FURETANK VINGA VESSEL SERIES

– THE WORLD'S MOST ENVIRONMENTALLY FRIENDLY TANKERS

”We not only want to follow the development – we want to be part of creating it.”

OUR VISION:

NOT A GIANT BUT A LEADER

Furetank provides full technical and commercial management with a focus on environment and efficiency. Since each vessel we build will be operated for the coming 20 years, we have made significant investments in the best available technologies of today.

Together with our partners, we have designed the VINGA vessel series for maximum energy efficiency, reduced fuel consumption and minimal environmental impact. All onboard technology has been optimized and propulsion configured to use liquefied biomethane and shore power when available.

The VINGA sisters are best in class globally in meeting the UN climate goals for shipping, as measured by the International Maritime Organization’s Energy Efficiency Design Index (EEDI).

Each new vessel added to our fleet drastically reduces air emissions and their negative impact on climate and human health.

To achieve all this, the Furetank team works as a tightly knit unit. We learn from each other and we constantly evolve.

We not only want to follow the development — we want to be part of creating it.

This way we ensure we reach our goals, and that is why we are ’*not a giant but a leader*’.

Lars Höglund
Managing Director
Furetank

VINGA series emission reductions

A report from the Swedish Environmental Research Institute IVL, has calculated that harmful emissions from the VINGA vessels have been drastically reduced thanks to LBM/LNG propulsion and energy-saving onboard technology.

Many positive effects follow the fuel switch from marine gasoil to liquefied biomethane (LBM) or LNG. Particles severely affect human health, causing millions of premature deaths around the world yearly. Thus, these reductions have a great positive impact near and far; from the atmosphere to individuals living close to shipping fairways.

Calculations were based on the comparison with ten year older, same-size vessels running on conventional fuel.

- **40 % FUEL REDUCTION**
- **>55 % CO_2 REDUCTION*** — LNG AS FUEL>CO_2 EMISSION REDUCTION 55% / LBM AS FUEL>CO_2 EMISSIONS APPROACH **ZERO**
- **86 % NO_x REDUCTION**
- **99 % SO_x REDUCTION**
- **99 % PARTICLES REDUCTION**
- **73-85 % NOISE REDUCTION**

EEDI SCORE:

5.14

Best in class globally. The UN International Maritime Organization IMO regulates emissions for new vessels through the EEDI energy efficiency design index, where a lower value means less emissions. For 2026, the requirement for intermediate tankers was to reach below 8.45 points. FURE VALENTIA and FURE VANGUARD reached a value as low as 5.14 points.

CUTTING EDGE TECHNOLOGY FOR ENVIRONMENT AND CLIMATE

These are the technical features that make the VINGA vessel series the most energy efficient, low-emission intermediate tankers in the world.

TIER III COMPLIANCE
International Maritime Organization (IMO) highest emission classification.

LBM/LNG AS FUEL AT SEA AND IN PORT
Main engine used for power production during discharge operations.

HIGH VOLTAGE SHORE POWER CONNECTION
6,6 kV 1,850 kVA shore power connection for all port operations.

SCR ON AUXILIARY ENGINES
Selective Catalytic Reactors (SCR) are installed, reducing NO_x emissions.

INERT GAS POWERED BY LBM/LNG
Inert gas generator can be operated on LBM/LNG for lowered emissions.

FGSS
Fuel gas supply system are designed to eliminate methane slip as all vents from system are connected to tanks.

HIGH EFFICIENCY TWISTED LEAD FLAP RUDDER WITH PROPELLER BULB
A highly sophisticated rudder design for minimum drag and high steering efficiency.

FREQUENCY CONTROLLED STEERING GEAR
A more efficient way to operate the actuation of the rudder.

