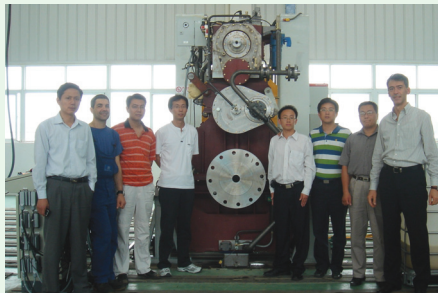


MARKETPLACE

MAN Diesel has received the first order for its 7K80ME-C, Mark-9 engine. Hyundai Heavy Industries (HHI) will build four such engines for AP Møller Group container ships, to be constructed by the Korean Hanjin Group. The K80ME-C Mark-9 engine, a comprehensive update of the Mark-6 predecessor, is extremely competitive in terms of production costs and cost per kW, and adopts a number of design features also shared by the S65ME-C engine. Being an ME-engine, the 7K80ME-C9 is characterised by a low SFOC and superior performance due to variable, electronically controlled fuel-timing, appropriate fuel-injection pressure and rate-shaping at any engine speed. Mean effective pressure is set at 20bar, with maximum firing pressure at 160 bar. At 104rev/min and a mean piston speed of 9m/s, the K80ME-C9 yields a power per cylinder of 4530kW. Cutting-edge, well-proven design features will be used during construction of the K80ME-C9 engines to reduce production costs while maintaining maximum reliability and lengthy intervals between overhaul. These include an optional, welded cylinder-frame that offers increased rigidity at lower weight, an Oros com-



bustion chamber that contributes to low wear-rates and good scuffing resistance, and the choice of an engine-driven or electronic oil-supply design. The distance between cylinders is also reduced, making the 7-cylinder Mark-9 engine approximately a half-metre shorter than the Mark 6.

Early in June, the first transmission was successfully tested by ZF Nanjing Marine Propulsion, China, less than one year after the signing of a Joint Venture contract. The new company, established from scratch, has a large assembly hall for building and testing gearboxes and a second hall for assembling controllable pitch propellers. All components are supplied by ZF partner, the Nanjing High-speed & Accurate Gear (Group) Co. Ltd. (NGC) which also receives the propeller blades and hub castings from ZF Faster Propulsion System in Zhuhai. The first transmission is a ZF W33100 NR with PTO3, which weighs approximately

6t and is designed to transmit 5000 hp (continuous duty).

Total Marine Fuels, a leading supplier of global bunkering products and services, has doubled its capacity to provide 500 cSt bunker fuel at the French port of Fos-Lavera, near Marseilles, with cost and time-saving advantages for those new-generation ships calling at the port able to burn high-viscosity fuel. Total began offering the fuel at Fos-Lavera in January of this year, and has now doubled its 500 cSt storage facilities at the port from an initial 10 000 to 20 000t. Product can be delivered to ships by two barges operating under charter to Total, carrying between them 5250t, and several large bunker stems have already been sold.

Meanwhile marine lubricants supplier Total Lubmarine has announced an extension of its delivery network to include Cyprus, as part of its commitment to improving its worldwide logistics service. It has signed an agreement with Navilub Ltd whereby Navilub will blend and deliver throughout Cyprus the main products in Lubmarine's range of marine lubricants, including Talusia HR 70 cylinder oil, Atlanta Marine system oil and the

Aurelia XL and Disola ranges of trunk piston-engine oils for engines running respectively on heavy fuel oil or marine distillates. Products will be available in all major Cyprus ports, including Limassol, Larnaka, Vasiliko and Dhekelia. A barge facility is available for delivering Lubmarine's main grades via the 400dwt *Knight Star*.

BP Marine has now opened a new bunkering service in the Panama Canal. The opening of operations on the Pacific side of the canal near Balboa and the Atlantic side near Cristobal will give the 13 000 ships that pass through the canal every year access to BP Marine's flexible, on-time delivery service. The company has commissioned a barge, *The Panamanian Glory*, to operate from Balboa and provide IF380, marine gas oil and other blended fuel oil grades on request to vessels at anchorage awaiting transit. The barge can provide up to 2000t (1800t fuel oil and 200t gas oil) parcel sizes with high pumping rates of up to 600m³/h. BP Marine intends to extend its service further when it deploys other barges to service the Atlantic region in the near future, to cover the free trade zones in Cristobal, Colon and Manzanillo.

What would you do with a digital engine room log?

SIR, I would like to draw to the attention of your members this information: an electronic engine room log is now a reality and it is happening. At its simplest it is an electronic copy of a current engine room log; typically 250 fields of data collected six times each 24h. This data is stored on board and sent ashore (it is an 11kb file each 24h), and includes an abstract for Superintendents. Each item of data has these properties; when, where and

by whom the data was entered.

This digital log is achieved by mounting electronic identification tags in the engine spaces or on an individual item and using these in association with a hand held reader to provide the OOW with a question: 'Enter the cooling water temperature of cylinder No1' for example with the appropriate screen for the data. At the end of Rounds the hand held reader is connected to the computer and the data automati-

cally downloaded and presented in a spreadsheet, at the same time being stored. All the data become available for analysis over any time period in relation to any other data collected into the system.

The technology could be used for a number of additional applications, for example, collecting data to calibrate new equipment. It is entirely flexible and with its properties proves compliance in many tasks.

This data has not been

available hitherto and I would be very interested to hear the views of your members; what would an engineer do with the data? What is your view on the value of this data? What ideas and opinions as to best deployment or who has the expertise to make use of this data? Do contact me on jtobin@datatrac.co.uk; I look forward to hearing from you.

— Jennefer Tobin
Director Datatrac Limited
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