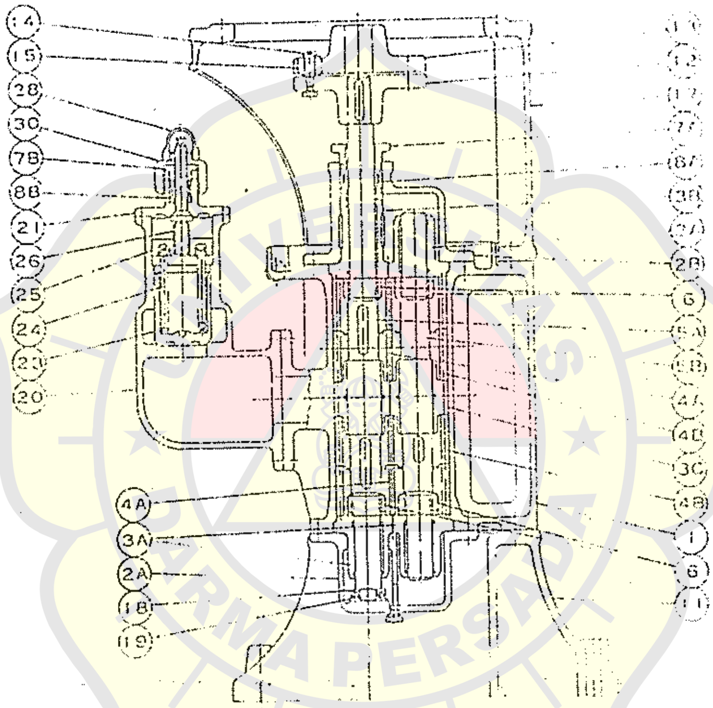


Dimensions (mm)

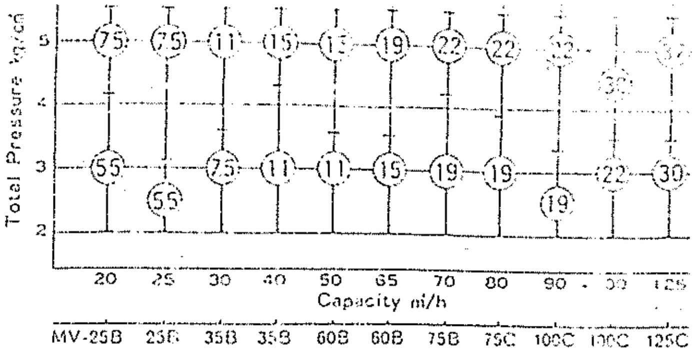
Type	Motor (kw)	Bore Suc.	Bore Del	A	B	C	D	E	F	G	I	J	K	L	M	N	O	P	R	X	Pump Weight (kg)
MA-2B	1.5/2.2	40	32	105	105	210	210	100	550	35	25/22	260/280	300/320	23/25	4	15	98	412	185	3	65
MA-3B	2.2	40	32	103	109	225	225	100	600	20	25	280	320	23	4	15	114	430	200	3	75
MA-4B	2.2/3.7	50	40	105	105	225	225	100	600/630	20	25	280	320	23	4	15	119	470	200	3	77
MA-5B	3.7	65	50	105	105	230	230	130	640	60	25	300	330	25	4	15	119	475	200	3	77
MA-6B	3.7	65	50	105	105	225	225	110	640	45	25	310	350	23	4	15	230	470	220	3	77
MA-8B	3.7/5.5	80	65	110	110	230	230/230	125/150	700/750	30/50	25	310	350	23	4	15	132	485	245	3	115
MA-10B	5.5/7.5	80	65	150	150	260/270	260/270	100/150	750/950	20/65	25/30	310/350	350/390	23/25	4	15/19	165	566/576	285	3	120
MA-15B	11/15	80	65	160	160	290	290	200	950/1000	100	30	350/400	400/450	25	4	19	193	648	315	3	135

IV Type

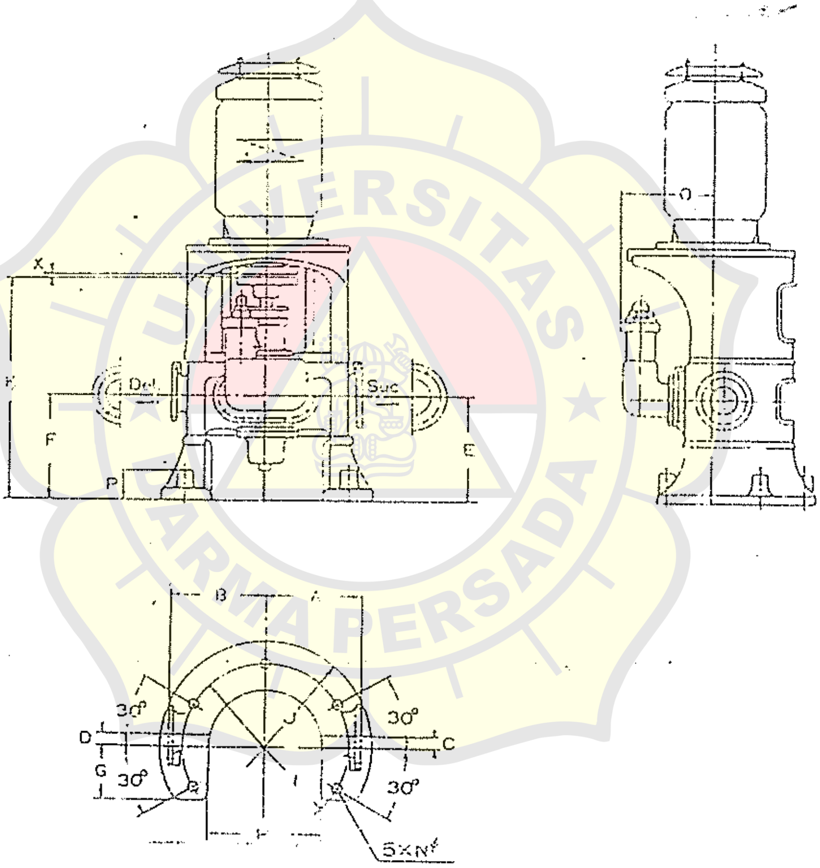
- A vertical gear pump with a double helical gear. Used primarily for lubricating oil pump and fuel oil transfer pump.



PART NO	NAME OF PART	MATERIAL NOMINATION	JIS	QUANTITY
1	CASING	CAST IRON	FC25	1
2A	LOWER COVER	CAST IRON	FC25	1
2B	UPPER COVER	CAST IRON	FC25	1
3A	BEARING BUSH	LEADED BRONZE	LBC4	3
3B	BEARING BUSH	LEADED BRONZE	LBC4	1
3C	BEARING BUSH	LEADED BRONZE	LBC4	2
4A	GEAR WHEEL	CARBON STEEL	S50C	4
4B	GEAR WHEEL	CARBON STEEL	S50C	4
5A	MAIN SHAFT WITH KEY	CARBON STEEL	S5CC	1SET
5B	IDLE SHAFT WITH KEY	CARBON STEEL	S50C	1SET
6	GEAR NUT	MILD STEEL	SS41	4
7A	PACKING GLAND	BRONZE	BC2	1
7B	PACKING GLAND	BRONZE	BC2	1
8A	GLAND PACKING	PILLAR NO. 650IL		1SET
8B	GLAND PACKING	PILLAR NO. 650IL		1SET
11	COMMON BED	CAST IRON	FC20	1
12	FLEXIBLE COUPLING	CAST IRON	FC25	1
13	FLEXIBLE COUPLING	CAST IRON	[illegible]	[illegible]
14	COUPLING BOLT	MILD STEEL	SS41	3
15	BUFFER RING	SYNTH. RUBBER		[illegible]
17	MOTOR FRAME	CAST IRON	[illegible]	1
18	ADJUSTING RING	MILD STEEL	SS41	1
19	THRUST BALL BEARING			1
20	RELIEF VALVE BODY	CAST IRON	FC25	1
21	RELIEF VALVE COVER	CAST IRON	FC25	1
23	VALVE	FORGED STEEL	SF50	1
24	VALVE SPRING	SPRING STEEL	SUP4	1
25	VALVE GUIDE	MILD STEEL	SS41	1
26	ADJUSTING BOLT	MILD STEEL	SS41	1
28	CAP NUT	CAST IRON	FC20	1
30	GLAND COVER	CAST IRON	FC20	1



The number in ○ mark indicates the output (kw) of the motor when 260cSt oil is used.



Dimensions—mm

Type	No. of Rev. (r.p.m.)	Bore Suc.	Bore Del.	A	B	C	D	E	F	G	H	I	J	K	N	O	P	X	Pump Weight (kg)
-35B	1200	125	100	345	345	35	35	350	350	206	456	685	760	715	27	355	115	3	420
-60B	1200	150	125	345	345	48	48	390	390	206	456	685	760	839	27	380	115	4	490
-75B	1200	150	125	405	405	48	48	405	405	206	456	685	760	870	25	395	115	4	510
-75C	900	150	125	430	430	48	48	560	560	240	490	780	860	1088	27	475	125	4	710
-100C	900	200	150	430	430	54	54	730	730	280	490	900	1000	1265	30	475	125	4	930
-125C	900	200	150	430	430	58	58	730	730	280	490	900	1000	1386	27	500	125	4	1000

- A simple construction conveniet to maintenance.
  Though it is not required to overhaul the pump unless special circumstances require it, construction of the pump allows to perform easy opening and assembly with the minimum labor whenever necessary to check a centering of pump shafts or to replace packings, impellers, sleeves etc. at a regular inspection or for other reasons.

- The pumps can be provided with a self-priming pump
  Centrifugal pumps and cooling water pumps for general use may be come of a self priming type with additional equipment of a vacuum pump.

- Free selection of stuffing box.
  For stuffing box, either a conventional gland packing or a mechanical seal may be selected.

- A high-grade gland packing is used.
  Gland packings made of carbonized fiber with which teflon is impregnated prove outstanding high quality and saves considerable time in maintenance.

- Strong anti-corrosion sleeves.
  Shaft sleeves made of stainless steel having high anti-corrosion and wear-proof allow no replacement

- Use of submerged carbonized bearing.
  Submerged bearing used for vertical centrifugal pumps of a self-priming type is made of carbonized material which is useful to prevent burning out liable to occur during fluidless operation.

Materials of Main Parts

The materials used for the main parts should be adequately selected in accordance with application of the pump. The following classifications of the materials are recommended for general pumps.

	for Sea Water	for Fresh Water
Casing	Bronze	Cast Iron
Shaft	18-8 Stainless Steel	13 Chromium Stainless Steel
Impeller	Phosphor Bronze	Phosphor Bronze
Sleeve	16-12-2 Stainless Steel	16-12-2 Stainless Steel

However, the standard material of impeller for our sea water service pumps is stainless steel.

Standard Accessorics

Name of Part	Ordinary Pump	Self Priming Pump	Remarks
Common Bed	◎	◎	
Coupling (Complete)	◎	◎	Including Motor S[illegible]
Air Valve	◎	◎	
Grease Nipple	◎	◎	
Drain Pipe With Union Joint	◎	◎	
Coupling Cover	◎		For Horizontal [illegible]
Pressure Gauge	◎	◎	
Compound Gauge	◎	◎	
Gauge Cock	◎	◎	
Vacuum Pump		◎	
Auto Valve		◎	
Auto Air Valve		◎	
Separate Tank		◎	
Piping for Vacuum Pump		◎	
Special Tools	◎	◎	

Spare Parts

The following table shows our entire [illegible] spare parts for the [illegible] Pump. To meet with the standard, our [illegible] are all equipped with [illegible] parts. We ask that you specify the applicable group when ordering or enquiring about them.

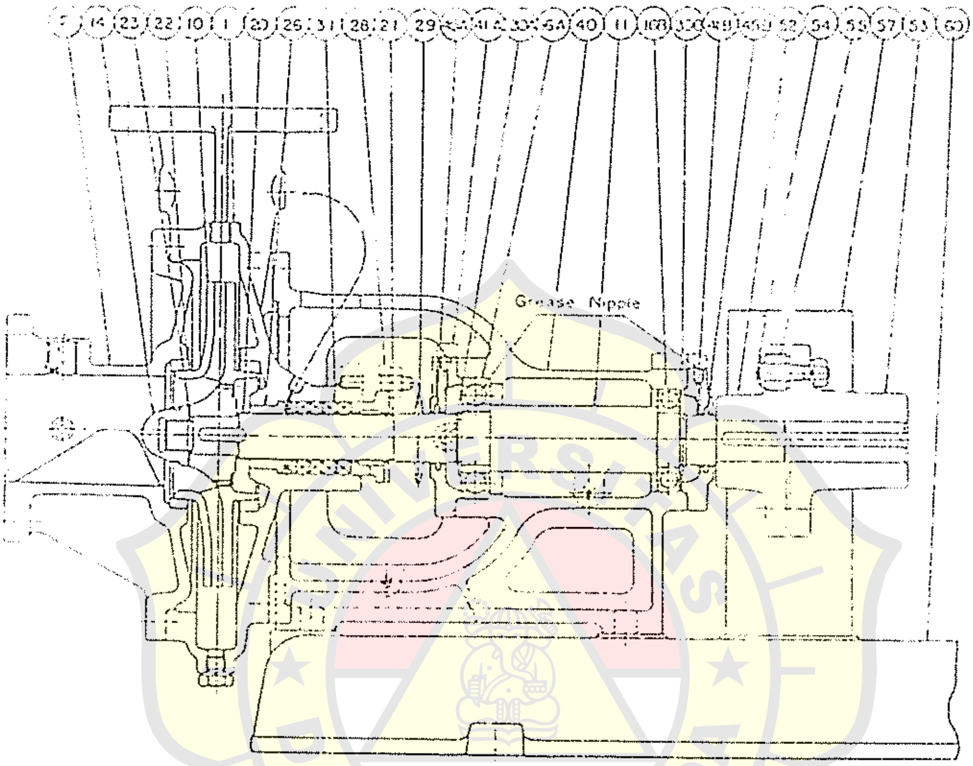
SPARE PARTS

NAME OF PART	QUANTITY GROUP 1	GROUP 2	GROUP 3
IMPELLER	1 Pump	—	—
PUMP SHAFT(COMPLETE)	1 Pump	1 Pump	—
BALL BEARING	1 Pump	1 Pump	1 Pump
MOUTH RING	1 Pump	1 Pump	1 Pump
BEARING BUSH FOR VERTICAL PUMP	1 Pump	Pump	1 Pump
GRAND PACKING	1 Pump	1 Pump	1 Pump
FELT RING	1 Pump	1 Pump	1 Pump
COUPLING BOLT(COMPLETE)	1 Pump	1 Pump	1 Pump

- [illegible] revolution speed of HSY type is 3600 r.p.m. and [illegible] type is 1800 r.p.m.
- Refer to page [illegible] for materials of main parts.

Note:
Numbers of revolution seen in every performance chart are the numbers of synchronous revolution of electric motors. But each pump performance in the performance chart was obtained by the revolution at which the motors were actually rotated with pumps.

Service
- Fresh Water Pump
- Drinking Water Pump
- Sanitary Pump
- Cooling Water Pump



PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY
1	CASING		1
2	CASING COVER		1
10	IMPELLER		1
11	SHAFT WITH KEY	STAINLESS STEEL	1 SET
14	IMPELLER NUT	HIGH-TEN. BRASS	1
16A	BALL BEARING		1
16B	BALL BEARING		1
20	SLEEVE	STAINLESS STEEL	1
21	"O" RING	SYNTH. RUBBER	1
22	MOUTH RING	LEADED BRONZE	1 – 2
23	WASHER	BRASS	1
26	SEAL BUSH	LEADED BRONZE	1
28	PACKING GLAND	BRONZE	1
29	WATER SHELTER	SYNTH. RUBBER	1

PART NO.	NAME OF PART	MATERIAL NOMINATION	QUANTITY
30A	RETAINING RING	CARBON T. STEEL	1
30B	RETAINING RING	CARBON T. STEEL	1
31	GLAND PACKING	PILLAR NO. 6501L	1 SET
40	BEARING CASE	BRONZE/CAST IRON	1
41A	BEARING COVER	BRONZE/CAST IRON	1
41B	BEARING COVER	BRONZE/CAST IRON	1
45A	FELT RING	FELT	1
45B	FELT RING	FELT	1
52	FLEXIBLE COUPLING	CAST IRON	1
53	FLEXIBLE COUPLING	CAST IRON	1
54	COUPLING BOLT	MILD STEEL	6 – 8
55	BUFFER RING	SYNTH. RUBBER	6 – 8
57	COUPLING COVER	MILD STEEL	1
60	COMMON BED	CAST IRON	1

LAMPIRAN 1

Section 14

Rudder and Manoeuvring Arrangement

A. General

1. Manoeuvring arrangement

1.1 Each ship is to be provided with a manoeuvring arrangement which will guarantee sufficient manoeuvring capability.

1.2 The manoeuvring arrangement includes all parts from the rudder and steering gear to the steering position necessary for steering the ship.

1.3 Rudder stock, rudder coupling, rudder bearings and the rudder body are dealt with in this Section. The steering gear is to comply with Volume III, Section 14.

1.4 The steering gear compartment shall be readily accessible and, as far as practicable, separated from the machinery space. (See also Chapter II-1, Reg. 29.13 of SOLAS 74.)

Guidance

Concerning the use of non-magnetic material in the wheel house in way of a magnetic compass, the requirements of the national Administration concerned are to be observed.

1.5 For ice-strengthening see Section 15.

2. Structural details

2.1 Effective means are to be provided for supporting the weight of the rudder body without excessive bearing pressure, e.g. by a rudder carrier attached to the upper part of the rudder stock. The hull structure in way of the rudder carrier is to be suitably strengthened.

2.2 Suitable arrangements are to be provided to prevent the rudder from lifting.

2.3 The rudder stock is to be carried through the hull either enclosed in a watertight trunk, or glands are to be fitted above the deepest load waterline, to prevent water from entering the steering gear compartment and the lubricant from being washed away from the rudder carrier. If the top of the rudder trunk is below the deepest waterline two separate stuffing boxes are to be provided.

3. Size of rudder area

In order to achieve sufficient manoeuvring capability the size of the movable rudder area A is recommended to be not less than obtained from the following formula:

$$A = c_1 \cdot c_2 \cdot c_3 \cdot c_4 \cdot \frac{1{,}75 \cdot L \cdot T}{100} \quad [m^2]$$

c_1 = factor for the ship type:

= 1,0 in general

= 0,9 for bulk carriers and tankers having a displacement of more than 50.000 ton

= 1,7 for tugs and trawlers

c_2 = factor for the rudder type:

= 1,0 in general

= 0,9 for semi-spade rudders

= 0,8 for double rudders (per rudder)

= 0,7 for high lift rudders

c_3 = factor for the rudder profile:

= 1,0 for NACA-profiles and plate rudder

= 0,8 for hollow profiles

c_4 = factor for the rudder arrangement:

= 1,0 for rudders in the propeller jet

= 1,5 for rudders outside the propeller jet

For semi-spade rudder 50% of the projected area of the rudder horn may be included into the rudder area A.

cording to the following formula:

$C_R = 132 \cdot A \cdot v^2 \cdot \kappa_1 \cdot \kappa_2 \cdot \kappa_3 \cdot \kappa_t$ [N]

v = v_0 for ahead condition

v = v_a for astern condition

κ_1 = coefficient, depending on the aspect ratio Λ

κ_1 = $(\Lambda + 2)/3$, where Λ need not be taken greater than 2

κ_2 = coefficient, depending on the type of the rudder and the rudder profile according to Table 14.1

κ_3 = coefficient, depending on the location of the rudder

κ_3 = 0,8 for rudders outside the propeller jet

κ_3 = 1,15 for rudders aft of the propeller nozzle

κ_3 = 1,0 elsewhere, including also rudders within the propeller jet

κ_t = coefficient depending on the thrust coefficient c_t

κ_t = 1,0 normally

In special cases for thrust coefficients $c_t > 1,0$ determination of κ_t according to the following formula may be required:

$$\kappa_t = \frac{C_R(c_t)}{C_R(c_t = 1,0)}$$

Table 14.1

Profile/ type of rudder	κ_2 ahead	κ_2 astern
NACA-00 series Göttinger profiles	1,1	1,4
flat side profiles	1,1	1,4
hollow profiles	1,35	1,4
high lift rudders	1,7	to be specially considered; if not known: 1,7

1.2 The rudder torque is to be determined by the following formula:

$Q_R = C_R \cdot r$ [Nm]

$r = c\,(\alpha - k_b)$ [m]

α = 0,33 for ahead condition

α = 0,66 for astern condition (general)

α = 0,75 for astern condition (hollow profiles)

For parts of a rudder behind a fixed structure such as a rudder horn:

α = 0,25 for ahead condition

α = 0,55 for astern condition.

For high lift rudders α is to be specially considered. If not known, α = 0,4 may be used for the ahead condition

k_b = balance factor as follows:

k_b = A_f/A

k_b = 0,08 for unbalanced rudders

r_{min} = $0,1 \cdot c$ [m] for ahead condition.

2. Rudder force and torque for rudder blades with cut-outs (semi-spade rudders)

2.1 The total rudder force C_R is to be calculated according to 1.1. The pressure distribution over the rudder area, upon which the determination of rudder torque and rudder blade strength is to be based, is to be derived as follows:

The rudder area may be divided into two rectangular or trapezoidal parts with areas A_1 and A_2 (see Fig. 14.2).

The resulting force of each part may be taken as:

$$C_{R1} = C_R \frac{A_1}{A} \text{ [N]}$$

$$C_{R2} = C_R \frac{A_2}{A} \text{ [N]}$$

2.2 The resulting torque of each part may be taken as:

$Q_{R1} = C_{R1} \cdot r_1$ [Nm]

$Q_{R2} = C_{R2} \cdot r_2$ [Nm]

$r_1 = c_1\,(\alpha - k_{b1})$ [m]

$r_2 = c_2\,(\alpha - k_{b2})$ [m]

$k_{b1} = A_{1f}/A_1$

$k_{b2} = A_{2f}/A_2$

A_{1f}, A_{2f} see Fig. 14.2

$c_1 = A_1/b_1$

4. Materials

4.1 For materials for rudder stock, pintles, coupling bolts etc. see Rules for Material Volume V. Special material requirements are to be observed for the ice notations ES3 and ES4 as well as for the arctic ice notations Arc 1- Arc 4.

4.2 In general materials having a minimum nominal upper yield point R_{eH} of less than 200 N/mm^2 and a minimum tensile strength of less than 400 N/mm^2 or more than 900 N/mm^2 shall not be used for rudder stocks, pintles, keys and bolts. The requirements of this Section are based on a material's minimum nominal upper yield point R_{eH} of 235 N/mm^2. If material is used having a R_{eH} differing from 235 N/mm^2, the material factor k_r is to be determined as follows

$$k_r = \left[\frac{235}{R_{eH}}\right]^{0,75} \qquad \text{for } R_{eH} > 235\ N/mm^2$$

$$k_r = \frac{235}{R_{eH}} \qquad \text{for } R_{eH} < 235\ N/mm^2$$

R_{eH} = minimum nominal upper yield point of material used in $[N/mm^2]$. R_{eH} is not to be taken greater than $0,7 \cdot R_m$ or 450 N/mm^2, whichever is less. R_m = tensile strength of the material used.

4.3 Before significant reductions in rudder stock diameter due to the application of steels with R_{eH} exceeding 235 N/mm^2 are granted, the Society may require the evaluation of the elastic rudder stock deflections. Large deflections should be avoided in order to avoid excessive edge pressures in way of bearings.

4.4 The permissible stresses given in E.1. are applicable for ordinary hull structural steel. When higher tensile steels are used, higher values may be used which will be fixed in each individual case.

5. Definitions

C_R = rudder force in [N]

Q_R = rudder torque in [Nm]

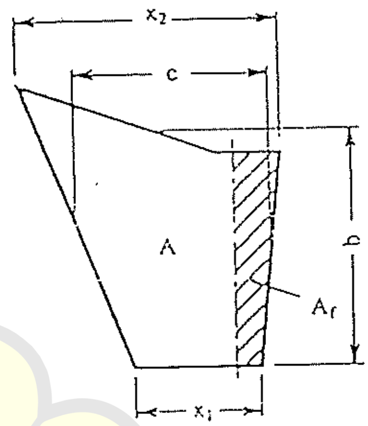
A = total movable area of the rudder in $[m^2]$. For nozzle rudders, A is not to be taken less than 1,35 times the projected area of the nozzle;

A_t = A + area of a rudder horn, if any, in $[m^2]$

A_f = portion of rudder area located ahead of the rudder stock axis in $[m^2]$

b = mean height of rudder area in [m]

c = mean breadth of rudder area in [m] (see Fig. 14.1)



$$c = \frac{x_1 + x_2}{2} \qquad b = \frac{A}{c}$$

Fig. 14.1

Λ = aspect ratio of rudder area A_t

Λ = b^2/A_t

v_0 = ahead speed of ship in [kn] as defined in Section 1, H.5. if this speed is less than 10 kn, v_0 is to be taken as

$$v_{min} = (v_0 + 20)/3 \text{ [kn]}$$

v_a = astern speed of ship in [kn]; if the astern speed $v_a \leq 0,4 \cdot v_0$ or 6 kn, whichever is less, determination of rudder force and torque for astern condition is not required. For greater astern speeds special evaluation of rudder force and torque as a function of the rudder angle may be required. If no limitations for the rudder angle at astern condition is stipulated, the factor κ_2 is not to be taken less than given in Table 14.1 for astern condition.

k = material factor according to Section 2, B.2.

B. Rudder Force and Torque

1. Rudder force and torque for normal rudders

1.1 The rudder force is to be determined ac-

$c_2 = A_2/b_2$

b_1, b_2 = mean heights of the partial rudder areas A_1 and A_2 (see Fig. 14.2).

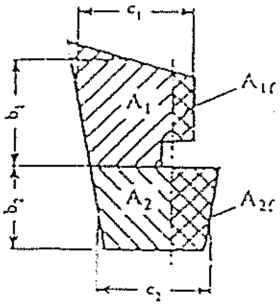


Fig. 14.2

2.3 The total rudder torque is to be determined according to the following formulae:

$Q_R = Q_{R1} + Q_{R2}$ [Nm] or

$Q_{Rmin} = C_R \cdot r_{1,2min}$ [Nm]

$r_{1,2min} = \frac{0,1}{A}(c_1 \cdot A_1 + c_2 \cdot A_2)$ [m]

for ahead condition

The greater value is to be taken.

C. Scantlings of the Rudder Stock

1. Rudder stock diameter

1.1 The diameter of the rudder stock for transmitting the torsional moment is not to be less than:

$D_t = 4,2 \sqrt[3]{Q_R \cdot k_r}$ [mm]

Q_R see B.1.2 and B.2.2 - 2.3.

The related torsional stress is:

$\tau_t = \frac{68}{k_r}$ [N/mm²]

k_r see A.4.2.

1.2 The diameter of the rudder stock determined according to 1.1 is decisive for the steering gear, the stoppers and the locking device.

1.3 In case of mechanical steering gear the diameter of the rudder stock in its upper part which is only intended for transmission of the torsional moment from the auxiliary steering gear may be 0,9 D_t. The length of the edge of the quadrangle for the auxiliary tiller must not be less than 0,77 D_t and the height not less than 0,8 D_t.

1.4 The rudder stock is to be secured against axial sliding. The degree of the permissible axial clearance depends on the construction of the steering engine and on the bearing.

2. Strengthening of rudder stock

2.1 If the rudder is so arranged that additional bending stresses occur in the rudder stock, the stock diameter has to be suitably increased. The increased diameter is, where applicable, decisive for the scantlings of the coupling.

For the increased rudder stock diameter the equivalent stress of bending and torsion is not to exceed the following value:

$\sigma_v = \sqrt{\sigma_b^2 + 3\tau^2} \le 118/k_r$ [N/mm²]

Bending stress:

$\sigma_b = \frac{10,2 \cdot M_b}{D_1^3}$ [N/mm²]

M_b = bending moment at the neck bearing in [Nm]

Torsional stress:

$\tau = \frac{5,1 \cdot Q_R}{D_1^3}$ [N/mm²]

D_1 = increased rudder stock diameter in [cm]

The increased rudder stock diameter may be determined by the following formula:

$D_1 = D_t \sqrt[6]{1 + \frac{4}{3}\left[\frac{M_b}{Q_R}\right]^2}$

Q_R see B.1.2 and B.2.2 - 2.3

D_t see 1.1.

Guidance

Where a double-piston steering gear is fitted, additional bending moments may be transmitted from the steering gear into the rudder stock. These additional bending moments are to be taken into account for determining the rudder stock diameter.

1.5.2 A combination of a non-return valve without shut-off mechanism and a shut-off valve may be recognized as equivalent with the Society's approval.

1.6 Pipe connections

1.6.1 To prevent the penetration of ballast and seawater into the ship through the bilge system, two means of reverse-flow protection are to be fitted in the bilge connections, one of which is to be a screw-down non-return valve

One of such means of protection is to be fitted in each suction line.

1.6.2 For bilge connections outside machinery spaces, a combination of a non-return valve without shut-off and a remote-controlled shut-off valve may be recognized as equivalent.

1.6.3 The direct bilge suction and the emergency injection need only have one means of reverse-flow protection as specified in 1.5.1.

1.6.4 Where a direct seawater connection is arranged for attached bilge pumps to protect them against running dry, the bilge section are also to be fitted with two screw-down non-return valves.

1.6.5 The discharge lines of oily water separators are to be fitted with a non-return valve at the ship's side.

2. Calculation of pipe diameters

2.1 The calculated values according to formulae (4) to (6) are to be rounded up to the next higher nominal diameter.

2.2 Dry cargo and passenger ships

a) main bilge pipes

$$d_H = 1{,}68 \cdot \sqrt{(B + H) \cdot L} + 25 \ [\text{mm}] \qquad (4)$$

b) branch bilge pipes

$$d_Z = 2{,}15 \cdot \sqrt{(B + H) \cdot l} + 25 \ [\text{mm}] \qquad (5)$$

where

d_H [mm] calculated inside diameter of main bilge pipe

d_Z [mm] calculated inside diameter of branch bilge pipe

L [m] length of ship between perpendiculars

B [m] moulded breadth of ship

H [m] depth of ship to the bulkhead deck

l [m] length of the watertight compartment

2.3 Tankers

The diameter of the main bilge pipe in the engine rooms of tankers and bulk cargo/oil carriers is calculated using the formula

$$d_H = 3{,}0 \cdot \sqrt{(B + H) \cdot l_1} + 35 \ [\text{mm}] \qquad (6)$$

where:

l_1 [m] total length of spaces between cofferdam or pump-room bulkhead and stern tube bulkhead

Other terms as in formulae (4) and (5).

Branch bilge pipes are to be dimensioned in accordance with 2.2 b). For bilge installations for spaces in the cargo area of tankers and bulk cargo/oil carriers see Section 15.

2.4 Minimum diameter

The inside diameter of main and branch bilge pipes is not to be less than 50 mm. For ships under 25 m length, the diameter may be reduced to 40 mm.

2.5 Maximum diameter

The diameter of the main bilge line calculated according to 2.2 a) need not exceed ND 200.

2.6 Deviations

Where in individual cases formula (5) requires a greater bilge pipe diameter than that determined by formula (4), a greater pipe diameter than that according to formula (4) is not necessary.

3. Bilge pumps

3.1 Capacity of bilge pumps

Each bilge pump must be capable of delivering:

$$Q = 5{,}75 \cdot 10 \qquad (7)$$

where:

Q [m³/h] minimum capacity

d_H [mm] calculated inside diameter of main bilge pipe

LAMPIRAN 2

Section 6

Propellers

A. General

1. Scope

These Rules apply to screw-propellers and vane wheels. Where a design is proposed to which the following Rules cannot be applied, special strength calculations are to be submitted to the Society. The tests to be carried out in each case are to be agreed with the Society. For the dimensions and materials of propellers for ships with ice classes, see Section 13

2. Documents for approval

Design drawings of propellers and vane wheels as well as the position of the vane wheel on the ship are to be submitted to the Society in triplicate for examination The drawings are required to contain all the details necessary to verify compliance with the following Rules

B. Materials

1. Approved materials

Propellers and vane wheels are to be made of seawater-resistant cast copper alloys or cast steel alloys with a minimum tensile strength of 440 N/mm², cf. Rules for Materials. For the purpose of the following design Rules governing the thickness of the propeller blades, the requisite resistance to seawater of a cast copper alloy or cast steel alloy is considered to be achieved if the alloy used can be proved to withstand a fatigue test[1]) under alternating bending stresses comprising 10^8 load cycles amounting to about 20 % of the minimum tensile strength and carried out in a 3 % NaCl solution, and if it can be proved that the fatigue strength under alternating bending stresses in natural seawater is not less than about 65 % of the values established in 3 % NaCl solution

2. Materials for blade retaining-bolts

Unless protected against contact with seawater the blade-retaining bolts of assembled or controllable pitch propellers must likewise be made of materials which are resistant to seawater.

3. Novel materials

Where it is proposed to use propeller materials whose serviceability is not attested by a sufficient period of practical experience the Society must be provided with special proof of the suitability of such materials.

4. Material testing

The material of propellers, vane wheels and blade-retaining bolts or studs is to be tested in accordance with the Society's Rules for Materials.

C. Dimensions and design of propellers

1. Symbols and terms

A	[mm²]	Effective area of a shrink fit
B	[mm]	Developed blade width of cylindrical sections at radii 0,25 R, 0,35 R and 0,6 R
c	[-]	Coefficient for [illegible] = 1,0 for engine and turbine [illegible] transmissions = 12 for direct drive.
C [illegible]	[-]	[illegible] formula (7)
C [illegible]	[-]	Dynamic factor [illegible] with formula ([illegible]
C [illegible]	[-]	Characteristic value [illegible] propeller material [illegible] Table 6.1 [illegible] minimum tensile [illegible] of the propeller material

---

[1]) Sufficient fatigue strength under alternating bending stresses must be proved by a method recognized by the Society. See also Section 1-2. of the Society's "Regulations for the Determination of Dynamic Stresses on Propellers", December 1971.

this has been shown to possess sufficient fatigue strength under alternating bending stresses in accordance with paragraph B.1.)

C	[-]	Conicity of shaft ends
	=	$\dfrac{\text{difference in taper diameter}}{\text{length of taper}}$
d	[mm]	Bolt-hole circle diameter of blade or propeller-fastening bolts
d_k	[mm]	Root diameter of blade or propeller-fastening bolts
D	[mm]	Diameter of propeller $= 2 \cdot R$
d_m	[mm]	Mean taper diameter
e ε sudut.	[mm]	Blade rake to aft $= R \cdot \tan \varepsilon$
E_T	[-]	Thrust stimulating factor in accordance with formula (5)
f, f_1, f_2, f_3	[-]	Factors in formulae (2) (3) (4) and (11)
F_M	[N]	Bolt load
H	[mm]	Propeller blade face pitch at radii 0,25 R, 0,35 R and 0,6 R
H_m	[mm]	Mean effective propeller pitch on blade face for pitch varying with the radius

$$= \frac{\sum (R \cdot B \cdot H)}{\sum (R \cdot B)}$$

in which R, B and H are to be substituted by values corresponding to the pitch at the various radii.

J	[-]	Degree of advance
k	[-]	Coefficient for various profile shapes in accordance with Table 6.2
k'	[-]	Coefficient calculated by applying formula (6) where use is made of profile shapes other than those given in Table 6.2
K_T	[-]	Thrust coefficient
$L_{..}$	[mm]	2/3 of the leading-edge of the blade width total blade width at 0,9 R for propellers with heavily raked blades.

Table 6.1 Characteristic values C_G

Material	Description [1])	C_G
Cu 1	Cast manganese brass	440
Cu 2	Cast manganese nickel brass	440
Cu 3	Cast nickel aluminium bronze	590
Cu 4	Cast manganese aluminium bronze	630
Fe 1	Unalloyed cast steel	380
Fe 2	Low-alloy cast steel	380
Fe 3	Martensitic cast chrome steel 13/1-6	600
Fe 4	Martensitic-austenitic cast steel 17/4	600
Fe 5	Ferritic-austenitic cast steel 24/8	600
Fe 6	Austenitic cast steel 18/8-11	500
Fe 7	Grey cast iron	200

[1]) For the chemical composition of the alloys, see the Society's Rules for Materials and Regulations for the Assessment and Repair of Defects on Propellers.