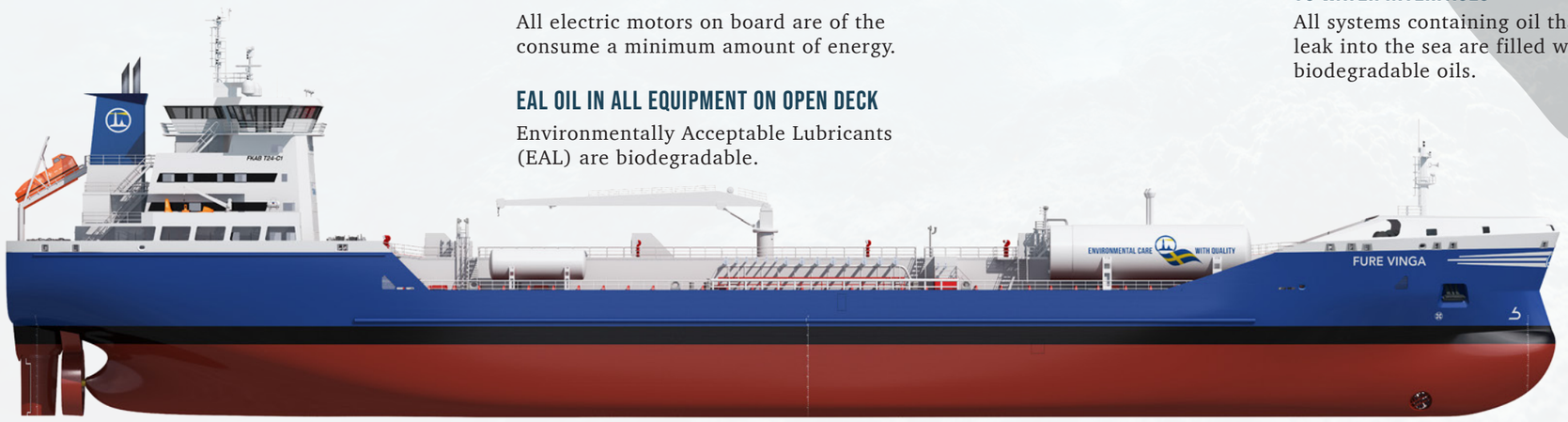
PROPELLER NOZZLE MINIMIZES REQUIRED ENGINE OUTPUT - ICE CLASS 1A
With a propeller nozzle fitted the propeller will deliver approximately 25% more pull.

PROPELLER NOZZLE REDUCES NOISE LEVEL
Propeller nozzle will also reduce the underwater noise emitted from the propeller.

CLASS NOTE AVM-APS ALTERNATIVE PROPULSION SYSTEM
AVM-APS is a classification notation for redundant propulsion.

ENERGY CLASS ELECTRICAL MOTORS
All electric motors on board are of the consume a minimum amount of energy.

EAL OIL IN ALL EQUIPMENT ON OPEN DECK
Environmentally Acceptable Lubricants (EAL) are biodegradable.



VFD PRESSURE CONTROLLED ENGINE ROOM FANS
The engine room fans are automatically controlled in order to minimize energy consumption.

FLOATING FREQUENCY FOR PROPELLER EFFICIENCY
Technical solution enables running the propeller at variable speed, resulting in reduced energy consumption.

UPS BACKUP ON ALL PROPULSION AND NAVIGATION
The electrical system has a battery backup that minimizes the risk of a blackout, resulting in improved safety.

CHEMICAL FREE BALLAST WATER TREATMENT
Ballast water treatment using UV light instead of chemical additives.

ULTRASONIC ICAF
Anti fouling system uses ultrasonic sound waves to deter organisms from growing inside the box coolers.

VGP COMPLIANCE FOR ALL OIL TO WATER INTERFACES
All systems containing oil that could leak into the sea are filled with biodegradable oils.

ENERGY EFFICIENT VENTILATIONS
All ventilation systems are designed to consume a minimum amount of energy.

REMOTE ANCHORING FROM BRIDGE
Anchors can be released from the bridge for safe navigation.

ACTIVE LOAD CURVE AND PITCH ADJUSTMENT SAVES ENERGY
A way to optimize the propeller RPM and pitch depending on cargo condition.

ELECTRIC CARGO PUMPS
Lower power consumption and reduction of noise pollution at port.

ST LAWRENCE COMPLIANT
Vessel meets all requirements for trading in the St Lawrence Seaway.

LOW ENERGY COMPRESSORS
Variable RPM compressors run smoother and are more energy efficient.

HEAT RECOVERY
Steam boilers with exhaust heat recovery from ME and all AUX engines. Heat recovery from cooling water for heating of LNG Vaporizers, accommodation and stores, technical and domestic fresh water.

NEW LOW DRAG HULL DESIGN AND LOW FRICTION ANTI FOULING
Minimum water resistance.

