

# STENA PENGUIN

IMO No: 9391476 TANKER 2010 / 36168 GT

## COMPANY:

Concordia Maritime AB, Sweden  
(Northern Marine Management Ltd,  
UK)

## YARD INFORMATION:

Brodosplit-Brodogradiliste d.o.o.  
Split (Croatia) 464  
Design: P-Max

## DEMOLITION:



Seen prior her delivery at Ploce (Croatia) 09/2010 © S. Wiedner collection

**2023: Reportedly sold to a European buyer (delivery in Q2-2023).**

## BASIC DATA:

Products Tanker  
Double hull  
GT: 36168  
DWT: 64834  
Loa: 182.99  
Bmd: 40.00  
Draft: 13.01  
Engine: 2x oil MAN-B&W 6S46MC-C  
Power: 15720 kW  
Speed: 14.5 kn

## OWNER & FLAG HISTORY:

STENA PENGUIN since 01/10/2010  
Flag Date of record Source  
Bermuda since 01/10/2010  
Registered owner Date of record Source  
CM P-MAX IX LTD since 06/10/2010  
Ship manager Date of record Source  
NORTHERN MARINE MANAGEMENT LTD since  
18/10/2010  
CONCORDIA MARITIME AB since 06/10/2010F

## NAME HISTORY :

STENA PENGUIN	2010-	CM P-Max IX Ltd., Bermuda

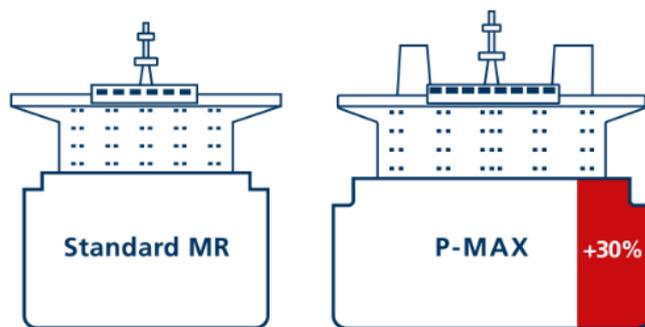
## GENERAL VESSEL INFORMATION:



**P-MAX**

Behind the concept, which was developed together with leading oil and gas companies, is a need to operate in shallow waters and ports with more cargo than corresponding vessels of the same size class. To make this possible, the P-MAX tankers are considerably wider than traditional MR tankers. The increased volume means that they are able to transport up to 30 percent more cargo, allowing them to compete for cargo in both the MR and panamax segment.

The P-MAX concept takes safety into a new dimension. The vessels are built with double systems for propulsion and manoeuvring, engines, shafts, generators, control and fuel systems, rudders and propellers. The engine rooms are separated by fireproof and watertight bulkheads and the bridge is equipped with a co-pilot system.



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*Thanks to the design of the hull, the P-MAX tankers are able to transport about 30 percent more cargo on the same draft while maintaining the same fuel consumption.*

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The first P-MAX tanker in the series, *Stena Paris*, was delivered at the end of 2005. Since then, a further nine P-MAX tankers have been delivered and put into operation. The last vessel in the series, *Stena Premium*, was delivered in summer 2011. There are a number of considerable advantages in having ten sister vessels in the fleet. For customers, the ability to hire several vessels of the same type brings increased security, stability and flexibility. For us as a shipping company, it creates advantages related to development, operation and maintenance, classification and regulations. The common design also means that crew can quickly switch from one vessel to another.

([www.concordiamaritime.com/en/fleet/p-max/](http://www.concordiamaritime.com/en/fleet/p-max/))

Continued high bunker prices during the quarter have once again highlighted the difference in earning potential between vessels of new and older design. With their width and larger cargo intake, our P-MAX vessels have higher consumption compared with standard MR vessels.

([www.hellenicshippingnews.com/concordia-maritime-strong-market-in-an-unstable-world/](http://www.hellenicshippingnews.com/concordia-maritime-strong-market-in-an-unstable-world/))

2010:

## Delivery of Stena Penguin

10/21/2010

Concordia Maritime has taken delivery of the product tanker Stena Penguin, which will enter into a 3-year charter with Glencore subsidiary ST Shipping. The Stena Penguin is the ninth P-MAX tanker in a series of ten tankers in the so-called P-MAX series ordered from the Croatian shipyard Brodosplit.

