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Marine Week Elsevier

Since its first appearance in 1950, Pounder's Marine Diesel Engines has served seagoing engineers, students of the Certificates of Competency examinations and the marine engineering industry throughout the world. Each new edition has noted the changes in engine design and the influence of new technology and economic needs on the marine diesel engine. Now in its ninth edition, Pounder's retains the directness of approach and attention to essential detail that characterized its predecessors. There are new chapters on monitoring control and HiMSEN engines as well as information on developments in electronic-controlled fuel injection. It is fully updated to cover new legislation including that on emissions and provides details on enhancing overall efficiency and cutting CO2 emissions. After experience as a seagoing engineer with the British India Steam Navigation Company, Doug Woodyard held editorial positions with the Institution of Mechanical Engineers and the Institute of Marine Engineers. He subsequently edited The Motor Ship journal for eight years before becoming a freelance editor specializing in shipping, shipbuilding and marine engineering. He is currently technical editor of Marine Propulsion and Auxiliary Machinery, a contributing editor to Speed at Sea, Shipping World and Shipbuilder and a technical press consultant to Rolls-Royce Commercial Marine. * Helps engineers to understand the latest changes to marine diesel engines * Careful organisation of the new edition enables readers to access the information they require * Brand new chapters focus on monitoring control systems and HiMSEN engines. * Over 270 high quality, clearly labelled illustrations and figures to aid understanding and help engineers quickly identify what they need to know.

Shipbuilding & Marine Engineering International Butterworth-Heinemann

New Technologies for Emission Control in Marine Diesel Engines provides a unique overview on marine diesel engines and aftertreatment technologies that is based on the authors' extensive experience in research and development of emission control systems, especially plasma aftertreatment systems. The book covers new and updated technologies, such as combustion improvement and after treatment, SCR, the NOx reduction method, Ox scrubber, DPF, Electrostatic precipitator, Plasma PM decomposition, Plasma NOx reduction, and the Exhaust gas recirculation method. This comprehensive resource is ideal for marine engineers, engine manufacturers and consultants dealing with the development and implementation of aftertreatment systems in marine engines. Includes recent advances and future trends of marine engines Discusses new and innovative emission technologies for marine diesel engines and their regulations Covers aftertreatment technologies that are not widely applied, such as catalysts, SCR, DPF and plasmas

Index of Patents Issued from the United States Patent and Trademark Office Elsevier

First published in 1991, this book offers a thorough examination of the decline of heavy industry in industrialised countries in the West, which focuses on problems in the shipbuilding industry. Todd argues that three points are central to its demise: industrial life cycles, the international division of labour and the energy crises of 1973. His work begins with despondency in western shipbuilding, going back as early as 1956, when Japan usurped Britain as the pre-eminent ship producer. The book goes on to explore international trade and industry in the second half of the 20th century, with analysis on industrial reorganisation and East Asian conglomerates, diversification with the marine industries, and shipbuilding in Brazil, India, and China.

Routledge

Pounder's Marine Diesel Engines and Gas Turbines, Tenth Edition, gives engineering cadets, marine engineers, ship operators and managers insights into currently available engines and auxiliary equipment and trends for the future. This new edition introduces new engine models that will be most commonly installed in ships over the next decade, as well as the latest legislation and pollutant emissions procedures. Since publication of the last edition in 2009, a number of emission control areas (ECAs) have been established by the International Maritime Organization (IMO) in which exhaust emissions are subject to even more stringent controls. In addition, there are now rules that affect new ships and their emission of CO2 measured as a product of cargo carried. Provides the latest emission

control technologies, such as SCR and water scrubbers Contains complete updates of legislation and pollutant emission procedures Includes the latest emission control technologies and expands upon remote monitoring and control of engines

