

Stena Bulk Bolsters Eco Tanker Fleet



Stena Convoy, delivered by prolific medium-range tanker builder Hyundai Mipo Dockyard.

Following handover on the South Korean peninsula, the first of two eco-designated, medium-range (MR) tanker newbuilds chartered by Stena Bulk has made her trading debut.

Claimed by the Swedish operator to be one of the most fuel-efficient MR tankers at sea, the 49,999dwt /oil product carrier Stena Convoy arrived in north European waters on May 27 from Papua New Guinea.

Built by Hyundai Mipo Dockyard (HMD), a highly prolific constructor of MR tanker tonnage, Stena Convoy and newbuild sister Stena Conductor have been fixed by Stena Bulk under long-term charter agreements with Japanese partners. Stena Convoy is registered with a Panamanian subsidiary of Keishin Kaiun Co, and shipmanagement responsibility has been entrusted to Synergy Marine in Singapore.

The vessels are representatives of HMD's latest design iteration of MR tankers, which has attracted substantial new business from foreign owners, but with selected upgrades initiated by the beneficial owner in discussion with Stena Bulk, such as treatment of the underwater hull using ultra-low friction antifouling.

The 12 phenolic epoxy-coated, coiled cargo tanks and two slop compartments offer a maximum intake volume of 54,408m³, and provide a high degree of trading flexibility commensurate with IMO Type 2 and 3 certification.

The primary power installation is a six-cylinder unit of the G50ME-C engine in its 9.6 version, designed by the Danish arm of MAN Energy Solutions and incorporating high-pressure selective catalytic reduction (SCR) to achieve the IMO Tier III NOx standard. Manufactured under licence at Hyundai Heavy Industries' Ulsan complex, the diesel has been specified at a rating of 7,180kW at 86.9rpm, some way below its nominal design MCR of 10,320kW at 100rpm. The HPSCR concept applied has the reactor upstream of the turbocharger.

As denoted by the especially large funnel casing, an exhaust gas cleaning system has been adopted, treating the streams from the propulsion engine and three 750kW principal auxiliaries, ensuring compliance with sulphur emission controls.

Stena Bulk ranks the new tonnage as nearly 20% more fuel efficient than the first generation of tankers branded as 'eco' vessels, placing the chartered class at the top end of the MR category in terms of energy economy. Delivery of sistership Stena Conductor is imminent.

The company is also introducing a series of similar capacity, IMO Type 2 newbuilds ordered in China and distinguished by methanol dual-fuel propulsion. The 49,900dwt Stena Pro Patria gives first form to the IMOIMeMAX design, building on the preceding, diesel-powered IMOIMAX class of 13 tankers.

Stena Pro Patria leads a trio booked at Guangzhou Shipyard International (GSI) by Stena Bulk's joint venture with Swiss-based energy firm and methanol producer Proman. Three further IMOIMeMAX newbuilds will follow out of GSI to Proman's own account. The main engine in each case is the LGIM-W variant of the G50ME-C9.6 type, in six-cylinder configuration.

Last year, Stena Bulk's president and CEO Erik Hanell, said "Combined, the addition of the new Eco MRs and methanol-fuelled ships to Stena Bulk's portfolio in the coming months demonstrates the organisation's commitment to intelligently scale up its fleet in line with the needs and demands of our global customer base, while pushing sustainability boundaries and leading the way for a future of clean shipping. As such, we will continue to embrace partnerships and innovation as the cornerstone of our growth strategy..."

MAIN PARTICULARS -Stena Convoy

Length overall

183.06m

Length bp

176.20m

Breadth, moulded

32.20m

Depth, moulded

19.10m

Draught, summer

13.26m

Gross tonnage

29,949t

Deadweight

49,999t

Cargo capacity

54,408m³

IMO Type

2, 3

Main engine power

7,180kW

Class

DNV

Flag

Panama