

# STENA PRESIDENT

IMO No: 9312444 TANKER 2007 / 36168 GT

## COMPANY:

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

## YARD INFORMATION:

Brodosplit-Brodogradiliste d.o.o.  
Split (Croatia) 445  
Design: P-Max

## DEMOLITION:



Med Sea 4/6/2011 © S. Wiedner

**2022: Sold to Sea Trade Marine SA, Greece. Renamed PRESIDENT I.**

## BASIC DATA:

Products Tanker  
Double Hull  
GT: 36168  
DWT: 65112  
Loa: 182.90  
Bmd: 40.00  
Draft: 13.00  
Engine: 2x oil MAN-B&W 6S46MC-C  
Power: 15720 kW  
Speed: 14.5 kn

## OWNER & FLAG HISTORY:

PRESIDENT I since 01/03/2022  
STENA PRESIDENT since 01/09/2007  
Flag Date of record Source  
Panama since 01/03/2022  
Bermuda since 01/09/2007  
Registered owner Date of record Source  
AEGEAN SEA NAUTICAL VENTURES since 15/03/2022  
CM P-MAX V LTD since 25/09/2007  
Ship manager Date of record Source  
SEA TRADE MARINE SA since 15/03/2022  
NORTHERN MARINE MANAGEMENT LTD since  
21/09/2015  
CONCORDIA MARITIME AB since 02/05/2010  
NORTHERN MARINE MANAGEMENT LTD since  
02/05/2010  
SUN SM R LTD since 20/04/2008  
SCF MANAGEMENT SERV-CYP since 01/12/2007  
NORTHERN MARINE MANAGEMENT LTD since  
25/09/2007

## NAME HISTORY:

STENA PRESIDENT	2007-22	CM P-Max V. Ltd., Bermuda
PRESIDENT I	2022-	Aegean Sea Nautical Ventures, Panama

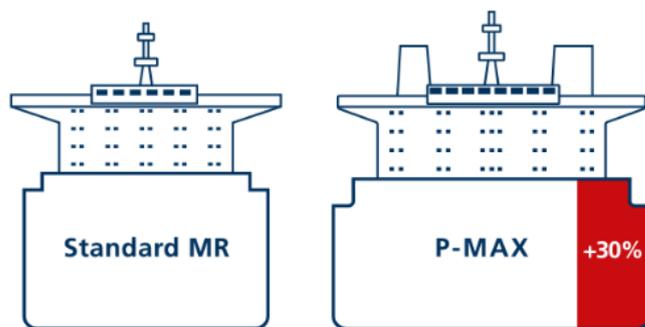
**GENERAL VESSEL INFORMATION:**



**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.



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.

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/))

2007:

## Stena President delivered from Brodosplit

TUE, SEP 25, 2007 15:29 CET

Concordia Maritime's product tanker Stena President will be delivered from Brodosplit Shipyard in Croatia today. The tanker will enter a 10-year charter with the Russian company Argo Shipping and transport refined products from the Baltic Sea and the White Sea to Europe and the US. The Stena President, a so-called P-MAX tanker, is the fifth in a series of ten units ordered. The Stena President was named last Friday at Brodosplit Shipyard outside Split.

(<https://news.cision.com/concordia-maritime/r/stena-president-delivered-from-brodosplit,c302450>)

2022:

**Splash**  
247.COM

## Concordia Maritime looks at converting tankers to boxships

 Sam Chambers · February 8, 2022

 1  3,163  1 minute read

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.

**Splash**  
247.COM

## Concordia Maritime ditches container conversion project

 Sam Chambers · August 18, 2022

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.

**Splash**  
247.COM

## Concordia Maritime offloads another tanker in challenging market

 Adis Ajdin · March 3, 2022

 0  434  1 minute read

Stena-backed Concordia Maritime has struck a deal with an undisclosed Greek-based buyer for the 2007-built post-panamax (P-Max) tanker [Stena President](#). The 65,200 dwt ship is scheduled for delivery in March 2022, with the sale expected to have a positive liquidity effect of around \$0.6m.

Concordia Maritime said the surplus will be used for accelerated amortisation of bank debt and that the price has been affected by the vessel being sold in an undocked condition and by a continuing low spot market. The vessel is due to have its scheduled 15-year special survey in the third quarter of 2022.

In January this year, Concordia offloaded the 2007-built P-Max [Stena Perros](#), which is expected to have a positive liquidity effect of about \$1.4m.

(<https://splash247.com>)