

encouraging that this year orders have been taken for 15 Sulzer RTA72U-B low-speed engines with an aggregate power of 323.4 MW for delivery to European shipyards.

The first order this year was for four Sulzer 7RTA72U-B engines for the German shipyard Aker MTW Werft GmbH in Wismar on the Baltic coast. The engines will be installed in four 2500 TEU containerships contracted by the Singapore shipowner Neptune Orient Line (NOL). Delivery of the ships is scheduled for between October 2001 and July 2002. The engines have a maximum continuous power of 21,560 kW at 99 rev/min. The ships will also be supplied with three Wärtsilä 9L20C auxiliary engines, each of 1530 kW output, manufactured at our Vaasa factory.

A further two 7RTA72U-B engines were then ordered by Aker MTW for a pair of similar 2500 TEU containerships for the German owner NSB (Niederelbe Schiffahrtsgesellschaft Buxtehude) and the German ship financing house Gebab. The ships are due for delivery in October and December 2002. Again, these will each include three Wärtsilä 9L20 auxiliary engines.

A further four 2500 TEU ships to the same design were later contracted at Aker MTW by Egon Oldendorff. These likewise will have Sulzer 7RTA72U-B engines from Trieste and Wärtsilä 9L20C auxiliary engines from the Vaasa factory.

This run of sales success was continued with the signing of a contract for the Trieste factory to supply five 7RTA72U-B engines to another German shipyard, SSW Fähr- und Spezialschiffbau yard, formerly known as Schichau Seebeckwerft, in Bremerhaven. The engines will be installed in five 2492 TEU containerships ordered at SSW by the German owner E.R. Schiffahrt. This company is owned by Erik Rickmers, the brother of the above mentioned Bertram Rickmers. The ships are for delivery in 2002. ■

More Sulzer RT-flex common-rail engines ordered

Wärtsilä Corporation has received the second order for Sulzer RT-flex diesel engines. These apply common-rail fuel injection with full electronic control to Sulzer RTA-series low-speed marine diesel engines for unrivalled flexibility in the way the engines operate to deliver benefits such as lower exhaust emissions, or lower fuel consumption at part load.

Two seven-cylinder Sulzer RT-flex60C engines have been ordered to propel two 13,200 tdw containerised reefer ships contracted at Estaleiros Navais de Viana do Castelo in Portugal. Each 7RT-flex60C engine will have a maximum continuous output of 16,520 kW (22,470 bhp) at 114 rev/min. These engines will be built at Wärtsilä's Trieste factory in Italy.

The ships have been contracted by the Israel-based Agricultural Export Co (Agrexco) through Münchmeyer, Petersen GmbH & Co KG in Hamburg. They are highly-sophisticated 21.3-knot refrigerated cargo ships designated Flexcon 21 that are able to carry a variety of cargoes. The Flexcon 21 design originates from Schiffko in Hamburg. Ehud Libis, Managing Director of Libis Engineering Ltd, has been appointed consultant and co-ordinator to negotiate and finalise the specification, lead technical discussions, and provide drawing approval and building supervision.

Both ships are due for delivery in 2003. They will be employed on a 15-year long-term charter to transport agricultural products on a weekly schedule from Ashdod, Israel, to Marseilles and Barcelona.

Initially, Agrexco sounded out possibilities to build in Poland, Croatia, China, Romania and the Netherlands before finally deciding on the Viana do Castelo yard in Portugal. Large sections of the ships, including modules such as the complete accommodation, will be fabricated in Germany.

Agrexco's decision to power their vessels with the newly developed Sulzer 7RT-flex60C common-rail engines is based on their confidence in the Sulzer name, design and technological innovation. The owner's expectations in operational economy and reaching the highest environmental standards created a clear preference for the innovative RT-flex technology.

The first Sulzer RT-flex production engine is currently being erected in the Ulsan works of the Wärtsilä licensee Hyundai Heavy Industries Co Ltd (reported in Marine News 1-2000, page 12). It is a 6RT-flex58T-B engine for installation in a Handymax bulk carrier building for Gypsum Transportation Ltd. This ship is due for delivery in July 2001. ■



The four-cylinder Sulzer RT-flex58T-B research engine has been running in the Diesel Technology Center, Winterthur, since June 1998. In the long series of research and reliability tests, the common rail system has proven that it will operate on the same grades of heavy fuel oil as the "classic" Sulzer RTA-series engines. ■