L	[mm]	Pull-up length when mounting propeller on taper
L_{mech}	[mm]	Pull-up length at t = 35 °C
L_{temp}	[mm]	Temperature-related portion of pull-up length at t < 35 °C
n	[Rpm]	Propeller speed in rev/min.
P_w	[kW]	Shaft power
p	[N/mm²]	Specific pressure in shrunk joint between propeller and shaft
Q	[N]	Peripheral force at mean taper diameter
S	[-]	Margin of safety against propeller slipping on taper 2,8
t	[mm]	Maximum blade thickness of developed cylindrical section at radii 0,25 R, 0,35 R and 0,6 R

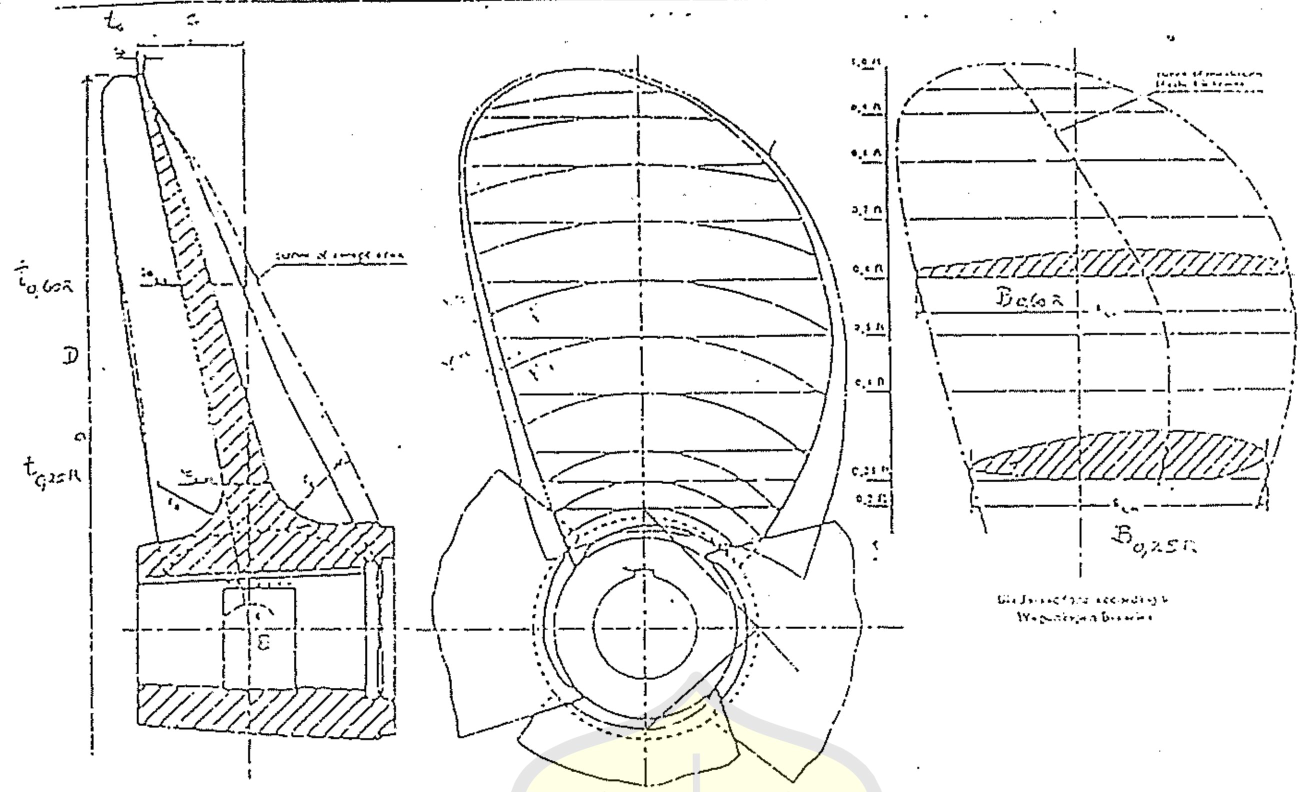


Fig. 6.1 Blade sections

T_{st}	[Nm]	Impact moment
$\dot{V}_s$	[kn]	Speed of ship
w	[-]	Wake factor
W_s	[mm³]	Actual face modulus of developed cylindrical section referred to face blade pitch profiles about blade pitch line
Z	[-]	Total number of bolts used to retain one blade or propeller
z	[-]	Number of blades
α	[-]	Pitch angle of profile at radii 0,25 R, 0,35 R and 0,6 R $\alpha_{0,25} = \text{arc tan} \frac{1,27 \cdot H}{D}$ $\alpha_{0,35} = \text{arc tan} \frac{0,91 \cdot H}{D}$ $\alpha_{0,60} = \text{arc tan} \frac{0,53 \cdot H}{D}$
α_A	[-]	Tightening factor for retaining bolts and studs = 1,2 - 1,6 depending on the method of tightening used.
β_s	[-]	Factor for the section modulus of developed cylindrical section about blade pitch line for blade profiles in accordance with Table 6.2
β'_s	[-]	Factor for the section modulus of developed cylindrical section about blade pitch line for blade profiles other than those in Table 6.2
ε	[-]	Angle included by face generatix and normal
θ	[-]	Half-conicity of shaft ends = C / 2
μ_0	[-]	Coefficient of static friction = 0,13 for hydraulic oil shrunk joints = 0,17 for dry shrunk joints
$R_{p0,2}$	[N/mm²]	0,2 % proof stress of propeller material
R_{eH}	[N/mm²]	Yield strength and
σ_{max}/σ_m	[-]	Ratio of maximum to mean stress at blade face

2. Calculation of blade thickness

2.1 At radii 0,25 R and 0,6 R the blade thicknesses of solid propellers must as a minimum requirement comply with formula (1).

$$\boxed{t = K_o \cdot k \cdot K_1 \cdot C_G \cdot C_{Dyn}} \qquad (1)$$

$$K_o = 1 + \frac{c \cdot \cos\alpha}{H} + \frac{n}{15000}$$

k as in Table 6.2 PITCH (m)

$$K_1 = \sqrt{\frac{P_w \cdot 10^5 \cdot \left(2 \cdot \frac{D}{H_m} \cdot \cos\alpha + \sin\alpha\right)}{n \cdot B \cdot z \cdot C_w \cdot \cos^2\alpha}}$$

C_G [-] Size factor

$$1{,}1 \geq \sqrt{\frac{f_1 + D}{12{,}2}} \geq 0{,}85 \quad (2)$$

D to be inserted in [m]

f_1 = 7,2 for solid propellers

= 6,2 for separately cast blades of variable-pitch or built-up propellers

C_{Dyn} [-] Dynamic factor

$$= \sqrt{\frac{(\sigma_{max}/\sigma_m - 1) + f_3}{0{,}3 + f_3}} \geq 1{,}0 \quad (3)$$

$$\text{for } \frac{\sigma_{max}}{\sigma_m} > 1{,}5$$

σ_{max}/σ_m can be roughly calculated from the thrust-stimulating factor E_r according to formula (5). (For a more accurate calculation of σ_{max}/σ_m see the "Regulations for the Determination of Dynamic Stresses on Propellers 1971".)

$$\frac{\sigma_{max}}{\sigma_m} = f_2 \cdot E_r + 1 \text{ with} \qquad (4)$$

$$E_r = \frac{\delta_{XT}}{\delta_t} \cdot \frac{J}{K_T} \qquad (5)$$

$$= 4{,}3 \cdot 10^{9} \cdot \frac{V_s \cdot n \cdot (1 - w) \cdot D^3}{T}$$

f_2 = 0,4 - 0,6 for single-screw ships, the lower value applying to stern shapes with a wide propeller tip clearance and no rudder heel and the larger value to sterns with little clearance and with rudder heel. Intermediate values are to be selected accordingly.

= 0,2 for twin-screw ships

f_3 = 0,2 for propeller materials which satisfy the requirements of B.1.

2.2 The blade thicknesses of controllable pitch propellers are to be determined at radii 0,35 · R and 0,6 · R by applying formula (1).

For the controllable pitch propellers of tugs, trawlers and special-duty ships with similar operating conditions the diameter/pitch ratio D/H_m for the maximum static bollard pull is to be used in formula (1).

For other ships the diameter/pitch ratio D/H_m applicable to open water navigation can be used in formula (1).

2.3 The blade thicknesses calculated by applying formula (1) are minima for the finish-machined propellers.

2.4 The fillet radii at the transition from the face and the back of the blades to the propeller boss should correspond in the case of three and four bladed propellers, to about 3,5 % of the propeller diameter. For propellers with a larger number of blades the maximum fillet radii allowed by the propeller design should be aimed at, and the radii shall not in any case be made smaller than $0{,}4 \cdot t_{0,25}$

2.5 For blades of special shape, special mechanical strength calculations are to be submitted to the Society as evidence that the propeller blades are adequately dimensioned.

For profile shapes other than those given in Table 6.2 the following condition applies:

$$k' = k \cdot \sqrt{\frac{\beta_x}{\beta'_x}} \text{ with } \beta'_x = \frac{W_x}{t^2 \cdot B} \qquad (6)$$

D. Controllable Pitch Propellers

1. Documents for approval

In the case of controllable pitch propellers besides the design drawings of blade and propeller boss general and sectional drawings of the entire controllable pitch propeller installation are to be submitted to the Society in triplicate. Diagrams of control systems and pipework are to be accompanied by a functional description. For new designs and controllable pitch propellers which are to be installed for the first time on ships with a BKI class a description of the controllable pitch propeller system is to be submitted at the same time.

Table 6.2 Values of k for various profile shapes

Profile shape	Values of k		
	0,25 R	0,35 R	0,60 R
Segmental profiles with circular areed back, $\beta_1 = 0,12$	73	62	44
Segmental profiles with parabolic back, $\beta_1 = 0,11$	77	66	47
Blade profiles as for Wageningen B Series propellers where $\beta_{1\,0,25} = 0,10$ $\beta_{1\,0,35} = 0,11$ $\beta_{1\,0,60} = 0,12$	80	66	44

Notes:

The Society reserves the right to specify an increase in the values of k in the case of special propellers where the blade width B at 0,2 R is < 4 · t.

2. Testing of materials

In addition to the material tests specified in B.4., the Society reserves the right to require component parts of the pitch-adjusting mechanism including in particular those which are not accessible for shipboard repairs to be tested in accordance with the Rules for Materials. Piping subject to pressures above 10 bar is to be tested in accordance with Section 11.

3. Hydraulic control equipment

Where the pitch-control mechanism is operated hydraulically two mutually independent, power-driven pump sets are to be fitted. For propulsion plants up to 200 kW one power-driven pump set is sufficient provided that in addition a hand-operated pump is fitted for controlling the blade pitch and that this enables the blades to be moved from the ahead to the astern position in a short enough time.

4. Pitch control mechanism

For the pitch-control mechanism proof is required that when subjected to impact moments T_M as defined by formula (7), the individual components still have a safety factor of 1,5 with respect to the yield strength of the materials used.

$$T_M = \frac{0,65 \cdot 10^6 \cdot R_{p0,2} \cdot P_w \cdot L_M \cdot C_G^2}{n \cdot z \cdot C_w \cdot D} \quad (7)$$

5. Blade retaining bolts

5.1 The root diameter of the bolts or studs used to attach blades is to be determined by applying formula (8):

$$d_k = 1,78 \cdot \sqrt{\frac{\alpha_A \cdot F_M}{R_{eH}}} \quad (8)$$

$$F_M = \frac{280 \cdot 10^6 \cdot R_{p0,2} \cdot P_w \cdot C_G^2}{n \cdot z \cdot Z \cdot C_w \cdot D} \quad (9)$$

5.2 The blade retaining bolts are to be tightened in a controlled manner in such a way that the tension on the bolts is about 60 - 70 % of their yield strength.

The shank of blade retaining bolts may be designed with a minimum diameter equal to 0,9 times the root diameter of the thread. Blade retaining bolts must be secured against unintentional loosening.

6. Indicators

Controllable pitch propeller system are to be provided with an engine room indicator showing the actual setting of the blades. Further blade position indicators are to be mounted on the bridge and in the engine room (see also Volume VII and Volume IV Section 9).

7. Failure of control system

Suitable devices are to be fitted to ensure that an alteration of the blade setting cannot overload the propulsion plant or cause it to stall.

Steps must be taken to ensure that, in the event of failure of the control system the setting of the blades

- does not change or
- assumes a final position slowly enough to allow the emergency control system to be put into operation

8. Emergency control

Controllable pitch propeller systems must be equipped with means of emergency control enabling the controllable pitch propeller to remain in operation should the remote control system fail. It is recommended that a device be fitted which locks the propeller blades in the "ahead" [illegible]

Section 4

Main Shafting

A. General

1. Scope

The following Rules apply to standard and established types of main shafting. Novel designs require the Society's special approval.

In the case of ships with ice classes, the strengthening factors given in Section 13 are to be complied with. The Society reserves the right to call for propeller shaft dimensions in excess of those specified in this Section if the propeller arrangement results in increased bending stresses.

2. Documents for approval

General drawings of the entire shafting, from the main engine coupling flange to the propeller and detail drawings of the shafts, couplings and other component parts transmitting the propelling engine torque, are each to be submitted to the Society in triplicate[1]) for approval. The drawings must contain all the data necessary to enable the stresses to be evaluated.

B. Materials

1. Approved materials

Propeller, intermediate and thrust shafts together with flange and clamp couplings are to be made of forged steel; where appropriate, couplings may be made of cast steel. Rolled round steel may be used for plain, flangeless shafts.

In general, the tensile strength of steels used for shafting shall be between 400 N/mm² and 800 N/mm². However, the value of Rm used for calculation the material factor Cw in accordance with formula (2) for propeller shafts shall not be greater than 600 N/mm².

Where in special cases wrought copper alloys resistant to seawater are to be used for the shafting, the consent of BKI shall be obtained.

2. Testing of materials

All component parts of the shafting which assist in transmitting the torque from the ship's propulsion plant are subject to the Society's Rules for Materials and must be tested. This requirement also covers metal propeller shaft liners. Where propeller shafts running in seawater are protected against seawater penetration not by a metal liner but by plastic coatings, the coating technique used must be approved by the Society.

C. Shaft Dimensions

1. General

All parts of the shafting are to be dimensioned in accordance with the following formulae in compliance with the requirements relating to torsional vibrations set out in Section 16. The dimensions of the shafting shall be based on the total rated installed power. Where the geometry of a part is such that it cannot be dimensioned in accordance with these formulae, special evidence of the mechanical strength of the part or parts concerned is to be furnished to the Society.

2. Minimum diameter

The minimum shaft diameter is to be determined by applying formula (1).

$$d \geq F \cdot k \cdot \sqrt[3]{\frac{P_w}{n \cdot \left[1 - \left(\frac{d_i}{d_a}\right)^4\right]}} \cdot C_w \leq d_a \qquad (1)$$

d	[mm]	required outside diameter of shaft
d_i	[mm]	diameter of shaft bore, where present. If the bore in the shaft is ≤ 0,4 . d_a the expression $1 - \left(\frac{d_i}{d_a}\right)^4 = 1,0$ may be applied
d_a	[mm]	actual shaft diameter
P_w	[kW]	rated power transmitted by shaft

[1]) For ships flying Indonesian flag in quadruplicate, one of which intended for the Indonesian Government.

n [Rpm] rated shaft speed

F [-] factor for the type of propulsion installation

a) Intermediate and thrust shafts
= 95
for turbine installations, engine installations with slip couplings and electric propulsion installations

= 100
for all other propulsion installations

b) Propeller shafts
= 100
for all types of installations

C_w [-] material factor

$$= \frac{560}{R_m + 160} \qquad (2)$$

R_m [N/mm²] Tensile strength of the shaft material (see also B.1)

k [-] Factor for the type of shaft

k = 1,0 for intermediate shafts with integral forged coupling flanges or with shrink-fitted keyless coupling flanges

k = 1,10 for intermediate shafts where the coupling flanges are mounted on the ends of the shaft with the aid of keys. At a distance of at least 0,2 . d from the end of the keyway, such shafts can be reduced to a diameter corresponding to k = 1,0.

k = 1,10 for intermediate shafts with radial holes whose diameter is not greater than 0,3 · d.

k = 1,10 for thrust shafts near the plain bearings on either side or the thrust collar, or near the axial bearings where an antifriction bearing design is used.

k = 1,15 for intermediate shafts designed as multi-splined shafts where d is the outside diameter of the splined shaft. Outside the splined section, the shafts can be reduced to a diameter corresponding to k = 1,0.

k = 1,20 for intermediate shafts with longitudinal slots where the length and width of the slot do not exceed 1,17 · d and 0,25 · d respectively.

k = 1,22 for propeller shafts from the area of the aft stern tube or shaft bracket bearing to the forward load-bearing face of the propeller boss subject to a minimum of 2,5 · d, if the propeller is shrink fitted, without key, on to the tapered end of the propeller shaft using a method approved by the Society, or if the propeller is bolted to a flange forged on the propeller shaft, the propeller shaft runs in oil.

k = 1,26 for propeller shafts in the area specified for k = 1,22, if the propeller is keyed to the tapered propeller shaft and the propeller shaft runs in oil, and also for water-lubricated propeller shafts which are protected against the penetration of seawater in accordance with D.3.2.

k = 1,40 for propeller shafts in the area specified for k = 1,22, if the shaft inside the stern tube is lubricated with grease.

k = 1,15 for propeller shafts forward portion of shafts to where they emerge from the stern tube. The portion of the propeller shaft located forward of the stern tube can be reduced to the size of the line shaft.

D. Design

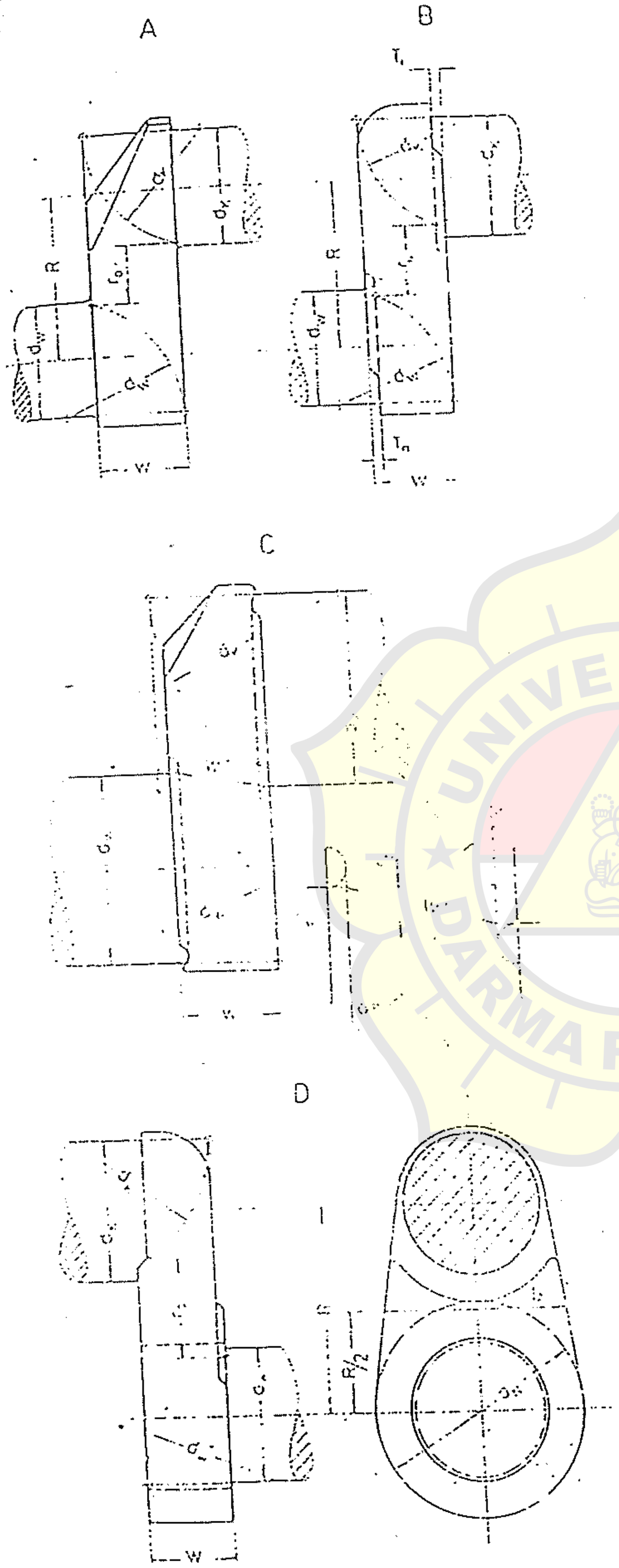
1. General

Changes in diameter are to be effected by tapering or ample radiusing. For intermediate shafts, the radius at forged flanges is to be at least 0,08 ·d, that at the aft propeller shaft flange at least 0,125 ·d.

2. Shaft tapers and propeller nut threads

Keyways in the shaft taper for the propeller should be so designed that the forward end of the groove makes a gradual transition to the full shaft section. In addition, the forward end of the keyway should be spoon-shaped. The edges of the keyway at the surface of the shaft taper for the propeller may not be sharp. The forward end of the keyway must lie well within the seating of the propeller boss. Threaded holes to accommodate the securing screws for propeller keys should be located only in the aft half or the keyway (see Fig. 4.1).

In general, tapers for securing flange couplings should have a conicity of between 1: 10 and 1: 20. In the case of shaft tapers for propellers, the conicity must be between 1:10 and 1:15. Where the oil injection method is used to mount the propeller on its



$$r_o = 0{,}5\,(H + d_1 + d_n) \cdot W\left(\sqrt[4]{\sqrt{\frac{2d_1}{W}} - 1} + \sqrt[4]{\sqrt{\frac{2d_n}{W}} - 1}\right) \quad (10)$$

In case of web undercut, W in formula (10) is to be replaced by:

$$W^* = 0{,}5\,(2 \cdot W - T_1 - T_n) \quad (11)$$

In the case of semi-built crankshafts in accordance with part D, the value d_W under the root sign only in formula (10) is to be replaced by:

$$d_n^* = 1/3\,(d_S - d_n) + d_n \quad (12)$$

In case of web undercut, W^* is also to be substituted for W in accordance with formula (11)

Where there is a positive pin/journal overlap is > in according to part C, the value W in formula (10) is to be replaced by:

$$W^* = \sqrt{(W - T_1 - T_n)^2 + [0{,}5\,(d_1 + d_n - H)]^2} \quad (13)$$

For the conventional designs, where

B/d_n = 1,37 to 1,51 in the case of solid-forged crankshafts, and

B/d_n [illegible] in the case of semi-built crankshafts

the influence of B on the normal calculation [illegible] already taken [illegible] in the [illegible] Fig. 2.9

Where the values of B/d_n depart from the above (e. in the case of discs, oval webs etc.), the altered stiffening effect of B is to be allowed for by a fictitious web thickness W^{**}, which is to be calculated by applying the following equations and is to be substituted for W in formula (10):

$$W^{**} = W^* \cdot \sqrt[3]{\frac{B}{d_n}} \cdot 0{,}88 \qquad \text{for solid-forged crankshafts} \quad (14)$$

$$W^{**} = W^* \cdot \sqrt[3]{\frac{B}{d_n}} \cdot 0{,}57 \qquad \text{for semi-built crankshafts} \quad (15)$$

Part C:

Approximate Calculation of the Starting Air [illegible]

1. Assuming an initial pressure of 30 bar and a [illegible] pressure of 9 bar in the starting air receivers, the preliminary calculation of the starting air supply for a reversible main engine may be performed follows:

$$J = a \cdot \sqrt[4]{\frac{D}{H}} \cdot (z + b \cdot p_{e,c} \cdot n_A + 0{,}9) \cdot V_H \cdot c \cdot d \quad (1)$$

where

J	[dm³]	total capacity of the starting air receiv[ers]
D	[mm]	cylinder bore

H	[mm]	stroke
V_h	[dm³]	swept volume of one cylinder (in the case of double-acting engines, the swept volume of the upper portion of the cylinder)
$P_{e,mp}$	[bar]	maximum permissible working pressure of the starting air receiver
z	[-]	number of cylinders
$P_{e,e}$		mean effective working pressure in cylinder at rated power

The following values of "a" are to be used:

For two-stroke engines: $a = 0{,}696$
For four-stroke engines: $a = 0{,}618$

The following values of "b" are to be used:

For two-stroke engines: $b = 0{,}059$
For four-stroke engines: $b = 0{,}056$

The following values of "c" are to be used:

$c = 1{,}0$ For single-shaft propulsion plants where one engine acts on the shaft directly or via gears.

$c = 2{,}0$ For single-shaft propulsion plants where two identical engines act on the shaft via a gear transmission and cannot be coupled and uncoupled in service.

$c = 1{,}5$ For single-shaft propulsion plants where two identical engines act on the shaft via a gear transmission and couplings which can be engaged and disengaged in service.

$c = 1{,}5$ For two-shaft propulsion plants where each engine acts on the corresponding shaft directly or via gears.

$c = 3{,}0$ For two-shaft propulsion plants where two identical engines in each case act on the corresponding shaft via a gear transmission and cannot be coupled and uncoupled in service.

$c = 2{,}0$ For two-shaft propulsion plants where two identical engines in each case act on the corresponding shaft via a gear transmission and couplings which can be engaged and disengaged in service.

$c = 3{,}0$ For four-shaft propulsion plants where each engine acts on the corresponding shaft directly or via gears.

Where the arrangement of the main propulsion plant differs from the above, the value of "c" is to be agreed with the Society in each individual case.

For installations with electrical propeller drive, "c" is to be given the value specified in 2.2.

The following values of "d" are to be used:

$d = 1,$ where $P_{e,mp} = 30$ bar

$$d = \frac{0{,}0584}{1 - e^{(0{,}11 - 0{,}55 \cdot \ln P_{e,mp})}}$$

where $P_{e,mp} \neq 30$ bar, if no pressure-reducing valve is fitted.

e [-] Euler's number (2.718....)

If a pressure-reducing valve is fitted, which reduces the pressure $P_{e,mp}$ to the starting pressure P_A, then the value of "d" shown in Fig. 2.12 is to be used.

The following values of n_A are to be applied:

$n_A = 0{,}06 \cdot n_e + 14$ where $n_e \leq 1000$
$n_A = 0{,}25 \cdot n_e - 176$ where $n_e > 1000$
n_e [min⁻¹] = rated speed

2. Starting air supply for plants with non-reversing engines

2.1 For each non-reversing main engine which drives a controllable pitch propeller or where starting is possible without resisting torque, the calculated supply of starting air may be reduced to 0,3 J, although it may not be less than that required for six starts.

2.2 Where diesel-electric propeller drive is installed, "c" in formula (16) is to be given the following values according to the number of generators n:

Table 2.14

n	1	2	3	4	5	6	7	8
c	0,30	0,60	0,84	1,08	1,26	1,38	1,44	1,50

This assumes prime movers having the same dimension and the same number of cylinders. Where the dimen- sions and numbers of cylinders differ, the values of "c" are to be interpolated accordingly.

3. Starting air supply for auxiliary engines on turbine ships

The supply of starting air is to be calculated accordi to formula (16). The value of "c" to be used depen on the number of auxiliary engines:

c = 0,30 for 1 auxiliary engine
c = 0,45 for 2 auxiliary engines
c = 0,60 for 3 auxiliary engines
c = 0,75 for 4 auxiliary engines or over

For engines with different numbers of cylinders and main dimensions the values of "c" are to be interpol accordingly.

Section 18

Equipment

A. General

1. The equipment of anchors, chain cables, wires and ropes is to be determined from Table 18.2 in accordance with the equipment numeral Z.

Guidance

1. The anchoring equipment required by this Section is intended of temporary mooring of a vessel within a harbour or sheltered area when the vessel is awaiting berth, tide, etc.

2. The equipment is, therefore, not designed to hold a ship off fully exposed coasts in rough weather or to stop a ship which is moving or drifting. In this condition the loads on the anchoring equipment increase to such a degree that its components may be damaged or lost owing to the high energy forces generated, particularly in large ships.

3. The anchoring equipment required by this Section is designed to hold a ship in good holding ground in conditions such as to at dragging of the anchor. In poor holding ground the holding power of the anchors will be significantly reduced.

4. The equipment numeral formula for anchoring equipment required under this Section is based on an assumed current speed of 2.5 m/sec, wind speed of 25 m/sec and a scope of chain cable between 6 and 10, the scope being the ratio between length of chain paid out and water depth.

5. It is assumed that under normal circumstances a ship will use only one bow anchor and chain cable at a time.

2. Every ship is to be equipped with at least one anchor windlass.

Windlass and chain stopper, if fitted, are to comply with Volume III, Section 14, D.

For the substructures of windlasses and chain stoppers, see Section 10, B.5.

For the location of windlasses on tankers, see Section 24, A.9.

3. For ships having the navigation notation "L" (Small Coasting Service) affixed to their character of classification, the equipment may be determined as for one numeral range lower than required in accordance with the equipment numeral Z.

4. When determining the equipment for ships having the navigation notation "T" (Shallow Water Service) affixed to their character of classification, the provisions of Section 30, E. are to be observed.

5. When determining the equipment for tugs, Section 27, G. is to be observed.

When determining the equipment for fishing vessels, Section 28, D.8. is to be observed.

When determining the equipment of barges and pontoons, Section 31, G. is to be observed.

6. Ships build under survey of BKI and which are to have the mark stated in their Certificate and in the Register Book must be equipped with anchors and chain cables complying with the Rules for Materials and having been tested on approved machines in the presence of Surveyor.

7. For ships having three or more propellers, a reduction of the weight of the bower anchors and the chain cables may be considered.

B. Equipment numeral

The equipment numeral is to be calculated as follows:

$$Z = D^{2/3} + 2\,h\,B + \frac{A}{10}$$

D = moulded displacement in [ton] (in sea water having a density of 1,025 t/m^3) to the summer load waterline

h = effective height from the summer load waterline to the top of the uppermost house

$h = f_b + \sum h'$

f_b = freeboard in [m], from the summer load waterline amidships

A = area in [m^2], in profile view of the hull, superstructures and houses, having a breadth greater then B/4, above the summer load waterline within the length L and up to the height h

$\sum h'$ = sum of height in [m] of superstructures and deckhouses, on the centreline of each tier having a breadth greater than B/4. Deck sheer, if any, is to be ignored. For the lowest tier, "h" is to be measured at centreline from the upper deck or from a notional deck line where there is local discontinuity in the upper deck.

Where a deckhouse having a breadth greater than B/4 is located above a deckhouse having a breadth of B/4 or less, the wide house is to be included and the narrow house ignored.

Screens of bulwarks 1,5 m or more in height are to be regarded as parts of houses when determining h and A, e.g. the area shown in Fig. 18.1 as A_1 is to be included in A. The height of the hatch coamings and that of any deck cargo, such as containers, may be disregarded when determining h and A.

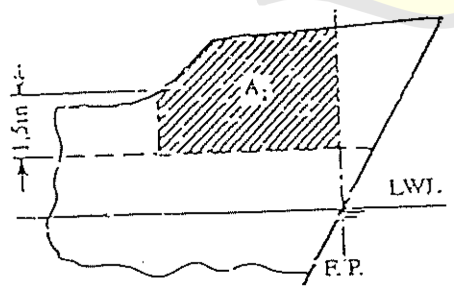


Fig. 18.1

C. Anchors

1. Two of the rule bower anchors are to be connected to their chain cables and positioned on board ready for use. Where in column 3 of table 18.2 three bower anchors are required the third anchor is intended as a spare bower anchor. Installation of the spare bower anchor on board is not required. Upon agreement by the owner the spare anchor may even be dispensed with.

Guidance

National regulations concerning the provision of a spare anchor may need to be observed.

2. Anchors must be of approved design. The mass of the heads of patent (ordinary stockless) anchors, including puns and fittings, is not to be less than 60 percent of the total mass of the anchor.

3. For stock anchors, the total mass of the anchor, including the stock, shall comply with the values in Table 18.2. The mass of the stock shall be 20 percent of this total mass.

4. The mass of each individual bower anchor may vary by up to 7 per cent above or below the required individual mass provided that the total mass of all the bower anchors is not less than the sum of the required individual masses.

5. Where special anchors approved as "High Holding Power Anchors" are used, the anchor mass may be 75 per cent of the anchor mass as per Table 18.2.

"High Holding Power Anchors" are anchors which are suitable for ship's use at any time and which do not require prior adjustment or special placement on the sea bed.

For approval as a "High Holding Power Anchor", satisfactory tests are to be made on various types of bottom and the anchor is to have a holding power at least twice that of a patent anchor ("Admiralty Standard Stockless") of the same mass. The weights of anchors to be tested should be representative of the full range of sizes intended to be manufactured. The tests are to be carried out on at least two sizes of anchors in association with the chain cables appropriate to the weight. The anchors to be tested and the standard stockless anchors should be of approx. the same mass.

The chain length used in the tests should be approx. 6 to 10 times the depth of water.

LAMPIRAN 3

panjang perhitungan menurut definisi tadi. Dengan demikian maka penampang tengah kapal menurut definisi ini adalah pertengahan antara kedua garis tegak bantu (auxuliary perpendiculars), $AP_1 - FP_1$; bandingkan di Gb. 5.5.17. Untuk bentuk normal, $AP_1 - FP_1$ ini akan sama dengan kedua garis tegak yang umum didefinisikan, $AP - FP$.

BENTUK BADAN KAPAL (BENTUK PENAMPANG MELINTANG DAN HALUAN)

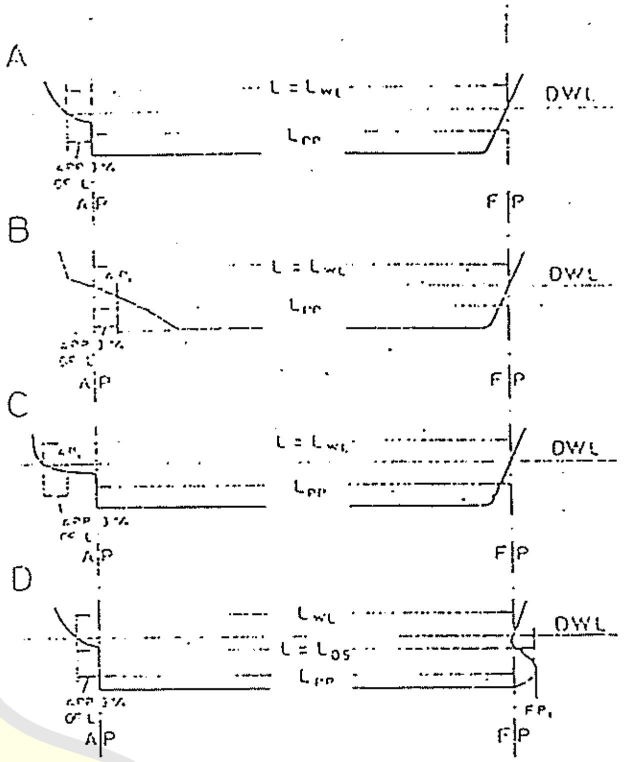
Sebagaimana disebutkan sebelumnya, kurva tahanan yang diperoleh berdasarkan Gb. 5.5.5 – 5.5.13) dianggap berlaku untuk yang mempunyai bentuk "standar", yaitu penampangnya bukan yang benar-benar berbentuk U ataupun V. Karena itu, dalam menghitung daya efektif untuk perancangan awal umumnya tidak diperlukan koreksi untuk bentuk penampang badan kapal. Jika penampang tersebut merupakan penampang U atau V yang ekstrem maka harga $10^3 C_R$ dapat dikoreksi sebagai berikut : Koreksi $10^3 C_R$ untuk bentuk dari penampang

	ekstrem U	ekstrem V
badan depan	− 0,1	+ 0,1
badan belakang	+ 0,1	− 0,1

(5.5.20)

Koreksi ini berlaku untuk kecepatan $V/\sqrt{gL}$ dalam rentang 0,20 – 0,25. Selain itu, bentuk "standar" harus dipandang sebagai bentuk yang mempunyai garis yang dirancang dengan baik. Jika garis perancangan tersebut harus diubah untuk menyesuaikan kebutuhan operasional kapal, atau besarnya daya harus diberikan kelonggaran, maka disarankan agar C_R dinaikkan sebesar 10% dan, untuk garis perancangan yang tidak optimal, mungkin sebesar 20% atau lebih.

Mengenai haluan, bentuk standar tersebut harus dipandang sebagai bentuk haluan kuno tanpa gembung. Untuk kapal dengan haluan gembung yang mempunyai harga $A_{BT}/A_X \geqq 0{,}10$ (A_{BT} adalah luas penampang haluan gembung di garis tegak depan dan A_X adalah luas penampang tengah kapal) maka disarankan agar $10^3 C_R$ diberikan koreksi sebagai berikut :



Gambar 5.5.17. Definisi L dan LCB. (a) Bentuk normal. Panjang buritan pada garis air umumnya 3%L. (b) Badan kapal tanpa linggi buritan (sternpost). AP umumnya diletakkan di ujung belakang DWL. Untuk koreksi LCB dipakai AP_1 3% L di depan ujung belakang garis air. (c) Badan kapal dengan panjang buritan yang ekstrem. Untuk koreksi LCB dipakai AP_1 3% L di depan ujung akhir garis air. FP_1 adalah batas depan displasemen.

Jika $A_{BT}/A_X = 0{,}10$ maka bentuk haluan gembung akan tampak lebih menyolok. Koreksi untuk $0 < A_{BT}/A_X < 0{,}10$ dianggap berbanding lurus dengan ukuran gembung.

Koreksi ini hanya berlaku untuk kapal dalam kondisi bermuatan saja. Untuk kondisi balas maka koreksi karena adanya haluan gembung akan memberikan gambaran yang sebaliknya. Bentuk penuh ($\varphi > 0{,}70$) akan menunjukkan penurunan tahanan yang menyolok, harga koreksinya dua hingga tiga kali harga koreksi tersebut, sedangkan tahanan untuk bentuk ramping ($\varphi < 0{,}60$) umumnya akan cenderung naik.

F_n = 0,15 [illegible]	0,18	0,21	0,24	0,27	0,30	0,33	0,36	φ
		+ 0,2	0	− 0,2	− 0,3	− 0,4	− 0,4	0,50
		+ 0,2	0	− 0,2	− 0,3	− 0,3		0,60
	+ 0,2	0	− 0,2	− 0,3	− 0,3			0,70
+ 0,1	0	− 0,2						0,80

(5.5.21)

NGGOTA BADAN KAPAL		
aun kemudi	Tidak ada koreksi bentuk standar sudah mencakup daun kemudi.	
unas bilga (unas sayap)	Tidak ada koreksi	
os aling-baling	Untuk kapal penuh C_R dinaikkan sebesar 3 – 5%	(5.5.22)
raket dan oros baling-aling	Untuk kapal ramping C_R dinaikkan sebesar 5 – 8%	

AHANAN TAMBAHAN

emberian koreksi pada C_{FS} untuk kapal merupakan ara yang umum dilakukan dalam praktek dan sudah ertahun-tahun lamanya diterapkan untuk memperitungkan pengaruh kekasaran permukaan kapal nengingat bahwa permukaan kapal tidak akan pernah emulus permukaan model, sekalipun kapal itu benarenar baru dan catnyapun masih segar. Koefisien enambahan tahanan untuk korelasi model – kapal mumnya ditentukan sebesar C_A = 0,0004. Namun emikian, pengalaman lebih lanjut menunjukkan bahwa ara demikian itu tidak selalu benar. Karena itu, iusulkan koreksi untuk pengaruh kekasaran dan engaruh sebagai berikut untuk kondisi pelayaran ercobaan :

Jntuk kapal dengan $L \leq$ 100 m,	$10^3 C_A$	=	0,4
= 150 m		=	0,2
= 200 m		=	0
= 250 m		=	−0,2
$\geq$ 300 m		=	−0,3

(5.5.23)

Beberapa pihak berpendapat bahwa koreksi yang diberikan di Bab 5, 5.2.4 lebih sesuai, yaitu,

Displasemen			
1.000 t	C_A =	$0{,}6 \times 10^{-3}$	
10.000 t	=	$0{,}4 \times 10^{-3}$	(5.5.24)
100.000 t	=	0	
1.000.000 t		$-0{,}6 \times 10^{-3}$	

Perlu disebutkan di sini bahwa koreksi untuk koefisien tahanan gesek ini masih agak meragukan.

ANGGOTA BADAN KAPAL

Koreksi C_F untuk anggota badan kapal hanya dilakukan dengan jalan menaikkan C_F sebanding dengan luas permukaan basah anggota badan begitu saja. Jadi,

$$C_{F'} = C_F \frac{S_1}{S} \qquad (5.5.25)$$

S adalah luas permukaan basah badan kapal dan S_1 adalah permukaan basah badan dan anggota badan kapal.

TAHANAN UDARA DAN TAHANAN KEMUDI

Tahanan udara dapat ditentukan dengan memakai dat mengenai struktur yang berada di atas air dan dat udara. Namun demikian, besarnya tahanan udar umumnya tidak terlalu penting, dan upaya yang haru dilakukan untuk mendapatkan hasil perhitungan yan tepat mungkin tidak memadai dengan pentingny pengaruh udara tersebut. Karena itu, jika data mengena angin dalam perancangan kapal tidak diketahui mak disarankan untuk mengoreksi $10^3 C_R$ sebagai berikut

$$10^3 C_{AA} = 0{,}07 \qquad (5.5.2$$

Koreksi untuk tahanan kemudi mungkin sekit

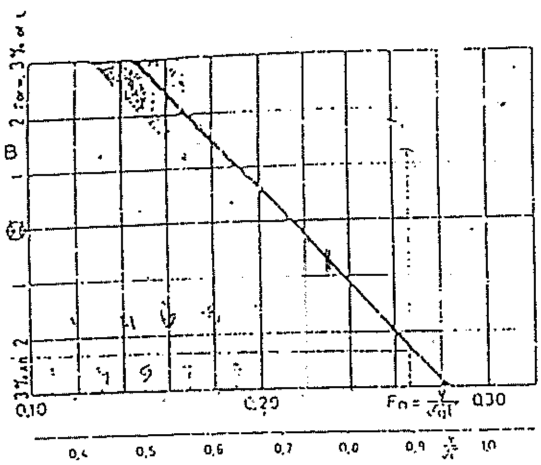
$$10^3 C_{AS} = 0{,}04 \qquad (5.5.2$$

tetapi tentu saja untuk kapal yang stabil dalam kond yang wajar koreksi tersebut dapat diabaikan.

