

STENA ATLANTICA

IMO No: 9322839 TANKER 2006 / 61371 GT

COMPANY:

Stena Bulk AB, Sweden
(Northern Marine Management Ltd,
UK)

YARD INFORMATION:

Samsung Heavy Industries Co Ltd
(South Korea) 1576

DEMOLITION:



Rotterdam 27/5/2011 © S. Wiedner

2015: By Premuda, Italy transferred to bb charterer Minerva Marine, Greece (later sold to them). **Renamed MINERVA ATLANTICA.**

2020: **Renamed SUNNY ATLANTICA.**

2021: Sold to Beks Shipmanagement & Trading SA, Turkey. **Renamed BEKS ATLANTICA.**

2022: Sold to UAE-based Hennessee Holdings Ltd. **Renamed HS ATLANTICA.**

2024: To UAE-based Kroeger Tankers FZE. **Renamed AVRIL** (Eswatini "fraudulent" flag).

BASIC DATA:

Crude Oil Tanker
Double Hull
GT: 61371
DWT: 114896
Loa: 250.00
Bmd: 43.80
Draft: 14.94
Engine: 1x oil MAN-B&W 7S60MC-C
Power: 12879 kW
Speed: 15.3 kn

OWNER & FLAG HISTORY:

AVRIL since 01/04/2024
HS ATLANTICA since 01/11/2022
BEKS ATLANTICA since 01/10/2021
SUNNY ATLANTICA since 01/10/2020
MINERVA ATLANTICA since 01/05/2015
STENA ATLANTICA SINCE 01/11/2006
FOUR ATLANTICA since 01/11/2006
Flag Date of record Source
Eswatini FALSE since 01/04/2024
Liberia since 01/11/2022
Marshall Islands since 01/10/2021
Cayman Islands since 01/11/2006
Registered owner Date of record Source
KROEGER TANKERS FZE since 22/04/2024
HS ATLANTICA LTD since 04/11/2022
ASTERION MARITIME & TRADING since 19/10/2021
MSEA ATLANTICA LLC since 15/12/2015
MOON SHPG SERVICOS E NAVEGACAO since
14/11/2006
Ship manager Date of record Source

KROEGER TANKERS FZE since 22/04/2024
 MARITAS FLEET PVT LTD since 04/11/2022
 MAERSK TANKERS MR K/S since 19/10/2021
 MSEA ATLANTICA LLC since 17/10/2020
 MINERVA MARINE INC since 14/05/2015
 NORTHERN MARINE MANAGEMENT LTD since 03/05/2007
 STENA BULK AB since 14/11/2006

NAME HISTORY:

FOUR ATLANTICA	2006-06	name when completed
STENA ATLANTICA	2006-15	Moon Shipping Services e Navegacao Ltda., Cayman Islands
MINERVA ATLANTICA	2015-20	MSEA Atlantica LLC, Cayman Island
SUNNY ATLANTICA	2020-21	MSEA Atlantica LLC, Cayman Island
BEKS ATLANTICA	2021-22	Asterion Maritime & Trading Inc, Marshall Islands
HS ATLANTICA	2022-24	HS Atlantica Ltd, Liberia
AVRIL	2024-	Kroeger Tankers FZE, Eswatini ("fraudulent" flag)

GENERAL VESSEL INFORMATION:

2015:



Premuda troubles yield juicy deal for Minerva

Greece's Minerva Marine confirms it has taken over management of a second aframax from struggling Italian operator Premuda.

22 May 2015 0:00 GMT UPDATED 22 May 2015 0:00 GMT

By **Harry Papachristou** Athens

The 114,900-dwt crude-oil tanker Minerva Atlantica (formerly Stena Atlantica, built 2006) joined Minerva on 14 May, says the company, revealing no other details.

The Samsung Heavy Industries-built sistership Minerva Antarctica, also owned by Premuda, joined the fleet in December. The ship traded previously as Stena Antarctica.

Premuda had both vessels on long-term bareboat charters to Stena but the two parties failed to agree on an extension rate.



Premuda continues asset sales in wake of debt deal

Italian owner puts tanker duo currently on charter to Minerva Marine up for sale after lenders conclude standstill agreement

24 July 2015 0:00 GMT UPDATED 24 July 2015 0:00 GMT

By **Harry Papachristou** Athens

Genoa-based bulker and tanker owner Premuda appears to have resumed asset sales after striking a debt deal with its lenders.

Brokers report that the Genoa-based company has put the 114,900-dwt crude-oil tanker sisterships *Minerva Atlantica* and *Minerva Antarctica* (both built 2006) up for sale. The vessels were formerly trading as *Four Antarctica* and *Four Atlantica*.

The Samsung-built aframaxes are currently managed by Greece's *Minerva Marine*, which has them on five-year bareboat charters at \$11,500 per day.



Premuda secures \$56m for pair of aframaxes in hard sales drive

Italy's Premuda is said to have raised \$56m from the disposal of two aframax tankers in yet another sale forming part of its financial restructuring.

30 October 2015 1:00 GMT *UPDATED 30 October 2015 1:00 GMT*

By **Harry Papachristou** Athens

The 114,900-dwt crude oil sisterships *Minerva Atlantica* and *Minerva Antarctica* (both built in 2006) went to an unidentified owner for \$28m each, according to brokers.

Premuda officials did not respond to a request for comment.

The price is well below the \$35m figure online platform *Vessels-Value.com* estimates each ship to be worth.

2021:



TradeWinds

<https://www.tradewindsnews.com> > ... · [Diese Seite übersetzen](#) ⋮

Turkey's Beks emerges with M Sea and Xihe Holdings ...

