

Market Update Note

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Optimised 80-bore methanol engine added to dual-fuel portfolio

Everllence introduces new G80ME-C10.5-LGIM engine

The shipping world continues to show increasing interest in reducing the carbon footprint by operating vessels on carbon-neutral or carbon-free fuels.

Today, more than fourteen 50-bore engines of the LGIM type are in service on methanol carriers, and more than 110,000 service hours have been accumulated on methanol alone.

55 LGIM engines have been ordered in total, and 32 engines have been ordered so far in 2021. All but two are for installation on container vessels, and the remaining two engines are for methanol carriers.

In particular, shipowners and operators of container vessels show a strong interest in methanol as a marine fuel. But other vessel segments also show an increasing interest, and hence the G80ME-C10.5-LGIM not only suits mid-size container vessels, but also very large ore carriers and crude oil carriers. Additionally, it will be possible to retrofit existing G80ME-C engines.

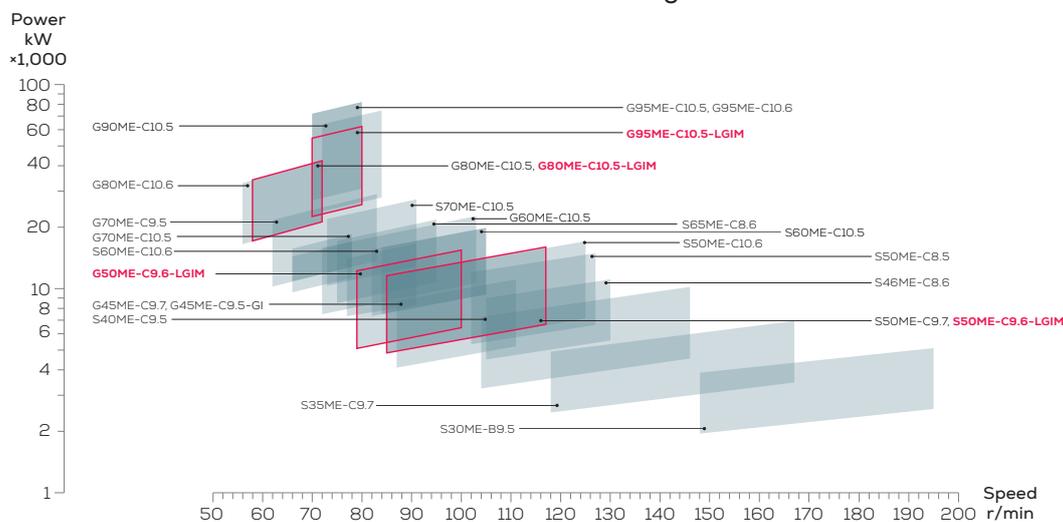
Earlier this year, we introduced the Everllence B&W G95ME-C10.5-LGIM engine, and with the introduction of the G80 version for methanol operation, we have four engine types in the methanol dual-fuel portfolio.

- S50ME-C-9.6-LGIM
- G50ME-C-9.6-LGIM
- G80ME-C-10.5-LGIM
- G95ME-C-10.5-LGIM

In the evaluation of the new engine design, we look at the potential market segments, and the interest from the market.

It will be possible to order a G80ME-C10.5-LGIM-EGR engine in 6-, 7-, 8- and 9-cylinder versions. 6-cylinder engines can be ordered with reduced or external moment compensation depending on rating and ship dynamics. An evaluation must be made in each separate case.

The available No_x Tier III abatement technology will be exhaust gas recirculation (EGR).



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