Market Update Note

MUN2024-03-05

5 March 2024

New Everllence B&W S50 engines

Everllence introduces new S50ME-C10.7 and S50ME-C10.7-LGIM engines

As part of our continuous effort to offer decarbonisation solutions to the market, we are now pleased to share information about the newest S50 engines in the Marine Engine Programme.

The S50 engine will be available in a fuel oil variant designated S50ME-C10.7 and a dual-fuel methanol variant designated S50ME-C10.7-LGIM. The new engines will be available in configurations with 5, 6, 7, 8 and 9 cylinders.

For the S50ME-C10.7 engine, Tier III NO_x emission compliance can be obtained with an Everllence-designed exhaust gas recirculation (EGR) unit or high-pressure selective catalytic reduction (HPSCR). The S50ME-C10.7-LGIM engine will initially be available with Everllence EGR.

The Everllence B&W S50 engine is one of the most widely used propulsion solutions across multiple vessel types. The engine especially targets Handysize, Ultramax, and Kamsarmax bulk carriers, small container feeder vessels, tankers of around 24,000–50,000 dwt, ro-ro vessels, and small pure car and truck carriers (PCTC).

The new ME-LGIM engine variant joins the already extensive portfolio of methanol engines for large merchant marine vessels, enabling a fast and continuous uptake of methanol as a marine fuel based on existing and proven Everllence B&W two-stroke engine technology with more than 600,000 running hours for engines already in operation.

Design drawing documentation for the S50ME-C10.7 engine will be available by the end of Q1 2025. For the S50ME-C10.7-LGIM engine, it will be available by the end of Q1 2025 at the earliest. The actual schedules will be evaluated at the time of ordering.

Specific performance data for both of the new engines are available in CEAS.

We have included layout diagrams for S50ME-C10.7, S50ME-C10.7-LGIM, and also S50ME-C9.7 in Fig. 1 to show the extended layout diagram of the new 10.7 engines.

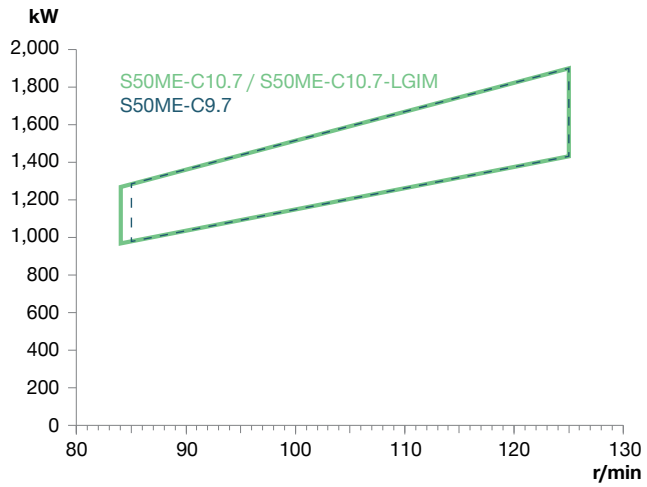

Fig. 1: Layout diagrams

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Fig. 2 compares specific fuel oil consumption (SFOC) for S50ME-C10.7 and 9.7 engines for Tier II high-load operation and

Fig. 3 compares SFOC for S50ME-C10.7-LGIM and S50ME-C9.6-LGIM engines in methanol and fuel oil modes.

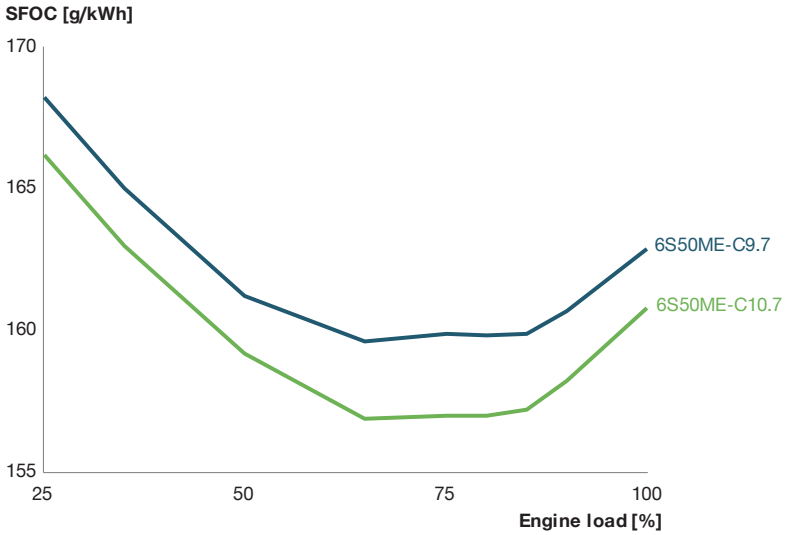

Fig. 2: SFOC for 6S50ME-C10.7 and 9.7 engines in Tier II high-load operation (at 7,000 kW and 86 rpm)

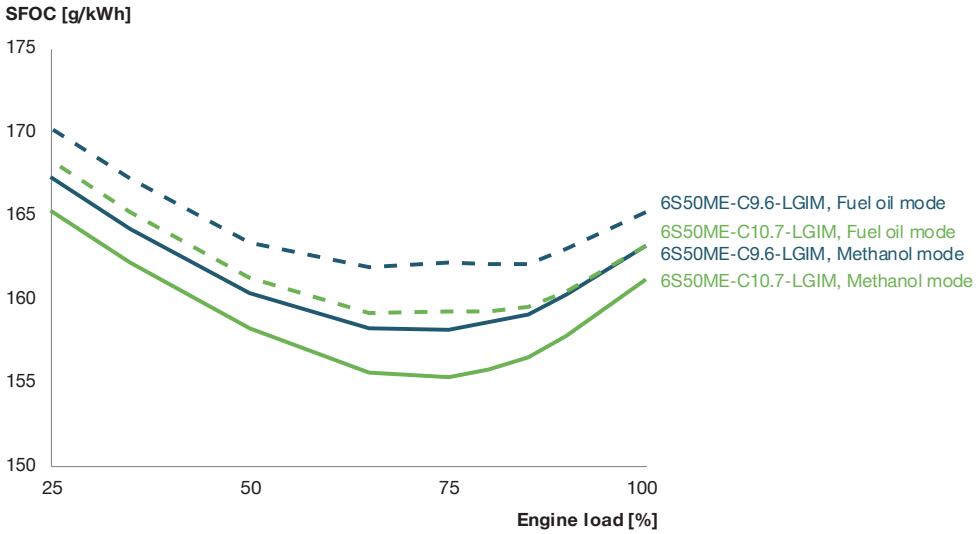

Fig. 3: SFOC for 6S50ME-C10.7-LGIM and 6S50ME-C9.6-LGIM engines in methanol and fuel oil modes (at 9,200 kW and 111 rpm)