Terlihat bahwa kedua koreksi tersebut kecil d dalam perancangan awal koreksi ini umumnya sud tercakup dalam tahanan tambahan.

KONDISI PELAYARAN DINAS

Tahanan dan daya efektif yang dihitung den memakai diagram yang diberikan di sini berlaku un kapal dalam kondisi pelayaran percobaan, yaitu, un kondisi ideal dari segi angin, gelombang, kedalaman dan kemulusan badan kapal. Untuk kondisi rata-r pelayaran dinas harus diberikan kelonggaran tamba pada tahanan dan daya efektif yang disebabkan angin, laut, erosi, dan fouling pada badan ka



· 5.5.15. LCB standar. Letak longitudinal titik benam yang ng terbaik.

am hal ini, LCB standar tersebut didefinisikan i fungsi linier angka Froude F_R. Karena tidak a ketergantungan yang pasti pada parameter lain-ng tercatat maka LCB standar tersebut disajikan i garis tunggal. Daerah yang diberi warna gelap tar garis ini menunjukkan lingkup materi yang

agaimana disebutkan sebelumnya, karena letak standar dianggap merupakan letak yang rikan tahanan yang paling kecil maka letak yang ada prinsipnya akan memberikan tahanan yang esar. Penambahan tahanan tersebut harus dicari i jalan mengalikan penyimpangan LCB dari r, yaitu

$$\text{CB} = \text{LCB} - \text{LCB}_{\text{standar}} (\text{LCB dalam } \% L) \quad (5.5.18)$$

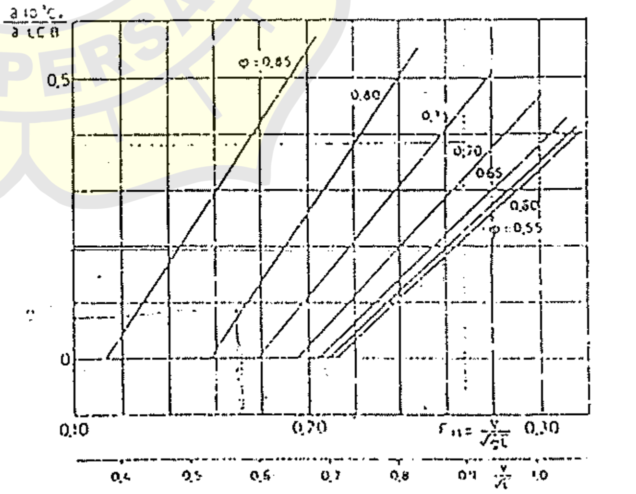
i faktor $\partial 10^3 C_R / \partial$ LCB. Harga faktor ini dapat leh dari Gb. 5.5.16, dan ini hanya berlaku untuk ang berada di depan $\text{LCB}_{\text{standar}}$. Mengenai LCB erada di belakang $\text{LCB}_{\text{standar}}$, semua sumber ada mempunyai pendapat yang saling angan. Namun demikian, karena kecenderungan nya letak demikian itu sangat kecil maka aian koreksi dalam hal itu tidak akan memberi-salahan yang berarti.

gan demikian maka koefisien tahanan sisa koreksi tersebut untuk kapal yang mempunyai i depan LCB standar adalah :

$$= 10^3 C_{R(\text{standar})} + \frac{\partial 10^3 C_R}{\partial \text{LCB}} |\Delta \text{LCB}| \quad (5.5.19)$$

Bentuk badan kapal yang dilingkup dalam *Ship Resistance* adalah bentuk badan yang umum untuk jenis kapal niaga di sekitar tahun 1960 an, yaitu sampai dengan waktu diterbitkannya publikasi Guldhammer dan Harvald (1974). Bentuk badan kapal tersebut mempunyai buritan yang diletakkan tegak lurus di (berimpit dengan) sumbu tongkat kemudi (rudder stock) dan haluan yang tegak lurus di ujung depan garis air perancangan. Sejak tahun 1960 bentuk badan kapal telah mengalami pengembangan lebih lanjut, dan lebih bervariasi, misalnya berbagai bentuk haluan gembung yang telah dipakai secara luas. Rumus perhitungan tahanan yang diberikan di sini dapat dipakai baik untuk bentuk gembung modern atau yang lebih bervariasi maupun untuk bentuk tradisional, tetapi L dan LCB harus mengikuti definisi yang lebih sesuai berikut ini. Panjang perhitungan L didefinisikan sebagai panjang antara batas depan dan batas belakang displasemen, yaitu panjang terbesar dari bagian badan kapal yang berada di dalam air, dan ini adalah L_{OS} menurut standar ITTC. Untuk kapal dengan bentuk tradisional tanpa gembung, panjang tersebut adalah panjang garis air.

LCB didefinisikan sebagai letak longitudinal titik benam, yaitu jarak antara titik ini dengan penampang tengah kapal, dan positif di belakang penampang tersebut. Midship section (penampang melintang tengah kapal, atau penampang tengah kapal, atau bidang tengah kapal, atau bidang tengah kapal) didefinisikan sebagai penampang melintang yang terletak sejauh 48,5% L dari batas depan displasemen. L adalah



Gambar 5.5.16. Koreksi koefisien tahanan sisa untuk LCB 1% di depan standar. Dengan demikian maka koreksi ini adalah $(\partial 10^3 C_R / \partial \text{LCB})|\Delta \text{LCB}|$. ΔLCB adalah jarak longitudinal antara LCB yang sebenarnya dengan LCB standar dalam persen L. Tidak ada koreksi untuk LCB yang terletak di belakang standar. Koreksi tersebut selalu positif.

adalah perubahan tekanan dan merupakan karakteristik geometri aliran. σ_v disebut angka kavitasi uap. Dalam angka ini p_0 adalah tekanan statis, yaitu jumlah dari tekanan hidrostatis dan tekanan atmosfir. Tekanan uap p_v tidak tergantung pada suhu. Tekanan stagnasi q tergantung pada massa jenis fluida dan pangkat kecepatan aliran.

Agak terlalu optimistik kiranya menganggap bahwa kavitasi mulai timbul ketika tekanan turun mencapai tekanan uap air. Air laut mengandung banyak udara yang terikut (terbawa) dan larut didalamnya, dan mengandung banyak sekali berbagai jenis inti yang dapat mempengaruhi pembentukan awal rongga kavitasi. Karena itu sebaiknya angka kavitasi didefinisikan sebagai rasio antara selisih tekanan sekeliling yang absolut p dan tekanan rongga kavitasi p_c dengan tekanan dinamis aliran bebas (free stream dynamic pressure)

$$\sigma = \frac{p - p_c}{q} \qquad (6.6.10)$$

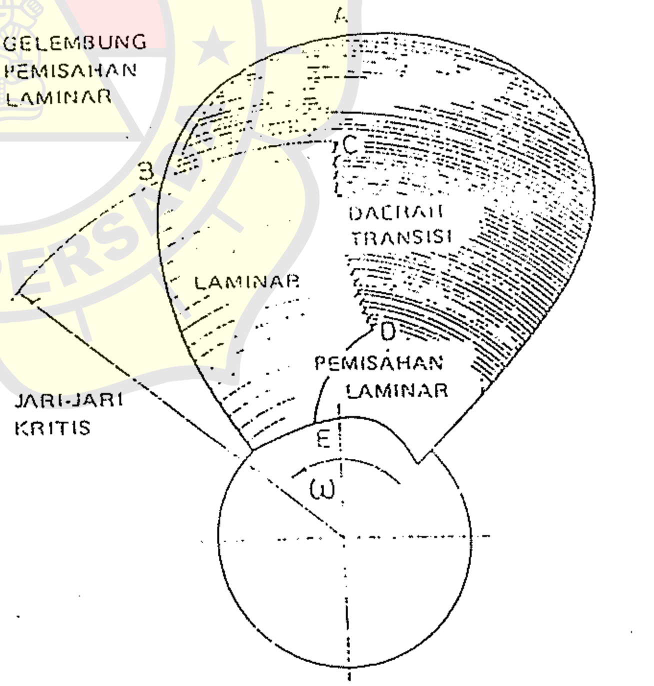
dengan demikian maka σ adalah karakteristik sistem aliran-gas.

Tekanan rongga kavitasi adalah tekanan sebenarnya dalam kavitasi tunak atau kuasi tunak (quasisteady). Tekanan rongga kavitasi kira-kira sama dengan jumlah semua tekanan partial dari uap dan gas lainnya yang terbawa dan tercampur (diffused) di dalam rongga. Dalam sistem praktis definisi σ umumnya didasarkan pada tekanan uap.

Harga angka kavitasi σ pada saat mulai terjadinya kavitasi di dalam suatu sistem aliran disebut angka kavitasi kritis σ. Kavitasi akan mulai timbul di suatu tempat bila inti yang ada ditempat itu mencapai ukuran kritisnya akibat turunnya tekanan disekelilingnya. Dalam fase awal riwayat kehidupan gelembung kavitasi ini, di dalam tekanan yang turun itu gelembung tersebut akan menjadi tidak stabil dan selanjutnya akan tumbuh dengan cepat (kavitasi uap) atau tumbuh di dalam kondisi yang kuasi-setimbang (quasiequilibrium) karena difusi gas (kavitasi gas). Kandungan gas di dalam fluida dapat berupa kandungan gas larut atau tak larut. Kandungan gas seluruhnya sama dengan gas yang larut dan tak larut tersebut. Kandungan gas "bebas" (free) atau "terbawa" (entrained) merupakan istilah yang dipakai untuk kandungan gas yang tak larut. Gelembung yang sedang mengembang permukaannya stabil.

Ketika suatu gelembung kavitasi transien (yang berlangsung sesaat) memasuki medan tekanan yang makin tinggi maka tibalah fase terakhir riwayat gelembung tersebut. Permukaannya menjadi tidak stabil. Gelembung tersebut akan mengempis dan, kecuali jika mengandung gas asing dalam jumlah yang cukup, lenyap. Penggelembungan kembali (bubble rebound) adalah menggelembungnya kembali suatu kavitasi transien yang mengandung gas permanen dalam jumlah yang cukup setelah pertama kali mengempis. Ini karena adanya energi yang ditimbun di dalam gas yang mengalami pemampatan tersebut. Beberapa daur (cycles) pertumbuhan dan penggelembungan kembali kadang-kadang dapat diamati. Tekanan kempis gelembung (collapse pressure) adalah tekanan yang timbul di dalam medan gelembung kavitasi yang sedang dalam proses mengempis. Tekanan kempis ini dinyatakan dalam ribuan atmosfir dan diukur pada jari-jari minimum yang dicapai sebelum proses tersebut berhenti atau sebelum penggelembungan kembali terjadi.

Dalam uji model, aliran yang berada di sisi hisap daun baling-baling dapat berupa seperti yang ditunjukkan pada Gb. 6.6.2 [G. Kuiper (ITTC, 1978, bagian 2, halaman 148)]. Di daerah AB terdapat gelembung pemisahan laminar yang pendek yang kemudian diikuti dengan lapisan batas turbulen. Garis BC membedakan dengan jelas antara daerah turbulen setelah pemisahan dan daerah aliran laminar. Transisi alami (natural) berlangsung di daerah CD, sementara itu di dekat hub di suatu jarak dari tepi depan daun baling-baling dapat terjadi pemisahan laminar. Dalam hal ini semua penampang daun baling-baling dalam keadaan berhenti.



Gambar 6.6.2. Skema aliran lapisan batas pada sisi hisap daun baling-baling.

...masing-masing titik $A-E$ pada daun baling-... tentu saja tergantung pada geometri, beban, dan ...ka Reynolds baling-baling. Terutama titik B, titik ... bervariasi dari ujung daun hingga hub, tergantung ...an baling-baling; sementara itu titik D dapat ...variasi dari C hingga E. Ditinjau menurut letak garis ...rd, daerah transisi CD sangat tergantung pada angka ...ynolds, dan akan bergeser menuju ke tepi depan daun ...ing-baling jika angka Reynoldsnya naik. Untuk ...gka Reynolds yang dipakai dalam praktek pelaksana... uji model (hingga sekitar 10^6) garis CD dan khusus... titik C tidak akan pernah sampai dekat ke tepi ...pan daun baling-baling.

...3. Jenis kavitasi Baling-baling

...boratorium uji kavitasi membuat sketsa atau ...motret pola kavitasi. Laboratorium demikian itu ...ing pula memberikan penjelasan mengenai hasil yang ...lapat berdasarkan penglihatan mata, yaitu mengenai ...vitasi uap (cloud), busa (foam), kabut (mist), ...nbaran (sheet), gelembung, buih (froth), bercak ...pot), dan garis (streak), dan sebagainya. Dari segi ...ika mengenai proses kavitasi, pembedaan kavitasi ...enurut jenisnya tidak perlu. Namun demikian ...mbedaan itu dalam praktek akan ada gunanya. Tidak ...a standar nyata yang dapat dipakai untuk menerang...n jenis kavitasi. Tetapi dapat dikatakan bahwa ...njelasan mengenai bentuk kavitasi harus mencakup ...terangan mengenai baik letak, ukuran, struktur, dan ...namika kavitasi, maupun dinamika aliran yang diacu ...cara benar.

Letak kavitasi dapat diterangkan sebagai berikut :

...jung daun — Contoh : Kavitasi ujung (tip cavitation), yaitu kavitasi permukaan (surface cavitation) yang terjadi di dekat ujung daun baling-baling; kavitasi pusaran (vortex cavitation), yaitu kavitasi yang terjadi di dalam inti tekanan rendah pusaran ujung (tip vortex) baling-baling.

...angkal daun (root fillet) — Contoh : Kavitasi pangkal daun (root cavitation), yaitu kavitasi di dalam daerah tekanan rendah di pangkal daun baling-baling

...elah antara daun dan tabung baling-baling

Hub atau konis (cone) — Contoh : Kavitasi hub atau kavitasi pusaran hub (hub vortex cavitation), yaitu kavitasi di dalam pusaran yang ditimbulkan oleh daun baling-baling pada hub. Jika baling-baling tersebut dianggap sebagai sayap maka akan diketahui bahwa di sebelah dalam atau di ujung hub pasti juga timbul pusaran. Tetapi karena rendahnya kecepatan penampang hub maka semakin dekat dengan pangkal daun sirkulasinya akan semakin berkurang dan pusarannya akan menjadi lebih lemah. Tetapi dalam kondisi beban yang tinggi pusaran demikian itu akan timbul pusaran hub yang menyusur ke belakang. Bentuknya seperti tali yang dipuntir dengan jumlah pilin yang sama dengan jumlah daun baling-baling.

Menurut letak penampang daun baling-baling tertentu, misalnya penampang di tengah (midchord).

Tepi depan

Tepi ikut — Dalam kaitan ini, kavitasi pusaran ikut (trailing vortex cavitation) harus pula disebutkan. Kavitasi ini adalah kavitasi yang terus-menerus ada di dalam inti tekanan rendah pusaran ikut di dalam aliran yang meninggalkan baling-baling.

Alas

Sisi hisap (punggung) — Contoh : Kavitasi punggung (back side cavitation) adalah kavitasi yang terjadi pada punggung (sisi hisap) daun baling-baling.

Sisi tekanan (muka) — Contoh : Kavitasi muka (face cavitation) adalah kavitasi pada sisi tekanan (muka) daun baling-baling. Kavitasi ini umumnya ditimbulkan akibat kerja baling-baling yang demikian rupa hingga sudut pukul lokal daun baling-baling itu sangat negatif.

Antara baling-baling dan badan kapal — Kavitasi pusaran antara baling-baling dan badan kapal (propeller hull vortex cavitation) diartikan sebagai kavitasi pusaran ujung daun baling-baling yang dalam interval tertentu merentang hingga mencapai permukaan badan kapal

Jika ada kavitasi yang meluas (developed) maka ukuran kavitasi dapat dinyatakan dalam ukuran benda, misalnya, dengan menyatakannya menurut luas daun baling-baling yang diselimuti oleh suatu jenis kavitasi tertentu.

Struktur kavitasi dapat dinyatakan sebagai berikut :

Kavitasi lembaran (umumnya tipis, halus, tembus pandang, umumnya stabil, tidak stabil hanya di dalam medan arus ikut atau di dalam aliran yang miring)

Kavitasi bercak (bentuk khusus kavitasi lembaran; sempit, melekat pada permukaan, timbul pada bercak kekasaran yang terpencil atau pada bagian permukaan yang cacat)

Kavitasi garis (bentuk khusus kavitasi bercak; sempit, umumnya sejajar satu sama lain dan timbul pada bercak kekasaran yang terpencil atau pada bagian tepi depan daun yang cacat)

Kavitasi awan (di bagian belakang atau ujung patah kavitasi lembaran yang tak stabil di dalam medan arus ikut, massa dari rongga transien, umumnya terkait dengan erosi)

Kavitasi gelembung (terpencil, bergerak)

Kavitasi pusaran

Gambar yang menunjukkan contoh dari berbagai jenis kavitasi dapat dilihat di kepustakaan; lihat, misalnya, ITTC (1978, halaman 310).

Dinamika rongga kavitasi dapat dikategorikan sebagai :

Tunak (atau lebih baik, kuasi-tunak)

Tak tunak

Tidak menetap

Transien atau bergerak

Menempel (secara tetap atau berlangsung dalam interval waktu, dalam bentuk kavitasi yang mengembang sebagian atau sepenuhnya atau sebagai sejumlah pusaran)

Bergerak mengikut (misalnya, kavitasi pusaran)

Karakteristik dinamis aliran yang mengalami kavitasi dapat dinyatakan dengan memakai notasi berikut ini :

Lapisan batas laminar

Lapisan batas turbulen

Aliran tunak

Aliran tak tunak

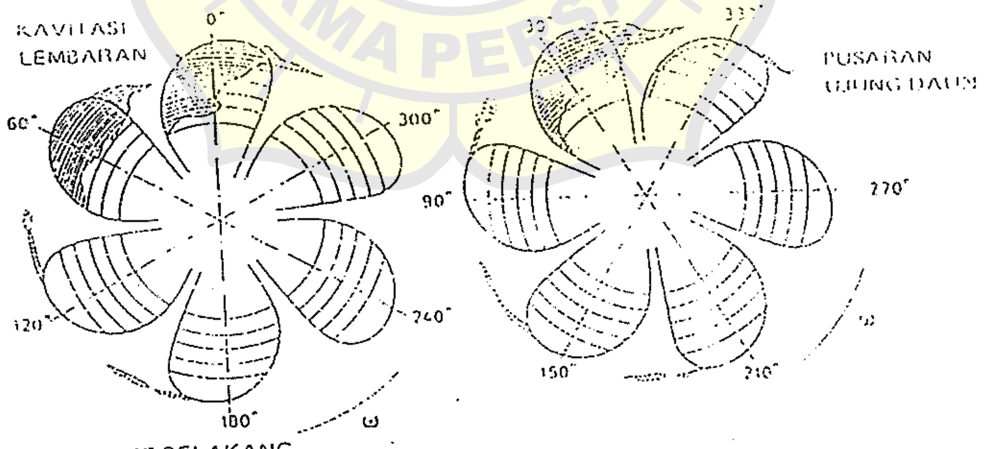
Aliran yang mengalami pemisahan

Pusaran bebas

Lapisan geser (shear layers)

Aliran arus ikut (seragam, tak seragam)

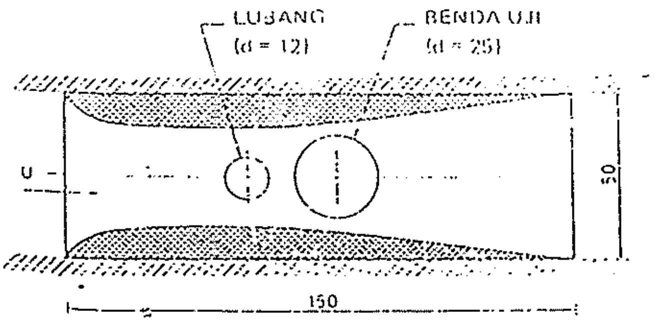
Jika dipakai cara pengamatan yang tidak berdasarkan langsung dari penglihatan mata (misalnya, fotografi berkecepatan tinggi, holografi, penyebaran sinar, metode Schlieren, metode akustik) maka jenis kavitasi dapat dinyatakan memakai istilah khusus. Contoh penjelasan gambar kavitasi pada baling-baling berdaun enam untuk kapal pengangkut peti kemas berkecepatan tinggi diberikan di Gb. 6.6.3. Sering bahwa sketsa dalam bentuk demikian itu diberikan oleh pihak laboratorium kepada pihak pemilik kapal atau pihak galangan. Penyajian pola kavitasi secara skematis seperti itu masih belum distandarkan sepenuhnya, tetapi banyak galangan yang memakai notasi yang ditunjukkan di Gb. 6.6.4.



Gambar 6.6.3. Contoh hasil uji kavitasi dengan memakai model baling-baling kapal pengangkut peti kemas.

Banyak percobaan yang telah dilakukan untuk membandingkan tahanan relatif dari berbagai bahan dengan kerusakan akibat erosi. Diperkenalkan konsep kekuatan erosi (erosion strength). Konsep ini telah berhasil dipakai sekalipun cara penyaluran energi ke bahan sangat beraneka ragam. Cukup banyak pula upaya yang telah dilakukan untuk mencari hubungan antara beberapa sifat mekanis bahan baling-baling yang dapat langsung diukur dengan kemampuan bahan tersebut dalam menahan kerusakan akibat erosi, dengan percobaan kavitasi, tubrukan (impingement), atau lainnya. Dalam pelaksanaan pengujian, erosi pada benda uji di dalam fluida dapat ditimbulkan dengan jalan menggetarkan benda tersebut, misalnya, seperti yang diajukan dalam "Standard Method of Vibratory Cavitation Erosion Test". (Metode Standar untuk Pengujian Kavitasi dengan Gerakan) (ASTM, 1972).

Pengujian demikian itu dapat dilakukan di tempat yang mempunyai fasilitas untuk foil yang berputar, di tempat yang mempunyai aparatus untuk diskus yang berputar (Dashnaw dan kawan-kawan, 1980), atau di terusan aliran air dengan sirkulasi tertutup (Hansson dan Mórch, 1977). Bagian pengujian dari fasilitas tersebut mempunyai alat pemegang benda uji (specimen holder). Di alat ini benda akan diuji disisipkan demikian rupa sehingga merupakan bagian dari dinding induk (central wall) yang mulus. Gambar 6.6.6 menunjukkan sebuah alat pemegang benda uji. Aliran melewati ke dua sisi dinding tersebut secara simetris. Sebuah lubang di dalam dinding tersebut akan menimbulkan rongga kavitasi di dekat benda di dalam aliran yang menuju ke benda (upstream). Dengan mengatur tekanan dalam rentang tekanan kempis dan kecepatan aliran maka rongga tersebut akan mengempis di dekat permukaan benda uji. Salah satu cara untuk mengalibrasi berbagai keadaan kerusakan akibat kavitasi adalah dengan memakai aloi nikel yang kekuatan dan kekerasannya ditentukan lebih dulu sebagai bahan standar. Secara umum dapat diperhatikan bahwa semakin keras, kuat, dan kaku (modulusnya besar) material itu semakin tahan terhadap kerusakan akibat erosi.



Gambar 6.6.6. Pemegang benda uji

Untuk dapat memperkirakan erosi baling-baling dengan cara yang dapat diandalkan maka telah dikembangkan suatu cara yang disebut teknik "permukaan lunak" (soft surface). Karena erosi kavitasi menjadi cepat ketika mencapai intensitas kritis maka pemakaian lapisan permukaan (coating) yang lunak yang intensitasnya pada model yang dipakai disesuaikan dengan skala model itu akan dapat memberikan kriteria yang memuaskan. Permukaan yang dipakai untuk model baling-baling dapat bervariasi dari aloi aluminium anoda dan timah lunak murni hingga tinta yang dipakai dalam rekayasa untuk membuat cetakan biru, tinta stensil, dan tinta bolpoin. Proses erosi pada permukaan yang dibuat dari bahan metal dapat memakan waktu beberapa hari, sedangkan pengujian dengan memakai lapisan dari tinta stensil akan dapat diselesaikan dalam waktu 5 menit saja. Metode permukaan lunak dengan waktu uji yang tepat terbukti memberikan petunjuk mengenai erosi pada skala penuh (benda yang sebenarnya) yang dapat dipercaya, dan memberikan perkiraan letak erosi yang lebih tepat daripada yang diperkirakan berdasarkan metode visual.

Badan kapal mendapatkan eksitasi dari baling-baling terutama dalam dua cara : (1) Beban daun baling-baling yang tidak tunak dapat disalurkan ke badan kapal melalui poros (gaya bantalan = bearing forces) dan (2) medan tekanan yang mengikuti kisaran daun baling-baling disalurkan melalui air ke badan kapal menyebabkan timbulnya tekanan getar pada pelat badan kapal (gaya permukaan = surface forces). Hasil percobaan menunjukkan bahwa dalam kondisi tidak ada kavitasi kedua jenis gaya tersebut mempunyai besaran yang hampir sama. Karena adanya kavitasi tak tunak yang ekstensif pada baling-baling sebagian besar kapal niaga maka gaya permukaan umumnya beberapa kali lebih besar daripada gaya bantalan. Dengan demikian maka besarnya gaya permukaan sebagian besar ditentukan oleh perilaku kavitasi yang ada pada baling-baling yang bersangkutan. Jika akan menentukan gaya ini dengan percobaan model maka percobaan tersebut harus dilakukan di tempat yang mempunyai fasilitas demikian rupa sehingga model baling-baling tersebut akan bekerja dan mengalami kavitasi di dalam medan arus ikut dengan kondisi yang sedapat mungkin sama dengan kondisi yang sebenarnya. Jenis fasilitas berikut ini dapat dipakai untuk pengujian demikian itu :

1 Terowongan kavitasi konvensional (lihat Gambar 3.3.1B); medan arus ikut ditimbulkan dengan memakai beberapa model badan belakang (model tiruan = dummy models) yang dikombinasikan dengan jala.

Terowongan kavitasi yang tempat (ruang) ujinya mempunyai panjang dan luas yang dapat menampung model yang lengkap yang diperlukan untuk menimbulkan medan arus ikut (lihat Gb. 3.3.1*C*).

Fasilitas yang dapat dipakai untuk melakukan pengujian di permukaan air bebas (lihat Gb. 3.3.1*D* dan Gb. 3.3.1*G*).

luktuasi tekanan dapat diukur dengan transduser :kanan yang dipasang rata dengan permukaan badan apal. Transduser tersebut dibuat dalam bentuk silinder engan garis tengah sekitar 20 mm dan tinggi sekitar 5 mm. Perpindahan relatif antara inti ferit (ferrite core) ang dipasang pada membran dengan kumparan yang ipasang di dalam tempat transduser diukur dengan iemakai jembatan elektris.

Jika bukan getaran tetapi bunyi akibat kavitasi yang ierupakan obyek yang dikehendaki maka transduser :kanan tersebut diganti dengan hidropon (hydro-hone). Dalam hal ini skala merupakan masalah yang ingat rumit, dan harus dipakai beberapa anggapan. ebagai anggapan dasar adalah pola kavitasi pada iodel dan pola kavitasi dalam skala penuh keduanya iemenuhi kesamaan geometris. Anggapan ini iempunyai pengertian bahwa jari-jari masing-masing elembung berbanding lurus dengan faktor skala. Selain u, lingkup daerah meluasnya gelembung kavitasi dan istribusi ukuran relatifnya yang timbul pada model ianggap sama dengan yang timbul pada skala penuh.)ari anggapan itu maka banyaknya gelembung yang imbul pada daun model baling-baling pada suatu posisi udut dianggap sama dengan banyaknya gelembung ang timbul pada daun baling-baling yang sebenarnya ada posisi itu. Berikut ini akan dibahas lebih lanjut iengenai masalah itu.

.6.5. Prosedur Uji Model di dalam Terowongan Kavitasi.

eberapa fasilitas yang dapat dipakai untuk melakukan ji kavitasi dengan memakai model dibahas di Bab 3, .3. Pengujian kavitasi harus dilakukan demikian rupa ehingga semua gaya spesifik (seperti misalnya gaya orong dan gaya torsi) yang bekerja pada model mirip engan yang bekerja pada obyek dalam skala penuh. Karena itu syarat berikut ini harus dipenuhi :

1. Kesamaan geometris.
2. Kesamaan kinematis.
3. Kesamaan dinamis.

Menurut butir 1 maka model tersebut harus merupakan obyek yang sebenarnya yang diperkecil dalam suatu skala. Secara umum model baling-baling hampir merupakan jiplakan dari baling-baling yang sebenarnya. Begitu pula halnya dengan badan kapal, tetapi karena terbatasnya ukuran terowongan kavitasi atau fasilitas maka kondisi lingkungan di sekeliling model skala tidak dapat sama seperti kondisi lingkungan sebenarnya yang diperkecil dalam skala itu. Pasti akan ada masalah mengenai permukaan bebas dan akan ada pengaruh dinding terowongan. Contohnya, gelombang tekanan yang ditimbulkan oleh masing-masing rongga kavitasi akan dipantulkan dari dinding terowongan. Dengan demikian maka sinyal yang dicatat oleh transduser pada badan model adalah jumlah dari sinyal dari gelombang tekanan yang ditimbulkan langsung oleh rongga kavitasi dengan sinyal dari gelombang tekanan yang dipantulkan dari dinding terowongan. Agar sinyal dari gelombang tekanan yang dipantulkan dari dinding demikian itu dapat dikontrol maka kondisi pemantulan dari dinding terowongan harus diperhitungkan dalam prosedur kalibrasi.

Kesamaan kinematis (butir 2) akan terpenuhi jika kecepatan pada sisi model dan kecepatan pada sisi obyek yang sebenarnya semuanya mempunyai arah yang sama. Maka

$$\frac{V_{Am}}{n_m D_m} = \frac{V_{As}}{n_s D_s} \qquad (6.6.11)$$

$$J_m = J_s \qquad (6.6.12)$$

$$V_{Am} = \frac{n_m}{n_s} \cdot \frac{V_{As}}{\lambda} \qquad (6.6.13)$$

V_A adalah kecepatan maju baling-baling, n laju kisaran, D garis tengah baling-baling, J angka maju dan rasio skala. Huruf m dan s yang ditulis di bawah masing-masing menunjukkan bahwa kuantitas tersebut berlaku untuk model dan untuk kapal. Ini juga berarti bahwa distribusi arus ikut pada model skala harus seperti distribusi arus ikut di belakang buritan baling-baling pada kapal yang sebenarnya. Medan arus ikut dapat ditimbulkan dengan memakai model kapal yang lengkap yang diletakkan di dalam tempat uji di terowongan kavitasi atau dengan memakai sejumlah model badan belakang yang dikombinasikan dengan memakai jala.

Untuk kesamaan dinamis (butir 3) hukum Froude dan hukum Reynolds harus dipenuhi :

$$V_{Am} = \frac{V_{As}}{\sqrt{\lambda}} \quad \text{(hukum Froude)} \qquad (6.6.14)$$

$$V_{Am} = V_{As}\lambda \quad \text{(hukum Reynolds)} \qquad (6.6.15)$$

Bila dalam percobaan model terjadi kavitasi maka kesamaan dinamis tersebut juga mensyaratkan agar (a) hukum kesamaan angka kavitasi, (b) hukum Weber, dan (c) pengaruh kandungan udara di dalam air pada fenomena kavitasi, harus pula diperhitungkan.

Untuk butir (a) diperlukan, antara model dan kapal, fenomena kavitasi yang sama dan resiko kavitasi yang sama. Fenomena kavitasi yang sama berarti

$$\left(\frac{p - p_c}{\frac{1}{2}\rho U^2}\right)_m = \left(\frac{p - p_a}{\frac{1}{2}\rho U^2}\right)_s \qquad (6.6.16)$$

atau

$$\frac{\Delta p_m}{q_m} = \frac{\Delta p_s}{q_s} \qquad (6.6.17)$$

dan resiko kavitasi yang sama berarti

$$\left(\frac{p_0 - p_v}{q}\right)_m = \left(\frac{p_0 - p_v}{q}\right)_s \qquad (6.6.18)$$

atau

$$\sigma_{vm} = \sigma_{vs} \qquad (6.6.19)$$

dan ini menunjukkan bahwa angka kavitasi untuk model harus sama dengan angka kavitasi untuk skala penuh. Simbol yang dipakai dalam Pers. (6.6.16) – (6.6.19) telah dijelaskan sebelumnya; juga lihat penjelasan mengenai Pers. (6.6.1) – (6.6.9). Selanjutnya diperlukan kesamaan dalam tegangan permukaan gelembung kavitasi. Ini memerlukan kesamaan dalam angka Weber W untuk rongga yang serupa :

$$W = \frac{\rho U^2 l}{T} \qquad (6.6.20)$$

T adalah tegangan permukaan, ρ massa jenis fluida, U kecepatan, l panjang karakteristik, dapat berupa garis tengah gelembung. Dengan memakai yang disebut kapilaritas kinematis (kinematic capilarity)

$$\kappa = \frac{T}{\rho} \qquad (6.6.21)$$

angka berdasarkan hukum Weber

$$U_m = U_s \sqrt{\frac{\kappa_m}{\kappa_s}}\,\sqrt{\lambda} \qquad (6.6.22)$$

U_m adalah kecepatan air di dalam tempat uji di terowongan kavitasi.

Jelas bahwa kelima syarat yang disebutkan tadi :

(6.6.13) :	$U_m = c_1 U_s \lambda^{1}$	$(J_m = J_s)$ (6.6.23)
(6.6.14) :	$U_m = c_2 U_2 \lambda^{-1/2}$	(Froude)
(6.6.15) :	$U_m = c_3 U_2 \lambda$	(Reynolds)
(6.6.19) :	$U_m = c_4 U_s$	$(\sigma_{vm} = \sigma_{vs})$
(6.6.22) :	$U_m = c_5 U_s \lambda^{1/2}$	(Weber)

dalam pelaksanaan pengujian di terowongan kavitasi, tidak dapat dipenuhi secara serentak. U adalah kecepatan aliran pada profil baling-baling, λ rasio skala, dan $c_1 - c_5$ merupakan koefisien yang berbeda. Persamaan (6.6.13), kesamaan angka maju, harus selalu dipenuhi. Persamaan (6.6.19), kesamaan angka kavitasi, harus juga dipenuhi untuk menjamin adanya kesamaan dalam fenomena kavitasi. Umumnya hukum Froude diabaikan seperti halnya dalam uji baling-baling terbuka yang biasa.

Harga angka Reynolds tidak boleh terlalu rendah. Jika harga angka Reynolds rendah maka akan ada resiko bahwa sebagian besar dari baling-baling model yang bersangkutan akan mempunyai aliran laminar, sedangkan yang skala penuh akan mempunyai aliran turbulen. Harga angka Reynolds terendah yang dapat dipakai tidak dapat digunakan untuk mendapatkan suatu kriteria. Harga angka Reynolds yang diperlukan sangat tergantung pada jenis dan ukuran profil baling-baling dan juga pada medan arus ikut. Secara kasar dapat dikatakan bahwa baling-baling yang mempunya garis tengah 200 – 250 mm sebaiknya dioperasikan pada laju kisaran yang tidak kurang dari 25 – 30 kisaran per detik, dan ini berarti angka Reynolds sebesar sekitar 10^6. Dalam hal ini angka Reynolds didefinisikan sebagai

$$R_n = \frac{C_{0,75R}\sqrt{V_A^2 + (0,75\,\pi n D)^2}}{\nu} \qquad (6.6.24)$$

$C_{0,75R}$ adalah lebar daun baling-baling pada $0,75R$. R jari-jari baling-baling, D garis tengah, n laju kisaran, V_A kecepatan maju baling-baling, dan ν koefisien viskositas kinematis.

Angka Reynolds juga dapat didefinisikan sebagai

$$R_n = 5{,}3 \, \frac{A_E / A_0}{Z} \, \frac{nD^2}{\nu} \qquad (6.6.25)$$

Persamaan ini memberikan harga angka Reynolds yang hampir sama dengan yang diberikan oleh Pers. (6.6.24). A_E adalah luas bentang daun baling-baling, A_0 luas diskus, Z banyaknya daun baling-baling, dan n, D, serta ν seperti dalam Pers. (6.6.24).

Mengenai hukum Weber, sekalipun harga kritis angka Reynolds dilampaui kecepatan dalam pelaksanaan percobaan umumnya tidak akan cukup untuk dapat memenuhi hukum Weber tersebut. Selain itu, kandungan gas di dalam air yang berada di terowongan kavitasi juga merupakan hal yang penting. Untuk mendapatkan hasil pengamatan yang tepat mengenai fenomena kavitasi air tersebut harus mempunyai kandungan gas yang sesuai.

Pada bagian atas terowongan terdapat kubah (dome) yang berisi air yang mempunyai permukaan bebas (lihat Gb. 3.3.2) dan udara di atas permukaan air di bawah tersebut dapat dipompa keluar dengan memakai pompa vakum hingga dicapai tekanan statis di tengah model sesuai dengan yang dikehendaki. Setelah beberapa saat kemudian kandungan gas di dalam air tersebut juga praktis akan tetap. Sebagai ukuran kandungan gas dipakai rasio kandungan gas, yaitu rasio antara gas (larut dan tak larut) di dalam cairan yang diuji dengan kandungan gas di dalam cairan jenuh (saturated) pada suhu dan tekanan standar

$$a_s = \frac{\alpha}{\alpha_s} \qquad (6.6.26)$$

Kandungan gas di dalam cairan dapat dalam keadaan larut atau tak larut. Sebagaimana disebutkan di 6.6.1, awal terjadinya kavitasi diduga ada kaitannya dengan gas dalam keadaan tak larut yang dikandung di dalam inti. Agar di dalam air terdapat inti dalam jumlah yang cukup untuk dapat mengawali terjadinya kavitasi dan menyebabkan kavitasi dapat tumbuh, kandungan gas di dalam air tersebut harus melebihi harga batas tertentu misalnya $a_s = 0{,}3$). Jika kandungan gas menjadi lebih rendah daripada harga batas tersebut maka pertumbuhan dan tebal rongga kavitasi yang terjadi akan berkurang dan fluktuasi tekanan pada badan model barangkali akan terlalu rendah.

Jika percobaan dilakukan di terowongan kavitasi yang tempat ujinya mempunyai panjang dan luas yang dapat menampung model yang lengkap maka dapat diharapkan bahwa harga fluktuasi tekanan yang dicatat dari hasil percobaan tersebut akan lebih tepat daripada hasil yang dicatat dari terowongan yang lebih kecil. Selain itu, jika medan arus ikut seluruhnya hanya ditimbulkan oleh badan model saja tanpa kontribusi dari jala maka dapat diharapkan bahwa interferensi antara baling-baling dan badan kapal yang penting yang dihasilkan dengan cara itu adalah benar.

Fasilitas yang mempunyai permukaan bebas seperti terowongan jenis D dan G (Gb. 3.3.1) dapat diharapkan memberikan keuntungan tambahan sebagai berikut :

1. Distribusi arus ikut yang dihasilkan agak lebih baik daripada yang dihasilkan di fasilitas tanpa permukaan bebas.
2. Percobaan dengan kondisi batas, yaitu baling-baling berada didekat permukaan air, dapat dilakukan.