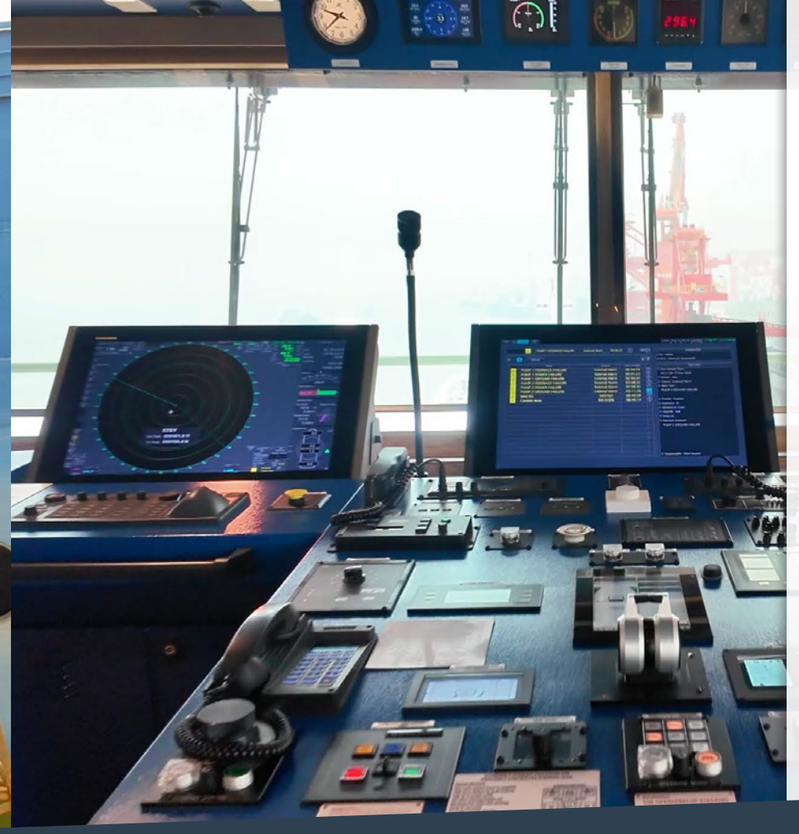
STRONG FOCUS ON WORKING ENVIRONMENT
Spacious cabins and accommodation of highest standard, large fully equipped gymnasium with sauna, engine room separated into different spaces for noise reduction and fire integrity, covered working area on forecastle, all equipment on deck covered by pipe tunnel. Good environmental standard.

SUSTAINABILITY HIGHLIGHTS OF THE VINGA SERIES

PROPELLER NOZZLE AND FLOATING FREQUENCY

A ducted propeller increases thrust and minimizes the required engine output. Fitted with a nozzle, the propeller delivers approximately 25% more pull than a conventional open propeller solution while maintaining the highest ice class. The less powerful main engine can be used to generate electric power running cargo pumps in port, bringing down emissions even further since it runs on LBM/LNG.

The main engine and shaft generator use variable frequency, making it possible to run the propeller at variable speed with the shaft generator connected. This enables achieving the optimal balance between propeller rotation and engine power at any given vessel speed. Propeller efficiency is optimized and fuel consumption reduced by 20% in all of the vessels.



FIRST IN EUROPE WITH FULL SHORE POWER

High-voltage shore power connection will reduce emissions at berth, cut noise and vibration, and extend maintenance intervals — making our vessels cleaner, quieter and better for the environment.

In 2021, FURE VINGA became the first tanker vessel in Europe equipped to receive shore-supplied electricity at full operational load — 6.6 kV and 1,850 kVA — enabling cargo operations without running auxiliary engines.