01.10.2021 — One of the acquisitions that **Beks** revealed on its website is the 114,900-dwt Sunny **Atlantica** (renamed **Beks Atlantica**, built 2006), an aframax ...

2022:



Top dollar for ice class aframaxes as Russian winter approaches



Hans Thaulow · September 19, 2022

🗨️ 0 🔥 712 📖 1 minute read

Multiple sources report the owner has sold the 15-year-old scrubber fitted 115,000-dwt *Beks Atlantica* for around \$33m. Sellers paid about \$15.5m for the tanker in September last year. Beks has beefed up its tanker arm all year, adding four MR tankers, one aframax, one LR1 and one LR2, all ships built between 2003 and 2005.

(<https://splash247.com/> - September 19, 2022)

2024:



US sanctions Emirati tanker owner for violating Russian oil price cap

Adis Ajdin · January 19, 2024

0 661 1 minute read

The US Department of the Treasury's Office of Foreign Assets Control (OFAC) has imposed sanctions on a United Arab Emirates-based shipowner for violating the price cap on Russian crude oil exports.

Sanctions were placed on Hennessea Holdings as the beneficial owner of 18 ships, including the 2006-built Aframax [HS Atlantica](#) ex-Beks Atlantica, which OFAC previously identified as having engaged in the transport of Russian crude priced above the cap while using a covered US-based provider.

Hennessea was established in late 2022, shortly before the price cap was enacted. OFAC said the company acquired older tankers that have repeatedly conducted port calls in Russian Federation ports to ship crude and petroleum products. Shipping databases show a fleet of nearly 30 ships acquired by Hennessea in 2022 and 2023, with an average age of about 17 years.

(<https://splash247.com> - January 19, 2024)



U.S. Sanctions Shadow Fleet Shipping Company for Russia Oil Price Cap Violations

Mike Schuler

Total Views: 2572

January 18, 2024

According to OFAC, Hennessea Holdings Limited, a UAE-based shipping company, owns 18 vessels, including the *HS Atlantica*, which was involved in transporting Russian crude oil priced above the \$60 per barrel cap while using a covered U.S.-based provider after the price cap policy came into effect. Hennessea, established in late 2022 before the price cap came into effect, has acquired older tankers for shipping Russian crude oil and petroleum products, and its tankers have frequently visited Russian ports, the Treasury Department alleges.

Hennessea was designated under E.O. 14024 for operating in the Russian Federation's marine sector.

OFAC identified the following vessels, all of which are beneficially owned by Hennessea, as property in which Hennessea has an interest:

- | | |
|--------------------------------------|-----------------------------------|
| 1. ARISTO (IMO 9327413) | 10. HS STAR (IMO 9274446) |
| 2. HAI II (IMO 9259599) | 11. LA PRIDE (IMO 9274616) |
| 3. HS ARGE (IMO 9299745) | 12. MONA (IMO 9314818) |
| 4. HS ATLANTICA (IMO 9322839) | 13. NELLIS (IMO 9322267) |
| 5. HS BURAQ (IMO 9381732) | 14. OSPEROUS (IMO 9412995) |
| 6. HS ESBERG (IMO 9410894) | 15. PERIA (IMO 9322827) |
| 7. HS EVERETT (IMO 9410870) | 16. SARA II (IMO 9301615) |
| 8. HS GLORY (IMO 9249087) | 17. SENSUS (IMO 9296585) |
| 9. HS LEGEND (IMO 9381744) | 18. UZE (IMO 9323338) |



Sanctioned Russian Tankers Mostly Sit Idle Months After Designations

Bloomberg

Total Views: 1299

May 20, 2024

Dozens of tankers remain stuck doing nothing months after being [sanctioned](#) by the Treasury Department – a signal of the US’s scope to disrupt Moscow’s petroleum supply chain if it chooses to.

Since October, 40 ships involved in Russia’s oil trade have been added to the Treasury’s list of designated entities, mostly for breaching a price cap that’s meant to restrict the Kremlin’s access to petrodollars.

Twenty-one of the 40 belong to Russia’s state-controlled shipping company, Sovcomflot PJSC. Most of the other 19 are controlled by United Arab Emirates-based Hennessea Holdings Ltd.

The 18 sanctioned Hennessea tankers also appear to have been idle since most of them were added to the Treasury’s list in January – one had already been named the previous month. Like their Sovcomflot counterparts, the vessels have congregated in a small number of locations.

Ten are off the coasts of China and South Korea, including two that are at maintenance docks.

Most of the rest are off Port Said in the eastern Mediterranean where some have been for more than three months.

Signal spoofing, where tracking systems receive an incorrect location signal, has briefly put several of these ships at various regional airports. The Sensus, for example, shows up at on the taxiway of Beirut’s Rafic Hariri airport in Lebanon on May 17. Other recent signals have also put ships at Cairo airport.

The data show five of the Hennessea tankers are also operating with new identities, all of them now sailing under the flag of Eswatini. The tiny land-locked country in southern Africa, formerly known as Swaziland, is among the latest to offer ship registry services.

New name	Old name	IMO
Apus	HS Arge	9299745
Avril	HS Atlantica	9322839
Bettle	Uze	9323338
Kruger	Osperous	9412995
Pictor	Peria	9322827

Tanker names are often changed after being sanctioned in order to distance the vessels from listings on sanctions databases. They remain traceable by unique numeric identifiers assigned to them that don’t change.

© 2024 Bloomberg L.P.

Last update: 24/5/2024