Di lain pihak pemakaian fasilitas dengan permukaan bebas tersebut juga memberikan kerugian :

1. Karena adanya permukaan bebas maka kecepatan model harus sesuai dengan hukum Froude. Ini berarti bahwa kecepatan aliran akan agak rendah (1 – 3 m/detik). Agar dapat membuat angka kavitasi yang benar diperlukan tekanan statis yang sangat rendah di dalam terowongan kavitasi. Tekanan rendah ini dapat menyulitkan pengadaan inti dalam jumlah yang cukup atau spektrum inti yang sesuai untuk dapat menghasilkan bentuk kavitasi yang "benar." Untuk mengatasi kesulitan ini maka inti harus diadakan secara rekaan, misalnya dengan memasukkan udara ke dalam air atau dengan cara elektrolisa.
2. Keterbatasan kecepatan berarti rendahnya angka Reynolds. Ini akan menyebabkan tidak sesuainya pola kavitasi yang dihasilkan di terowongan dengan pola kavitasi dalam skala penuh. Masalah ini dapat diatasi sebagian dengan memakai model kapal yang lebih besar daripada yang umumnya dipakai ditangki percobaan (12 m dibandingkan dengan 6 – 8 m).

Dalam hal tertentu terowongan kavitasi harus dikalibrasi. Melalui the International Towing Tank Conference (ITTC) telah dilakukan pembandingan hasil percobaan dari berbagai terowongan. Dengan begitu maka masing-masing laboratorium dapat memeriksa ketepatan fasilitasnya. Beberapa laboratorium membandingkan foto yang diambil dari uji kavitasi dengan foto erosi baling-baling kapal yang diamati dalam pengedokan. Ini merupakan cara yang baik sekali untuk mengalibrasi terowongan kavitasi. Pemotretan kavitasi pada skala penuh dan pada model yang diambil dengan kecepatan tinggi juga dapat menghasilkan informasi yang berguna.

Sekalipun masih banyak masalah yang belum dapat dipecahkan sepenuhnya mengenai pelaksanaan uji model di terowongan kavitasi, percobaan demikian itu dapat memberikan banyak informasi dan petunjuk mengenai berbagai pengaruh yang merusak dari kavitasi.

6.6.6. Kriteria untuk Pencegahan Kavitasi

Dalam menyiapkan proposal awal untuk kapal baru hal yang ingin diketahui oleh pihak arsitek kapal dalam tahap dini adalah ukuran utama dan karakteristik baling-baling. Baling-baling harus demikian rupa hingga tidak terjadi kavitasi yang merusak; karena itu, perlu adanya kriteria sederhana untuk memprakirakan terjadinya kavitasi. Kriteria demikian itu dapat didasarkan pada gaya dorong baling-baling rata-rata tiap satuan luas proyeksi permukaan daun dalam hubungannya dengan angka kavitasi, kadang-kadang angka kavitasi setempat. Burill (1943) memakai koefisien yang τ_c yang didefinisikan sebagai

$$\tau_c = \frac{T/A_p}{\frac{1}{2}\rho(V_R)^2} = \frac{T/A_p}{q_{0,7R}} \qquad (6.6.27)$$

T = gaya dorong baling-baling
A_p = luas proyeksi daun
ρ = massa jenis
V_R = kecepatan relatif air pada 0,7 jari-jari ujung R
$q_{0,7R}$ = tekanan dinamis pada 0,7 jari-jari ujung

Dalam diagram yang diberikan oleh Burill τ_c digambar berdasarkan angka kavitasi setempat pada 0,7 jari-jari :

$$\sigma_{0,7R} = \frac{p_0 - p_v}{q_{0,7R}} \qquad (6.6.28)$$

$p_0 - p_v$ = tekanan pada garis pusat baling-baling
p_0 = tekanan sekeliling yang absolut (absolute ambient pressure)
p_v = tekanan uap air

Tekanan absolut sekitar (sekeliling) nya pada garis pusat baling-baling adalah tekanan atmosfir ditambah dengan tekanan dari kolom air di atas poros baling-baling; ini berarti

$$p_0 = \text{atm} + \rho g(T - E + \zeta_A) \qquad (6.6.29)$$

ρ adalah massa jenis, g percepatan gravitasi, T sarat kapal, E tinggi letak poros dari garis dasar, dan ζ_A adalah amplitudo gelombang. ζ_A dapat dianggap sekitar $0{,}0075L$ atau dapat perkirakan dengan memakai diagram di Gb. 6.4.12 atau 6.4.13. L adalah panjang kapal.

Jika tekanan atmosfir sama dengan 101,3 kN/m² (atau kPa) (tekanan atmosfir standar pada permukaan laut) maka $p_0 - p_v$ pada 15°C menjadi

$$p_0 - p_v = 99{,}6 - 10{,}05(T - E + \zeta_A) \quad \text{(kPa)} \qquad (6.6.30)$$

p_v pada 15°C adalah sekitar 1,7 kPa. Variasi p_v terhadap suhu ditunjukkan di Gb. 6.6.7. Kurva tersebut dianggap berlaku baik untuk air tawar maupun untuk air laut.

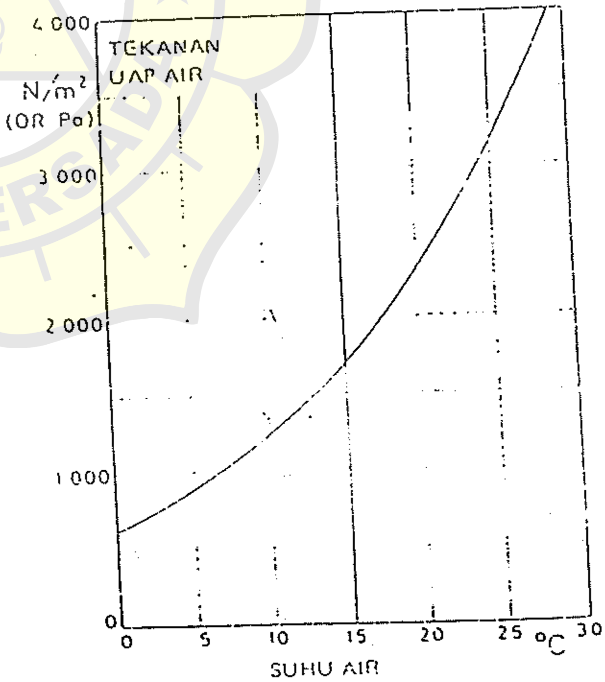
Kecepatan relatif air pada 0,7 jari-jari ujung adalah

$$V_R = \sqrt{V_A^2 + (0{,}7\,\pi D n)^2}$$

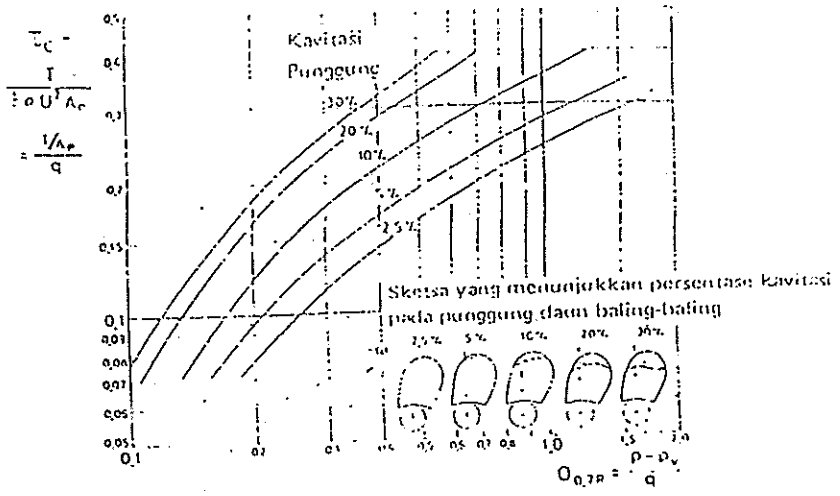
V_A = kecepatan maju baling-baling
D = garis tengah baling-baling
n = laju kisaran

Luas proyeksi daun baling-baling A_p hampir sama dengan

$$A_p = A_D(1{,}067 - 0{,}229\,P/D) \qquad (6.6.31)$$



Gambar 6.6.7. Kurva tekanan uap air terhadap suhu.



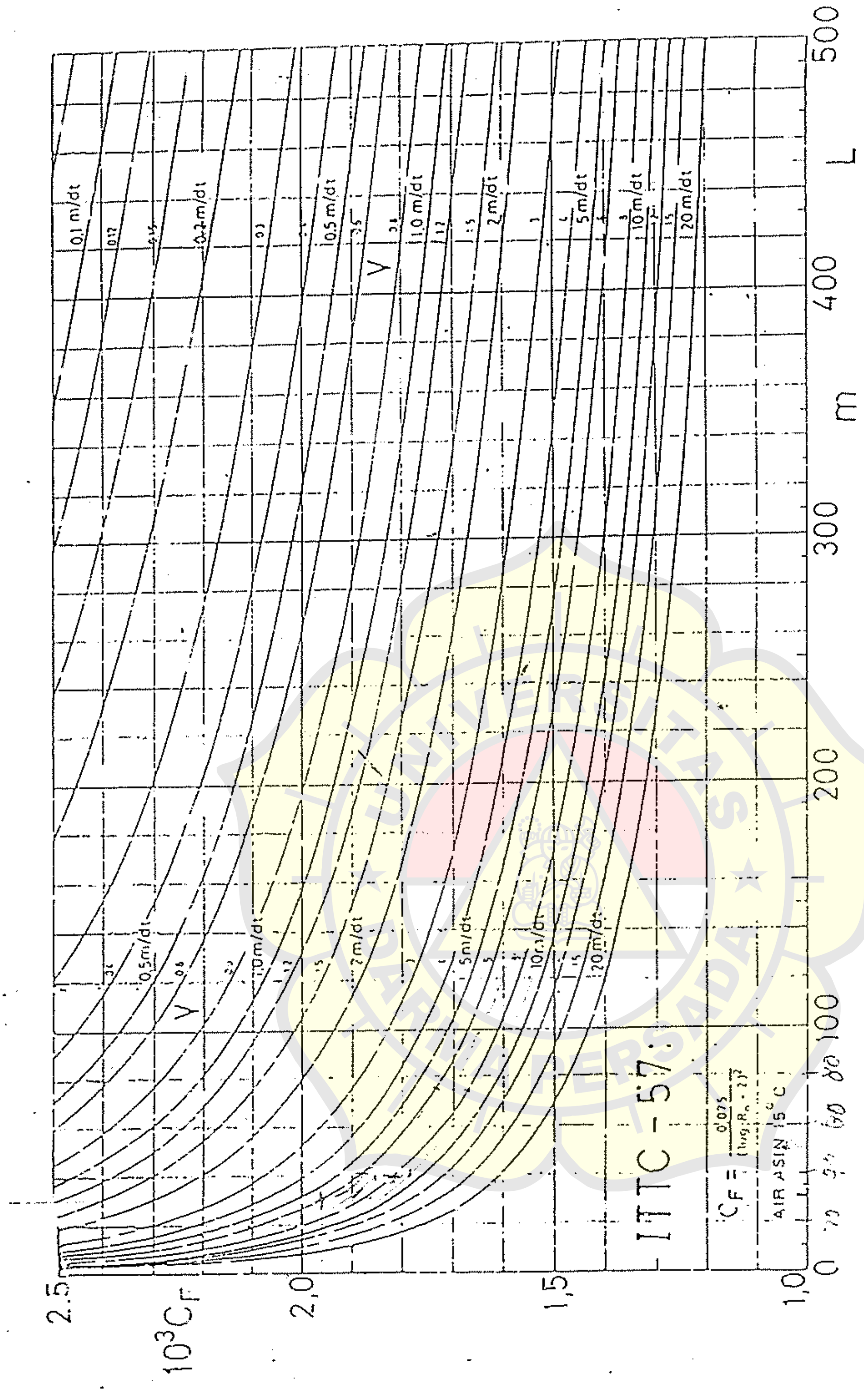
Gambar 6.6.9. Diagram kavitasi untuk seri model baling-baling berdaun empat untuk kapal niaga.

Untuk merancang baling-baling dengan memakai teori sirkulasi (lihat Bab 6, 6.7.5) perlu lebih dulu memilih garis tengah baling-baling, umumnya ditentukan dari diagram rancang (misalnya, Gb. 6.3.14). Karena itu untuk menghindari kavitasi diperlukan suatu kriteria yang agak umum dalam pemilihan luas daun. Diagram di Gb. 6.6.8 dapat dipakai sebagai pedoman demikian itu. Jika bentuk penampang daun telah diketahui maka distribusi tekanan di sekeliling penampang tersebut akan dapat dihitung (lihat Bab 2, 2.4 dan 2.6), atau mengukurnya di terowongan angin atau di terowongan air. Dengan memakai teori sirkulasi maka sudut insiden (angle of incidence) yang sebenarnya berikut pengurangan yang maksimum untuk tekanan pada punggung penampang dapat dicari. Tekanan yang dihitung tersebut kemudian dapat dibandingkan dengan tekanan statis $p_0 - p_v$ yang ada. Sudut insiden yang sebenarnya tergantung pada pola arus ikut di tempat bekerjanya baling-baling dan dalam satu kisaran baling-baling sudut tersebut akan berubah-ubah. Perhitungan tersebut harus dilakukan dengan memakai harga arus ikut mengeliling rata-rata pada setiap jari-jari tertentu. Dengan demikian maka kavitasi akan terjadi pada kisaran yang agak lebih rendah daripada yang dihitung, sehingga harus diberikan kelonggaran untuk itu. Sering bahwa setelah perhitungan selesai dilakukan kemudian dibuat model baling-balingnya dan dilakukan pengujian di terowongan kavitasi untuk memastikan tidak terjadinya pengaruh kavitasi yang merusak.

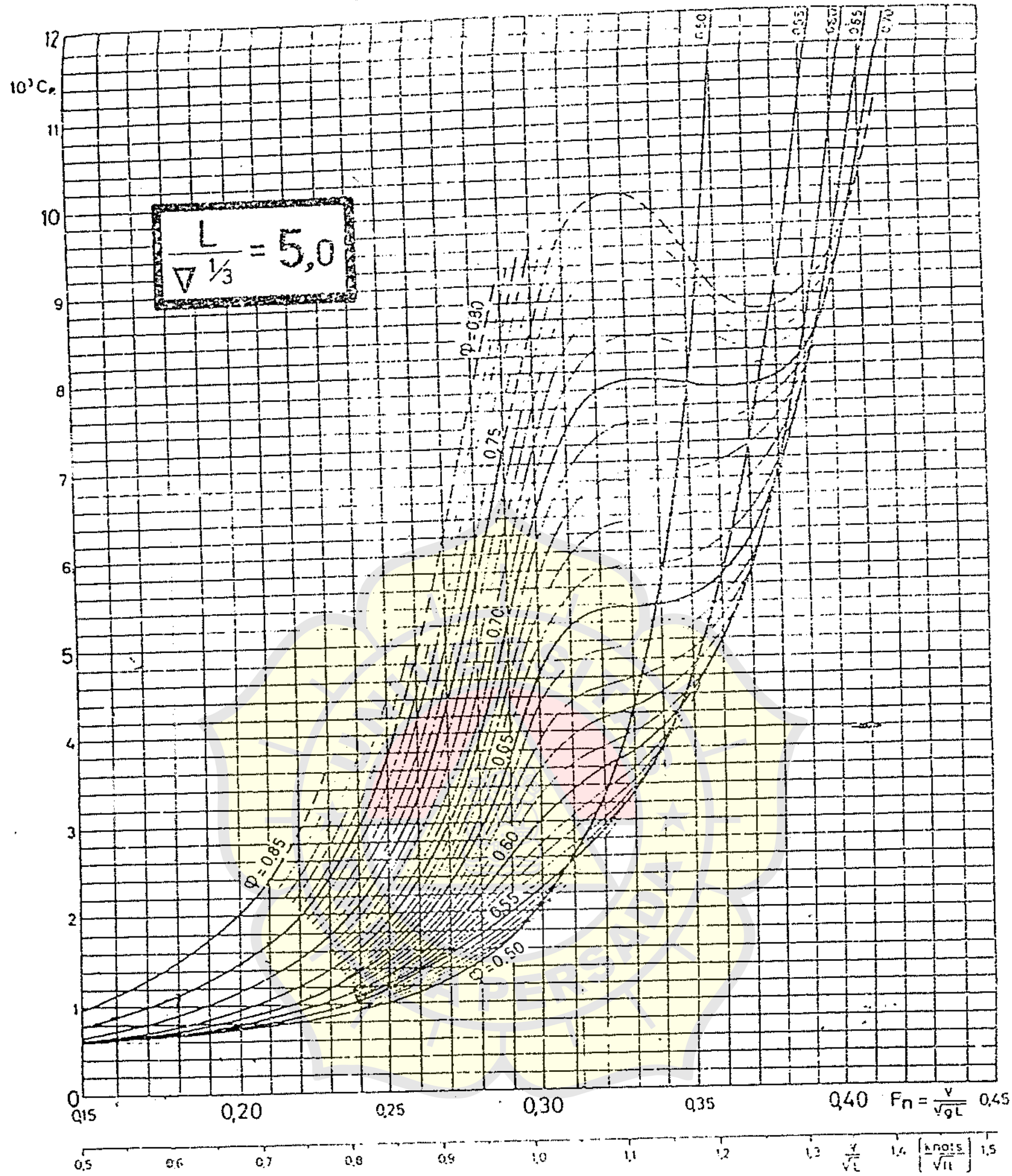
6.7. TEORI PERANCANGAN BALING-BALING

6.7.1. Pendahuluan

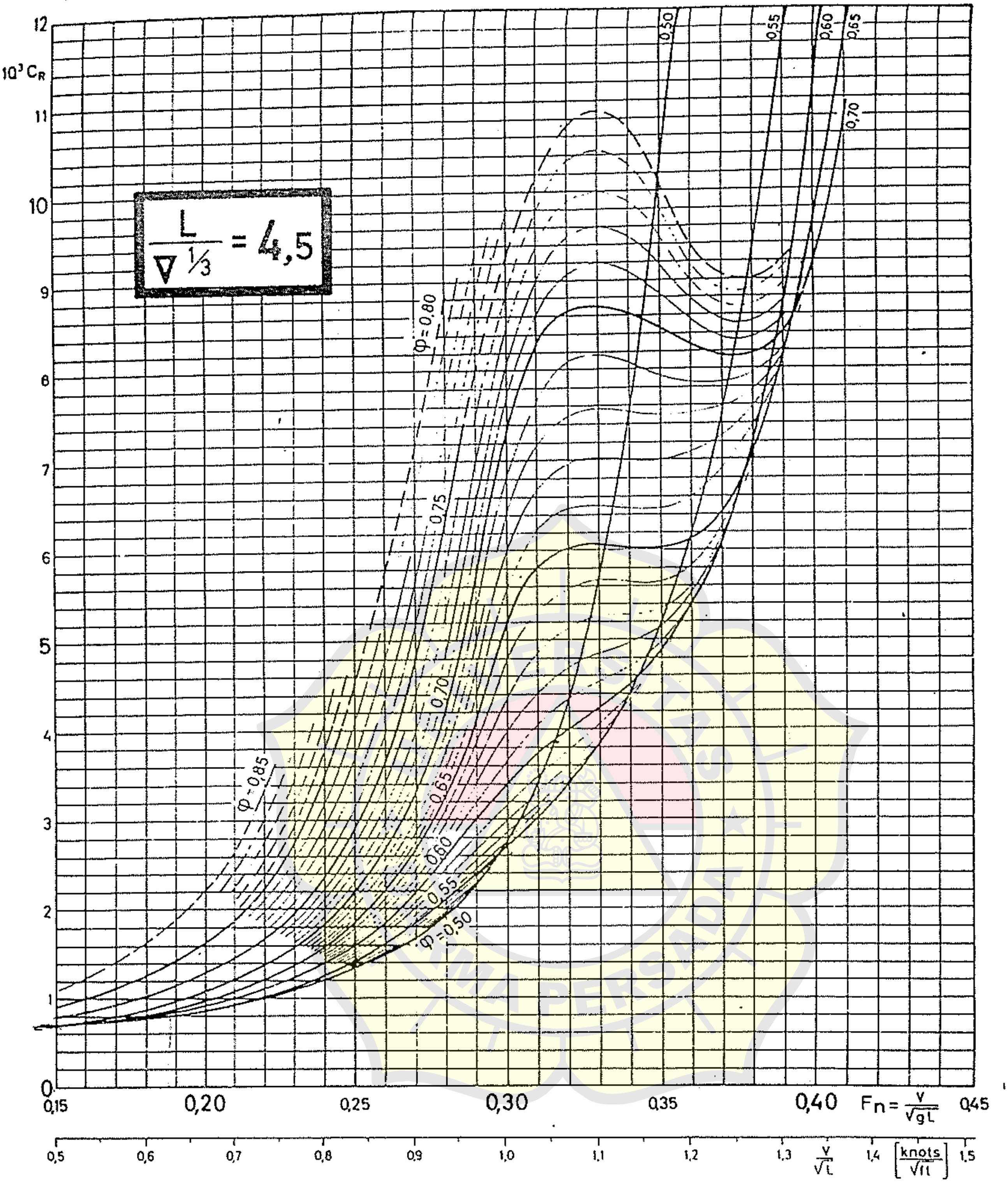
Telah banyak teori yang diajukan untuk menjelaska cara sebuah baling-baling menghasilkan gaya dorong Semua teori tersebut dikembangkan melalui pekerjaa yang sangat banyak, baik secara teoritis maupu memakai percobaan, yang dilakukan dalam caban ilmu aerodinamika. Sekalipun demikian belum ada teo yang diajukan yang memperhitungkan semua fakt yang terlibat dalam aksi baling-baling. Selain it sekalipun konsep dari sebagian besar teori tersebu cukup sederhana matematiknya cukup rumit sehingg harus dipakai sejumlah anggapan tertentu unt menyederhanakan masalahnya. Teori tersebut dap diterapkan dalam praktek dengan memakai kompute tetapi pemakaian teori yang akan diberikan berikut i dan program komputer begitu saja tanpa memahami nya kadang-kadang dapat membuat malu yang bes Karena itu, perancangan praktis baling-baling kap yang cocok untuk kondisi yang diberikan masih seri tergantung pada hasil percobaan yang dilakukan seca sistematik dengan memakai model baling-bali pemakaian pertimbangan yang baik merupakan h yang hakiki. Di lain pihak, pengetahuan teori mengenai cara kerja baling-baling merupakan hal ya penting bagi pihak arsitek kapal untuk dapat men hasilkan rancang bangun baling-baling yang terba



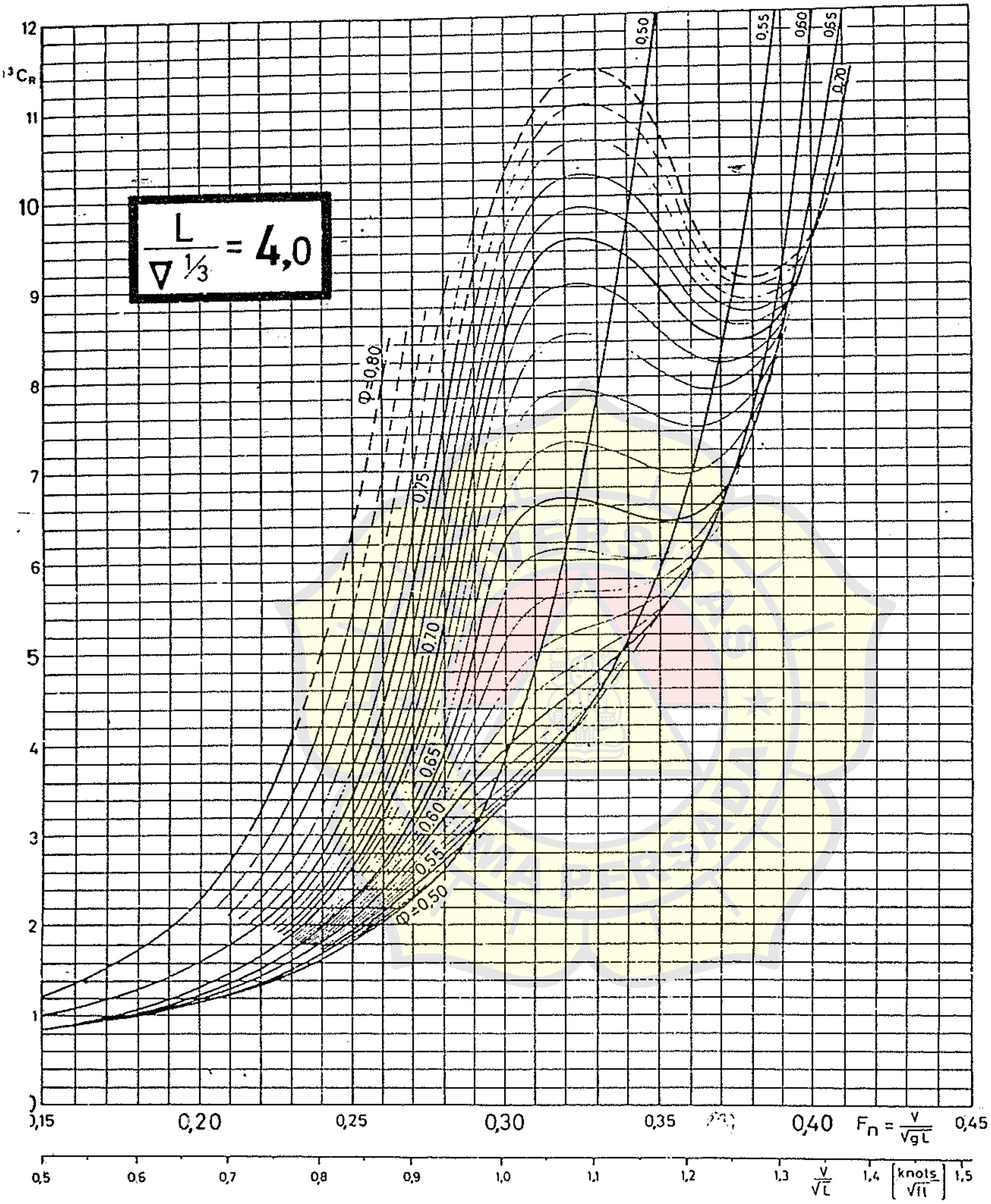
Gambar 5.5.14. Koefisien tahanan gesek C_F (menurut ITTC 1957) sebagai fungsi panjang kapal L dan kecepatan V.



Gambar 5.5.7. Koefisien tahanan sisa terhadap rasio kecepatan-panjang untuk harga koefisien prismatik longitudinal yang berbeda-beda. $L/\nabla^{1/3} = 5{,}0$.



Gambar 5.5.6. Koefisien tahanan sisa terhadap rasio kecepatan–panjang untuk harga koefisien prismatik longitudinal yang berbeda-beda. $L/\nabla^{1/3} = 4,5$.



Gambar 5.5.5. Koefisien tahanan sisa terhadap rasio kecepatan – panjang untuk harga koefisien prismatik longitudinal yang berbeda-beda. $L/\nabla^{1/3} = 4,0$.

Diagram utama digambarkan untuk menyatakan kurva rata-rata C_R untuk rasio lebar – sarat B/T = 2,5. Diagram tersebut ditunjukkan di Gb. 5.5.5 – 5.5.13.

alam diagram tersebut kurva yang digambar dengan aris terputus-putus menunjukkan bahwa kurva ersebut didasarkan pada hasil percobaan yang sedikit mlahnya atau diperoleh secara ekstrapolasi. Karena u keraguan hasil di daerah kurva itu cukup besar. elain itu, perlu diperhatikan pula bahwa di dan di ekat daerah kurva yang mempunyai punuk (tonjolan) ang menyolok, terutama jika kemiringannya menjadi egatif, tingkat ketidak pastiannya juga tinggi. erubahan yang kecil saja dari bentuk badan kapal di alam daerah tersebut dapat mempunyai pengaruh yang erarti pada harga C_R.

Perlu pula disebutkan di sini bahwa kurva tahanan rsebut berlaku untuk kapal yang mempunyai bentuk andar; yaitu letak titik benamnya standar, harga B/T ya standar, bentuk penampangnya normal, buritan-ya merupakan buritan sendok (cruiser stern) yang oderat, dan linggi haluannya merupakan linggi haluan ondong (raked stem).

Tahanan R dan daya efektif P_E untuk kapal baru apat dihitung dengan memakai

$$R = C_T(\tfrac{1}{2}\rho V^2 S) \quad \text{(N)} \qquad (5.5.11)$$

$$P_E = RV \quad \text{(kW)} \qquad (5.5.12)$$

alam hal ini koefisien tahanan totalnya adalah

$$C_T = C_R + C_F + C_A \qquad (5.5.13)$$

C_R = koefisien tahanan sisa. Untuk bentuk kapal yang "standar" dapat diambil dari diagram (Gb. 5.5.5 – 5.5.13)

C_F = koefisien tahanan gesek dan dapat dihitung dengan memakai

$$C_F = \frac{0{,}075}{(\log_{10} R_n - 2)^2} \qquad (5.5.14)$$

atau dapat diambil dari Gb. 5.5.14. Dalam gambar ini kontur C_F diberikan untuk berbagai harga V yang berbeda. Koordinat L horizontalnya adalah panjang kapal. Diagram tersebut berlaku untuk ν = 1,188 × 10^{-6} m.s^{-1}, ρ = 1,025 t/m^3, dan t = 15°C. Untuk kondisi yang lain, yaitu massa jenis dan suhu yang lain, sebelum memakai diagram tersebut panjang kapal harus diubah dulu sebagai berikut :

$$L_1 = \frac{1{,}188}{10^6 \nu} L \qquad (5.5.15)$$

C_A = koefisien tahanan tambahan, yaitu koefisien kekasaran permukaan dan pengaruh skala pada hasil percobaan model. Dalam hal ini maka C_A akan tergantung pada cara penentuan C_R dan C_F.

Untuk kapal penarik, R harus diganti dengan $R + F$. Dalam hal ini F adalah gaya tarik tali penarik (tow rope pull).

Karena kapal pada umumnya berbeda dengan standar dengan tingkat perbedaan tertentu, lebih besar atau lebih kecil, maka harus dilakukan koreksi sebagai berikut.

B/T

Karena diagram tersebut dibuat berdasarkan rasio lebar – sarat

$$B/T = 2{,}5 \qquad (5.5.16)$$

maka harga C_R untuk kapal yang mempunyai rasio lebar – sarat lebih besar atau lebih kecil daripada harga tersebut harus dikoreksi.

Berdasarkan hasil pemeriksaan materi pengujian yang ada saat ini maka disarankan untuk memakai rumus koreksi berikut ini :

$$10^3 C_R = 10^3 C_{R(B/T=2,5)} + 0{,}16(B/T - 2{,}5) \qquad (5.5.17)$$

Koreksi ini dapat mempunyai harga yang negatif atau positif.

LCB

Semua kurva C_R tersebut dimaksudkan untuk kapal yang letak titik benam longitudinalnya dekat dengan letak yang dewasa ini dipandang sebagai letak yang terbaik yang memungkinkan. Letak LCB yang optimum merupakan kuantitas yang masih agak meragukan, dan semua kepustakaan yang ada menunjukkan pendapat yang berbeda-beda sehingga memberikan gambaran yang agak membingungkan. Namun demikian ketergantungan tahanan kapal pada LCB nampak jelas pada kecepatan yang tinggi. Sebagai upaya untuk mengatasi kerancuan tersebut maka semua informasi yang ada dikumpulkan dan diringkas pada Gb. 5.5.1 Namun ini harus dipandang sebagai LCB standar untuk metode itu saja.

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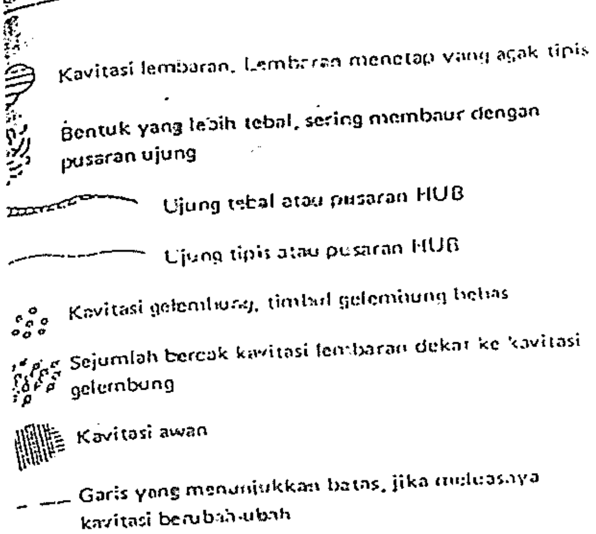


Gambar 6.6.4. Skema penyajian pola kavitasi.

.4. Pengaruh kavitasi yang merusak

vitasi pada baling-baling kapal mempunyai beberapa ngaruh yang merusak. Pertama, efesiensi baling-ing akan berkurang. Ini berarti bahwa dengan daya sin penggerak yang sama baling-baling yang ngalami kavitasi akan memberikan kecepatan kapal ng lebih rendah daripada baling-baling yang bekerja npa kavitasi. Dengan adanya kavitasi maka baling-ling akan tidak bekerja di dalam air yang homogen api di dalam cairan yang tercampur dengan uap dan s, dan ini menurunkan daya propulsi.

Kedua, kavitasi dapat menyebabkan erosi pada han. Seperti yang disebutkan di 6.6.2 pengempisan embung kavitasi akan menghasilkan tekanan yang ngat tinggi yang kadang-kadang dapat menyebabkan rusakan yang parah pada bahan. Cara yang nyebabkan terjadinya kerusakan itu sendiri tidak pat dipahami sepenuhnya, tetapi barangkali karena anya hubungan fisik kimia–metalurgi yang timbal lik. Erosi baling-baling kapal dapat dibedakan ke lam dua kelas :

Keausan umum atau pengasaran yang meliputi daerah yang cukup luas.

Erosi cepat dan burik (pitting) pada luasan setempat.

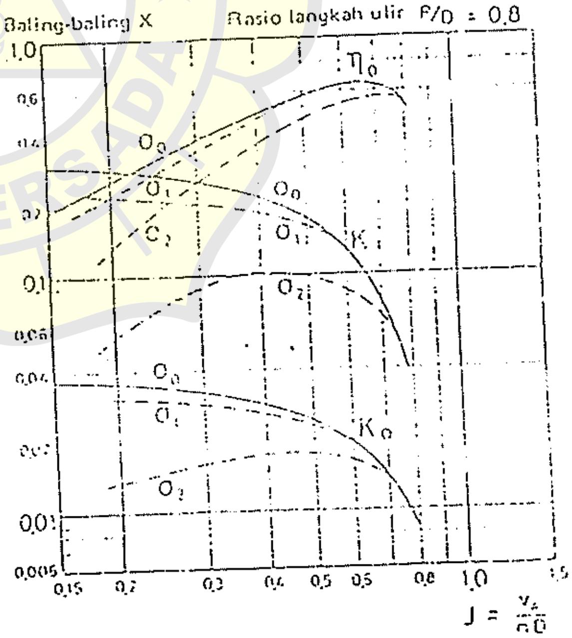
rosi pada daun baling-baling dapat menyebabkan runnya efesiensi baling-baling.

Ketiga, kavitasi dapat menyebabkan getaran dan unyi, dan ini sering merupakan sumber masalah yang esar, misalnya pada kapal tangki yang mempunyai aya mesin yang besar.

Masalah ini dapat dipelajari dengan melakukan ercobaan memakai sejumlah model yang sesuai di terowongan kavitasi (lihat Bab 3, 3.3), serta dapat dicarikan pula jalan keluar untuk mengurangi, bahkan barangkali menghindari sama sekali, pengaruh kavitasi yang merusak itu.

Untuk menentukan karakteristik unjuk kerja baling-baling pada berbagai angka kavitasi yang berbeda dapat dipakai terowongan kavitasi yang konvesional. Karakteristik tersebut digambarkan dengan cara yang sama seperti halnya hasil dari uji baling-baling terbuka, hanya saja untuk masing-masing harga angka kavitasi σ akan diperoleh perangkat kurva yang terpisah (lihat Gb. 6.6.5).

Kerusakan akibat kavitasi terjadi karena tumbukan (impact) ketika rongga kavitasi mengempis, dan gaya tumbuk (impact force) ini danggap berasal dari sejumlah gelombang kejut (shock waves) atau pancaran mikro (microjets). Alasan untuk gelombang kejut tersebut didukung oleh suatu laporan yang sistematik mengenai perhitungan tekanan untuk rongga kavitasi yang mengempis dan dengan percobaan yang dilakukan untuk mendapatkan perkiraan harga tekanan kempis yang terbesar. Tekanan kempis terbesar akan tidak kurang 10^{n} N/m^2. Alasan untuk pancaran mikro tersebut didasarkan pada hasil pengamatan; yaitu bahwa gelembung itu tumbuh dan mengempis secara tidak simetris di dekat permukaan benda padat dan ketika pengempisan berlangsung timbul pancaran dengan kecepatan yang sangat tinggi yang menumbuk kuat-kuat permukaan benda padat tadi.



Gambar 6.6.5. Kurva karakteristik untuk baling-baling di dalam terowongan kavitasi. σ_0 adalah angka kavitasi pada tekanan atmosfir.

6.5.5. Prakiraan Fraksi Deduksi Gaya Dorong

Rumus atau diagram untuk menentukan fraksi deduksi gaya dorong untuk model harus terdiri dari parameter yang telah dibahas di 6.5.4 berikut ini :

1. Koefisien blok δ
2. Rasio lebar-panjang B/L
3. Rasio diameter baling-baling dengan panjang kapal, D/L.
4. Koefisien bentuk penampang.

Umumnya keterangan mengenai t terkait dengan keterangan mengenai w. Karena itu kurva untuk menentukan fraksi deduksi gaya dorong digambarkan di Gb. 6.4.26 sebagai kurva untuk fraksi arus ikut. Kurva tersebut berlaku untuk buritan konvensional (lihat Gb. 6.5.5). Untuk buritan baling-baling bebas harga t akan berkurang sebesar

$$\Delta t = -0{,}5t \qquad (6.5.16)$$

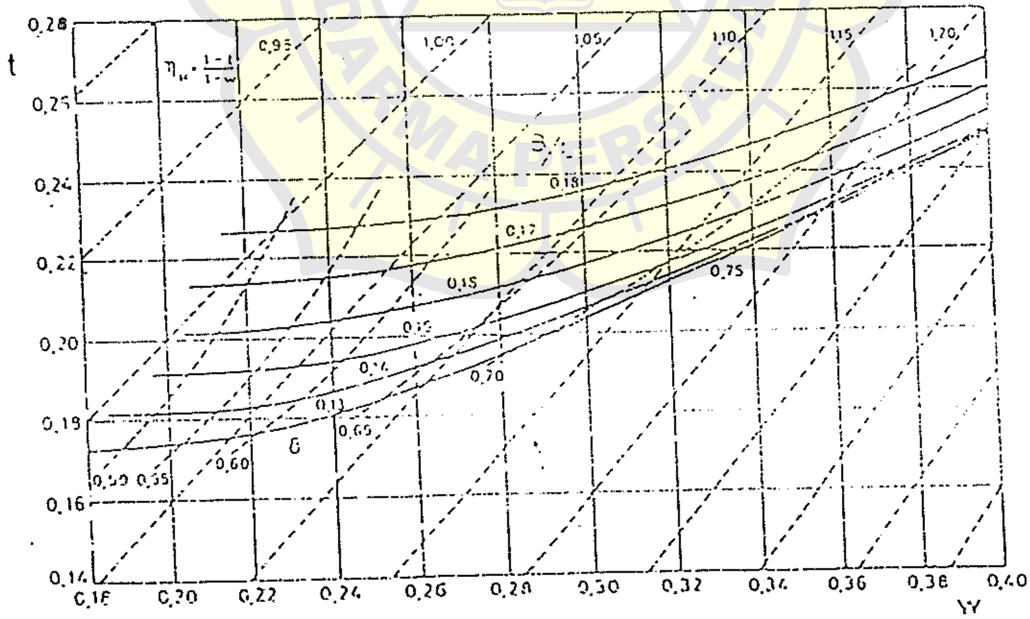
Buritan gembung memberikan pengertian bahwa t harus dikurangi sebesar

$$\Delta t = -0{,}25t \qquad (6.5.17)$$

Untuk kapal "standar" dengan bentuk penampang normal dan buritan konvensional, $D/L = 0{,}04$, serta $B/T = 2{,}5$, hubungan sederhana antara deduksi gaya dorong dengan arus ikut mudah dicari, dan hubungan ini ditunjukkan di Gb. 6.5.6. Dalam gambar ini koefisien arus ikut dipakai sebagai koordinat horizontal sedangkan ordinatnya adalah koefisien deduksi gaya dorong. Tiga perangkat kurva ditunjukkan dalam diagram tersebut. Perangkat yang pertama menunjukkan hubungan antara t dan w untuk harga koefisien blok yang tetap. Perangkat yang kedua menunjukkan hubungan yang sama tetapi untuk rasio lebar – panjang yang tetap, dan yang ketiga menunjukkan hubungan antara t dan w untuk efesiensi badan kapal yang tetap: $\eta_H = (1 - t)/(1 - w)$.