The Shipbuilder and Marine Engine-builder Butterworth-Heinemann

The international marine shipping industry is responsible for the transport of around 90% of the total world trade. Low-speed two-stroke diesel engines usually propel the largest trading ships. This engine type choice is mainly motivated by its high fuel efficiency and the capacity to burn cheap low-quality fuels. To reduce the marine freight impact on the environment, the International Maritime Organization (IMO) has introduced stricter limits on the engine pollutant emissions. One of these new restrictions, named Tier III, sets the maximum NOx emissions permitted. New emission reduction technologies have to be developed to fulfill the Tier III limits on two-stroke engines since adjusting the engine combustion alone is not sufficient. There are several promising technologies to achieve the required NOx reductions, Exhaust Gas Recirculation (EGR) is one of them. For automotive applications, EGR is a mature technology, and many of the research findings can be used directly in marine applications. However, there are some differences in marine two-stroke engines, which require further development to apply and control EGR. The number of available engines for testing EGR controllers on ships and test beds is low due to the recent introduction of EGR. Hence, engine simulation models are a good alternative for developing controllers, and many different engine loading scenarios can be simulated without the high costs of running real engine tests. The primary focus of this thesis is the development and validation of models for two-stroke marine engines with EGR. The modeling follows a Mean Value Engine Model (MVEM) approach, which has a low computational complexity and permits faster than real-time simulations suitable for controller testing. A parameterization process that deals with the low measurement data availability, compared to the available data on automotive engines, is also investigated and described. As a result, the proposed model is parameterized to two different two-stroke engines showing a good agreement with the measurements in both stationary and dynamic conditions. Several engine components have been developed. One of these is a new analytic in-cylinder pressure model that captures the influence of the injection and exhaust valve timings without increasing the simulation time. A new compressor model that can extrapolate to low speeds and pressure ratios in a physically sound way is also described. This compressor model is a requirement to be able to simulate low engine loads. Moreover, a novel parameterization algorithm is shown to handle well the model nonlinearities and to obtain a good model agreement with a large number of tested compressor maps. Furthermore, the engine model is complemented with dynamic models for ship and propeller to be able to simulate transient sailing scenarios, where good EGR controller performance is crucial. The model is used to identify the low load area as the most challenging for the controller performance, due to the slower engine air path dynamics. Further low load simulations indicate that sensor bias can be problematic and lead to an undesired black smoke formation, while errors in the parameters of the controller flow estimators are not as critical. This result is valuable because for a newly built engine a proper sensor setup is more straightforward to verify than to get the right parameters for the flow estimators.

Shipbuilding & Shipping Record Voyage Press

This major reference book offers the professional engineer - and technician - a wealth of useful guidance on nearly every aspect of gas turbine design, installation, operation, maintenance and repair. The author is a noted industry expert, with

experience in both civilian and military gas turbines, including close work as a technical consultant for GE and Rolls Royce. • Guidance on installation, control, instrumentation/calibration, and maintenance, including lubrication, air seals, bearings, and filters

• Unique compendium of manufacturer's specifications and performance criteria, including GE, and Rolls-Royce engines • Hard-to-find help on the economics and business-management aspect of turbine selection, life-cycle costs, and the future trends of gas turbine development and applications in aero, marine, power generation and beyond Technology Gatekeepers for War and Peace Springer The technological revolution in shipbuilding in the early twentieth century had a great impact on the military, industrial, commercial worlds. Matsumoto focuses on the relationship between this revolution and the structure and function of 'technology gatekeepers' during the transfer of marine science and technology from Britain to Japan. The Shipbuilder and Marine Engine-builder Butterworth-Heinemann

The level of Japanese investment and the arrival of Japanese companies in North East England was one of the success stories in the 1970's and 80's. This account highlights an association of mutual significance in the East-West dialogue. First published in 1989, this title is part of the Bloomsbury Academic Collections series. MotorBoating Elsevier

A new edition of this practical reference guide for marine engineers with over 100 new illustrations, and coverage of the latest engine technology - including super longstroke and Mitsubishi slow-speed engines - as well as new purifier systems for fuel treatment, and testing of lubricating oils. New Technologies for Emission Control in Marine Diesel Engines Link ö ping University Electronic Press

Marine Diesel Basics 1 Voyage Press

Marine Diesel Basics 1 A&C Black

Pounder's Marine Diesel Engines, Sixth Edition focuses on developments in diesel engines. The book first discusses theory and general principles. Theoretical heat cycle, practical cycles, thermal and mechanical efficiency, working cycles, fuel consumption, vibration, and horsepower are considered. The text takes a look at engine selection and performance, including direct and indirect drive, maximum rating, exhaust temperatures, derating, mean effective pressures, fuel coefficient, propeller performance, and power build-up. The book also examines pressure charging. Matching of turboblowers, blower surge, turbocharger types, constant pressure method, impulse turbocharging method, and scavenging are discussed. The text describes fuel injection, Sulzer, MAN, and Burmeister and Wain engines. The selection also considers Mitsubishi, GMT, and Doxford engines. The text then focuses on fuels and fuel chemistry; operation, monitoring, and maintenance; significant operating problems; and engine installation. Engine seatings and alignment, reaction measurements, crankcase explosions, main engine crankshaft defects, bearings, fatigue, and overhauling and maintenance are discussed. The book is a good source of information for readers wanting to study diesel engines.