(<http://www.ship.gr/news6/concordia3.htm>)

2022:

**Splash**  
247.com

## Concordia Maritime looks at converting tankers to boxships

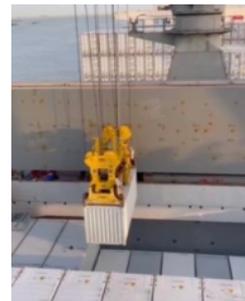
Sam Chambers · February 8, 2022

1 3,163 1 minute read

From loss-making to record-breaking earnings – can tankers convert from the red to mega profits? One struggling Scandinavian tanker operator is looking at making a sensational exit from the tanker doldrums to cash in on today's sky high container scene.

Concordia Maritime, which was rescued by parent Stena last year after suffering serious losses, has revealed a tanker conversion plan.

While dry bulk carriers have been [seen carrying containers](#) over the past six months (see inset picture), a tanker repurposed to carry boxes is something not seen since the advent of containerisation by Malcom Mclean 66 years ago.



IMC

Concordia Maritime has launched a technical design study together with Stena Teknik and a German consulting company specialising in ship design. The aim is to investigate the feasibility of converting and adapting a P-MAX product tanker for container transportation. The assignment also includes preparation for basic design class approval.

“The container segment has shown strong growth in recent years, driven by disruptions to international logistics as well as more structural factors,” Concordia Maritime stated in a release today.

According to initial assessments, the P-MAX vessels’ two engines, with full redundancy, and other dimensions make them possible to convert to container vessels with a capacity of approximately 2,100 teu.

The technical design study is expected to be completed by the end of Q2 2022 and – if the result is positive – it will be followed by discussions with shipyards and possible charterers to explore potential interest. A full conversion is expected to take approximately three to five months. Concordia Maritime owns a total of nine P-MAX vessels.

Back in 1956 Malcom McLean bought two World War II T-2 tankers, which he converted to carry containers on and under deck (see picture below) ushering in the seaborne container trades era.

(<https://splash247.com>)

## Concordia Maritime ditches container conversion project

 Sam Chambers · August 18, 2022

Swedish tanker player Concordia Maritime has decided to put its [pioneering boxship conversion project](#) on hold.

Earlier this year during container shipping's record earnings run, Concordia Maritime launched a technical design study together with Stena Teknik and a German consulting company to investigate the feasibility of converting and adapting a P-MAX product tanker for container transportation.

While dry bulk carriers have been seen carrying containers over the past year, a tanker repurposed to carry boxes is something not seen since the advent of containerisation by Malcom Mclean 66 years ago.

Containers on tankers are unlikely to be seen anytime soon however with Concordia revealing its project has been shelved.

"The technical study shows that it is technically feasible to convert P-MAX vessels into 2,100 TEU container vessels, but the increasing economic uncertainty has made it difficult to reach an agreement with an end customer," the company stated in an earnings update, going on to stress that Concordia would "leave no stone unturned" in its efforts to increase both the return and value from its vessels wherever possible.

(<https://splash247.com>)

2023:

## Concordia Maritime offloads product tanker

 Adis Ajdin · May 4, 2023

 1  685  1 minute read

Stena-backed Swedish tanker player Concordia Maritime has sold its 2010-built post panamax products carrier [Stena Penguin](#) to a European buyer for delivery in the second quarter of 2023.

The sale of the 65,200 dwt ship, VesselsValue estimates as worth \$29.1m, is expected to have a positive liquidity effect of around SEK215m (\$21m) after repayment of the remaining bank debt to Svenska Skeppshypotek.

The unit built at Brodosplit Shipyard in Croatia has been on a five-year charter, including profit-sharing, to Stena Bulk since 2021 and has recently been redelivered to Stena Bulk after a 12-month charter with ExxonMobil.

The move will see Concordia's fleet down to three product tankers. *Stena Progress* and *Stena Premium* are currently employed on medium-term contracts under a time charter with Stena Bulk. Meanwhile, *Stena Polaris* is on a bareboat contract to US Crowley Government Services, with extension options until the end of 2026.

(<https://splash247.com>)