Sekalipun khusus hanya memandang kapal dengan bentuk yang normal dan mempunyai $D/L = 0{,}04$ akan terlihat bahwa antara t dan w tidak mempunyai hubungan yang proporsional. Lagi pula, t dan w bervariasi dengan cara sendiri-sendiri terhadap bentuk penampang-kapal, garis tengah baling-baling, dan kecepatan. Karena itu Gb. 6.5.6 hanya dapat dipakai sebagai perkiraan yang sangat kasar untuk mendapatkan harga fraksi deduksi gaya dorong, fraksi arus ikut, dan efesiensi badan kapal dalam salah satu tahap perhitungan yang paling awal untuk menentukan daya yang diperlukan untuk propulsi kapal baru berbaling-baling tunggal.

Untuk memperkirakan fraksi deduksi gaya dorong kapal berbaling-baling ganda hanya pedoman dasarnya saja yang dapat diberikan. Yang jelas fraksi deduksi gaya dorong akan tergantung pada koefisien blok kapal



Gambar 6.5.6. Hubungan antara fraksi deduksi gaya dorong, fraksi arus ikut, dan efesiensi badan kapal untuk kapal berbaling-baling tunggal dengan bentuk normal dan $D/L = 0{,}04$

efisien blok yang besar akan memberikan harga fraksi deduksi gaya dorong yang tinggi seperti yang ditunjukkan di Gb. 6.5.7. Jika kapal yang bersangkutan tidak memakai bos tetapi memakai braket poros maka fraksi deduksi gaya dorongnya harus dikurangi dengan

$$\Delta t = -0,02 \qquad (6.5.18)$$

Jika harga rasio garis tengah-panjangnya berbeda dari $D/L = 0,03$ maka dapat dipakai koreksi berikut ini :

$$\Delta t = 4\left(\frac{D}{L} - 0,03\right) \qquad (6.5.19)$$

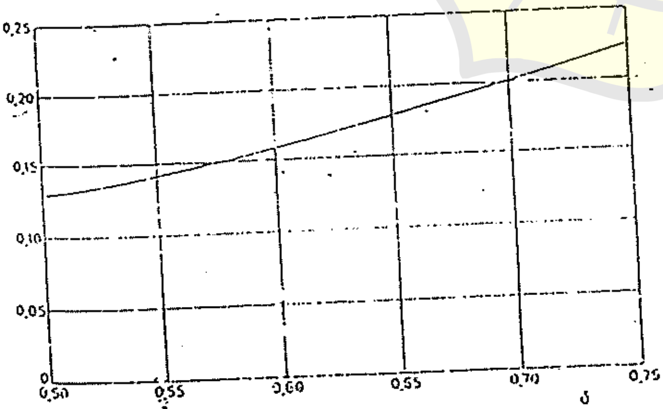
Selanjutnya, jika jarak kelonggaran ujung daun baling-baling (TC) tidak sebesar kira-kira $0,005L$ maka fraksi deduksi gaya dorongnya harus dikoreksi memakai :

$$\Delta t = -6\left(\frac{TC}{L} - 0,005\right) \qquad (6.5.20)$$

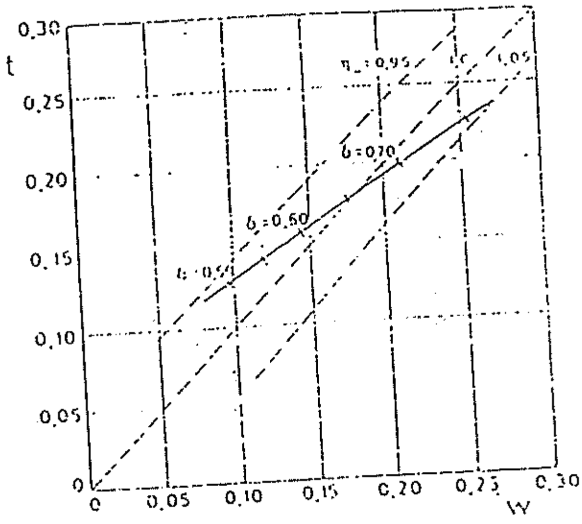
Dengan demikian maka harga t nya adalah

$$t = t_S + \Sigma \Delta t \qquad (6.5.21)$$

Gambar 6.5.8 menunjukkan hubungan antara fraksi deduksi gaya dorong, fraksi arus ikut, dan efesiensi badan kapal untuk kapal berbaling-baling ganda yang mempunyai bentuk yang normal dan $D/L = 0,03$ dan mungkin berguna untuk perkiraan awal.



Gambar 6.5.7. Fraksi deduksi gaya dorong untuk kapal berbaling-baling ganda, $D/L = 0,03$.



Gambar 6.5.8. Hubungan antara fraksi deduksi gaya dorong, fraksi arus ikut, dan efesiensi badan kapal untuk kapal berbaling-baling ganda yang mempunyai bentuk normal dan $D/L = 0,03$.

6.6. KAVITASI

6.6.1. Pendahuluan

Kavitasi merupakan fenomena yang dapat terjadi bila baling-baling bekerja dengan beban yang relatif tinggi. Kavitasi adalah proses dinamis. Dalam proses ini di dalam fluida yang tekanannya turun hingga pada tekanan uap fluida tersebut akan timbul sejumlah rongga (cavities) yang berisi uap. Jika pada baling-baling kapal timbul kavitasi maka, di atas kisaran kritis tertentu, akan terjadi pemecahan aliran yang terus meningkat, dan hal ini akan mengakibatkan berkurangnya gaya dorong. Kavitasi dapat menyebabkan kapal tidak dapat mencapai kecepatan yang diinginkan. Kavitasi juga dapat menimbulkan getaran, bunyi, dan erosi pada baling-baling. Jika pada seluruh permukaan suatu baling-baling kapal terdapat arus ikut yang berbeda-beda dan perbedaan itu besar maka pada permukaan itu akan cenderung terjadi kavitasi.

Dalam rekayasa umumnya kavitasi didefinisikan sebagai proses pembentukan fase uap dari suatu cairan ketika cairan tersebut mengalami pengurangan tekanan pada suhu sekeliling (ambient temperature) yang tetap. Secara umum suatu cairan dikatakan mengalami kavitasi jika di dalam cairan tersebut terlihat adanya gelembung yang terbentuk akibat turunnya tekanan. Untuk dapat memulai timbulnya kavitasi pada tekanan sebesar sekitar tekanan uap diperlukan sejumlah gelembung kecil, disebut inti (nuclei), sering cukup hanya dalam ukuran submikroskopis saja, yang mengandung gas permanen dan/atau uap cairan yang

Semua data diacukan pada daerah (lingkup) model, dan tahanan model (R_{Tm}) ditentukan sebagai fungsi kecepatan.

2. Koefisien tahanan total spesifik model (C_{Tm}) ditentukan :

$$C_{Tm} = \frac{R_{Tm}}{\frac{1}{2}\rho V_m^2 S_m} \qquad (5.5.5)$$

ρ adalah massa jenis, V_m kecepatan model, S_m permukaan basah model (= panjang garis sisi rata-rata × panjang garis air).

3. Koefisien tahanan sisa spesifik ditentukan dari

$$C_R = C_{Tm} - C_{Fm} \qquad (5.5.6)$$

C_{Fm} adalah koefisien tahanan gesek spesifik. "Garis korelasi model – kapal ITTC 1957" dipakai untuk menentukan koefisien tahanan gesek.

$$C_F = \frac{0{,}075}{(\log_{10} R_n - 2)^2} \qquad (5.5.7)$$

R_n adalah angka Reynolds (VL/ν, ν adalah koefisien viskositas kinematik dan L panjang garis air). Dalam Gb. 5.5.4 diberikan kontur C_F untuk berbagai harga V dan F_n. Koordinat horizontal menunjukkan panjang model L. Diagram tersebut untuk $\nu = 1{,}139 \times 10^{-6}\ \mathrm{m\ s^{-1}}$, $\rho = 1000\ /\mathrm{m}^3$, dan $T = 15°C$. Karena itu untuk memakai diagram tersebut dengan kondisi yang lain, yaitu massa jenis dan suhu yang lain, panjang kapal harus diubah dulu sebelum memakai diagram tersebut sebagai berikut

$$L_1 = \frac{1{,}139}{10^6 \nu} \cdot L \qquad (5.5.8)$$

4. C_R dinyatakan sebagai fungsi angka Froude

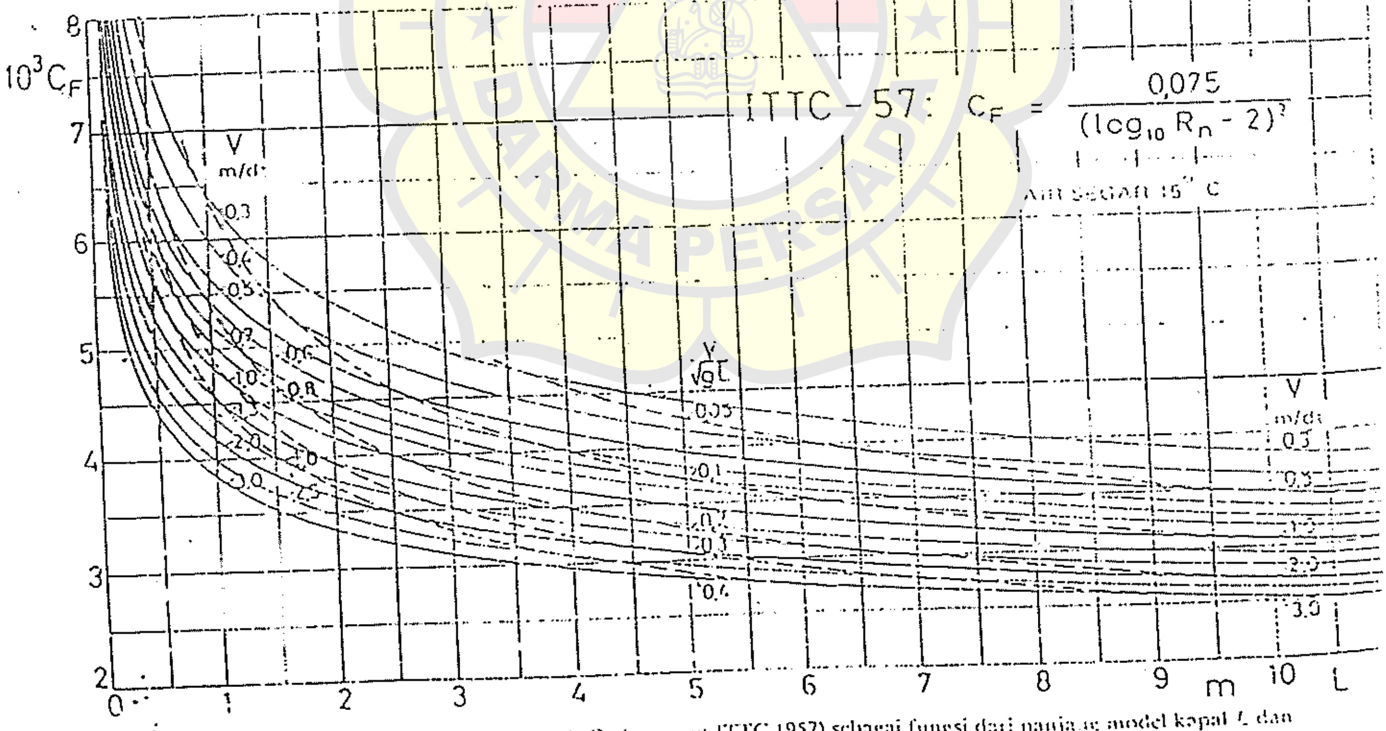
$$F_n = \frac{V}{\sqrt{gL}} \qquad (5.5.9)$$

(rasio kecepatan – panjang $V/\sqrt{L}$, dalam hal ini V diukur dalam knot dan L dalam kaki, didapat da... subskala dalam diagram C_R).

5. Hasilnya dikelompokkan menurut rasio panjang – displasemen $L/\nabla^{1/3}$ dan koefisien prismatik model. ∇ adalah volume displasemen dan

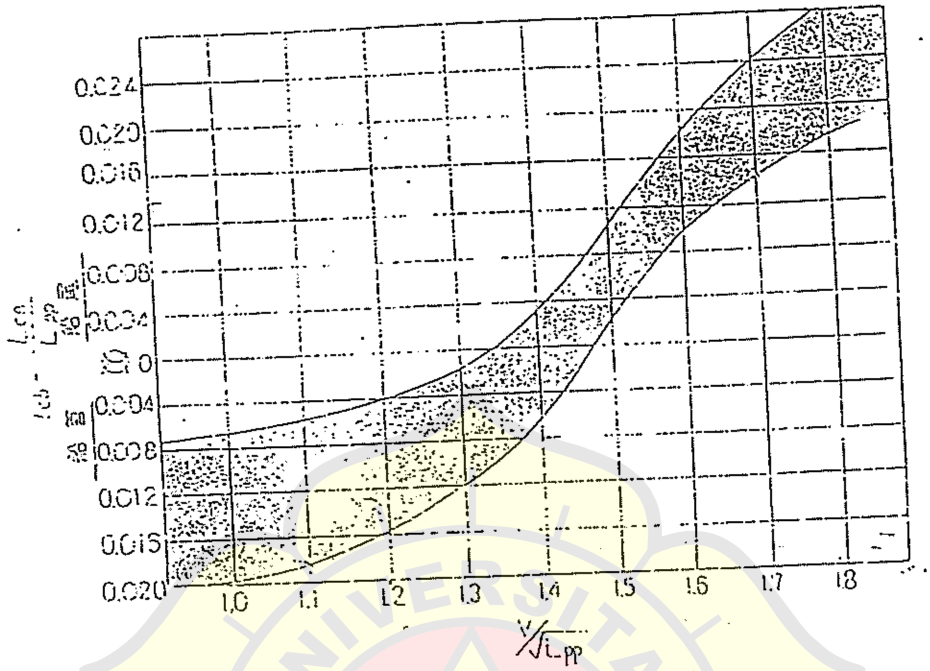
$$\varphi = \frac{\nabla}{LBT\beta} \qquad (5.5.10)$$

B adalah lebar, T sarat, dan β koefisien penampang melintang tengah kapal.

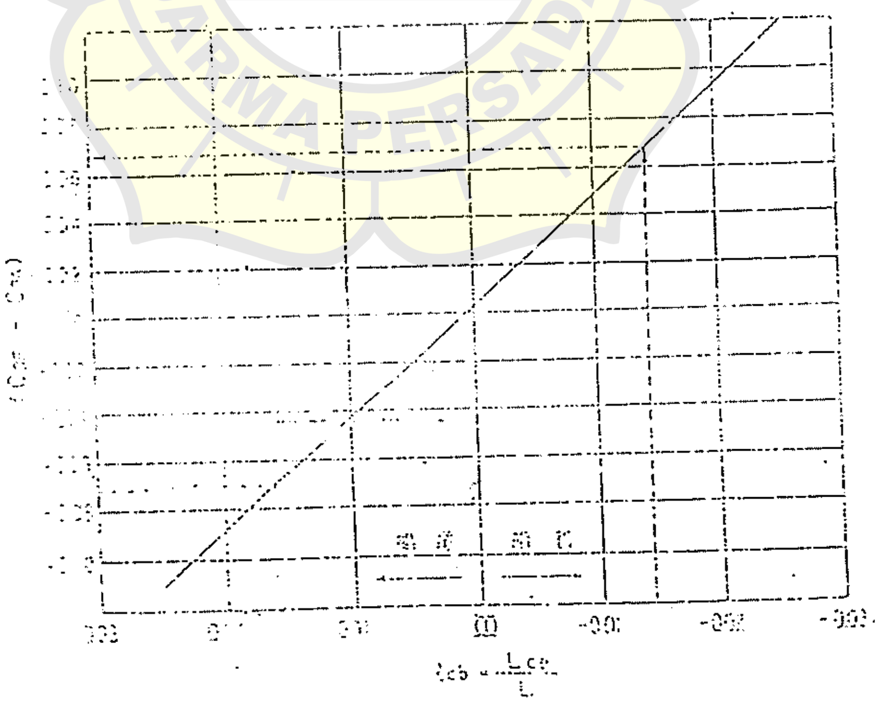


Gambar 5.5.4. Koefisien tahanan gesek C_F (menurut ITTC 1957) sebagai fungsi dari panjang model kapal L dan kecepatan V.

Lampiran 3. Diagram untuk menentukan letak LCB



Lampiran 4. Diagram untuk menetukan koefisien depan dan belakang (Cpf - Cpa)



sought. It is true that charts have been published for both Kort nozzles and Voith Schneider propellers by the Wageningen tank, but experience shows that these require very heavy correlation factors both for propeller dimensions and efficiency.

For preliminary purposes, irrespective of the type of propulsion chosen, the Admiralty coefficient is sufficiently accurate, provided that it is assessed from a closely similar ship. In this class of vessel the drawbacks usually associated with this coefficient are somewhat smothered. The coefficient should be taken from the trials of known craft and will be found to vary simply with length and, indeed, may be taken to be numerically equal to the length in feet when reliable data are lacking. Figure 26 shows some typical Admiralty coefficients.

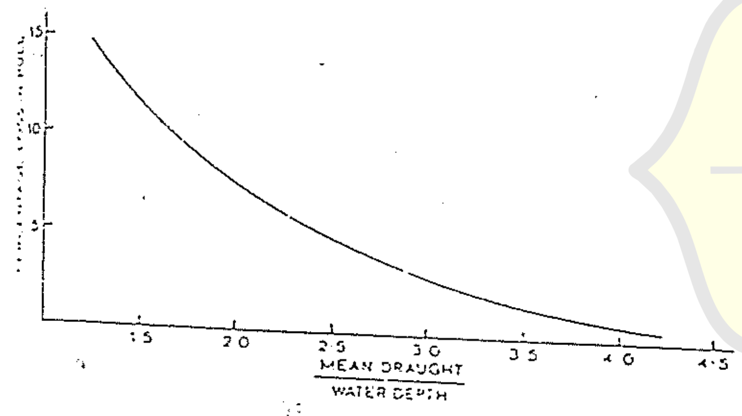


Figure 26 Typical Admiralty coefficients

TOWING

In towing conditions the power required is determined largely by the resistance of the tow which usually swamps the self-propulsion resistance of the tug. If the tow is mainly barges then the data given in Chapter 2 can be used but where other craft are envisaged then the resistance must be assessed from other reliable data. The careful analysis of towing trials will provide the designer with a lot of useful information in this direction. The towing efficiency, which is defined

$$\eta_{TOW} = \frac{6{\cdot}87 \times P_L \times V_t}{dhp} \tag{41}$$

will be found to rise to a maximum at a speed of about 6 knots and then to fall off rapidly. It may be assessed from Figure 27.

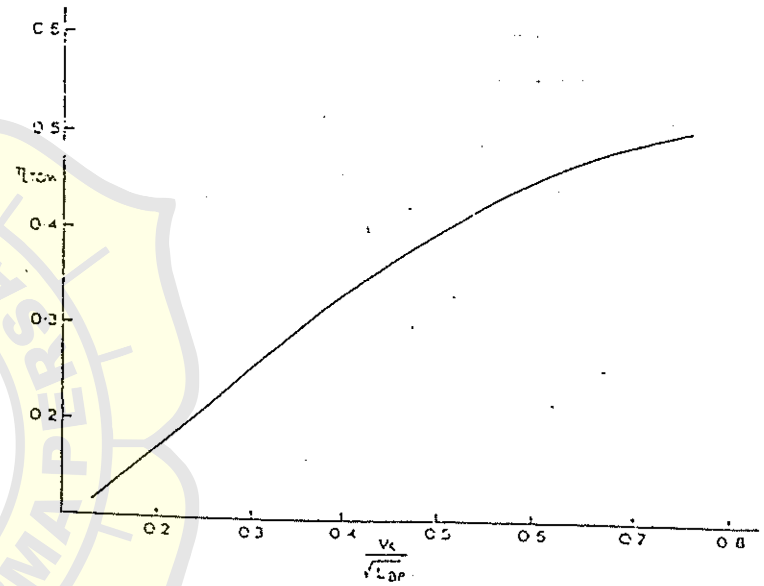


Figure 27 Average towing efficiencies

It is becoming increasingly common to specify that a tug should pull a given number of tons at a towing speed of so many knots, but it should be borne in mind that it is virtually impossible to prove such a pull on trials. It is, however, possible to power a tug on this basis by means of the propeller charts and this should be done for barge towing tugs as a matter of practice.

BOLLARD PULL

The two major factors affecting the bollard pull of a tug are the dhp and the propeller diameter. Barnaby has shown that by eliminating n^2 from the definitions of K_t and K_q the bollard pull is given by:

values of the coefficient $\frac{0{\cdot}01107\ K_t}{K_s^{\ t}}$ are given in Table 11 for the Troost Wageningen screws.

TABLE 11

	Three blades		Four blades	
Disc area ratio	0·35	0·50	0·40	0·55
P/D				
0·5	0·033	0·0327	0·0335	0·033
0·6	0·0332	0·0336	0·0346	0·0323
0·8	0·0317	0·0324	0·0326	0·0310
1·0	0·0301	0·0306	0·0303	0·0303
1·2	0·0279	0·0285	0·0288	0·0288
1·4	0·0257	0·0267	0·0266	0·0272

For the Kort nozzle the effects of pitch ratio and blade area, etc., are not so marked, with the result that this device turns in a fairly constant figure of about 0·0416. Cast-iron screws will reduce the figure slightly—by about 3 or 4%—and to obtain the best results a clear stern with as few appendages as possible is a necessity.

Average values of the Barnaby coefficient at slips other than 100% are given in Figure 28.

This chart may also be used where Voith Schneider propellers are envisaged, but care must be taken to use an equivalent propeller diameter.

$$D_x = \sqrt{\frac{4D_x l_x}{\pi}} \qquad (43)$$

This equivalent diameter will give the same race area as the Voith Schneider propeller.

POWER AT OTHER SLIPS THAN DESIGN

The usual tug specification requires both a pull and a speed and if the screw is designed on one or the other of these items then the propeller, unless it is of the controllable pitch type, will not allow the full power to be developed at the other end of the slip range. The one exception to this is when electric transmission is used. The following information can then be used to check that there is sufficient power to satisfy the specification.

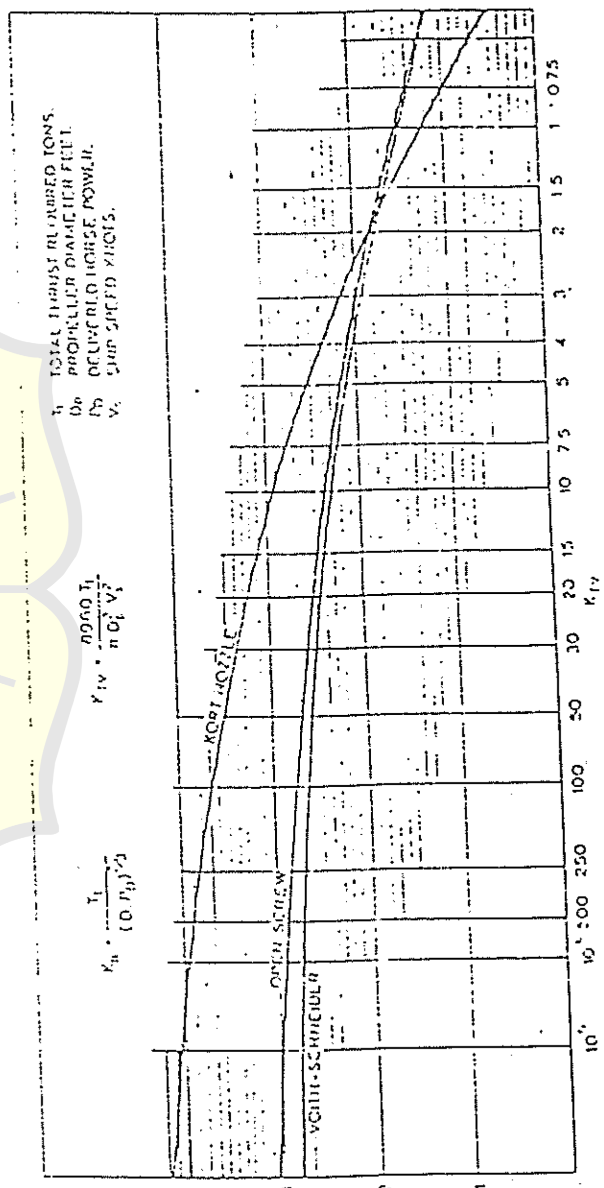


Figure 28 Towing power chart

LAMPIRAN 4

Table 18.2 Anchor, Chain Cables and Ropes

No. for Reg.	Equipment numeral Z	Stockless anchor			Stud link chain cables				Stream wire or chain for stream anchor		Recommended ropes				
		Bower anchor		Stream anchor	Bower anchors						Towline		Mooring ropes		
		Number[1]	Mass per anchor		Total length	Diameter d1	Diameter d2	Diameter d3	Length	Br. load[2]	Length	Br. load[2]	Number	Length	Br. load[2]
			[kg]	[kg]	[m]	[mm]	[mm]	[mm]	[m]	[kN]	[m]	[kN]		[m]	[kN]
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
101	up to - 50	2	120	40	165	12.5	12.5	12.5	80	65	180	100	3	80	35
102	50 - 70	2	180	60	220	14	12.5	12.5	80	65	180	100	3	80	35
103	70 - 90	2	240	80	220	16	14	14	85	75	180	100	3	100	40
104	90 - 110	2	300	100	247.5	17.5	16	16	85	80	180	100	3	110	40
105	110 - 130	2	360	120	247.5	19	17.5	17.5	90	90	180	100	3	110	45
106	130 - 150	2	420	140	275	20.5	17.5	17.5	90	100	180	100	3	120	50
107	150 - 175	2	480	165	275	22	19	19	90	110	180	100	3	120	55
108	175 - 205	3	570	190	302.5	24	20.5	20.5	90	120	180	110	3	120	60
109	205 - 240	3	660		302.5	26	22	20.5			180	130	4	120	65
110	240 - 280	3	780		330	28	24	22			180	150	4	120	70
111	280 - 320	3	900		357.5	30	26	24			180	175	4	140	80
112	320 - 360	3	1020		357.5	32	28	24			180	200	4	140	85
113	360 - 400	3	1140		385	34	30	26			180	225	4	140	95
114	400 - 450	3	1290		385	36	32	28			180	250	4	140	100
115	450 - 500	3	1440		412.5	38	34	30			180	275	4	140	110
116	500 - 550	3	1590		412.5	40	34	30			190	305	4	160	120
117	550 - 600	3	1740		440	42	36	32			190	340	4	160	130
118	600 - 660	3	1920		440	44	38	34			190	370	4	160	145
119	660 - 720	3	2100		440	46	40	36			190	405	4	160	160
120	720 - 780	3	2280		467.5	48	42	36			190	440	4	170	170
121	780 - 840	3	2460		467.5	50	44	38			190	480	4	170	185
122	840 - 910	3	2640		467.5	52	46	40			190	520	4	170	200
123	910 - 980	3	2850		495	54	48	42			190	560	4	170	215
124	980 - 1060	3	3060		495	56	50	44			200	600	4	180	230
125	1060 - 1140	3	3300		495	58	50	46			200	645	4	180	250
126	1140 - 1220	3	3540		522.5	60	52	46			200	690	4	180	270
127	1220 - 1300	3	3780		522.5	62	54	48			200	740	4	180	285
128	1300 - 1390	3	4050		522.5	64	56	50			200	785	4	180	305
129	1390 - 1480	3	4320		550	66	58	50			200	835	4	180	325
130	1480 - 1570	3	4590		550	68	60	52			220	890	5	190	325
131	1570 - 1670	3	4890		550	70	62	54			220	940	5	190	335
132	1670 - 1790	3	5250		577.5	73	64	56			220	1025	5	190	350
133	1790 - 1930	3	5610		577.5	76	66	58			220	1110	5	190	375
134	1930 - 2080	3	6000		577.5	78	68	60			220	1170	5	190	400
135	2080 - 2230	3	6450		605	81	70	62			240	1260	5	200	425
136	2230 - 2380	3	6900		605	84	73	64			240	1355	5	200	450
137	2380 - 2530	3	7350		605	87	76	66			240	1455	5	200	480
138	2530 - 2700	3	7800		632.5	90	78	68			260	1470	6	200	480
139	2700 - 2870	3	8300		632.5	92	81	70			260	1470	6	200	490
140	2870 - 3040	3	8700		632.5	95	84	73			260	1470	6	200	500
141	3040 - 3210	3	9300		660	97	84	76			280	1470	6	200	520
142	3210 - 3400	3	9900		660	100	87	78			280	1470	6	200	555
143	3400 - 3600	3	10500		660	102	90	78			280	1470	6	200	590
144	3600 - 3800	3	11100		687.5	105	92	81			300	1470	6	200	620
145	3800 - 4000	3	11700		687.5	107	95	84			300	1470	6	200	650
146	4600 - 4200	3	12300		687.5	111	97	87			300	1470	7	200	650
147	4200 - 4400	3	12900		715	114	100	87			300	1470	7	200	660
148	4400 - 4600	3	13500		715	117	102	90			300	1470	7	200	670
149	4600 - 4800	3	14100		715	120	105	92			300	1470	7	200	680
150	4800 - 5000	3	14700		742.5	122	107	95			300	1470	7	200	685
151	5000 - 5200	3	15400		742.5	124	111	97			300	1470	8	200	685
152	5200 - 5500	3	16190		742.5	127	111	97			300	1470	8	200	695
153	5500 - 5800	3	16900		742.5	130	114	100			300	1470	8	200	705
154	5800 - 6100	3	17800		742.5	132	117	102			300	1470	9	200	705
155	6100 - 6500	3	18800		742.5		120	107			300	1470	9	200	715
156	6500 - 6900	3	20000		770		124	111			300	1470	9	200	725
157	6900 - 7400	3	21500		770		127	114			300	1470	10	200	725
158	7400 - 7900	3	23000		770		132	117			300	1470	11	200	725
159	7900 - 8400	3	24500		770		137	122			300	1470	11	200	735
160	8400 - 8900	3	26000		770		142	127			300	1470	12	200	735
161	8900 - 9400	3	27500		770		147	132			300	1470	13	200	735
162	9400 - 10000	3	29000		770		152	132			300	1470	14	200	735
163	10000 - 10700	3	31000		770			137			300	1470	15	200	735
164	10700 - 11500	3	33000		770			142			300	1470	16	200	735
165	11500 - 12400	3	35500		770			147			300	1470	17	200	735
166	12400 - 13400	3	38500		770			152			300	1470	18	200	735
167	13400 - 14600	3	42000		770			157			300	1470	19	200	735
168	14600 - 16000	3	46000		770			162			300	1470	21	200	735

d_1 = Chain diameter Grade K 1 (Ordinary quality)
d_2 = Chain diameter Grade K 2 (Special quality)
d_3 = Chain diameter Grade K 3 (Extra special quality)
See also D

1 see C.1.
2 see F.1.2

Table 42

Compartment	Number of air renewals per hour for	
	Plenum ventilation	Exhaust ventilation
Passengers', officers' and crew accommodations	10 to 15	—
Public rooms (staterooms, dining saloons, etc.)	15 to 20	10 to 15
Smoking rooms	—	15 to 20
Gymnasiums	15	20
Swimming pools	15	20
Russian baths	—	10 to 20
Galleys	5 to 10	40 to 60
Provision rooms without cooling facilities	5 to 10	10 to 15
Bathrooms, toilets and laundries	5	15 to 20
Sick bays	5 to 10	10 to 20
Baggage rooms	—	20
Deck refreshment bars	10 to 15	25 to 30
Upper deck passageways	—	6
Middle deck passageways	—	7
Lower deck passageways	—	8
Engine and boiler rooms	30	35

$p_{st} = 760$ mmHg, relative humidity of $\varphi_{st} = 50$ per cent and density $\gamma_{st} = 1.2$ kg per cu m. The capacity of the fan determined for air in a given state, having a pressure p_a, volume Q_a and temperature t_a, can be converted to the standard air capacity by using formula (276) which is derived from the equation

$$\frac{p_{st}Q_{st}}{1+\alpha t_{st}} = \frac{p_a Q_a}{1+\alpha t_a}$$

whence

$$Q_{st} = \frac{(1+\alpha t_{st})\, p_a Q_a}{p_{st}(1+\alpha t_a)} = Q_a \frac{\left(1+\frac{1}{273}20\right)}{\left(1+\frac{1}{273}t_a\right)} \frac{p_a}{760} =$$

$$= Q_a \frac{293}{273+t_a} \frac{p_a}{760} \text{ cu m per hour} \qquad (276)$$

The theoretical head developed by the fan is expressed in mm of water column:

$$H_{t\infty} = \frac{1}{g}(c_{2u}u_2 - c_{1u}u_1) = \frac{1{,}000}{g} \frac{\gamma_{air}}{\gamma_{wat}} (c_{2u}u_2 - c_{1u}u_1) =$$
$$= \rho(c_{2u}u_2 - c_{1u}u_1) \text{ mmH}_2\text{O} \qquad (277)$$

where γ_{air} = density of air, kg per cu m

$\gamma_{wat} = 1{,}000$ = density of water, kg per cu m

ρ = mass density of air, kg-sec² per m⁴.

Upon radial entry of the air onto the fan impeller vanes

$$H_{t\infty} = \rho c_{2u} u_2 \text{ mmH}_2\text{O}$$

Taking into account the effect of having a finite number of impeller vanes on the developed head by the factor σ and for the losses of head in the fan by the hydraulic efficiency η_h we obtain the actual head

$$H = H_{t\infty}\sigma\eta_h = \sigma\rho c_{2u}u_2\eta_h = \sigma\rho \frac{c_{2u}}{u_2} u_2 u_2 \eta_h =$$
$$= \sigma\rho\varphi_h u_2^2 \eta_h = \rho\psi_h u_2^2 \text{ mmH}_2\text{O} \qquad (278)$$

where $\varphi_h = \frac{c_{2u}}{u_2}$ = eddy current factor

$\psi_h = \sigma\varphi_h\eta_h$ = head factor taken equal to: 0.8 to 1.1 for forward-curved vanes; 0.6 to 0.8 for radial, or straight, vanes; 0.5 to 0.7 for backward-curved vanes.

The fan head required to accommodate a given ventilating system depends upon the resistance and characteristic curves of the latter.

The permissible maximum peripheral speeds (tip speeds) of an impeller, based upon fan design and strength considerations, are listed in Table 43. The table also lists the most widely used inlet and outlet angles of the vanes.

Table 43

Type of fan	Peripheral speed, m per sec	Inlet angle	Outlet angle
Low-pressure	30 to 40	95 to 105	15 to 25
Medium-pressure	40 to 50	125 to 130	30 to 35
High-pressure	50 to 90	140 to 145	40 to 45

Backward curved vanes are rarely employed and then only for low-pressure fans. The number of vanes is usually assigned so as to facilitate laying out and may be equal to 4, 6, 8, 12, 16, 24, 32 or 48.

(1) fans of service and living compart ments, designed to provide induced ventilation in these spaces;

(2) cargo hold fans, designed for ventilating the holds of dry-store bulk carriers, tankers and refrigerated cargo vessels, as well as refrigerated provision chambers;

(3) boiler plant fans, designed to produce artificial draught for the steam boilers;

(4) coal bunker fans.

Depending upon the way they are installed fans are classified as:

(1) supply fans in which the fan discharge is connected with the spaces being served;

(2) exhaust fans in which the fan inlet is connected to the spaces being served;

(3) ceiling fans, designed to produce air movement in the spaces without providing exchange.

As regards the pressure they develop, fans are divided into:

(1) low-pressure fans developing a head up to 100 mmH_2O;

(2) medium-pressure fans developing a head up to 300 mmH_2O;

(3) high-pressure fans developing a head up to 1,500 mmH_2O.

According to the mechanical composition of the gas they handle, there are:

(1) fans for delivering pure gases;

(2) dust fans designed for delivering gases polluted by mechanical impurities.

The specific velocity, n_s, of a fan is a value relating the air discharge, Q cu m per hour, full head, H mmH_2O, at normal atmospheric conditions and the fan wheel speed, n rpm, at the highest efficiency:

$$n_s = \frac{n\sqrt{Q}}{\sqrt[4]{H^3}}$$

Gas passing through the fan is compressed to only the slightest degree and is therefore assumed to be an incompressible fluid. In this case all the main principles in the theory and operation of centrifugal pumps are valid for fans as well.

The capacity of a fan for ventilating definite service quarters must be sufficient to maintain the chemical composition, humidity and temperature of the air within the requirements of sanitary regulations.

The unwholesomeness, or contamination, of the air in a room or compartment due to the presence of people is usually estimated by the carbon dioxide content, which increases with an increase of harmful impurities in the air. The carbon dioxide con[illegible]t of the air must

The fan capacity required to maintain a stipulated chemical composition of the air in a compartment is

$$Q_{ch} = V_r \frac{V_{rc}}{V_{mr} - V_{ca}} \text{ cu m per hour} \tag{273}$$

where V_{rc} = volume of carbon dioxide produced per cu m of the given room, litres per cu m

V_r = volume of the room, cu m

$V_{mr} \approx 1$ = the maximum carbon dioxide content per cu m of the given room, litres per cu m

$V_{ca} \approx 0.3$ = carbon dioxide content per cu m of sea air entering the room, litres per cu m.

The volume of air required to maintain the prescribed temperature in a room is

$$Q_t = \frac{Q_r}{c_a(t_r - t_{fa})\gamma_{fa}} = \frac{Q_r}{c_a(t_r - t_{fa})\frac{\gamma_0}{1+\alpha t_r}} = \frac{Q_r(1+\alpha t_r)}{c_a(t_r - t_{fa})}\gamma_0 \tag{274}$$

where $c_a \approx 0.24$ = mean heat capacity of air, kcal per kg °C

t_r = given temperature of the room, °C

t_{fa} = temperature of the fresh air entering the room, °C

Q_r = amount of heat entering the room, kcal per hour

γ_{fa} = density of the fresh air entering the room, kg per cu m

$\gamma_0 \approx 1.29$ = density of dry air at 0°C and a pressure of 760 mmHg, kg per cu m

$\alpha = \frac{1}{273}$ = coefficient of volumetric expansion of air.

