Prax Group buys new vessel to carry Lindsey Oil Refinery marine fuel to UK and European ports

Prax Group has added a new tanker to its Harvest Energy Marine fleet, charged with delivering fuel produced at its Lindsey Oil Refinery to ports in the UK and Europe.

Fortuna II is a 68-metre vessel, with a deadweight of 1,700 tonnes. Built in 2020, and bought for an undisclosed fee, she can carry very low sulphur fuel oil and marine gas oil, and will provide bunkering services around the UK coast, and into northwestern Europe, loading at Immingham.

Geert Boden, general manager of Harvest Energy Marine, said the addition demonstrated the group's commitment to meet the needs of customers seeking fast and efficient delivery of bunker fuels, 24 hours a day, 365 days a year.

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He said: "I am delighted to announce the purchase of Fortuna II, to meet the ever-changing needs of our customers right across the UK and northwestern Europe. We are firmly committed to continuing to build a robust and reliable supply chain to meet those needs, in order to deliver innovative solutions to reduce refuelling times at a competitive price, whilst simultaneously providing our customers with their most important resource."

Prax bought Lindsey Oil Refinery, on the South Bank of the Humber, from Total in March last year, having agreed a deal for the huge plant the previous summer. It made it a fully

integrated oil business, having started as a trading operation, expanding into storage and logistics.

Fortuna I joined the Harvest Energy Marine fleet in January. (Image: Hannes Van Rijn)

Fortuna I, a larger vessel with ship-to-ship bunkering capability, was bought by Prax in January. It was brought in to primarily link the refinery with Dutch and Belgian operations in Amsterdam, Rotterdam, Antwerp and Zeebrugge, complementing existing tankers and barges already operated.

Zebrugge, with a 20,000 cubic metre capacity, was a further purchase from Total, completing during the period between agreement and closure on the oil refinery.

Fuel produced at North Killingholme is used across the commercial shipping industry, be it container ships, tankers, cruise liners, or fishing and dredging vessels.

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