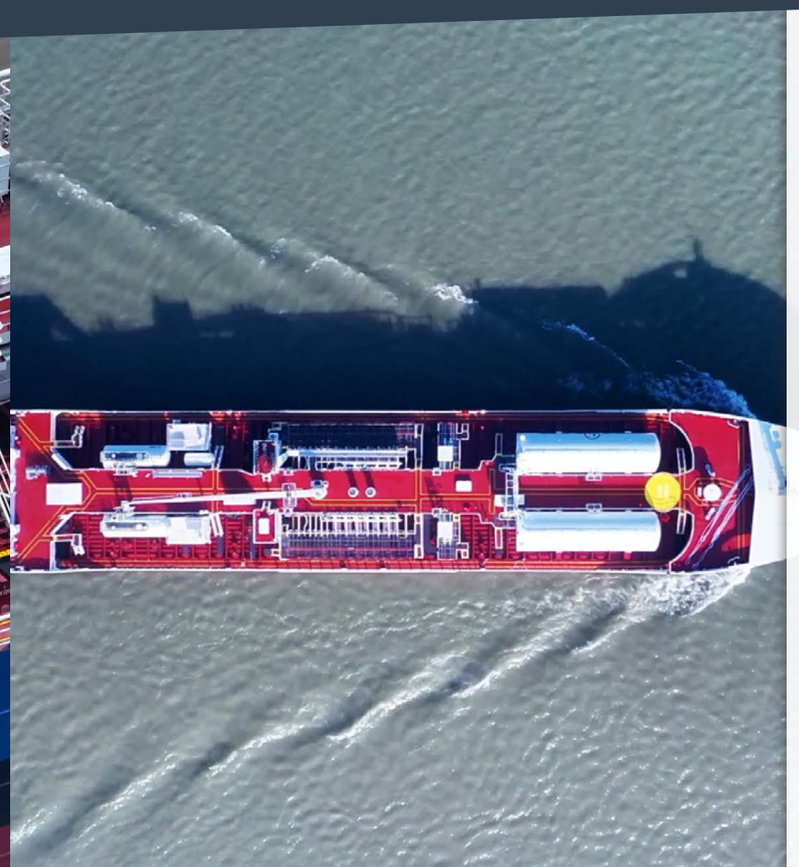
Today, this capability is integrated into all newly built VINGA vessels, in compliance with OCIMF guidelines for Onshore Power Supply (OPS) for tankers. The bottleneck now lies in the slow pace of port infrastructure development.

RENEWABLE PROPULSION WITH BIOMETHANE

Liquefied biomethane is one of the keys to fossil-free shipping. Furetank strives towards operating the VINGA vessels with zero CO_2 emissions.

In 2025, Furetank took a major step towards fossil freedom by operating its EU-based fleet on renewable fuel. The FuelEU Maritime legislation finally made it possible to take a decisive step in the shift Furetank had initiated a decade earlier by converting a vessel to gas propulsion.

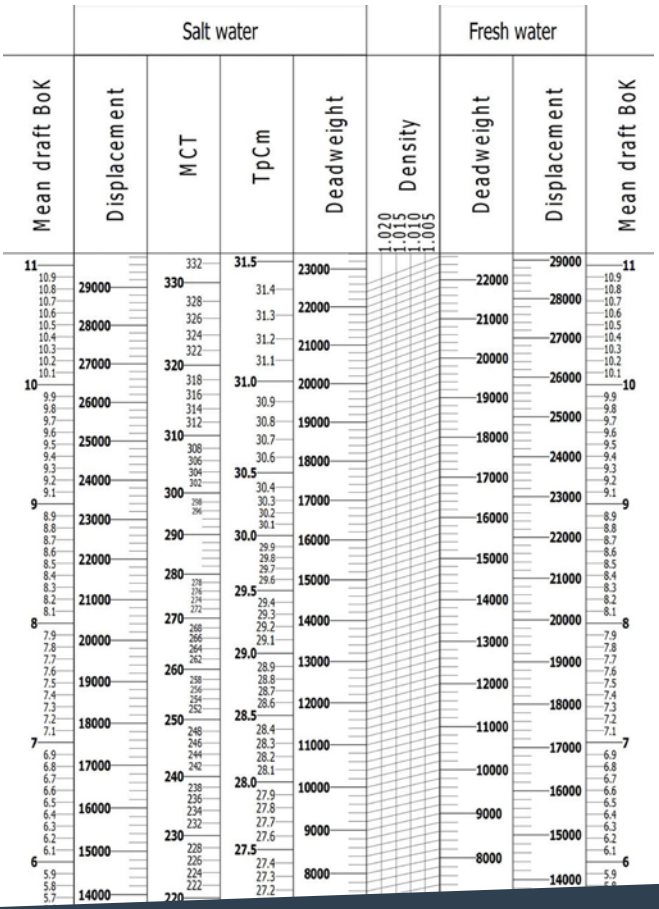
A large-scale agreement for mass-balanced liquefied biomethane (LBM) was made, enabling an immediate transition into renewable propulsion. The ISCC-certified LBM provided more than a 100 per cent reduction in greenhouse gas emissions on a well-to-wake basis.