Modeling and Control of EGR on Marine Two-Stroke Diesel Engines Marine Diesel Basics 1

Seeing is Understanding. The first VISUAL guide to marine diesel systems on recreational boats. Step-by-step instructions in clear, simple drawings explain how to maintain, winterize and recommission all parts of the system - fuel deck fill - engine - batteries - transmission - stern gland - propeller. Book one of a new series. Canadian author is a sailor and marine mechanic cruising aboard his 36-foot steel-hulled Chevrier sloop. Illustrations: 300+ drawings Pages: 222 pages Published: 2017 Format: softcover Category: Inboards, Gas & Diesel Gas Turbines Butterworth-Heinemann

The Diesel Engine Reference Book, Second Edition, is a comprehensive work covering the design and application of diesel engines of all sizes. The first edition was published in 1984 and since that time the diesel engine has made significant advances in application areas from passenger cars and light trucks through to large marine vessels. The Diesel Engine Reference Book systematically covers all aspects of diesel engineering, from thermodynamics theory and modelling to condition monitoring of engines in service. It ranges through subjects of long-term use and application to engine designers, developers and users of the most

ubiquitous mechanical power source in the world. The latest edition leaves few of the original chapters untouched. The technical changes of the past 20 years have been enormous and this is reflected in the book. The essentials however, remain the same and the clarity of the original remains. Contributors to this well-respected work include some of the most prominent and experienced engineers from the UK, Europe and the USA. Most types of diesel engines from most applications are represented, from the smallest air-cooled engines, through passenger car and trucks, to marine engines. The approach to the subject is essentially practical, and even in the most complex technological language remains straightforward, with mathematics used only where necessary and then in a clear fashion. The approach to the topics varies to suit the needs of different readers. Some areas are covered in both an overview and also in some detail. Many drawings, graphs and photographs illustrate the 30 chapters and a large easy to use index provides convenient access to any information the readers requires.

Diesel Engine Reference Book Butterworth-Heinemann Limited

Since its first appearance in 1950, Pounder's Marine Diesel Engines has served seagoing engineers, students of the Certificates of Competency examinations and the marine engineering industry throughout the world. Each new edition has noted the changes in engine design and the influence of new technology and economic needs on the marine diesel engine. This eighth edition retains the directness of approach and attention to essential detail that characterized its predecessors. There are new chapters on monitoring control systems and governor systems, gas turbines and safety aspects of engine operation. Important developments such as the latest diesel-electric LNG carriers that will soon be in operation. After experience as a seagoing engineer with the British India Steam Navigation Company, Doug Woodyard held editorial positions with the Institution of Mechanical Engineers and the Institute of Marine Engineers. He subsequently edited The Motor Ship journal for eight years before becoming a freelance editor specializing in shipping, shipbuilding and marine engineering. He is currently technical editor of Seatrade, a contributing editor to Speed at Sea, Shipping World and Shipbuilder and a technical press consultant to Rolls-Royce Commercial Marine. * Designed to reflect the recent changes to SQA/Marine and Coastguard Agency Certificate of Competency exams. Careful organisation of the new edition enables readers to access the information they require * Brand new chapters focus on monitoring control systems and governor systems, gas turbines and safety aspects of engine operation * High quality, clearly labelled illustrations and figures

Pounder's Marine Diesel Engines and Gas Turbines

Sustainable Energy Systems on Ships is a comprehensive technical reference for all aspects of energy efficient shipping. The book discusses the technology options to make shipping energy consumption greener, focusing on the smarter integration of energy streams, the introduction of renewable resources and the improvement of control and operability. Chapters not only describe each technology individually, but also analyze their interconnections when implemented onboard, and compare them in terms of suitability for different vessels and economic viability. Readers of Sustainable Energy Systems on Ships will find an invaluable reference suitable for researchers, professionals, and managers involved in the shipping industry and those working on related energy efficiency technologies, fuel cells, and in the transport industry generally. Students of maritime engineering will also be well served by this reference. Clear analysis of the current implementation status of each technology discussed, the barriers for further development, and the potential for large-scale implementation Enables decision-making on the most suitable technologies for each type of vessel Integrates energy efficiency and emission control rules, regulations, technologies (including data science), and challenges in relation to the shipping industry Includes industry case studies on the integration of novel energy conversion technologies and renewable energy sources in operating ships

Japanese Internal-combustion Engines for Marine Use

The Motor Ship Reference Book

Ship & Boat International

Diesel & Gas Turbine Worldwide Catalog

Pounder's Marine Diesel Engines and Gas Turbines