

WinGD wins late engine orders for eight newbuild LNG carriers

The order was received relatively late in the newbuilding planning phase as operational and delivery concerns arose around the engines originally selected. Despite the timing, close collaboration with engine builder, yard and ship owner – which already uses X-DF engines on several LNG carriers - ensured that construction was not delayed.

WinGD Director Sales, Volkmar Galke said: “Although we aim to be the first choice, we were delighted to add to our orderbook from a significant customer. With the longest established low-pressure two-stroke engine in the market and strong relationships with engine builders and shipyards, we were well placed to pick up the process quickly once the owner decided to switch engine type.”

X-DF was first introduced to the market in 2016 and has since recorded more than 8 million reliable running hours, with more than 800 engines in service and on the orderbook. Advances including Intelligent Control by Exhaust Recycling (iCER) and Variable Compression Ratio (VCR) technology mean X-DF is now not only the leading low-pressure design, but also more competitive than high-pressure Diesel-cycle engines. X-DF2.0 with VCR offers lower overall operating and system costs, and emissions, making it a favourite amongst LNG operators.

Recent upgrades to the next generation of X-DF engines have significantly enhanced the appeal in the LNGC segment. The latest version, 2.2, uses a smaller bedplate and A-frame tailored to the five-cylinder models usually deployed on LNG carriers. The result is a smaller engine footprint and greater ship design flexibility, with the same high performance and efficiency within the engine ratings typically used.

Consistent development work with engine builders and shipyards means that X-DF2.0 engines with VCR can now be incorporated into most standard vessel designs. Indeed, with WinGD dominating orders for newbuild vessels over the past two years, it could be argued that X-DF powered vessels are now the standard design. And with a recent reorganisation intended to strengthen cooperation at the vessel integration stage, WinGD is geared to support owners that need ready solutions to any emerging engine power requirements.

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WinGD in brief

WinGD advances the decarbonisation of marine transportation through sustainable energy systems using the most advanced technologies in emissions reduction, fuel efficiency, hybridisation and digital optimisation. With their two-stroke low-speed engines at the heart of the power equation, WinGD sets the industry standard for reliability, safety, efficiency and environmental design, backed by a global network of service and support. Headquartered in Winterthur, Switzerland since its origin as the Sulzer Diesel Engine business in 1893, today it is powering the transformation to a sustainable future.

WinGD is a CSSC Group company.