OPTIMIZING TRADING PATTERNS

An often overlooked factor affecting emissions is how well we optimize the movements of the fleet. Furetank runs our own chartering department operating more than 20 intermediate tankers for Furetank and eight partner companies. This critical mass of vessels means we can always provide the right sized vessel in the right position at the requested time.

By combining different voyages and cargoes we reduce the time in ballast way below the average in our trade. Furetank's ratio laden vs ballast is 66/34, compared to the average of 47/53. This drastically reduces the emissions per transported ton and also brings economic efficiency; a prerequisite for Furetank's large investments in innovation, optimization and climate-efficient technology when developing new vessels.



TECHNICAL SPECIFICATIONS

LAKE MÄLAREN (NEW SÖDERTÄLJE CANAL)	7,0 M	10,500 DWT
ÖRESUND/DROGDEN	7,7 M	12,900 DWT
MANCHESTER CANAL	7,9 M	13,000 DWT
ST LAWRENCE SEAWAYS	8,1 M	13,650 DWT
DESIGN	8,9 M	16,300 DWT
SUMMER	9,4 M	17,950 DWT

CARGO TANKS SPEC. GR. 1.5	VOLUME 100 %
Cargo (slop) tank 1 SB	663 m³
Cargo tank 1 P	670 m³
Cargo tank 2 SB	1 919 m³
Cargo tank 2 P	1 911 m³
Cargo tank 3 SB	1 757 m³
Cargo tank 3 P	1 765 m³
Cargo tank 4 SB	2 104 m³
Cargo tank 4 P	2 094 m³
Cargo tank 5 SB	2 094 m³
Cargo tank 5 P	2 106 m³
Cargo tank 6 SB	1 592 m³
Cargo tank 6 P	1 594 m³
CARGO TANKS TOTALLY	**20 269 m³**

CLASS
Bureau Veritas I +Hull +Mach / Oil tanker CPS(WBT) ESP / Chemical tanker IMO Type 2 ESP / SMART(H1,M1,N1) / Dual Fuel (LNG) / Unrestricted navigation / GREEN PASSPORT EU / AVM-APS / AUT-IMS / SYS-NEQ / SYS-IBS / MON-SHAFT / EWCT / BWT / CLEANSHIP / ICE CLASS IA / INWATERSURVEY / VCS / IG / LI-HG-S3

DESIGN
FKAB Marine Design,
Low Drag Hull Design

SERVICE SPEED
12 Knots

FUEL CONSUMPTION
8,2 ton LM
With shaft generator connected

PARTICULARS

Overall length	149,9 M
Breadth	22,8 M
Depth	12,1 M
Draft design	8,9 M
Draftsummer	9,4 M
Keel to top of mast	40,3M

TONNAGE

DWT design	16,300 T
DWT summer	17,950 T
GRT	12,763 T
NRT	5,838 T

MAIN ENGINE

Wärtsilä 9L34DF	4,500 KW
Shaft generator	1,500 KW

BOW THRUSTER
Brunvoll/Kongsberg 850 KW

TAKE-ME-HOME PROPULSION
9 knots at 17,990 DWT (AVM/APS)

AUXILIARY ENGINES

Wärtsilä 4L20	685 kWe
Wärtsilä 8L20	1,600 kWe

ON SHORE POWER SUPPLY
6,6 kV 1,875 kVA
PC6 connection

TANK CAPACITY

Cargo 98 %	19,850 m³
Ballast 7,500 m³	7,500 m³
LM (Liquid Methane)	620 m³
HFO	520 m³
DO	150 m³
Fresh water	40/300 m³

TANK COATING
Sigma Phenguard 930/935 /940 EN
Hot Cured

CARGO HEATING
Heat exchanger

Steam boilers	9,5 Steam ton/h

CARGO PUMP
Electric deep well pumps

Cargo pumps	12x300 m³/h
Slop pumps	300 m³/h
Ballast pumps	2x500 m³/h
Discharge Cap @12BAR	1,800 m³/h

INERT GAS SYSTEM

Fuel	LM/Diesel
Capacity	2250 m³/h