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9 The MAN B&W V40/50 Diesel engine B&WB&W

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MAN PrimeServ - Diesel Engines
The current basic state -of-the-art family of MAN B&W's large medium -speed diesel e n-gines consists of four sizes L 58/64, L/V 48/60, L 40/54 and L/V 3 2/40, launched b e-tween 1985 and 1995. This engine family covers an output range from 2880 kW (6L 32/40) to 18,900 kW (18V 48/60). Within the last few years, this portfolio has been su p-

The New MAN B&W 48/60B Engine □
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The motor vessel 'ANTJE' has been equipped with an MAN B&W four-stroke engine of the 7L 40/54 type developing 4,235 kW at 514 rpm. The engine drives a controllable pitch propeller via flexible coupling and gearbox, at a speed of 160 rpm. A shaft generator developing 500 kW/1,500 rpm is driven via the gearbox.

TANKERS (Fig. 14)

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

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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

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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

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quickly identify what they need to know.

Consists largely of abstracts of articles and papers of interest to shipbuilders, ship owners and marine engineers.

Ing. Joseph Amato was born on the island of Malta during the years of WWII and started his sailing days while the island was a major British naval base in the Mediterranean.

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Having received his education at St. Augustine's College and later his engineering apprenticeship at the then Royal Naval Dockyard in Malta, he went on to follow a thirty-year sea-going career in the British Mercantile Marine, starting from coastal British and European ports, Baltic and Irish seas as far as Spitzbergen, Greenland and Icelandic ports. At twenty-nine years he obtained his class I, followed with a tanker endorsement on steam and motor propulsion and moved on to deep sea shipping, engaging himself on long distance voyaging, and as requested by various shipping companies. Now Joseph has retired from "pushing" tankers (VLCC) around the globe and prefers to enjoy his days afloat, propelled by the wind on his ketch-rigged sailing boat.

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