The amount of external air required to maintain the relative humidity in a room is

$$Q_{hu} = \frac{100\, D_{hu}}{\varphi_r d_r - \varphi_{fa} d_{fa}} \text{ cu m per hour} \tag{275}$$

where D_{hu} = amount of moisture entering the room, g per hour

d_r and d_{fa} = absolute humidity of saturated air at the room temperature, t_r, and at the temperature, t_{fa}, of the entering air, g per cu m (see Table 38)

φ_r and φ_{fa} = relative humidity of the air in the room and of the entering air, per cent.

Data on the relative humidity and temperature of the outside air depending upon the locality in which the ship is operating, and the permissible values for various accommodations are listed in Table 39.

The amount of [illegible]rbon dioxide, heat and vapour produced by persons in a room can be calculated from the data of Table 40.

Each adult produces per hour	Carbon dioxide, litres/h	Heat, kcal/h	Vapour, g/h
At hard physical work	45	150	130
At quiet work	23	100	75
At rest	23	75	70
At sleep	23	75	40
Each child up to 12 years of age produces	12	50	23

It should be noted that the amount of vapour produced in a room by the operation of steam engines and steam lines is approximately equal to 1 or 2 per cent of the steam consumption of the engines or lines.

The heat generated by various sources and introduced into the premises they occupy can be determined from the formulas listed in Table 41.

In calculating the fan capacity required for engine and boiler rooms it is necessary to take into consideration the amount of air required for the operation of internal combustion engines and boilers.

The approximate volumes of air required for the operation of internal combustion engines, V_{eic}, and boilers, V_b, are found from the following formulas:

$$V_{eic} = 60\,\alpha_{ex} V_{cyl} n \text{ cu m per hour}$$

where V_{cyl} = total displacement of the cylinders, cu m
n = engine shaft speed, rpm
α_{ex} = 1.3 to 1.5 = excess air coefficient.

$$V_b = 1.15\,\alpha_b (1 + \alpha t_{fo})\, B \frac{Q_l}{1{,}000} \text{ cu m per hour}$$

where $\alpha_b \approx 1.2$ to 1.5 = excess air coefficient
α = coefficient of volumetric expansion of air
B = fuel consumption, kg per hour
Q_l = lower calorific value of the fuel, kcal per kg.

The required fan capacities calculated from formulas (273), (274) and (275) will not be the same and therefore the highest value should be taken for any given compartment.

Tentative values of the required capacity can be estimated on the basis of the number of air renewals per hour n_{re} as established by experience for various accommodations (Table 42).

Source of heat	Heat emitted into surroundings, Q_i, kcal/h	Notation
Steam boilers	(0.03 to 0.05) $G_f Q_l$	Q_f = total fuel consumption in boiler, k[illegible] per hour
Steam turbines	0.005 $G_s \Delta i$	
Steam engines	(0.005 to 0.01) $G_s \Delta i$	Q_l = lower calorific valu[illegible] of the fuel, kca[illegible] per kg
Auxiliary machinery	(0.02 to 0.03) $G_s \Delta i$	
Steam lines	0.01 $G_s \Delta i$	G_s = steam consumption kg per hour
Internal combustion engines	0.02 $N_e g_e Q_l$	Δi = useful heat dro[illegible] kcal per kg
Electrical machinery: (a) with recirculating cooling system	$64\,N \frac{1-\eta}{\eta}$	N_e = effective power; N = power, kW
(b) without cooling	$864\,N \frac{1-\eta}{\eta}$	i_e = mean current den[illegible]sity per sq mm [illegible] conductor cross se[illegible]tion, A per sq m[illegible]
Lighting fixtures	864 N	η = efficiency of ele[illegible]trical machine
Wires, bus bars, cables and fittings	2,160 i_e^2	g_e = fuel consumptio[illegible] kg per hp-h
Heat introduced from outside by transmission through ship's hull	$\Sigma kF\Delta t$	k = coefficient of he[illegible] transmission [illegible] room walls, kcal p[illegible] hour per sq m p[illegible] deg C; F = area of the roo[illegible] walls, sq m; Δt = difference in te[illegible]peratures of roo[illegible] wall surfaces a[illegible] external surfaces ship's hull, deg

In this case, if V_{com} is the volume of the compartment in cu m the required hourly capacity of the fan will be

$$Q_a = n_{re} V_{com} \text{ cu m per hour}$$

The fan capacity needed is selected on the basis of what is calle[illegible] standard air. This means air at a temperature $t_{st} = 20°C$, pressu[illegible]

The power required to drive a fan is found from the formula

$$N_m = \frac{Q_a H}{75\eta_t 3{,}600} \text{ hp}$$

The overall efficiency of a fan is made up of the following efficiencies:

1. Hydraulic efficiency, which takes into consideration the loss of head in the fan

$$\eta_h = \frac{H}{H+\Delta H} = \frac{H}{H_t} = 0.7 \text{ to } 0.85$$

where ΔH = loss of head in the fan.

2. Hydraulic friction efficiency which takes into account the losses due to the friction of the impeller shrouds against the fluid being transferred

$$\eta_{fr} = \frac{N_{fr}}{N_a} = \frac{\beta 10^{-6}\rho D_2^2 u_2^3}{N_a}$$

where N_{fr} = power lost in overcoming fluid friction
$\beta = (5 \text{ to } 15)\left(1+5\frac{b_2}{D_2}\right)$ = coefficient obtained from data compiled by the Central Institute of Aero- and Hydrodynamics
b_2 = width of the impeller at air outlet
D_2 = impeller diameter at air outlet

For backward-curved vanes—$\eta_{fr} \cong 0.6$ to 0.75
For forward-curved vanes—$\eta_r \cong 0.75$ to 0.9.

3. Mechanical efficiency which takes into account the losses due to mechanical friction

$$\eta_m = \frac{N_a - \Delta N_{mf}}{N_a} \approx 0.95 \text{ to } 0.99$$

where ΔN_{mf} = power lost in overcoming mechanical friction. The overall efficiency of a fan is thus

$$\eta_t = \eta_h \eta_{fr} \eta_m = 0.4 \text{ to } 0.75 \quad (279)$$

The overall efficiency of an axial fan may reach $\eta_t \approx 0.84$.

2-2. Design and Selection of Fans

Strictly aerodynamical calculations in fan design do not, as a rule, ensure results in subsequent tests that comply with the initial design data.

More accurate results may be achieved by designing a fan similar to one which has already been built, tested and modified to obtain the most favourable aerodynamic and design features.

This type of fan design is carried out by the similarity method using aerodynamic diagrams and dimensionless characteristics which we will consider in the following.

The initial data for fan design comprise: the total head, H, consisting of the static, H_{st}, and dynamic, H_{dyn}, heads, capacity, Q_s, and the rotational speed, n, at maximum efficiency. Thus

$$H = H_{st} + H_{dyn} = H_{st} + \frac{v^2}{2g} \times 10^{-3} \text{ mmH}_2\text{O} \quad (280)$$

where v = mean velocity in the discharge connection of the fan.

On the basis of the discharge per second, Q_s, head, H, and speed, n, we next determine the specific velocity of the fan.

The specific velocity of a fan is a value that relates the air discharge, Q_{st} cu m per sec, the total head, H mmH$_2$O, and the impeller speed, n, at maximum efficiency:

$$n_s = \frac{n\sqrt{Q_a}}{\sqrt[4]{H^3}} \quad (281)$$

It is evident that the ratio of the capacities of a series of geometrically similar fans of identical design can be expressed by the dimensionless discharge coefficient $\overline{Q}_k$. Therefore

$$\overline{Q}_k = \frac{Q_s}{Fu_2}$$

and

$$Q_s = \overline{Q}_k F u_2 = \overline{Q}_k \frac{\pi D_2^2}{4} u_2 \text{ cu m per sec}$$

where F = area of the impeller, sq m
D_2 = outside diameter of the impeller, m.

The peripheral speed at the outlet circumference of the impeller is found from the formula

$$u_2 = \frac{\pi D_2 n}{60} \text{ m per sec}$$

The pressure developed by a series of geometrically similar fans can be characterized by the pressure coefficient, $\overline{H}_k$:

$$\overline{H}_k = \frac{H}{u_2^2\rho} \text{ — for the total head, and}$$

$$\overline{H}_{kst} = \frac{H_{st}}{u_2^2\rho} \text{ — for the static head.}$$

Whence, if we know $\overline{H}_k$ from the characteristics of pilot models, we can determine

$$H = \overline{H}_k u_2^2 \rho \text{ mmH}_2\text{O}$$
$$H_{st} = \overline{H}_{kst} u_2^2 \rho \text{ mmH}_2\text{O} \quad (282)$$

difference in pressures in the chambers will cause the vanes to turn clockwise.

As soon as the helmsman stops turning the wheel the pressure in the system drops, valve *41* is returned to its central position by spring *44* and the rudder comes to rest.

In cases when the rudder is operated by emergency steering facilities (quadrants, rudder tackle, etc.), compression of the liquid in the chambers is prevented by opening the relief-bypass valve *33* by its spindle *45*.

The interaction of the parts of this steering gear for counter-clockwise rotation of the rudder can be followed out in Fig. 158.

4-4. Determining the Principal Data Required in the Design of Steam and Electric Steering Gears

The main initial data required to determine the principal dimensions of steering gears are the rudder characteristic, χ_r, the torque, M_{rs}, in kg-m developed on the rudder head and the time, τ, required to put over the rudder.

The time required to put the rudder from hard-over to hard-over, depending upon the purpose of the ship and used in steering gear design, is listed in Table 47. It should not exceed the standards established by the U. S. S. R. Shipping Register.

The time that elapses before the steering engine reaches its rated speed, which we shall call the starting time, must be taken into consideration by reducing the time τ for putting the rudder from hard-over to hard-over by 1.5 to 2 seconds.

If we denote the gearing ratio between the rudder stock and steering engine shaft as i_{sg}, the overall efficiency of the steering gear as η_{sg} and the speed at which the rudder stock turns,

Table 47

Type of ship	Time required to put rudder from hard-over to hard-over, sec	Speed of rudder movement, deg/sec, for rudder angle of	
		$2\alpha^\circ = 70^\circ$	$2\alpha^\circ = 64^\circ$
Ice breakers	15	4.66	4.25
Sea-going craft and transport ships . . .	25 to 30	2.8 to 2.34	2.56 to 2.13
Towboats	20 to 25	3.5 to 2.8	3.2 to 2.56
River craft	40 to 45	1.75 to 1.55	1.6 to 1.44

expressed in rpm, as n_{rs}, then the torque developed on the steering engine shaft and its speed, n_m rpm, will be

$$M_m = \frac{M_{rs}}{i_{sg}\eta_{sg}} \text{ kg-m} \tag{312}$$

$$n'_m = i_{sg} n_{rs} \text{ rpm} \tag{313}$$

where n_m = 100 to 350 rpm for steam engines
n_m = 300 to 1,800 rpm for electric motors.

The angular velocity of rotation ω_{rs} of the rudder stock can be calculated from the following formulas:

$$\omega_{rs} = \frac{\pi n_{rs}}{30} \text{ 1/sec} \tag{314}$$

$$\omega_{rs} = \frac{2\alpha^\circ}{\tau}\frac{\pi}{180^\circ} \text{ 1/sec} \tag{315}$$

where α° = maximum rudder angle from the middle-line plane.

It follows from formula (314) that

$$n_{rs} = \frac{30\omega_{rs}}{\pi} \text{ rpm} \tag{316}$$

Combining equations (315) and (316) we obtain

$$n_{rs} = \frac{30}{\pi}\frac{2\alpha^\circ}{\tau}\frac{\pi}{180} = \frac{1}{3}\frac{\alpha^\circ}{\tau} \text{ rpm} \tag{317}$$

Combining equations (313) and (317) we can write

$$i_{sg} = \frac{n_m}{n_{rs}} = \frac{n_m}{\frac{1}{3}\frac{\alpha^\circ}{\tau}} = 3n_m\frac{\tau}{\alpha^\circ} \tag{318}$$

Taking equations (314) and (315) into consideration, the power developed on the rudder stock is

$$N_{rs} = \frac{M_{rs}\omega_{rs}}{75} = \frac{M_{rs}}{75}\frac{2\alpha^\circ}{\tau}\frac{\pi}{180^\circ} = 4.65\frac{M_{rs}}{10^4}\frac{\alpha^\circ}{\tau} \text{ metric hp} \tag{319}$$

$$N_{rs} = \frac{M_{rs}\omega_{rs}}{75} = \frac{M_{rs}}{75}\frac{\pi n_{rs}}{30} = 1.395\frac{M_{rs}n_{rs}}{10^3} \approx 1.4\frac{M_{rs}n_{rs}}{10^3} \text{ metric hp} \tag{320}$$

The shaft horse power of the steering engine motive unit will be

$$N_m = \frac{N_{rs}}{\eta_{sg}} = 4.65\frac{M_{rs}}{10^4\eta_{sg}}\frac{\alpha^\circ}{\tau} \text{ metric hp} \tag{321}$$

$$N_m = \frac{N_{rs}}{\eta_{sg}} = 1.4\frac{M_{rs}}{10^3\eta_{sg}}n_{rs} \text{ metric hp} \tag{322}$$

The shaft horse power can also be determined from the shaft torque

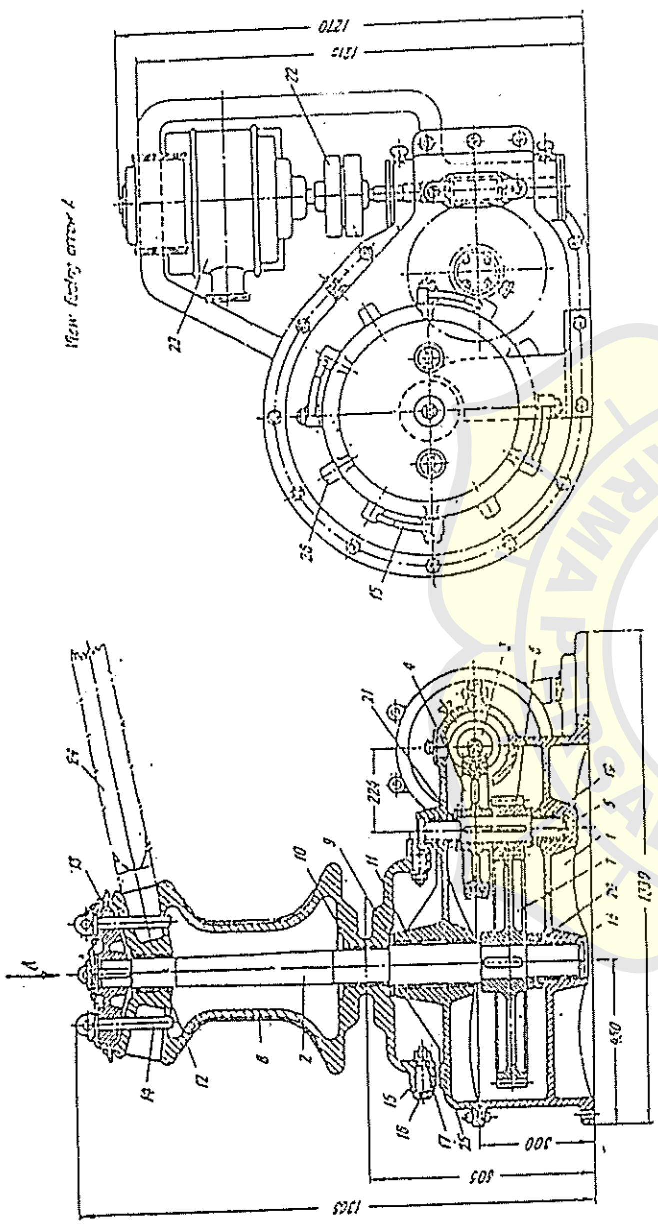


Fig. 169.

5-3. Determining the Principal Dimensions of Anchoring and Warping Machinery

The initial data used to determine the principal dimensions of anchoring machinery are the required pull of the cable lifter and the speed at which the anchor is weighed from the anchorage depth, which is equal to the distance from the hawse hole to the bottom.

It is advisable to determine the pull on the cable lifter so as to ensure that one anchor will be brought in at a speed of at least 12 m per min from the anchorage depth which is taken equal to:

80 m if each anchor weighs 1,000 kg or less
90 m if the anchor weighs from 1,500 to 3,000 kg
100 m if the anchor weighs from 3,000 to 6,000 kg.

The following notation will be used to derive the formulas for determining the pull on the cable lifter:

G_a = weight of the anchor, kg
p_a = weight per running metre of the chain cable, kg
L_a = length of the suspended cable, m
γ_a = 7,750 = density of the material of the anchor, kg per cu m
γ_w = 1,025 = density of sea water, kg per cu m
f_h = 1.28 to 1.35 = a factor taking into account the friction losses in the hawse hole and stopper.

The required pull of the cable lifter to hoist two anchors is

$$T_{cl} = 2f_h(G_a + p_aL_a)\left(1 - \frac{\gamma_w}{\gamma_a}\right) = 2\times 1.35(G_a + p_aL_a)\left(1 - \frac{1,025}{7,750}\right) = 2.35(G_a + p_aL_a) \text{ kg} \quad (383)$$

In hoisting one anchor

$$T_{cl} = 1.175(G_a + p_aL_a) \text{ kg}$$

The following empirical formulas can be derived from a comparison of the weights of anchors and the size of their chains as stipulated by the U.S.S.R. Shipping Register, as well as the U.S.S.R. Standard on anchor chain:

The chain bar size $d_c \approx \sqrt{G_a}$ mm. The weight per running metre of anchor chain is

$$\left.\begin{array}{ll}\text{(a) } p_{ao} = 0.023d_c^2 & \text{kg for open-link chain} \\ \text{(b) } p_{as} = 0.0218d_c^2 & \text{kg for stud-link chain}\end{array}\right\} \quad (384)$$

According to the U.S.S.R. Shipping Register the aft anchoring arrangement, usually consisting of a capstan, must break away the anchor and heave it in at a speed of at least 9 m per min.*

* In breaking away one anchor from the bottom

$$T_{cl} = 2G_a + 1.175(G_a + p_aL_a) \text{ kg}$$

If a windlass serves both for handling the anchor and for warping, the pull of the warp ends must not exceed

$$T_w = \frac{R_{br}}{6} \qquad (385)$$

where R_{br} = breaking strength of the warping hawser.

The speed at which a capstan barrel heaves in a warping hawser can be taken from Table 58 which has been compiled from the manufacturing specifications for capstans worked out by the Central Marine Research Institute of the U.S.S.R.

Table 58

Pull of the capstan barrel, kg	Hawser heaving-in speed, m per sec	Useful power, kg-m/sec
1,200	0.3	360
3,000	0.25	750
4,500	0.2	900
7,000	0.167	1,165
12,000	0.150	1,800

The speed at which a warping hawser is heaved in by a windlass is not limited by the values in Table 58, and usually is equal to about 0.4 m per sec.

It has been stated previously that the same machinery is employed both for anchoring and warping purposes. It follows that windlasses and capstans must be designed so as to ensure normal operation of both the anchoring and warping arrangements.

As a rule, anchoring and warping capstans and windlasses are designed to ensure the proper operation of the anchoring arrangement, and then a check is made to see whether they provide for the required pull and heaving-in speed of the warping hawsers.

The number of anchors, their weight, the size of the anchor chain cables, the circumference of warping hawsers and towing ropes, and their length are determined from the tables of the pertinent regulations of the Shipping Register. To find these values it is necessary to calculate the rigging characteristic of the anchoring and warping arrangement:

$$X = L(B + H) + \Sigma\chi_i \qquad (386)$$

where L = length of the ship at the summer load line, m

B = maximum breadth between the outer edges of the ship's hull, m

H = height of the side amidships, measured from the upper edge of the keel to the lower edge of the strength deck stringer, m

$\Sigma\chi_i$ = correction factor taking into account the sail effect of the superstructures.

Correction factors for the sail effect of the superstructures having a height h_i and length l_i consist of:

(a) correction factors for the superstructures of the forecastle, poop and midships, each having a length l_{sp} and height h'_{sp}:

$$\chi_{sp} = k_{1sp}\Sigma l_{sp}h_{sp}$$

where k_{1sp} = 0.75 if the total length of the superstructures is equal to or less than 0.5 L

$k_{1sp} = 1.5\frac{l_{sp}}{L}$ if the total length of the superstructures exceeds 0.5 L

(b) correction factors for the deck houses, each having a height h_{dh} and length l_{dh}:

$$\chi_{dh} = k_{dh}\Sigma l_{dh}h_{dh}$$

where k_{dh} = 0.5 if the deck house has a length l_{dh} equal to or less than 0.5 L

$k_{dh} = \frac{l_{dh}}{L}$ if the length, l_{dh}, of the deck house exceeds 0.5 L.

If the breadth, b_{dh}, of the deck house exceeds its length, l_{dh}, then the product $b_{dh}h_{dh}$ is substituted into the equation in place of $l_{dh}h_{dh}$. Thus

$$\chi_{dh} = k_{dh}\Sigma b_{dh}h_{dh}$$

(c) correction factor for the quarter deck having a length l_q and height h_q:

$$\chi_q = l_q h_q$$

Data on the anchoring and warping arrangements are listed in Tables 59 and 60. The weight of each anchor is found by dividing their total weight by the number of anchors. The separate anchors may be lighter than the specified values by 7.5 per cent. The lengths of the anchor chain cables are given in the table on the assumption that the average length of each shot is 25 m. The cable length does not include the lengths of the chain slip, joining shackles, connecting links and short pieces of shots with swivels. If the tabular cable length comprises an odd number of shots, then the length of the starboard anchor chain cable is taken one shot longer than the port cable.

A section taken through the central plane of the usual five-snug cable lifter (Fig. 170) perpendicular to the shaft will be a regular

Table 59

Self-Propelled Transport Ships with an Unlimited Region of Navigation

No.	Characteristic X	Anchors: Bower: Quantity	Anchors: Bower: Total weight, kg	Anchors: Stream anchor, kg	Chain cable for bower anchors: Total length of two cables, m	Chain cable for bower anchors: Anchor chain size, mm	Chain or steel rope for the stream anchor: Length, m	Chain or steel rope for the stream anchor: Anchor chain size, mm	Chain or steel rope for the stream anchor: Diameter of steel rope, mm
1	50	2	150	25	100	12	50	—	8.8
2	75	2	200	25	125	13	50	—	8.8
3	100	2	250	50	125	15	50	—	11
4	150	2	300	50	150	16	50	—	11
5	200	2	350	50	175	17	75	—	11
6	250	2	450	75	200	18	75	11	13
7	300	2	500	75	225	19	75	13	13
8	350	2	600	100	250	20	75	14	15.5
9	400	2	700	100	275	21	75	14	15.5
10	450	2	750	125	300	22	100	15	17.5
11	500	2	800	150	300	24	100	16	17.5
12	550	2	900	175	325	25	100	16	17.5
13	600	3	1500	200	350	27	100	17	17.5
14	650	3	1700	225	350	28	100	18	19.5
15	700	3	1800	250	375	29	100	18	20.5
16	750	3	2100	250	375	30	100	19	20.5
17	800	3	2250	250	375	31	125	19	20.5
18	850	3	2400	275	375	32	125	20	22
19	900	3	2700	300	375	33	125	21	24
20	950	3	3000	300	400	34	125	21	24
21	1000	3	3200	350	400	36	125	22	24
22	1100	3	3500	400	400	37	125	23	26
23	1200	3	3750	400	420	38	150	25	26
24	1300	3	4100	450	450	40	150	25	28
25	1400	3	4250	450	450	41	150	25	28
26	1500	3	4500	500	450	42	150	26	28
27	1600	3	4750	500	450	43	150	26	28
28	1700	3	5250	600	450	45	150	28	30
29	1850	3	5500	600	450	46	150	28	30
30	2000	3	5750	700	450	46	150	29	31.5
31	2150	3	6000	700	475	48	175	29	31.5
32	2300	3	6500	800	500	49	175	29	32.5
33	2500	3	6750	800	500	50	175	29	32.5
34	2700	3	7500	900	500	52	175	30	33.5

Continued

No.	Characteristic X	Anchors: Bower: Quantity	Anchors: Bower: Total weight, kg	Anchors: Stream anchor, kg	Chain cable for bower anchors: Total length of two cables, m	Chain cable for bower anchors: Anchor chain size, mm	Chain or steel rope for the stream anchor: Length, m	Chain or steel rope for the stream anchor: Anchor chain size, mm	Chain or steel rope for the stream anchor: Diameter of steel rope, mm
35	3000	3	8250	1000	500	53	200	31	33.5
36	3300	3	9000	1000	500	55	200	31	33.5
37	3600	3	9750	1250	525	57	200	33	34.5
38	3900	3	10500	1250	550	59	225	33	34.5
39	4200	3	11000	1400	550	61	225	34	37
40	4500	3	11500	1500	550	62	225	35	37
41	4800	3	12900	1650	550	65	225	36	—
42	5100	3	13500	1750	550	67	250	37	—
43	5400	3	14500	1750	575	68	250	37	—
44	5800	3	15000	2000	600	70	250	40	—
45	6200	3	15800	2000	600	72	250	40	—
46	6600	3	16300	2250	600	74	275	43	—
47	7000	3	17000	2250	600	76	275	43	—
48	7400	3	18000	2250	600	77	275	44	—
49	7800	3	19500	2500	600	80	275	46	—
50	8200	3	20300	2700	600	82	275	48	—
51	8600	3	21000	2800	600	83	275	49	—
52	9000	3	22000	3000	600	85	275	50	—
53	9500	3	23000	3000	600	87	275	50	—

Note: Two bower anchors with a total weight of at least 2/3 of the tabular value are suitable for ships navigating in the Caspian Sea and having a characteristic of 600 or larger.

pentagon. If the bar size of the anchor chain cable is denoted as d_c mm, then the chain pitch equal to $8\,d_c$ is to be accommodated along one side AC of the pentagon. Thus, since $AB = BC = 4d_c$, it is evident from triangle OBC that the effective diameter of the cable lifter is

$$D_{cl} = 2R_{cl} = 2\frac{4\,d_c}{\sin\alpha'} = \frac{8d_c}{\sin\frac{360^\circ}{10}} = 13.6\,d_c \text{ mm} = 0.013d_c \text{ m} \quad (387)$$

The length of anchor chain cable heaved in in one revolution of the cable lifter is

$$l_c = 5t_c = 5\times 8d_c = 40d_c \text{ mm} = 0.04d_c \text{ m} \quad (388)$$

where d_c = chain bar size, mm.

Table 60

Mooring and Warping Ropes

Characteristic	Towing rope: Length, m	Towing rope: Circumference of hemp rope, mm	Towing rope: Diameter of steel rope, mm	Warping hawsers: Total length, m	Warping hawsers: Number of ropes	Warping hawsers: Circumference of hemp rope, mm	Warping hawsers: Diameter of steel rope, mm	Cable warps: Total length, m	Cable warps: Number of ropes	Cable warps: Circumference of hemp rope, mm	Cable warps: Diameter of steel rope, mm
50	50	75	—	50	1	65	—	—	—	—	—
75	50	90	11	50	1	65	—	—	—	—	—
100	75	90	11	75	1	65	8.5	—	—	—	—
150	75	100	12	75	1	75	9.5	—	—	—	—
200	100	100	12	100	2	75	9.5	—	—	—	—
250	100	125	15	140	2	100	12	—	—	—	—
300	110	125	15	160	2	100	12	—	—	—	—
350	110	150	17.5	160	2	100	12	—	—	—	—
400	135	150	17.5	180	2	125	15	60	1	100	12
450	135	150	17.5	180	2	125	15	80	1	100	12
500	135	150	17.5	200	2	125	15	85	1	100	12
550	135	175	19.5	200	2	125	15	85	1	100	12
600	135	175	19.5	220	2	150	17.5	90	1	100	12
650	135	175	19.5	240	2	150	17.5	90	1	100	12
700	150	200	21.5	240	2	150	17.5	90	1	100	12
750	150	200	21.5	360	4	150	17.5	90	1	125	15
800	150	200	21.5	360	4	150	17.5	90	1	125	15
850	175	200	21.5	360	4	150	17.5	90	1	125	15
900	175	225	24	360	4	175	19.5	120	2	125	15
950	175	225	24	360	4	175	19.5	120	2	125	15
1000	175	225	24	360	4	175	19.5	120	2	150	17.5
1100	175	225	24	360	4	175	19.5	140	2	150	17.5
1200	190	250	26	360	4	175	19.5	140	2	150	17.5
1300	190	250	26	400	4	200	21.5	150	2	150	17.5
1400	190	275	28	400	4	200	21.5	150	2	150	17.5
1500	190	275	28	480	4	200	21.5	150	2	150	17.5
1600	200	300	30	480	4	200	21.5	180	2	150	17.5
1700	200	300	30	480	4	200	21.5	180	2	150	17.5
1850	200	325	32.5	540	4	200	21.5	180	2	175	19.5
2000	200	350	34.5	540	4	200	21.5	180	2	175	19.5
2150	200	350	34.5	540	4	200	21.5	180	2	175	19.5
2300	220	350	34.5	540	4	225	24	180	2	175	19.5
2500	220	350	34.5	640	4	225	24	200	2	175	19.5

Continued

Characteristic	Towing rope: Length, m	Towing rope: Circumference of hemp rope, mm	Towing rope: Diameter of steel rope, mm	Warping hawsers: Total length, m	Warping hawsers: Number of ropes	Warping hawsers: Circumference of hemp rope, mm	Warping hawsers: Diameter of steel rope, mm	Cable warps: Total length, m	Cable warps: Number of ropes	Cable warps: Circumference of hemp rope, mm	Cable warps: Diameter of steel rope, mm
2700	220	350	34.5	640	4	225	24	200	2	200	21.5
3000	220	350	34.5	640	4	225	24	200	2	200	21.5
3300	240	375	39	640	4	250	26	200	2	200	21.5
3600	240	375	39	640	4	250	26	200	2	200	21.5
3900	240	400	43.5	640	4	250	26	200	2	200	21.5
4200	240	400	43.5	640	4	250	26	200	2	225	24
4500	240	425	48.5	720	4	250	26	200	2	225	24
4800	240	425	48.5	720	4	250	26	200	2	225	24
5100	240	—	53	720	4	275	28	240	2	225	24
5400	240	—	53	800	4	275	28	240	2	250	26
5800	240	—	53	880	4	275	28	240	2	250	26
6200	240	—	57	960	6	300	30	240	2	250	26
6600	240	—	57	960	6	300	30	240	2	250	26
7000	240	—	57	960	6	300	30	240	2	250	26
7400	240	—	57	960	6	300	30	480	4	250	26
7800	240	—	57	960	6	300	30	480	4	250	26
8200	240	—	61.5	960	6	300	30	480	4	250	26
8600	240	—	61.5	960	6	325	32	480	4	250	26
9000	240	—	61.5	960	6	325	32	480	4	250	26
9600	240	—	61.5	960	6	325	32	480	4	250	26

Notes: 1. If the actual characteristic is between two tabular values, data should be taken for the next larger tabular characteristic.

2. The diameter and circumference of ropes selected from the table for ships with square rigging are to be increased by one size.

3. The towing rope for nonpropelling vessels is taken one size larger than the tabular value (in diameter and circumference). In addition to the towing rope indicated in the table, towing vessels (tugs) must have a towing rope for towing other vessels. This latter is to be selected in accordance with the pulling capacity of the hook which is taken with a fivefold margin of safety.

4. If Manilla or sisal hemp ropes are to be used instead of ordinary hemp, they can be taken one size less than the tabular value.

Denoting the heaving-in speed of the anchor cable as v_a m per sec, we can find the speed, n_{cl}, in rpm, of the cable lifter from the equation

$$l_c n_{cl} = 60\, v_a$$

(a) for windlasses and capstans of bower anchors:

$$n_{cl} = \frac{60\, v_a}{0.04\, d_c} = \frac{60 \times 0.2}{0.04\, d_c} = \frac{300}{d_c} \quad \text{rpm}$$

(b) for the stern anchoring capstan:

$$n_{cl} = \frac{9}{0.04\, d_c} = \frac{225}{d_c} \quad \text{rpm}$$

The efficiency of the anchoring arrangement is $\eta_a = 0.7$ to 0.85 for mechanisms with spur gearing and $\eta_a = 0.65$ to 0.75 for mechanisms

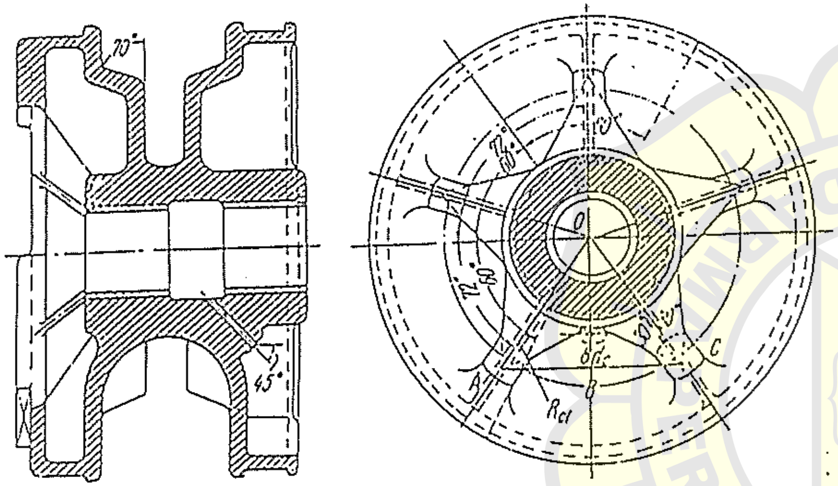


Fig. 170.

with worm gearing. It is the product of the efficiencies of the transmissions and shaft bearings in the gear train (Fig. 171):

$$\eta_a = \eta_{cl}\eta_{sh}^{a}\eta_{pg}^{c}\eta_{wg}$$

where η_{cl}, η_{sh}, η_{pg}, η_{wg} = efficiencies of the cable lifter, shaft bearings, pairs of spur gears and worm gearing

a and c = number of shaft bearings and pairs of spur gears.

The torque on the cable lifter is

$$M_{cl} = \frac{T_{cl} D_{cl}}{2\eta_{cl}} \quad \text{kg-m}$$

where $\eta_{cl} = 0.9$ to 0.92 = efficiency of the cable lifter.

Denoting the engine shaft speed as n_m, the gearing ratio of the mechanism (Table 61) is

$$i_a = \frac{n_m}{n_{cl}}$$

Table 61

Anchor-handling gear	Motive unit shaft speed n_m, rpm	Gearing ratio of mechanism, i_a
Hand-operated capstans		4 to 40
Steam capstans	180 to 320	18 to 60
Electric capstans	800 to 1450	110 to 200
Hand-powered windlasses		9 to 18
Steam windlasses	90 to 270	6 to 30
Electric windlasses	720 to 1550	105 to 250

The torque developed on the shaft of the motive unit is

$$M_m = \frac{M_{cl}}{i_a \eta_a} \quad \text{kg-m}$$

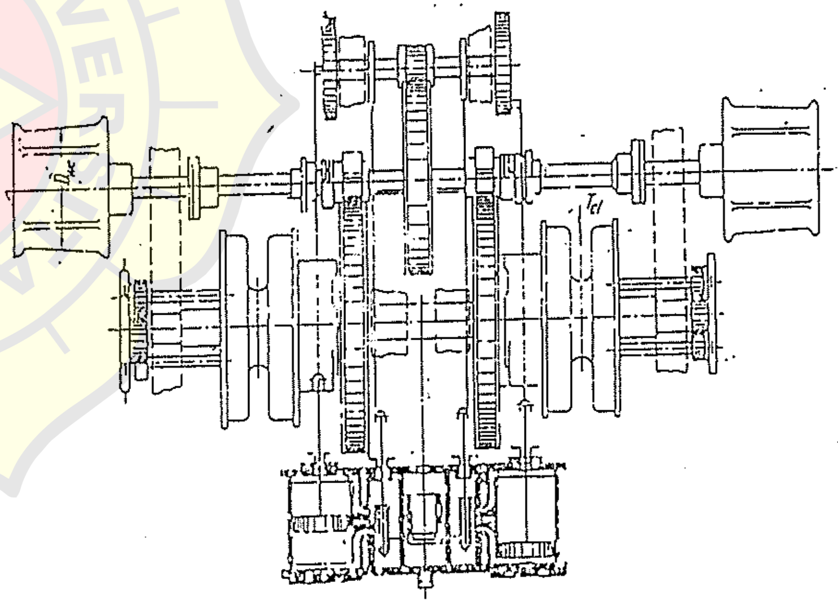


Fig. 171.

where Q_b = 570 to 2,175 = weight of the fully rigged boat, kg
Q_p = total weight of all persons allowed to embark (the weight of one person is approximately 75 kg; the number of persons in a boat may reach 78), kg
$Q_f = 0.05(Q_b + Q_p)$ = weight of the boat's falls, kg
k_n = 0.9 to 1.1 = coefficient of nonequal distribution of the movable load due to the weight of the persons in the boat.

The maximum tension of the fall at the winch head, after running over the maximum number of guide devices, is

$$T_{max} = \frac{0.5(Q_b + 1.1Q_p) + Q_f}{m\eta_f\eta_r\eta_s^a}$$

where m = total number of blocks in the boat's falls;

$$\eta_f = \frac{1}{m\varepsilon^m}\,\frac{\varepsilon^m - 1}{\varepsilon - 1} = \text{efficiency of the boat's falls}$$

ε = coefficient depending upon the ratio of the block diameter to the tackle fall diameter (ε=1.1 for a hemp fall and ε=1.04 to 1.06 for a steel wire rope)
η_r = 0.9 to 0.97 = efficiency of the davit guide roller
η_s = 0.9 to 0.97 = efficiency of the snatch-block
a = maximum number of blocks between the davit guide roller and the winch head.

The tension at the end of a rope that has run over the minimum number of blocks is

$$T_{min} = \frac{0.5(Q_b + 0.9Q_p) + Q_f}{m\eta_f\eta_r\eta_s^c}$$

where c = minimum number of blocks.

The diameter, d_f, of a hemp fall is selected according to the breaking strength $(T_{max} \cdot T_{min})\, 6 \leq R_b$, as a function of the boat length from Table 63 (U.S.S.R. Shipping Register).

Table 63

Boat length, m	Circumference of tackle fall, mm	Breaking strength, kg
8.25 to 9.14	95	6,100
7.62 to 8.25	89	5,400
7.35 to 7.62	83	4,600
6.72 to 7.35	73	3,900

The winch head diameter is

$$D_h = (5 \text{ to } 8)\,d_f$$

The speed, v_b, with which the boats are hoisted and lowered is assigned so that if the ship is rolling one of these operations can be carried out during the rolling period. This can be accomplished if the heaving-in speed is greater than the vertical component of the crest speed of waves running along the length of the ship. It has been established that the boat hoisting speed must be at least v_b = 0.15 m per sec under these conditions. The heaving-in speed of the tackle fall when single-sheave blocks are used must in this case be v_f = 0.3 m per sec.

