



## **Delivery of World's First LNG-Fuelled Bulk Carrier Announced**

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MAN B&W ME-GI engine powers 191-metre newbuilding

The delivery of the 'Ilshin Green Iris', the world's first LNG-fuelled bulk carrier, has been announced. The vessel was constructed at Hyundai Mipo Dockyard (HMD) in Korea for Ilshin Logistics and is the result of a project, announced in July 2016, to develop the first in a new generation of environmentally-friendly LNG-fuelled bulk carriers.

A single MAN B&W 6G50ME-GI two-stroke engine powers the 50,000 dwt bulk carrier, which has also been verified to be in compliance with the International Gas Fuel (IGF) Code by Lloyds Register and the Korean Register. The Ilshin Green Iris has been chartered by steelmaker, POSCO, to transport limestone cargoes in the Korean coastal trade.

Bjarne Foldager – Vice President, Sales & Promotion, Two-Stroke Business at MAN Diesel & Turbo – said: "We are very pleased to be part of this exciting project and to see our dual-fuel ME-GI engine win favour in yet another market segment. We look forward to following its progress."

The Ilshin Green Iris has a Type 'C' LNG fuel tank with a capacity of 500m<sup>3</sup> and comprised of a material – high-manganese austenitic steel – newly developed by POSCO that is specially designed for cryogenic LNG and liquefied gas-storage applications.

### **The ME-GI engine – the new industrial standard**

MAN Diesel & Turbo's successful ME-GI (-Gas Injection) engine, with over 200 engines ordered, has set a new industrial standard for two-stroke propulsion engines aboard – among others – LNG carriers, container vessels, and now bulk carriers. The ME-GI engine provides ship-owners and operators with a peerless solution within environmentally friendly and high-efficiency, two-stroke technology.

With the ME-GI engine, two-stroke development has taken a step further by combining the unique properties of multi-fuel combustion and the well-known reliability of Man Diesel & Turbo's ME-engine. The Diesel principle provides the ME-GI engine with high operational stability and efficiency, including during load changes and fuel change-over, while defining properties such as a

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stable change-over from fuel to gas with no fuel-penalties are maintained. The negligible methane slip of the ME-GI engine makes it the most environmentally friendly, two-stroke technology available.



*The Ilshin Green Iris (picture courtesy Lloyds Register)*

***The World's First LNG-Fueled Bulk Carrier with Alternative New Technology for LNG Storage Material Announced***

*For greener shipbuilding and a greener shipping industry, MAN Diesel & Turbo is cooperating with a team consisting of POSCO-KOGAS-ILSHIN-HMD-HHI-GEC-KR-LR to develop new technologies and materials. The world's first application of high-Mn steel for an LNG storage tank is a challenge that the material expertise of POSCO and the engineering capability of the team will meet to provide the most optimum solution to the shipowner.*

**About MAN Diesel & Turbo**

MAN Diesel & Turbo SE, based in Augsburg, Germany, is the world's leading provider of large-bore diesel and gas engines and turbomachinery. The company employs around 15,000 staff at more than 100 international sites, primarily in Germany, Denmark, France, Switzerland, the Czech Republic, India and China. The company's product portfolio includes two-stroke and four-stroke engines for marine and stationary applications, turbochargers and propellers as well as gas and steam turbines, compressors and chemical reactors. The range of services and supplies is rounded off by complete solutions like ship propulsion systems, engine-based power plants and turbomachinery trains for the oil & gas as well as the process industries. Customers receive worldwide after-sales services marketed under the MAN PrimeServ brand.