

CHRIS-MARINE TARGETS EEXI COMPLIANCE WITH SHAPOLI SYSTEM

The company's latest monitoring product is said to provide a cost-efficient retrofit solution for compliance with new IMO regulations

The International Maritime Organization (IMO) is introducing new mandatory measures to cut the carbon emissions of international shipping and improve ship energy efficiency. The Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII) come into effect from 1 January 2023 and represent important landmarks on the road to net-zero.

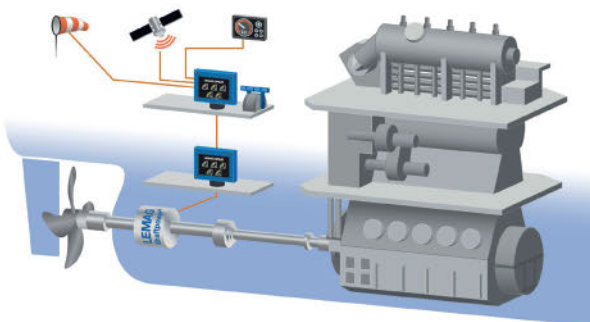
To allow shipowners to prepare their fleets for the impending implementation of these measures, the Swedish engine maintenance specialist Chris-Marine has developed a product called ShaPoLi, a shaft power limitation solution, designed to enable existing vessels to meet the minimum energy efficiency levels required to comply with these regulations.

According to Chris-Marine, the technology safely and effectively limits shaft power during normal operations, regardless of the engine control system or powertrain combination onboard. ShaPoLi measures actual power and limits it at the maximum allowed to meet the ship's designated EEXI.

The system has been designed and approved in line with guidance provided by major classification societies. An approval process is ongoing and Chris-Marine has in fact recently received type approval from the Italian classification society, RINA.

Service support and repairs for the new system will be handled by Chris-Marine's German office in Rellingen-Hamburg. The company says that it is "well prepared to deliver many systems within the brief time available for retrofit and compliance."

The package of components supplied within ShaPoLi include a LEMAG shaft power torque meter; a control unit for calculation and limitation; and a LEMAG SPEAT monitoring system. Chris-Marine claims the new solution



A DIAGRAMMATIC ILLUSTRATION OF CHRIS-MARINE'S NEW SHAPOLI SHAFT LIMITATION SYSTEM WHICH IT IS NOW MARKETING AS A RETROFIT OPTION TO ENSURE THAT EXISTING VESSELS COMPLY WITH THE NEW EEXI RULES



THE LEMAG SPEAT DISPLAY WHICH CAN BE RETROFITTED ON THE BRIDGE

is easy to install and provides a cost-effective solution for EEXI compliance. To ensure safety at sea, there is an override system in case of an emergency and any overrides are automatically logged and easily audited by the relevant authorities through Chris-Marine's SPEAT display on the bridge.

While the development and launch of ShaPoLi has been the company's main focus in 2022, there have been some other key developments over the course of the year which have enhanced its engine monitoring and maintenance capabilities. Chris-Marine Singapore, which has been its South East Asia base since 1977, has been fully refurbished. With an upgraded 1,300m² workshop, the company is now able to accommodate two-stroke engine lines when it comes to honing and wave grinding and this investment has enhanced the delivery of repairs to various of Chris-Marine's own products.

Additionally, Chris-Marine USA has recently relocated to a 1,200m² workshop in Pompano Beach, Florida. This bigger facility is now ready to undertake services and repairs in-house, but also to act as a base for teams which can be dispatched to carry out engine repair and maintenance in South, Central and North America.

Chris-Marine Germany is the group's monitoring division and has been responsible for the development of ShaPoLi and other products such as LEMAG Shaftpower. These products require a different type of assistance and, to meet that need, Chris-Marine has established dedicated training facilities for customers as well as facilities to provide repairs, calibration and other services.

Chris-Marine has a long-established customer base in the cruise sector. Recently this has been extended with the launch of an agreement with MSC Cruises to verify cylinder wear and deformation prior to drydocking. Chris-Marine will as a result of this agreement deliver a range of services including linear diameter measurement and cylinder condition monitoring inspections, as well as honing, to the leading cruise ship operator. ■