The required winch head speed is found from the equation

$$\pi(D_h + d_f)\,n_h = 60v_f$$

$$n_h = \frac{60v_f}{\pi(D_h + d_f)} = 19.1\,\frac{v_f}{D_h + d_f} \quad \text{rpm}$$

Assigning a motive unit speed (n_m = 500 to 1,600 rpm for electric motors and n_m = 200 to 380 rpm for steam engines), we can find the gearing ratio of the boat winch. Thus

$$i_{bw} = \frac{n_m}{n_h}$$

In designing nonreversible worm gearing the number of teeth on the worm wheel is taken in the range from 24 to 44. The pulling force on the winch head is equal to the sum of the pulling forces on the tackle falls:

$$T = T_{max} + T_{min}$$

Disregarding friction losses, the torque developed on the winch head shaft will be

$$M_h = \frac{T(D_h + d_f)}{2}$$

If the winch has an efficiency of η_{bw}, the torque and power on the motive unit shaft will be

$$M_{mb} = \frac{M_h}{\eta_{bw} i_{bw}} = \frac{T(D_h + d_f)}{2\eta_{bw} i_{bw}}$$

and

$$N_e = \frac{M_{mb} n_m}{716.20} \quad \text{metric hp}$$

The cylinder diameter and indicated power of steam boat winches are determined from the same Posdyunin formulas used in

The mean shaft power of the motive unit should be

$$N_e = \frac{M_m n_m}{716.20} \quad \text{metric hp}$$

The mean indicated power is

$$N_{im} = \frac{N_e}{\eta_m}$$

The cylinder diameter of the steam engine, according to Posdyunin's formula which is based on the conditions for starting from a dead stop, is

$$D_{ca} = 1.37 \sqrt[3]{\frac{M_m}{\psi_a \eta_m (\alpha_i k_i p_{ls} - p_{ss})}} \quad \text{cm} \qquad (389)$$

where M_m = torque developed on the shaft of the engine, kg-cm
ψ_a = 0.85 to 1.7 = cylinder ratio, i.e., $S : D_{ca}$.

The value of $(\alpha_i k_i p_{ls} - p_{ss})$ is approximately from 10 to 15 per cent lower than that taken for a steering engine, due to longer distance from the anchoring mechanism to the steam supply, resulting in higher condensation losses in the pipelines. The other values in the formula are to be within the same limits as for steam steering engines.

The indicated power N_{ia} required to start the engine from rest and the coefficient of reserve power are

$$N_{ia} = \frac{\psi_a D_{ca}^3 (\alpha_i k_i p_{ls} - p_{ss}) n_m}{143{,}300} \quad \text{metric hp} \qquad (390)$$

$$\psi_{res} = \frac{N_{ia}}{N_{im}}$$

The steam consumption of the engine driving the anchoring arrangement is

$$G_{ia} = g_{ia} N_{ia} \quad \text{kg per hour}$$

where g_{ia} = specific steam consumption, kg per ihp-hr (the same values are taken as for a steam steering engine).

If need arises to determine the pull on the cable lifter from data measured on the anchoring mechanism, formula (390) can be used.

Solving Posdyunin's formula (389) for the torque developed on the shaft of the steam engine we can write

$$M_m = \left(\frac{D_{ca}}{1.37}\right)^3 \eta_m \psi_a (\alpha_i k_i p_{ls} - p_{ss}) \quad \text{kg-cm}$$

On the other hand, if i_a is the total gearing ratio of the transmission in the anchoring mechanism, then

$$M_m = \frac{M_{cl}}{\eta_a i_a} = \frac{T_{cl} D_{cl}}{2 \eta_a i_a} \quad \text{kg-cm}$$

Combining the last two equations we obtain

$$T_{cl} = \frac{2 M_m \eta_a i_a}{D_{cl}} = 2 \left(\frac{D_{ca}}{1.37}\right)^3 \frac{\eta_m \psi_a (\alpha_i k_i p_{ls} - p_{ss}) \eta_a i_a}{D_{cl}} =$$

$$= 0.78 \frac{D_{ca}^3}{D_{cl}} \eta_m \psi_a (\alpha_i k_i p_{ls} - p_{ss}) \eta_a i_a \quad \text{kg}$$

The diameter of the warp ends is taken equal to

(a) $D_{we} = (5 \text{ to } 8) d_w$ for hemp ropes (391)

(b) $D_{we} = (15 \text{ to } 20) d_w$ for steel ropes (392)

where d_w = diameter of the warping hawser.

Warp end diameters determined from the diameter of hemp ropes will be suitable for steel ropes as well.

Denoting the hawser heaving-in speed as v_w m per sec we can find the speed of the warping shaft from the length of hawser heaved in per minute. Thus

$$n_w = \frac{60 v_w}{\pi (D_{we} + d_w)} = 19.1 \frac{v_w}{D_{we} + d_w} \quad \text{rpm} \qquad (393)$$

where v_w = hawser heaving-in speed, m per sec, is to be assigned according to the pull of the warp end (Table 58).

The gearing ratio between the warping shaft and the shaft of the motive unit is

$$i_w = \frac{n_m}{n_w}$$

The pulling force developed on the warp end is

$$T_{we} = \frac{M_{we}}{\frac{1}{2}(D_{we} + d_w)} = \frac{2 M_m \eta_w i_w}{D_{we} + d_w} \leq \frac{R_{br}}{6} \qquad (394)$$

where M_{we} = torque developed on the warp end
η_w = efficiency of the transmission between the warping and motive unit shafts.

If n_m rpm is the speed of the motive unit shaft, the speed at which the hawser is heaved in will be

$$v_w = \frac{\pi (D_{we} + d_w) n_m}{60 i_w} \quad \text{m per sec} \qquad (395)$$

maximum pressure, p_f kg per sq m, then the amount of liquid pumped is

$$V_p = V_e - V_f = D_1 \quad \text{cu m}$$

This equation can be solved for V_e and V_f:

$$V_e = V_f + D_1 = V_f + \frac{D}{6}$$

and

$$V_f = V_e - D_1 = V_e - \frac{D}{6}$$

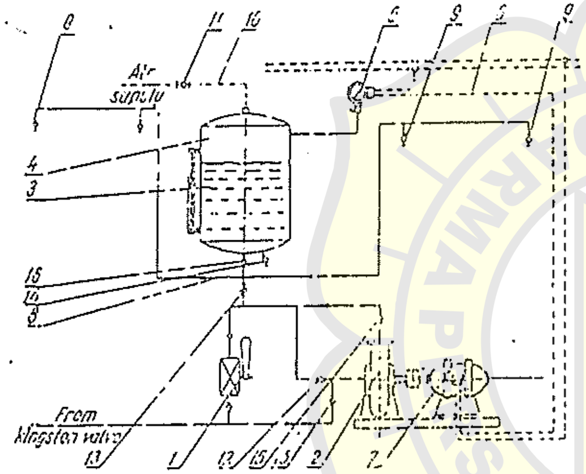


Fig. 189.

The equation of state for the air in the air cushion can be written as

$$V_e p_e = V_f p_f = \left(V_f + \frac{D}{6}\right) p_e = \left(V_e - \frac{D}{6}\right) p_f$$

Therefore the minimum and maximum volumes of the air are

$$V_f = \frac{D p_e}{6(p_f - p_e)} \quad \text{and} \quad V_e = \frac{D p_f}{6(p_f - p_e)}$$

Denoting by V_0 the volume of liquid remaining in the tank at the lowest level, we find that the volume of the pneumatic tank is

$$V_t = V_0 + V_e = V_0 + \frac{D p_f}{6(p_f - p_e)}$$

Such tanks may also be used in the drinking and washing water systems.

(D) SANITARY AND SCUPPER SYSTEMS

The sanitary and scupper systems serve to remove water from the deck and also to dispose of used water from baths, laundries, refreshment bars, galleys, storerooms, etc. Water is drained from the decks through scuppers and their pipes which range from 50 to 100 mm in diameter.

The diagram in Fig. 190 shows how water is removed through scupper pipes *1* from the upper decks and compartment decks. From each deck water runs down to the next lower deck through scupper

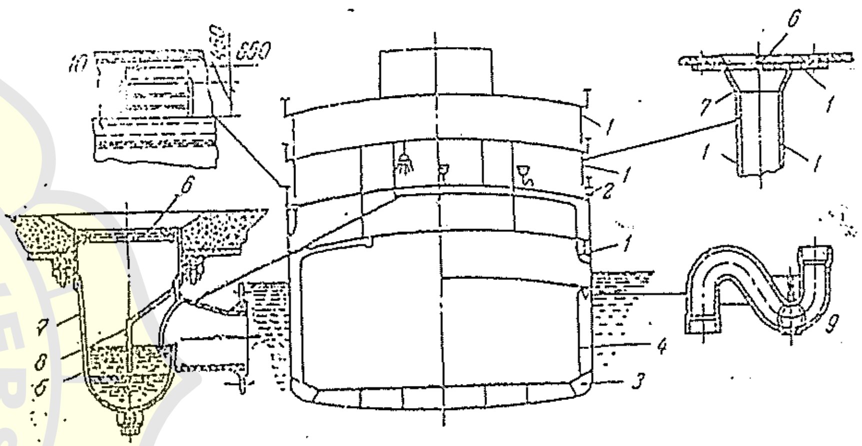


Fig. 190.

pipes until it reaches the last open deck above the load waterline from where it is discharged overboard through deck scuppers *2*. Large amounts of water drain from open decks through freeing ports *10* installed in the bulwarks.

Water is drained from decks located lower than the load waterline through scupper pipes *4* into bilge courses *3* or into dirty water tanks arranged in the double-bottom or side spaces from where it is discharged overboard by pumps.

Scuppers *7* with grates *6*, cowls *8* and sumps *5* avoid clogging of the scupper pipes. S-traps *9* are provided in scupper pipes which drain water from closed compartments to prevent the odour of the sewage spaces from getting into the compartments.

Shipside outlets of scupper pipes serving closed compartments are fitted with swing-check valves to exclude sea water in rough weather.

Sanitary pipelines made of galvanized pipe must be laid with a grade of at least 0.05 to ensure reliable water flow.

The suction lift, or simply lift, is the loss of head required to overcome resistance in the suction line of the pumping plant; it is measured in mH_2O.

The useful power of a pump is the energy increment in the flow of liquid passing through the pump in unit time and is expressed in horsepower or kilowatts. Thus,

$$N_u = \frac{GH}{60\times60\times75}\ \text{hp} = \frac{GH}{60\times60\times102}\ \text{kW}$$

$$N_u = \frac{Q\gamma H}{60\times60\times75}\ \text{hp} = \frac{Q\gamma H}{60\times60\times102}\ \text{kW}$$

where H = the actual head created by the pump, mH_2O.

The mechanical efficiency, η_m, of pump determines the loss in energy in its operation and enables the required power input N to be calculated:

$$N = \frac{N_u}{\eta_m}\ \text{hp (kW)}.$$

1-3. Pump Classification According to Purpose and Principle of Operation

(A) PUMP CLASSIFICATION ACCORDING TO PURPOSE

In accordance with their purpose, shipboard pumps can be divided into three groups:

1. General service pumps whose function is to ensure the seaworthiness of the ship and to provide for the domestic needs of the crew and passengers, and also to maintain the necessary sanitary conditions on board.

2. Pumps of the shipboard systems, designed to serve the main and auxiliary systems, and to facilitate the maintenance of normal conditions for their operation.

3. Special-purpose pumps in tankers, trawlers, ice-breakers, life-saving ships and dredgers.

General service pumps include:
(1) bilge pumps,
(2) sanitary pumps,
(3) fire pumps,
(4) emergency pumps.

Bilge Pumps

Bilge pumps include ballast and drainage pumps.

Ballast Pumps. The purpose of these pumps is to take in liquid ballast from overboard, to fill the ballast tanks and peaks, to empty

them of ballast and to transfer the ballast from certain tanks and peaks to others.

The capacity of ballast pumps must be sufficient to enable the tanks they serve to be emptied within 4 to 10 hours, depending upon the size of the ship.

Tanks that hold from 20 to 265 cu m of ballast are usually pumped dry within 1 to 3.5 hours; those holding from 360 to 1300 cu m are emptied within 4 to 5.5 hours.

The required capacity of a ballast pump can be determined from the formula

$$Q_b = 0.2825 d_b^2 v_b \text{ cu m per hr} \qquad (11)$$

where d_b = diameter, in cm, of the inlet pipe of the largest ballast tank. According to the regulations of the U.S.S.R. Shipping Register this value is to be taken from Table 3, depending upon the tank capacity in tons

v_b = 2 to 2.5 = velocity of water flow in the input line of the pump, m per sec.

Table 3

Tank capacity, tons	Inside diameter of pipe and fittings, mm	Tank capacity, tons	Inside diameter of pipe and fittings, mm
Up to 20	60	265 to 360	125
20 to 40	70	360 to 480	140
40 to 75	80	480 to 620	150
75 to 120	90	620 to 800	160
120 to 190	100	800 to 1000	175
190 to 265	110	1000 to 1300	200

At a water velocity $v_b = 2$ m per sec (recommended by the U.S.S.R. Shipping Register) the required ballast pump capacity will be

$$Q_b = 0.565 d_b^2 \text{ cu m per hr.} \qquad (12)$$

Because of water leakages this calculated capacity must be increased by 5 or 10 per cent. Ballast pump capacities range from 60 to 300 cu m per hour. The number of ballast pumps is not stipulated by the regulations of the U.S.S.R. Shipping Register.

Any pump of suitable capacity in a shipboard installation, except drinking-water pumps, can be employed for ballasting operations if the ballast tanks are not used to store liquid fuel. In the latter case, the use of standby cooling pumps of the internal combustion engines and the fire pumps for ballasting duty is prohibited.

Self-contained ballast pumps must be installed on oil tankers to serve the fore ballast tanks.

LAMPIRAN 5

η_p 77,5

δ : 235

H/D 0,65

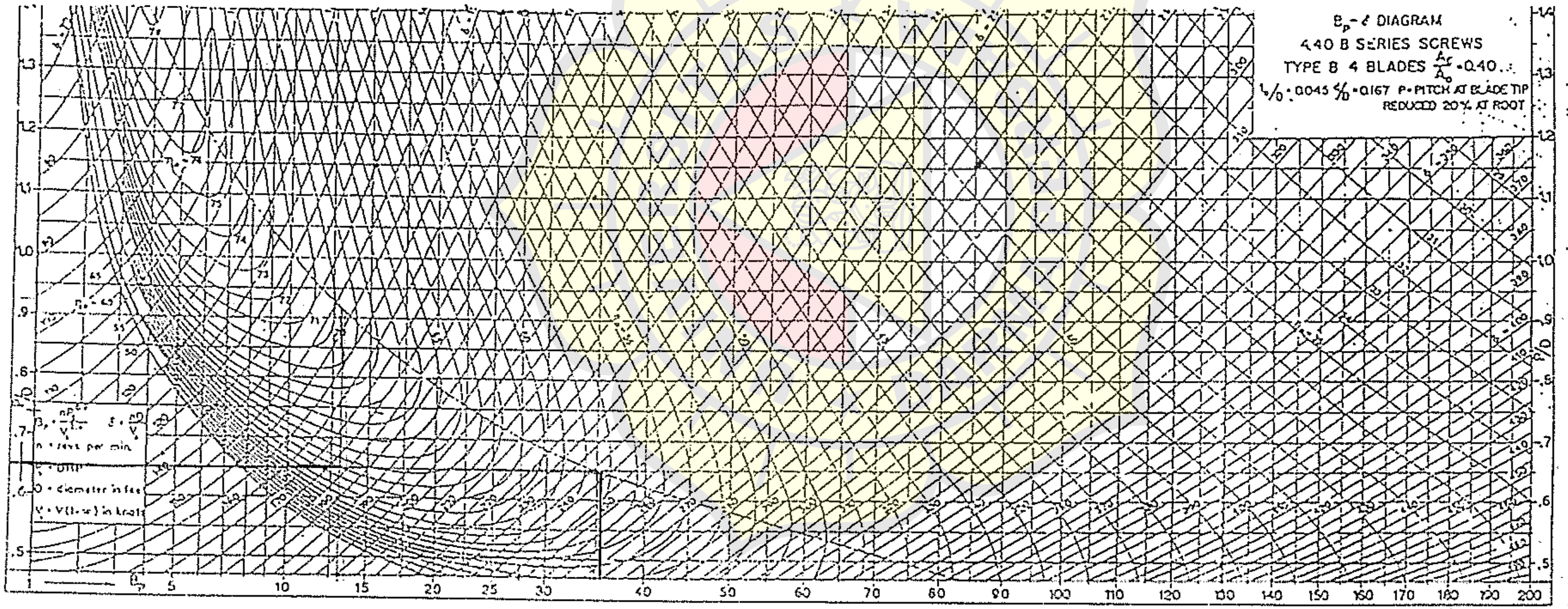


Fig. 115

Gbr. No. 7 Diagram Bp - δ B Series Tipe B - 40

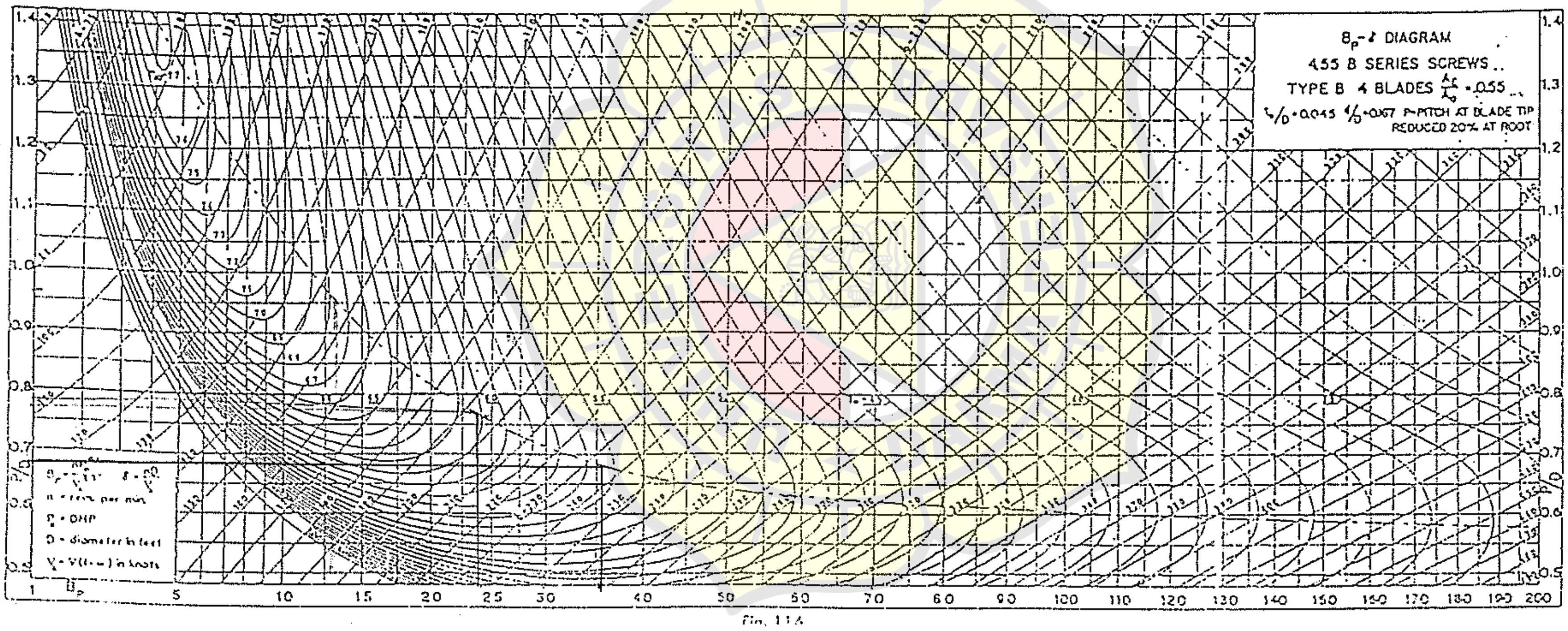


Fig. 114

Gbr. No. 4 Diagram Bp - δ B Series Tipe B 4.55

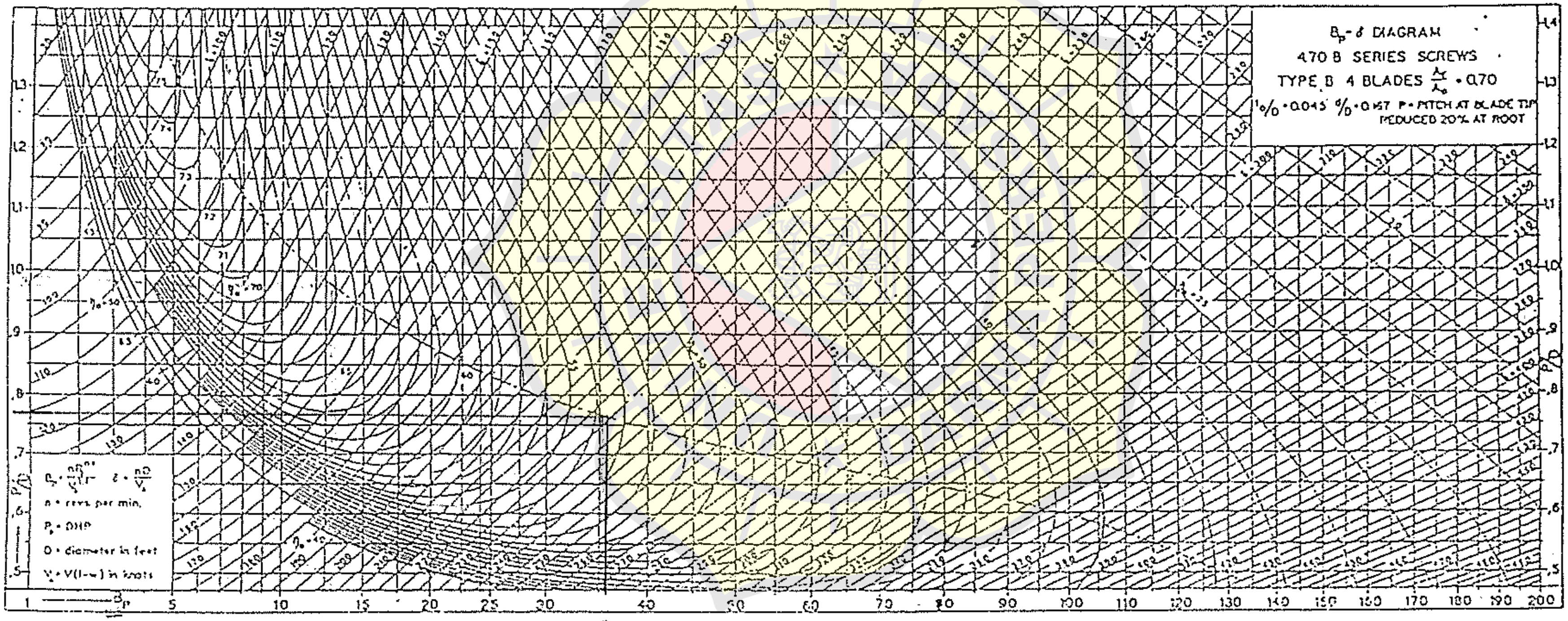


Fig. 117

Gbr. No. 7 Diagram Bp - δ B Series Tipe B - 70

LAMPIRAN 6

Lampiran no. 6

Additions to the volume

2% for double bottom tanks
1 ... 2% for top tanks and deep tanks
2% for thermal expansion, i.e. 98% filled only.

Diesel oil

used for auxiliary engines and for the main engine during estuary trading.

$$W_{diesel} = (0,1 \ldots 0.2) \cdot W_{heavy\ fuel\ oil}$$

specific weight $\gamma_{diesel} = 0.85\ t/m^3$

$$\text{Volume:}\quad V_{diesel} = \frac{W_{diesel}}{\gamma_{diesel}}\ [m^3]$$

additions see fuel oil!

Lubrication oil

In general ships have about 30 ... 50 t lubrication oil, because otherwise the tanks will get too small. (According to owner's desire).

$$W_{lubr.} = P_{Bme} \cdot b_{me} \cdot \frac{S}{V_{serv}} + \text{addition}$$

b = 0.8 ... 1.2 [g/KW·h] diesel engine two stroke
b = 1.2 ... 1.6 [g/KW·h] diesel engine four stroke
b = 0.14 [g/KW·h] turbines and gearboxes

specific weight $\gamma_{lubr} = 0.90\ t/m^3$; $V = \frac{W}{\gamma}\ (m^3)$

Fresh water

- drinking water 10 ... 20 kg/pers · day
- washing water 60 kg/pers · day without bathing room
  up to 200 kg/pers · day with bathing room
- boiler feed water 0.14 kg/KW·h plus first filling

Additions to the tank volume: 3 ... 4% for special coatings in case of fresh water

Fresh water tanks have to be separated from all other tanks of gravity are not yet exactly known in the early project stage. If the model does not accomplish the required speed the designer has to alter the hull. This alteration, however, is possible in the early project stage only. If the trial speed in ballast condition corresponds to the model trial speed in ballast, it can be assumed that service speed in loaded condition is attained, too.

Service speed of a ship is smaller than trial speed because of:

- increase of resistance by wind more than Beaufort 2
- increase of resistance by seaway
- increase of resistance by fouling on shell plating.

In general

$V_{trial} \approx 1.06 \cdot V_{service}$ (this corresponds to a power margin of about 20 - 25%).

The propeller is designed for 85% ... 90% of the driving power, at 100% of revolutions.

16. Consumables and tanks

There are some more special requirements in ship design: Capacities of

- consumables
- provisions
- ballast.

a) consumables are (depending on type of engine plant, time for one round trip, number of crew members):

- fuel oil

$$W_{fuel\ oil}\ [t] = P_{Bme} \cdot b_{me} + P_{ae} \cdot b_{ae} \cdot \frac{S}{V_{serv}} \cdot 10^{-6} \cdot [1.3 \ldots 1.5]$$

last brackets for reserve:

- fuel rests in tanks
- seaway
- wind
- waiting time
(- according to owner's desire).

P_{bme} = break horsepower of the main engine [KW]

b_{me} = specific fuel oil consumption main engine [g/KW·h]

P_{ae} = total power of auxiliary engines [KW]

b_{ae} = specific fuel oil consumption auxiliary engines [g/KW·h]

s = operating range [sm]

V_{serv} = speed [kn]

1 KW = 0.736 PS (BHP).

Konversi heat units
1 HP (horsepower)
= 550 foot pounds per second
= 0,746 kilowatt
= 1,014 PS (or cheval vapeur)
1 PS (Pferdestärke) or CV (cheval vapeur)
= 542 foot pounds per second
= 0,986 hp
= 0,736 kw

1 long ton = 1,01605 ton
1 short ton = 0,90718 ton

1 kw (kilowatt)
= 1000 watts
= 1,340 hp
= 1,359 PS or CV
= 737 foot pounds per second

Motors:

Specific fuel oil consumption:

for two-stroke engines $b = 205 \ldots 211$ [g/KW·h]

for four-stroke engines with cylinder power more than 300 KW

$b = 196 \ldots 209$ [g/KW·h]

for full power: addition 5%

for diesel fuel: reduction 5% (dependent on heating value of diesel fuel)

For steam turbines:

Standard circulation without furnace gas reheat

livesteam: 64 ... 82 bar at 513 ... 538°C

$b = 278 \ldots 286$ [g/KW·h]

with furnace gas reheat

livesteam: 80 ... 110 bar at 513 ... 538°C

$b = 252 \ldots 265$ [g/KW·h]

For gas turbines:

Gasoline and light crude oils

$b = 299 \ldots 312$ [g/KW·h]

Specific weight of heavy fuel oil: $\gamma = 0.95\ t/m^3$

Required volume of storage tanks

$$V_{oil} = \frac{W}{\gamma}\ [m^3]$$

1 kw = 0,7355

Additions to the volume

- 2%   for double bottom tanks
- 1 ... 2% for top tanks and deep tanks
- 2%   for thermal expansion, i.e. 98% filled only.

Diesel oil

used for auxiliary engines and for the main engine during estuary trading.

$$W_{diesel} = (0.1 \ldots 0.2) \cdot W_{heavy\ fuel\ oil}$$

specific weight $\gamma_{diesel} = 0.85\ t/m^3$

$$\text{Volume:}\quad V_{diesel} = \frac{W_{diesel}}{\gamma_{diesel}} \quad [m^3]$$

additions see fuel oil!

Lubrication oil

in general ships have about 30 ... 50 t lubrication oil, because otherwise the tanks will get too small. (According to owner's desire!).

$$W_{lubr.} = P_{Bme} \cdot b_{me} \cdot \frac{S}{V_{serv}} + \text{addition}$$

b = 0.8 ... 1.2 [g/KW·h] diesel engine two stroke
b = 1.2 ... 1.6 [g/KW·h] diesel engine four stroke
b = 0.14 [g/KW·h] turbines and gearboxes

specific weight $\gamma_{lubr} = 0.90\ t/m^3$; $V = \frac{W}{\gamma}\ (m^3)$

Fresh water

- drinking water 10 ... 20 kg/pers · day
- washing water 60 kg/pers · day without bathing room
  up to 200 kg/pers · day with bathing room
- boiler feed water 0.14 kg/KW·h plus first filling.

additions to the tank volume: 3 ... 4% for special coating in case of fresh wa

Fresh water tanks have to be separated from all other tank by cofferdams.

b) Ballast capacity used for

- trim (immersion of propeller; resistance)
- providing of sufficient stability (at the end of the voyage)
- heeling (heavy lift vessels; RoRo-vessels; container ships, because of container guides)
- longitudinal strength (bulker, tanker)
- immersion of ship (tanker, to avoid heavy motions in seaway; therefore light or heavy ballast).

Ballast capacity to be provided depending on ship type and on desires of the owner: between 10% and 50% of deadweight.

Additions to required ballast tank volumina are larger at the ends of the ship.

- +5% lower fore peak tank
- +3% upper fore peak tank
- +2% double bottom tank.

The new IMCO-rules recommend segregated ballast tanks to avoid pollution. Cargo oil tanks are separated from the ballast tank system. The economy decreases and more tank capacity is needed.

Sounding/ullage tables delivered by yard.

c) Provisions/persons/luggage

Weight of provisions	3 ... 5 kg/pers · day
weight of persons	75 kg (crew and passengers)
weight of luggage	20 kg/pers (short distance)
	60 kg/pers (long distance passenger and crew).

Type and Location of Main Engine

is another part of the contract influencing ship design. (Ship weight, volume, fuel consumption).
Economy is determined by the choice of the main engine type, also

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The fan capacity required to maintain a stipulated chemical composition of the air in a compartment is

$$Q_{ch} = V_r \frac{V_{rc}}{V_{mr} - V_{ca}} \text{ cu m per hour} \qquad (273)$$

where V_{rc} = volume of carbon dioxide produced per cu m of the given room, litres per cu m

V_r = volume of the room, cu m

$V_{mr} \approx 1$ = the maximum carbon dioxide content per cu m of the given room, litres per cu m

$V_{ca} \approx 0.3$ = carbon dioxide content per cu m of sea air entering the room, litres per cu m.

The volume of air required to maintain the prescribed temperature in a room is

$$Q_t = \frac{Q_r}{c_a (t_r - t_{fa}) \gamma_{fa}} = \frac{Q_r}{c_a (t_r - t_{fa}) \frac{\gamma_0}{1 + \alpha t_r}} = \frac{Q_r (1 + \alpha t_r)}{c_a (t_r - t_{fa})} \gamma_0 \qquad (274)$$

where $c_a \approx 0.24$ = mean heat capacity of air, kcal per kg °C

t_r = given temperature of the room, °C

t_{fa} = temperature of the fresh air entering the room, °C

Q_r = amount of heat entering the room, kcal per hour

γ_{fa} = density of the fresh air entering the room, kg per cu m

$\gamma_0 \approx 1.29$ = density of dry air at 0°C and a pressure of 760 mmHg, kg per cu m

$\alpha = \frac{1}{273}$ = coefficient of volumetric expansion of air.

The amount of external air required to maintain the relative humidity in a room is

$$Q_{hu} = \frac{100 D_{hu}}{\varphi_r d_r - \varphi_{fa} d_{fa}} \text{ cu m per hour} \qquad (275)$$

where D_{hu} = amount of moisture entering the room, g per hour

d_r and d_{fa} = absolute humidity of saturated air at the room temperature, t_r, and at the temperature, t_{fa}, of the entering air, g per cu m (see Table 35)

φ_r and φ_{fa} = relative humidity of the air in the room and of the entering air, per cent.

Data on the relative humidity and temperature of the outside air depending upon the locality in which the ship is operating, and the permissible values for various accommodations are listed in Table 39.

The amount of carbon dioxide, heat and vapour produced by persons in a room can be calculated from the data of Table 40.

Tabel A-6 Refrigeran 22: sifat-sifat cairan dan uap jenuh[6]

		Entalpi, kJ/kg		Entropi, kJ/kg · K		Volume spesifik, L/kg	
t, °C	P, kPa	h_f	h_g	s_f	s_g	v_f	v_g
−60	37,48	134,763	379,114	0,73254	1,87886	0,68208	537,152
−55	49,47	139,830	381,529	0,75599	1,86389	0,68856	414,827
−50	64,39	144,959	383,921	0,77919	1,85000	0,69526	324,557
−45	82,71	150,153	386,282	0,80216	1,83708	0,70219	256,990
−40	104,95	155,414	388,609	0,82490	1,82504	0,70936	205,745
−35	131,68	160,742	390,896	0,84743	1,81380	0,71680	166,400
−30	163,48	166,140	393,138	0,86976	1,80329	0,72452	135,844
−28	177,76	168,318	394,021	0,87864	1,79927	0,72769	125,563
−26	192,99	170,507	394,896	0,88748	1,79535	0,73092	116,214
−24	209,22	172,708	395,762	0,89630	1,79152	0,73420	107,701
−22	226,48	174,919	396,619	0,90509	1,78779	0,73753	99,9362
−20	244,83	177,142	397,467	0,91386	1,78415	0,74091	92,8432
−18	264,29	179,376	398,305	0,92259	1,78059	0,74436	86,3546
−16	284,93	181,622	399,133	0,93129	1,77711	0,74786	80,4103
−14	306,78	183,878	399,951	0,93997	1,77371	0,75143	74,9572
−12	329,89	186,147	400,759	0,94862	1,77039	0,75506	69,9478
−10	354,30	188,426	401,555	0,95725	1,76713	0,75876	65,3399
−9	367,01	189,571	401,949	0,96155	1,76553	0,76063	63,1746
−8	380,06	190,718	402,341	0,06585	1,76394	0,76253	61,0958
−7	393,47	191,868	402,729	0,97014	1,76237	0,76444	59,0996
−6	407,23	193,021	403,114	0,97442	1,76082	0,76636	57,1820
−5	421,35	194,176	403,496	0,97870	1,75928	0,76831	55,3394
−4	435,84	195,335	403,876	0,98297	1,75775	0,77028	53,5682
−3	450,70	196,497	404,252	0,98724	1,75624	0,77226	51,8653
−2	465,94	197,662	404,626	0,99150	1,75475	0,77427	50,2274
−1	481,57	198,828	404,994	0,99575	1,75326	0,77629	48,6517
0	497,59	200,000	405,361	1,00000	1,75279	0,77834	47,1354
1	514,01	201,174	405,724	1,00424	1,75034	0,78041	45,6757
2	530,83	202,351	406,084	1,00848	1,74889	0,78249	44,2702
3	548,06	203,530	406,440	1,01271	1,74746	0,78460	42,9166
4	565,71	204,713	406,793	1,01694	1,74604	0,78673	41,6124
5	583,78	205,899	407,143	1,02116	1,74463	0,78889	40,3556
6	602,28	207,089	407,48[illegible]	1,02537	1,74324	0,79107	39,1441
7	621,22	208,281	407,831	1,02958	1,74185	0,79327	37,9759
8	640,59	209,477	408,169	1,03379	1,74047	0,79549	36,8493
9	660,42	210,675	408,504	1,03799	1,73911	0,79775	35,7624
10	680,70	211,877	408,835	1,04218	1,73775	0,80002	34,7136
11	701,44	213,083	409,162	1,04637	1,73640	0,80232	33,7013
12	722,65	214,291	409,485	1,05056	1,73506	0,80465	32,7239
13	744,33	215,503	409,804	1,05474	1,73373	0,80701	31,7801
14	766,50	216,719	410,119	1,05892	1,73241	0,80939	30,8683
15	789,15	217,937	410,430	1,06309	1,73109	0,81180	29,9874
16	812,29	219,160	410,736	1,06726	1,72978	0,81424	29,1361
17	835,93	220,386	411,038	1,07142	1,72848	0,81671	28,3131
18	860,08	221,615	411,336	1,07559	1,72719	0,81922	27,5173
19	884,75	222,848	411,629	1,07974	1,72590	0,82175	26,7477
20	909,93	224,084	411,918	1,08390	1,72462	0,82431	26,0032
21	935,64	225,324	412,202	1,08805	1,72334	0,82691	25,2829
22	961,89	226,568	412,481	1,09220	1,72206	0,82954	24,5857
23	988,67	227,816	412,755	1,09634	1,72080	0,83221	23,9107
24	1016,0	229,068	413,025	1,10048	1,71953	0,83491	23,2572
25	1043,9	230,324	413,289	1,10462	1,71827	0,83765	22,6242
26	1072,3	231,583	413,548	1,10876	1,71701	0,84043	22,0111
27	1101,4	232,847	413,802	1,11290	1,71576	0,84324	21,4169
28	1130,9	234,115	414,050	1,11703	1,71450	0,84610	20,8411
29	1161,1	235,387	414,293	1,12116	1,71325	0,84899	20,2829
30	1191,9	236,664	414,530	1,12530	1,71200	0,85193	19,7417
31	1223,2	237,944	414,762	1,12943	1,71075	0,85491	19,2168
32	1255,2	239,230	414,987	1,13355	1,70950	0,85793	18,7076
33	1287,8	240,520	415,207	1,13768	1,70826	0,86101	18,2135
34	1321,0	241,814	415,420	1,14181	1,70701	0,86412	17,7341
35	1354,8	243,114	415,627	1,14594	1,70576	0,86729	17,2686
36	1389,2	244,418	415,828	1,15007	1,70450	0,87051	16,8168
37	1424,3	245,727	416,021	1,15420	1,70325	0,87378	16,3779
38	1460,1	247,041	416,208	1,15833	1,70199	0,87710	15,9517
39	1496,5	248,361	416,388	1,16246	1,70073	0,88048	15,5375
40	1533,5	249,686	416,561	1,16659	1,69946	0,88392	15,1351
41	1571,2	251,016	416,726	1,17073	1,69819	0,88741	14,7439
42	1609,6	252,352	416,883	1,17486	1,69692	0,89097	14,3636
43	1648,7	253,694	417,033	1,17900	1,69564	0,89459	13,9938
44	1688,5	255,042	417,174	1,18315	1,69435	0,89828	13,6341
45	1729,0	256,396	417,308	1,18730	1,69305	0,90203	13,2841
46	1770,2	257,756	417,432	1,19145	1,69174	0,90586	12,9436
47	1812,1	259,123	417,548	1,19560	1,69043	0,90976	12,6122
48	1854,8	260,497	417,655	1,19977	1,68911	0,91374	12,2895
49	1898,2	261,877	417,752	1,20393	1,68777	0,91779	11,9753
50	1942,3	263,264	417,838	1,20811	1,68643	0,92193	11,6693
52	2032,8	266,062	417,983	1,21648	1,68370	0,93047	11,0806
54	2126,5	268,891	418,083	1,22489	1,68091	0,93939	10,5214
56	2223,2	271,754	418,137	1,23333	1,67805	0,94872	9,98952
58	2323,2	274,654	418,141	1,24183	1,67511	0,95850	9,48319
60	2426,6	277,594	418,089	1,25038	1,67208	0,96878	9,00062
62	2533,3	280,577	417,978	1,25899	1,66895	0,97960	8,54016
64	2643,5	283,607	417,802	1,26768	1,66570	0,99104	8,10023
66	2757,3	286,690	417,553	1,27647	1,66231	1,00317	7,67934
68	2874,7	289,832	417,226	1,28535	1,65876	1,01608	7,27605
70	2995,9	293,038	416,809	1,29436	1,65504	1,02987	6,88899
75	3316,1	301,399	415,299	1,31758	1,64472	1,06916	5,98334
80	3662,3	310,424	412,898	1,34223	1,63239	1,11810	5,14862
85	4036,8	320,505	409,101	1,36936	1,61673	1,18328	4,35815
90	4442,5	332,616	402,653	1,40155	1,59440	1,28230	3,56440
95	4883,5	351,767	386,708	1,45222	1,54712	1,52064	2,55133

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Table 42

Compartment	Number of air renewals per hour for	
	Plenum ventilation	Exhaust ventilation
Passengers', officers' and crew accommodations	10 to 15	—
Public rooms (staterooms, dining-saloons, etc.)	15 to 20	10 to 15
Smoking rooms	—	15 to 20
Gymnasiums	15	20
Swimming pools	15	20
Russian baths	—	10 to 20
Galleys	5 to 10	40 to 60
Provision rooms without cooling facilities	5 to 10	10 to 15
Bathrooms, toilets and laundries	5	15 to 20
Sick bays	5 to 10	10 to 20
Baggage rooms	—	20
Deck refreshment bars	[illegible] to 15	25 to 30
Upper deck passageways	—	6
Middle deck passageways	—	7
Lower deck passageways	—	8
Engine and boiler rooms	30	35

$p_{st}=760$ mmHg, relative humidity of $\varphi_{st}=50$ per cent and density $\gamma_{st}=1.2$ kg per cu m. The capacity of the fan determined for air in a given state, having a pressure p_a, volume Q_a and temperature t_a, can be converted to the standard air capacity by using formula (276) which is derived from the equation

$$\frac{p_{st}Q_{st}}{1+\alpha t_{st}} = \frac{p_a Q_a}{1+\alpha t_a}$$

whence

$$Q_{st} = \frac{(1+\alpha t_{st})\, p_a Q_a}{p_{st}(1+\alpha t_a)} = Q_a \frac{\left(1+\frac{1}{273}\,20\right)}{\left(1+\frac{1}{273}\,t_a\right)} \frac{p_a}{760} =$$

$$= Q_a \frac{293}{273+t_a} \frac{p_a}{760} \text{ cu m per hour} \qquad (276)$$

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The theoretical head developed by the fan is expressed in mm of water column:

$$H_{t\infty} = \frac{1}{g}(c_{2u}u_2 - c_{1u}u_1) = \frac{1{,}000}{g}\frac{\gamma_{air}}{\gamma_{wat}}(c_{2u}u_2 - c_{1u}u_1) =$$
$$= \rho(c_{2u}u_2 - c_{1u}u_1)\ \mathrm{mmH_2O} \qquad (277)$$

where γ_{air} = density of air, kg per cu m

γ_{wat} = 1,000 = density of water, kg per cu m

ρ = mass density of air, kg-sec² per m⁴.

