



ARLINGTON
TANKERS LTD



VMAX

312,000 DWT VLCC Tanker

Vessels:

M/T Stena Victory
M/T Stena Vision

Innovation & Performance

The V-MAX concept is based on technical innovation and financial performance, using the best technology available ensuring safe transportation of oil across the oceans, and at the same time reducing costs for our customers.

Maximum safety at a minimum total cost!



Doubled pro-active safety

All navigation functions are centrally located on the bridge. From the conning position, you have a 360o view. The Integrated Bridge Control System gives immediate access to relevant data and controls. The layout enables co-pilot operation, which increases safety in narrow waters.

All the systems for propulsion and manoeuvring – engines, shafts, generators, steering gear, rudders, propellers and control systems – are doubled and function independently. The engines are separated by a fireproof and watertight bulkhead. The V-MAX is certified to DNV RPS (Redundant Propulsion Separate) and is the first large tanker to satisfy these requirements.

Economy of Scale

The double hull of the V-MAX has a low moulded depth of 25.6 metres – around 5 metres less than that of a new conventional VLCC. Cargo intake at 16.76 metres (55 feet) is 75% higher than a standard Suezmax and 20% higher than a standard VLCC.

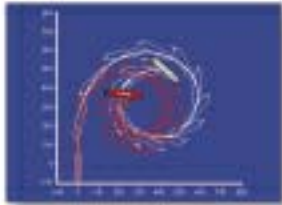
The V-MAX thus offers Charterers a lower transportation cost per landed barrel.





Unique manoeuvrability

Double propellers and double rudders enable the V-MAX to turn faster and more swiftly than a conventional tanker half her size. The turning circle, as illustrated, is performed at 15 knots with maximal rudder angle. The enhanced manoeuvrability of the V-MAX and its shallow draft enable the vessel to enter fairways to safely transport large quantities of oil in confined waters.



The V-MAX is able to sail faster than conventional new VLCCs. Here, The Stena Vision is passing the Cape of Good Hope en route to the US.

The V-MAX – built for at least 25 years of active trading – is thoroughly protected against corrosion for extended fatigue life. The ballast, cargo, fuel oil and contaminated water have ballast tanks or void space between their boundaries and the hull. As an extra precaution, in the event of grounding, the hopper tanks are larger than on a conventional VLCC in order to reduce the risk of an oil spill.





OPTIMISED ECONOMY OF SCALE.

The larger the ship, the greater the economy of scale – a generally accepted truth. But there is a point where restrictions on physical dimensions and logistics no longer allow the shipbuilder to continue increasing all the external dimensions. Moreover, construction becomes uneconomical.

The V-Max tanker is a ship design where relatively small changes have increased cargo intake by 20-40% compared with conventional VLCCs and by 70-100% compared with Suezmax tankers. The result is cost-effective transport economy to ports with draft restrictions – with potential savings of 10-20% per barrel.

The reason for this is that costly and time-consuming lightering operations at sea and transfers in intermediate ports are completely or partly avoided as a result of the V-MAX's larger cargo capacity.

BUILT WITH THE CUSTOMER IN FOCUS, THE V-MAX OPTIMISES CARGO INTAKE, DRAFT AND SPEED.

- 30% higher loading capacity on a limited draft compared with conventional new VLCCs
- More than 2 knots higher speed capability than conventional new VLCCs
- The same bunker consumption at the same speed as competitors

Three solid facts which have a direct and immediate impact on our customer's logistics costs – and the vessel's earning capacity.

With a draft like a Suezmax, a length like a VLCC and reduced draft, she does not differ drastically from conventional new tankers. Ports that have commonly been limited to Suezmax tonnage are now open to the economy of VLCC transportation from utilizing the V-MAX. VLCC economy with Suezmax flexibility.



MAIN PARTICULARS

Year built	2001
Built by	Hyundai Heavy Industries Co Ltd
Classification	DNV
Class notation	DNV +A1, tanker for oil ESP

PRINCIPAL DIMENSIONS

Length, overall	333 m
Length, between perpendiculars	320 m
Breadth, moulded	70 m
Depth, moulded	25.6 m
Draft, design	16.8 m
Draft, scantling	19.0 m
Width, double skin	70 m
Gross tonnage (abt)	163,761
Deadweight, design	268,000 tons
Deadweight, scantling	314,000 tons
Cargo volume (100%)	358,932.6 m ³
Heavy fuel oil volume (100%)	7,304.6 m ³
Fresh water volume (100%)	718 m ³
Water ballast volume (100%)	107,743 m ³

MACHINERY

Main Engine	Man-B&W. 2 x 7,560 MC-C
Power, output (MCR)	2 x 15,785 kW
Diesel driven generators, power	2 x 1,180 kW, 2 x 800 kW
Design speed, at design draft, CSR and 15% sea margin	16.9 knots
Cruising range	abt 25,000 nm

CARGO ARRANGEMENTS

Tanks	15 (+ 2 slop tanks)
Segregations	3
Tank coating	Top and bottom, slop tanks fully coated
Level gauging system	Radar

CARGO AND BALLAST PUMPS

Cargo pumps	3 x 5,500 m ³ /hr centrifugal
Ballast pumps	2 x 3,000 m ³ /hr centrifugal

NAVIGATION

Integrated bridge system	Designed for W1-OC
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Head owners: Arlington Tankers Ltd., Bermuda

Registered owners: Victory Ltd., Bermuda. Vision Ltd., Bermuda

Time Charterers: Concordia Maritime, Sweden