Upon radial entry of the air onto the fan impeller vanes

$$H_{t\infty} = \rho c_{2u} u_2\ \mathrm{mmH_2O}$$

Taking into account the effect of having a finite number of impeller vanes on the developed head by the factor σ and for the losses of head in the fan by the hydraulic efficiency η_h we obtain the actual head

$$H = H_{t\infty}\sigma\eta_h = \sigma\rho c_{2u}u_2\eta_h = \sigma\rho\frac{c_{2u}}{u_2}u_2u_2\eta_h =$$
$$= \sigma\rho\varphi_h u_2^2\eta_h = \rho\psi_h u_2^2\ \mathrm{mmH_2O} \qquad (278)$$

where $\varphi_h = \frac{c_{2u}}{u_2}$ = eddy current factor

$\psi_h = \sigma\varphi_h\eta_h$ = head factor taken equal to: 0.8 to 1.1 for forward-curved vanes; 0.6 to 0.8 for radial, or straight, vanes; 0.5 to 0.7 for backward-curved vanes.

The fan head required to accommodate a given ventilating system depends upon the resistance and characteristic curves of the latter.

The permissible maximum peripheral speeds (tip speeds) of an impeller, based upon fan design and strength considerations, are listed in Table 43. The table also lists the most widely used inlet and outlet angles of the vanes.

Table 43

Type of fan	Peripheral speed, m per sec	Inlet angle	Outlet angle
Low-pressure	30 to 40	95 to 105	15 to 25
Medium-pressure . .	40 to 50	125 to 130	30 to 35
High-pressure	50 to 90	140 to 145	40 to 45

Backward curved vanes are rarely employed and then only for low-pressure fans. The number of vanes is usually assigned so as to facilitate laying out and may be equal to 4, 6, 8, 12, 16, 24, 32 or 48.

The power required to drive a fan is found from the formula

$$N_m = \frac{Q_a H}{75\eta_f 3{,}600} \text{ hp}$$

The overall efficiency of a fan is made up of the following efficiencies:

1. Hydraulic efficiency, which takes into consideration the loss of head in the fan

$$\eta_h = \frac{H}{H + \Delta H} = \frac{H}{H_t} = 0.7 \text{ to } 0.85$$

where ΔH = loss of head in the fan.

2. Hydraulic friction efficiency which takes into account the losses due to the friction of the impeller shrouds against the fluid being transferred

$$\eta_{fr} = \frac{N_{fr}}{N_a} = \frac{\beta 10^{-6} \rho D_2^2 u_2^3}{N_a}$$

where N_{fr} = power lost in overcoming fluid friction

$\beta = (5 \text{ to } 15)\left(1 + 5\frac{b_2}{D_2}\right)$ = coefficient obtained from data compiled by the Central Institute of Aero- and Hydrodynamics

b_2 = width of the impeller at air outlet

D_2 = impeller diameter at air outlet

For backward-curved vanes—$\eta_{fr} \cong 0.6$ to 0.75

For forward-curved vanes—$\eta_{r} \cong 0.75$ to 0.9.

3. Mechanical efficiency which takes into account the losses due to mechanical friction

$$\eta_m = \frac{N_a - \Delta N_{mf}}{N_a} \approx 0.95 \text{ to } 0.99$$

where ΔN_{mf} = power lost in overcoming mechanical friction. The overall efficiency of a fan is thus

$$\eta_f = \eta_h \eta_{fr} \eta_m = 0.4 \text{ to } 0.75 \qquad (279)$$

The overall efficiency of an axial fan may reach $\eta_f \approx 0.84$.

2-2. Design and Selection of Fans

Strictly aerodynamical calculations in fan design do not, as a rule, ensure results in subsequent tests that comply with the initial design data.

More accurate results may be achieved by designing a fan similar

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maximum pressure, p_f kg per sq m, then the amount of liquid pumped is

$$V_e - V_f = D_1 \text{ cu m}$$

This equation can be solved for V_e and V_f:

$$V_e = V_f + D_1 = V_f + \frac{D}{6}$$

and

$$V_f = V_e - D_1 = V_e - \frac{D}{6}$$

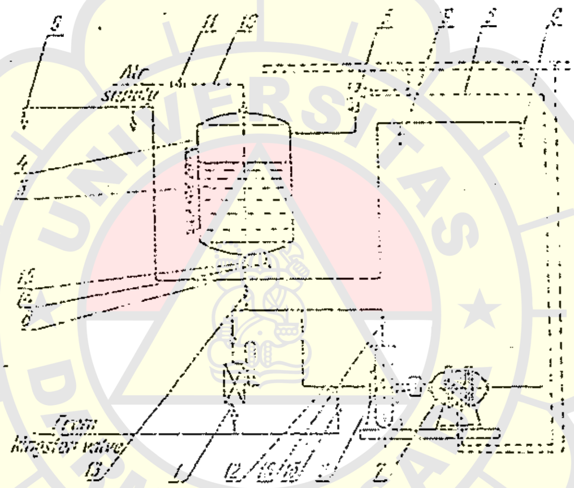

Fig. 60.

The equation of state for the air in the air cushion can be written as

$$V_e p_e = V_f p_f = \left(V_f + \frac{D}{6} \right) p_e = \left(V_e - \frac{D}{6} \right) p_f$$

Therefore the minimum and maximum volumes of the air are

$$V_f = \frac{D p_e}{6 (p_f - p_e)} \quad \text{and} \quad V_e = \frac{D p_f}{6 (p_f - p_e)}$$

Denoting by V_0 the volume of liquid remaining in the tank at the lowest level, we find that the volume of the pneumatic tank is

$$V_t = V_0 + V_e = V_0 + \frac{D p_f}{6 (p_f - p_e)}$$

Such tanks may also be used in the drinking and washing water systems.

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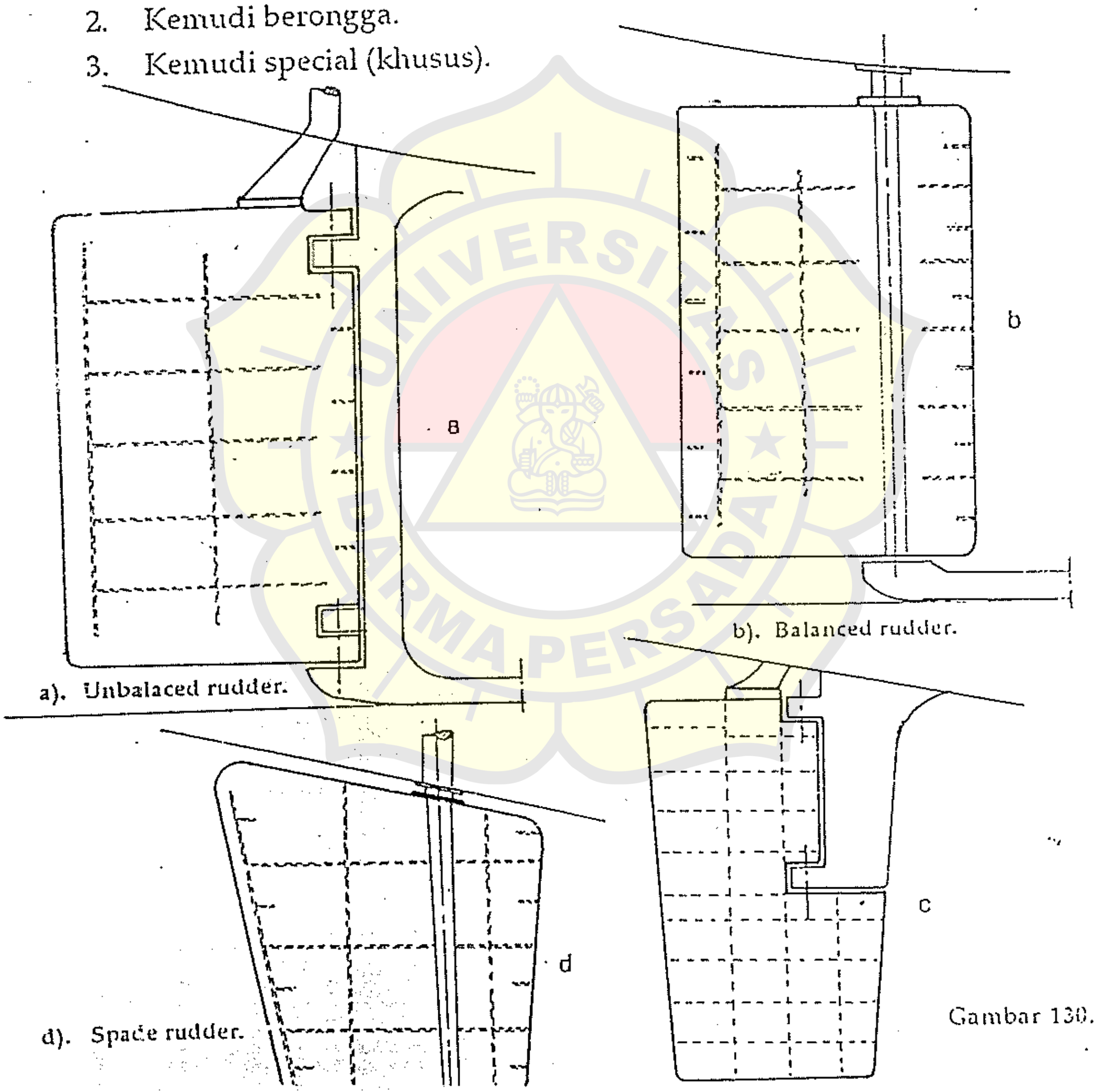
2. Kemudi balansir, dimana luas sayap kemudi terbagi dua, bagian dimuka dan dibelakang sumbu putar kemudi (gambar b).
3. Kemudi setengah balansir, dimana bagian atas sayap kemudi termasuk kemudi biasa, sedang bagian bawah merupakan kemudi balansir sedangkan bagian atas dan bawah tetap merupakan satu bagian (gambar c).

B). Dipandang dari sulfies (sepatu linggi) dibagi :

1. Kemudi meletak (gambar a dan b)
2. Kemudi menggantung (gambar d)
3. Kemudi setengah menggantung (gambar c)

C). Dipandang dari konstruksinya dibagi :

1. Kemudi plat (satu lapis plat).
2. Kemudi berongga.
3. Kemudi special (khusus).



a). Unbalaced rudder.

b). Balanced rudder.

d). Space rudder.

Gambar 130.

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luasan balansir dianjurkan $\leqslant$ 23% dari seluruh luas kemudi dan lebar bagian balansir pada potongan-potongan horisontal < 0,35 lebar sayap kemudi.

Pada kapal-kapal yang mempunyai batas sarat air yang cukup tinggi, mempunyai ukuran yang tinggi (λ = hp/bp cukup tinggi).

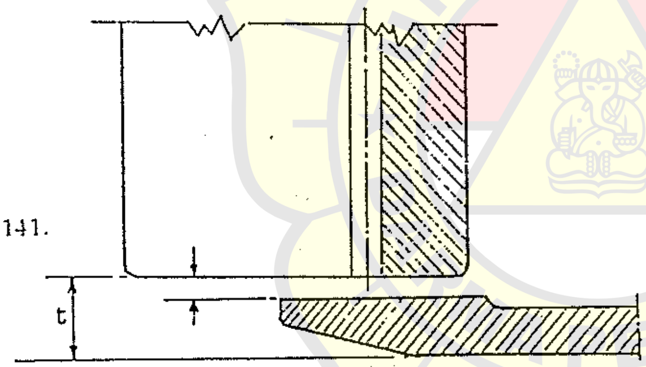
Tetapi tinggi kemudi harus diperlihatkan pula menurut bentuk buritan kapal.

Beberapa batasan untuk harga λ :

- Kapal barang dan kapal penumpang : λ = 1,8
- Kapal coaster : λ = 1,05 - 1,15
- Kapal tunda, pandu : λ = 1,8
- Kapal ikan ukuran sedang : λ = 1,55 - 2,0

Dianjurkan tinggi tiap-tiap kemudi harus menutupi diameter baling-baling. Bagian bawah kemudi untuk menjaga kerusakan-kerusakan dari geseran dengan dasar laut harus lebih tinggi dari garis dasar kapal.

Batas-batasnya sebagai berikut :



Gambar 141.

- Untuk kemudi menggantung atau setengah mengantung
  t = (4 - 10%) h
- Untuk kemudi bertupu ;
  t = (6 - 12)% h

Dimana :

h = tinggi kemudi.

Catatan : Umumnya untuk semua bentuk diambil ketentuan :

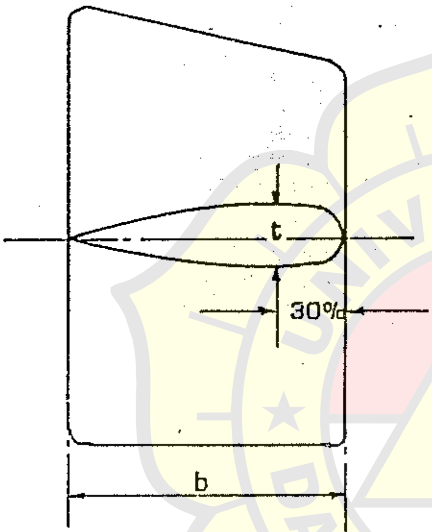
t 150 m/m.

Oleh Van Lammeren ditetapkan batasan-batasan λ = h/b sebagai berikut :

Type kapal dan kemudi	h/d
1. kapal barang 1 baling-baling dan kapal penumpang semuanya dengan kemudi balansir.	1,8
2. Kapal pantai 1 baling-baling dengan kemudi balansir.	1,15
3. Kapal tunda 1 baling-baling dan kapal pandu.	1,75

4. **Untuk semua kapal dengan 2 baling-baling dengan-kemudi biasa.**	1,5
5. Untuk kapal-kapal 2 baling-baling dengan kemudi-setengah balansir.	1,1
6. Untuk kapal-kapal dengan 2 baling-baling dengan-dua kemudi.	2,2

Bentuk kemudi harus dibuat sedemikian supaya dengan perubahan letak kemudi dalam sudut attack yang tidak begitu besar, kapal dapat membuat belokan besar, dengan catatan pada saat yang sama dengan perubahan letak kemudi tersebut diperhitungkan supaya tidak mempengaruhi kecepatan kapal.



Gambar 142.

Berdasarkan praktek yang dilakukan, koefisien tebal plat profil kemudi :
$Ct = t/b$ terletak dalam batas-batas : 0,18 - 0,22.
Tetapi untuk kemudi setengah menggantung pada kapal besar hanya Ct mencapai 0,5.
Untuk kemudi biasa (tak balansir) untuk twin screw diambil batas-batas:

$$Ct = 0{,}15 - 0{,}18$$

Untuk setengah balansir :

$$Ct = 0{,}18 - 0{,}22$$

Kemudi kembar menggantung biasanya lebih tebal dari kemudi yang bertumpu, tetapi untuk menjaga kekuatan, kemudi tersebut mempunyai harga : $Ct = 0{,}2$

Untuk menghindari getaran dianjurkan supaya jarak maximum penampang kemudi yaitu 30% lebar profil, dihitung dari permukaan depan.

Koefisien kompensasi dihitung dengan rumus pendekatan yang menghasilkan perhitungan moment putar yang sangat kecil di poros, sehingga memperkecil kekuatan motor penggerak kemudi serta pengeluaran energi untuk merubah letak kemudi.

θg = sudut antara letak bidang sayap kemudi dengan bidang yang sejajar dengan bidang simetri (bidang bujur kapal).

Pada saat kemudi berada ditengah-tengah

Untuk kemudi tunggal yang dipasang pada bidang bujur kapal keadaan sudut vertikal dan horisontal sama dengan nol.

Luas daun kemudi.

Menurut ketentuan "*Det Norske Veritas*" 1974 luas kemudi dirumuskan sebagai berikut :

$$F = \frac{TL}{100} \left\{ 1 + 25 \left(\frac{B}{L} \right)^2 \right\} \quad (m^2)$$

Dimana : T = sarat air (m)

L = panjang kapal antara garis tegak atau 0,96 LWL jika angka ini lebih besar (m).

B = lebar kapal (m).

dengan catatan:

Kemudi yang tak bekerja langsung dibelakang baling-baling luasnya ditambah dengan 30% dari ketentuan di atas. Untuk kapal-kapal dengan kemudi kembar dianjurkan, jumlah luas kemudi 3% LT.

Untuk pengontrolan dapat dipakai pedoman batas-batas : menurut G.W. Saboliev.

$$\frac{0,025}{\sqrt[3]{\frac{L_1}{\delta B} - 6,2}} < \frac{F}{L_1 T} < \frac{0,03}{\sqrt[3]{\frac{L_1}{\delta B} - 72}}$$

dimana : B = lebar kapal

δ = koefisien blok

L_1 = panjang kapal

= 0,96 LWL.

$\times 90 \{ 1 + 25 (\frac{F}{?}$

Luas daun kemudi dapat pula dinyatakan dalam % LT sebagai berikut :

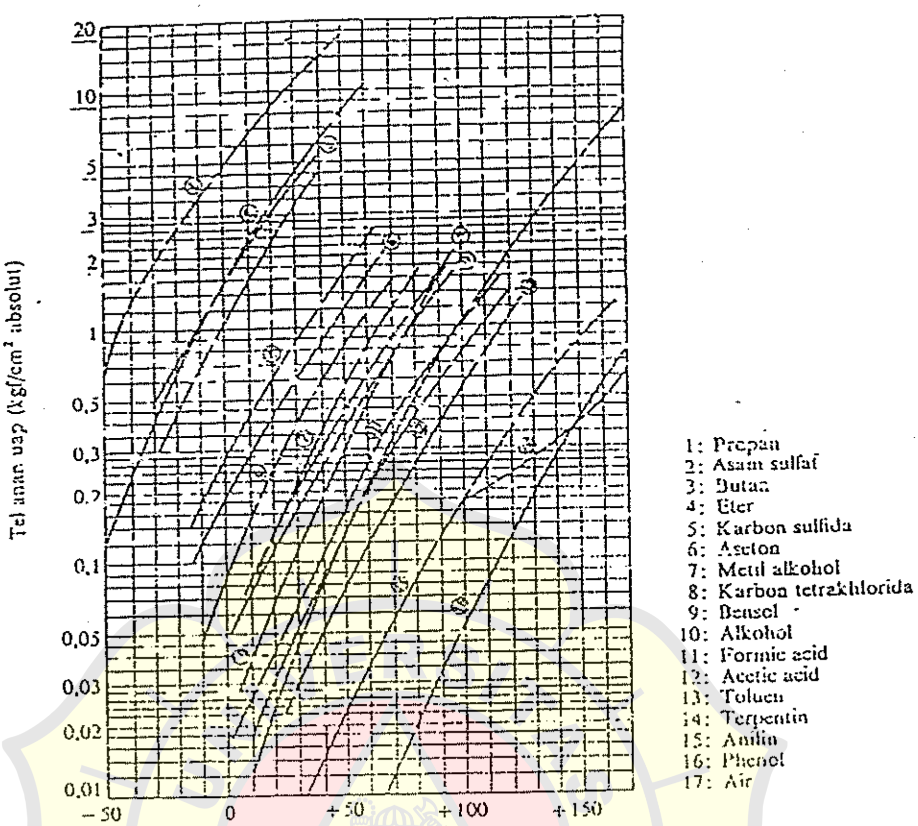
Type Kapal	% LT
1. Kapal barang, single screw dengan kecepatan sedang.	1,5 - 2,5
2. Kapal barang, single screw dengan kecepatan tinggi.	1,6 -2,0
3. Kapal barang kecil, single screw.	2,0 - 2,5
4. Kapal barang, twin screw, single rudder.	1,5 - 2,1
5. Kapal barang, twin screw, twin rudder.	2,1 - 3,0
6. Kapal tangker ukuran sedang.	1,3 - 1,9
7. Super tangker.	1,7 - 2,1
8. Kapal penumpang, kecepatan tinggi (L 60 m).	1,2 - 1,7
9. Kapal penumpang & barang besar kecepatan sedang.	1,6 - 2,0
10. Kapal penumpang ukuran sedang, kecepatan tinggi.	1,7 - 2,0
11. Kapal penumpang ukuran kecil kecepatan lambat.	1,7 - 2,3
12. Kapal pelayaran pantai (*coaster*).	2,0 - 3,3
13. Kapal ikan.	2,5 - 5,5
14. Kapal tunda.	3,0 - 6,0
15. Kapal layar besar.	2,0 - 2,5
16. Kapal layar sedang.	2,0 - 3,0
17. Kapal pandu.	2,3 - 4,0
18. Kapal kecil.	4,0 - 4,5
19. Kapal tak bermotor.	4,0 - 5,0

Bentuk sayap kemudi diperhitungkan menurut bentuk bagian belakang kapal (cruiser stern, biasa dan lain-lain dan ukuran bentuk sepatu linggi).

Umumnya pada teknologi pembuatan kapal dipilih bentuk sayap yang sederhana, empat persegi, tetapi untuk mendapat gaya tekan air yang maximum pada sayap kemudi, kadang-kadang dibagian atas dibuat miring membesar.

Untuk kapal-kapal yang mempunyai satu baling-baling dimana bentuk bagian belakang yang agak runcing, biasanya memakai kemudi yang setengah menggantung dengan bentuk trapesium termasuk rongga porosnya, dengan lebar bagian bawahnya kedil dengan demikian juga tebal profilnya makin ke bawah makin berkurang.

LAMPIRAN 9



(b) Tekanan uap berbagai zat cair
(*Catatan*: 1 kgf/cm² = 0,1 M Pa)
Sifat-sifat fisik berbagai zat cair.

2.4 Head

2.4.1 Head Total Pompa

Head total pompa yang harus disediakan untuk mengalirkan jumlah air seperti direncanakan, dapat ditentukan dari kondisi instalasi yang akan dilayani oleh pompa. Seperti diperlihatkan dalam Gb. 2.2, head total pompa dapat ditulis sebagai berikut:

$$\boxed{H = h_a + \Delta h_p + h_l + \frac{v_d^2}{2g}} \tag{2.6}$$

di mana H: Head total pompa (m)

h_a: Head statis total (m)
Head ini adalah perbedaan tinggi antara muka air di sisi keluar dan di sisi isap; tanda positip (+) dipakai apabila muka air di sisi ke luar lebih tinggi dari pada sisi isap.

Δh_p: Perbedaan head tekanan yang bekerja pada kedua permukaan air (m),

$$\Delta h_p = h_{p2} - h_{p1},$$

h_l: Berbagai kerugian head di pipa, katup, belokan, sambungan, dll (m), di mana h_p: Head tekanan (m)

p: Tekanan (kgf/cm^2)

γ: Berat per satuan volume zat cair yang dipompa (kgf/l)

Apabila tekanan diberikan dalam kPa, dapat dipakai rumus berikut:

$$h_p = \frac{1}{9,8}\frac{p'}{\rho} \tag{2.9}$$

di mana p': Tekanan (Pa)

ρ: Rapat masa (kg/l)

Menurut ISO, energi spesifik Y (J/kg) kadang-kadang dipakai sebagai pengganti head H (m). Adapun hubungannya adalah sebagai berikut:

$$Y = gH \tag{2.10}$$

Sebagaimana diutarakan di atas, untuk menentukan head total yang harus disediakan pompa, perlu dihitung lebih dahulu head kerugian h_l. Di bawah ini akan diuraikan cara menghitung kerugian head tersebut.

2.4.2 Head Kerugian

Head kerugian (yaitu head untuk mengatasi kerugian-kerugian) terdiri atas head kerugian gesek di dalam pipa-pipa, dan head kerugian di dalam belokan-belokan, reduser, katup-katup, dsb. Di bawah ini akan diberikan cara menghitungnya, satu per satu.

(1) Head kerugian gesek dalam pipa

Untuk menghitung kerugian gesek di dalam pipa dapat dipakai salah satu dari dua rumus berikut ini:

$$v = CR^pS^q \tag{2.11}$$

$$\boxed{h_f = \lambda\frac{L}{D}\frac{v^2}{2g}} \tag{2.12}$$

di mana v: Kecepatan rata-rata aliran di dalam pipa (m/s)

C, p, q: Koefisien-koefisien

R: Jari-jari hidrolik (m)

$$R = \frac{\text{Luas penampang pipa, tegak lurus aliran } (m^2)}{\text{Keliling pipa atau saluran yang dibasahi (m)}}$$

S: Gradien hidrolik

$$S = \frac{h_f}{L}$$

h_f: Head kerugian gesek dalam pipa (m)

λ: Koefisien kerugian gesek

g: Percepatan gravitasi (9,8 m/s^2)

L: Panjang pipa (m)

D: Diameter dalam pipa (m)

Selanjutnya, untuk aliran yang laminer dan yang turbulen, terdapat rumus yang berbeda. Sebagai patokan apakah suatu aliran itu laminer atau turbulen, dipakai bilangan Reynolds:

$$Re = \frac{vD}{\nu} \tag{2.13}$$

di mana Re: Bilangan Reynolds (tak berdimensi)
v: Kecepatan rata-rata aliran di dalam pipa (m/s)
D: Diameter dalam pipa (m)
ν: Viskositas kinematik zat cair (m^2/s)

Pada $Re < 2300$, aliran bersifat laminer.
Pada $Re > 4000$, aliran bersifat turbulen.
Pada $Re = 2300 - 4000$ terdapat daerah transisi, di mana aliran dapat bersifat laminer atau turbulen tergantung pada kondisi pipa dan aliran.

(I) Aliran laminer

Dalam hal aliran laminer, koefisien kerugian gesek untuk pipa (λ) dalam pers. (2.12) dapat dinyatakan dengan

$$\lambda = \frac{64}{Re} \qquad (2.14)$$

(II) Aliran turbulen

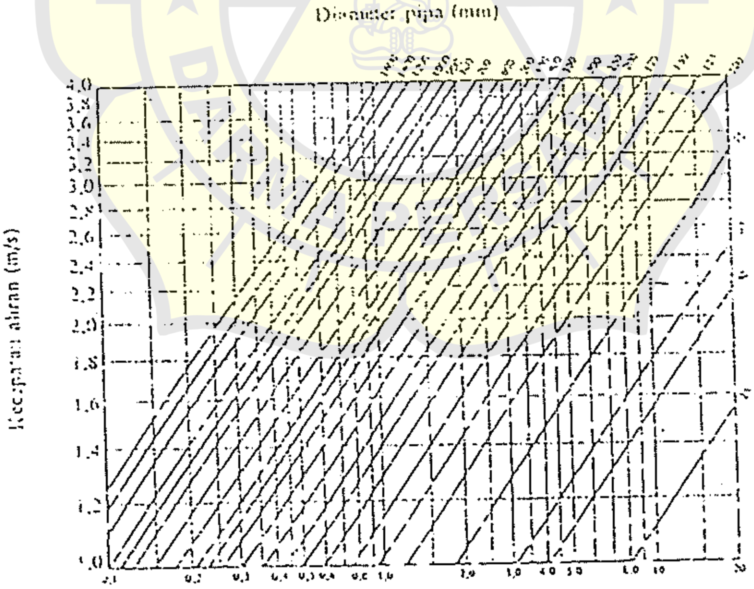
Untuk menghitung kerugian gesek dalam pipa pada aliran turbulen terdapat berbagai rumus empiris. Di bawah ini akan diberikan cara perhitungan dengan rumus Darcy dan Hazen-Williams.

1) Formula Darcy

Dengan cara Darcy, koefisien kerugian gesek λ dari Pers. (2.12) dihitung menurut rumus

$$\boxed{\lambda = 0{,}020 + \frac{0{,}0005}{D}} \qquad (2.15)$$

di mana D adalah diameter dalam pipa (m). Rumus ini berlaku untuk pipa baru dari besi cor. Jika pipa telah dipakai selama bertahun-tahun, harga λ akan menjadi 1,5

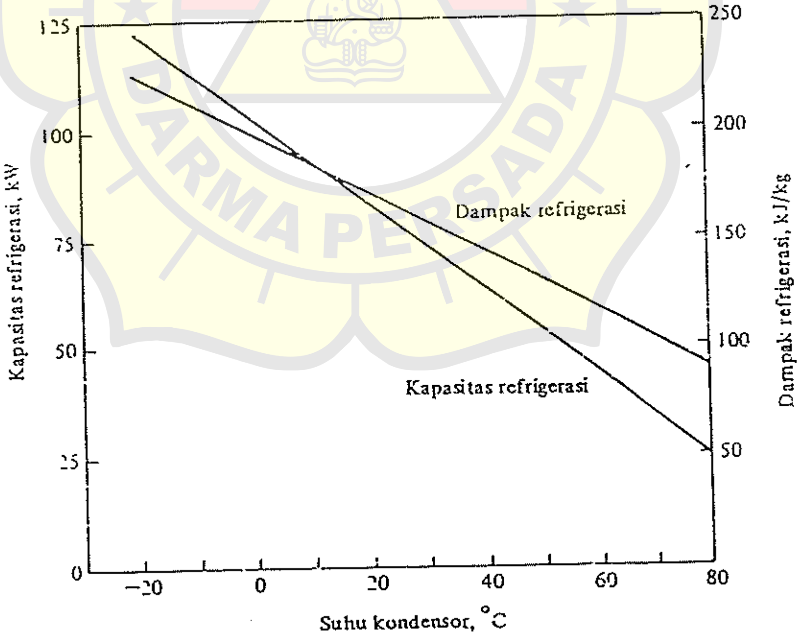


Gb. 2.4 Kerugian gesek pada pipa lurus (rumus Darcy).

si volumetrik yang mempengaruhi laju alir massa, yang menunjukkan suatu penurunan akibat naiknya suhu kondensor. Gambar 11-10 menunjukkan penurunan tersebut yang progresif. Kapasitas refrigerasi adalah hasil kali antara dampak refrigerasi dan laju aliran massa, yang keduanya akan turun bila suhu kondensor naik. Jadi kapasitas refrigerasi turun agak lebih cepat karena naiknya suhu kondensor.

Karakteristik yang penting lagi adalah daya – yang diperlihatkan dalam Gambar 11-11. Daya kompresor adalah hasil perkalian antara kerja kompresi yang bersatuan kilojoule per-kilogram dan laju alir massa. Bila suhu kondensor naik, maka kerja kompresi dan laju alir massa menurun, sehingga daya naik mencapai puncak dan kemudian mulai turun. Sifat yang sama dengan daya ini, yaitu sebagai fungsi dari suhu evaporator, ditunjukkan dalam Gambar 11-6.

Beberapa penjelasan tentang arti dan sifat-sifat yang terdapat di dalam Gambar 11-9 hingga 11-11 adalah sebagai berikut: pencapaian puncak-puncak daya dapat terjadi dalam kompresor-kompresor nyata seperti juga pada kompresor ideal, tetapi hanya terjadi bila dilakukan pemompaan dari suhu-suhu rendah evaporator. Kompresi satu tingkat dari suhu penguapan –20°C hingga suhu pengembunan 60°C yang menghasilkan puncak seperti pada Gambar 11-11, tidaklah umum. Dengan perbedaan suhu yang lebih sedikit antara kondensor dan evaporator, diperkirakan bila suhu kondensor naik, akan ada kenaikan daya pada kompresor, walaupun kenaikan tersebut mungkin hanya sedikit. Kapasitas refrigerasi selalu turun bila suhu kondensor naik. Karakteristik lain yang penting, tidak digambarkan dalam grafik, adalah *koefisien prestasi* (coefficient of performance), yang turun secara monoton bila suhu kondensor naik.



Gambar 11-10 Dampak refrigerasi dan kapasitas refrigerasi untuk kompresor ideal dengan refrigeran 22, volume sisa 4,5 persen, laju volume langkah 50 L/det, dan suhu evaporator –20°C.

Bertitik tolak dari daya dan efisiensi, diinginkan suhu kondensor yang rendah; jadi kondensor tersebut harus menggunakan udara atau air yang terdingin yang tersedia, mengalir secara maksimum dan ekonomis, serta permukaannya harus dijaga tetap bersih. Udara atau gas-gas yang tak dapat mengembun di dalam kondensor juga mengakibatkan tingginya tekanan kondensor tersebut.

dinginan, dll. Namun, menentukan secara tepat pengaruh masing-masing faktor tersebut adalah sangat sulit. Karena itu faktor-faktor ini digabungkan dalam efisiensi adiabatik keseluruhan

Efisiensi adiabatik keseluruhan didefinisikan sebagai daya yang diperlukan untuk memampatkan gas dengan siklus adiabatik (menurut perhitungan teoritis), dibagi dengan daya yang sesungguhnya diperlukan oleh kompresor pada porosnya. Dalam rumus, efisiensi ini dapat ditulis sbb:

$$\eta_{ad} = \frac{L_{ad}}{L_s} \tag{2.20}$$

di mana η_{ad}: Efisiensi adiabatik keseluruhan (biasanya dinyatakan dalam %).

L_{ad}: Daya adiabatik teoritis (kW)

L_s: Daya yang masuk pada poros kompresor (kW).

Besarnya daya adiabatik teoritis dapat dihitung dengan rumus

$$L_{ad} = \frac{mk}{k-1}\frac{P_s Q_s}{6120}\left[\left(\frac{P_d}{P_s}\right)^{(k-1)/mk} - 1\right], \quad \text{(kW)} \tag{2.21a}$$

P_s: Tekanan isap tingkat pertama (kgf/m^2 abs)

P_d: Tekanan keluar dari tingkat terakhir (kgf/m^2 abs)

Q_s: Jumlah volume gas yang keluar dari tingkat terakhir (m^3/min) dinyatakan pada kondisi tekanan dan temperatur isap

k: c_p/c_v

m: Jumlah tingkat kompresi; lihat keterangan pada Pers. (2.16).

Jika dalam rumus ini dipakai satuan tekanan Pa maka Pers. (2.21) ditulis sebagai

$$L_{ad} = \frac{mk}{k-1}\frac{P_s Q_s}{60000}\left[\left(\frac{P_d}{P_s}\right)^{(k-1)/mk} - 1\right], \quad \text{(kW)} \tag{2.21b}$$

Dalam Tabel 2.7 diberikan harga-harga daya adiabatik teoritis yang diperlukan untuk mengkompresikan 1 m^3/min udara dengan kondisi standar sebagai hasil perhitungan berdasarkan rumus di atas. Dari tabel terlihat bahwa daya yang diperlukan untuk kompresi 2 tingkat harganya lebih kecil dari pada kompresi 1 tingkat. Harga yang lebih rendah ini diperoleh pada kompresor 2 tingkat yang menggunakan pendingin antara (inter-cooler) di antara tingkat pertama dan tingkat ke dua. Penggunaan pendingin antara akan memperkecil kerja kompresi. Jika tidak digunakan pendingin antara, maka daya yang diperlukan untuk kompresi 2 tingkat adalah sama besarnya dengan daya untuk 1 tingkat, pada perbandingan tekanan yang sama.

Sebagai contoh, dari Tabel 2.7 terbaca bahwa untuk kompresi 1 tingkat sampai 7 kgf/cm^2 (g) atau 8,033 kgf/cm^2 abs, diperlukan daya sebesar 4,7074 kW. Ini diperoleh dari Pers. (2.21) dengan mengambil harga $k = 1,4$ dan $m = 1$. Daya sebesar 4,7074 kW tersebut juga akan diperlukan untuk kompresi 2 tingkat tanpa pendingin antara. Namun jika digunakan pendingin antara maka daya yang diperlukan menjadi sebesar 4,0227 kW. Harga ini dapat diperoleh dari Pers. (2.21a) jika diambil $k = 1,4$ dan $m = 2$.

Selanjutnya efisiensi adiabatik keseluruhan dapat dihitung menurut contoh sebagai berikut. Seandainya untuk sebuah kompressor 2 tingkat yang memampatkan udara menjadi 7 kgf/cm^2 (g) diperlukan daya poros sebesar 5,4 kW, maka dengan daya adiabatik teoritis sebesar 4,022 kW, kompresi ini mempunyai efisiensi adiabatik keseluruhan sebesar

$$\eta_{ad} = \frac{L_{ad}}{L_s} = \frac{4{,}022\ \text{kW}}{5{,}4\ \text{kW}} = 0{,}745 = 74{,}5\%$$