LNG Shipping News
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Excelerate signs LOI for up to seven FSRUs

Excelerate Energy has signed a Letter of Intent (LOI) with Daewoo Shipbuilding and Marine Engineering (DSME) to build up to seven FSRUs.

Under the LOI, Excelerate will be able to firm up the order for the first FSRU in the second quarter of 2017.

This agreement affords Excelerate the ability to respond to increasing market demand for natural gas, as its existing fleet of nine FSRUs become committed to long-term projects, the company explained.

The initial specifications call for 173,400 cu m LNG FSRUs with a base load send-out capacity of 1 bill cu ft per day but the capacity can be modified to suit specific project needs.

'Explorer' soon to be joined by seven more FSRUs?

Fuel-efficient

These vessels will incorporate Excelerate's technologies and will represent the most capable and fuel-efficient FSRUs in the industry, the company claimed. Excelerate also partnered with DSME on its existing fleet of FSRUs, including the industry's first regasification vessel 'Excelsior'.

"Excelerate Energy is very pleased to continue its long standing relationship with DSME in building the industry's leading FSRUs. These vessels have been proven in long-term service as safe, efficient and reliable components of our comprehensive suite of LNG import solutions," said Excelerate CEO, Rob Bryngelson. "We believe this is the right time to move forward with DSME, as we continue to provide LNG import solutions in a timely and efficient manner around the world."

Excelerate has developed and commissioned 10 floating LNG import facilities worldwide, with two currently in advanced stages of development in Bangladesh and Puerto Rico.

Looking ahead, Excelerate said that it had a significant project development portfolio for floating regasification, which will be supported by these additional vessels in combination with the company's FSRU conversion strategy. ■

Thorkildsen joins Flex LNG

Thomas Thorkildsen has joined Flex LNG as Senior Vice President, Business Development.

Thorkildsen had spent the previous 13 years as Höegh LNG's Head of Business Development, where he was responsible for the development of opportunities for FSRUs.

He holds an MSc from Cass Business School in London, UK, and will head Flex LNG's business development activities.

Jonathan Cook, the incoming CEO, said: "I am excited to have Thomas joining FLEX LNG, and look forward to working together to build the business by developing flexible import solutions for the LNG industry." ■

SHIPPING NEWS AGENDA

GasLog finalises Gastrade agreement

GasLog Ltd has completed the purchase of a 20% shareholding in Gastrade.

Gastrade has a license to develop an independent natural gas system offshore Alexandroupolis in Northern Greece using an FSRU along with other fixed infrastructure.

Following the announcement in December, when GasLog said it had entered into the SPA, all conditions required to close the deal have now been met, the company confirmed.

Gastrade is a private limited company, incorporated in Greece and formed by Asimina-Eleni Copelouzou. This company has been involved in the development of the FSRU project for a number of years.

As well as being a shareholder, GasLog will provide operations and maintenance services for the FSRU.

Gastrade is currently in discussions with a number of additional potential investors, including DEPA, the Greek state-owned gas company, Bulgarian Energy Holding (BEH), the holding company of the Bulgarian Ministry of Energy and major gas suppliers.

Ownership

Other large international companies have expressed an intention in participating in the ownership and development of the terminal. A number of companies have also expressed interest in supplying LNG to the project, GasLog said.

If reaching fruition, this FSRU project will provide a new route and a source of gas diversification to a number of countries that are currently highly dependent on pipeline gas in Southeast and Central Europe. As well as enhancing security of supply in the region, it will promote competition and pricing flexibility.

The project has the backing of the Greek and the Bulgarian Governments, as well as the support of the EU. It has been assigned the status of an EU Project of Common Interest (PCI), ie, being further designated as a priority EU energy infrastructure project.

The front-end engineering and design (FEED) study is expected to be part-funded by an EU grant, and is scheduled to commence in the coming weeks.

Gastrade intends to take a final investment decision (FID) by the end of this year with the project scheduled come on stream by end of 2019. ■

Consortium to develop Pakistan gas import project

Qatar Petroleum (QP), Total, Mitsubishi, ExxonMobil, and Höegh LNG have confirmed their commitment to further an LNG import project in Pakistan.

This project will be developed in collaboration with Global Energy Infrastructure Limited (GEIL).

The consortium aims to develop the project to include an FSRU, a jetty and a pipeline to the shore. The FSRU will have a minimum regasification capacity of 750 mill cu ft per day by 2018.

Commenting on this development, Saad Sherida Al-Kaabi, QP President and CEO, said: "This consortium will bring together partners with a proven track record of industry-leading performance and a history of delivering projects on time and on budget, while focusing on environmental stewardship.

Milestone

"Forming this Consortium with Total, Mitsubishi, ExxonMobil and Höegh LNG represents a significant milestone that complements Pakistan's successful effort to meet the growing demand for clean-burning natural gas in this important market. Qatar Petroleum is proud to partner with these distinguished companies to help meet Pakistan's energy needs," he concluded.

The FSRU part of the project has been committed to Höegh LNG, and the consortium is currently going through the necessary technical and commercial authorisations. ■

GasLog appoints Maxwell as CFO

GasLog Ltd and GasLog Partners have appointed Alastair Maxwell as CFO, effective immediately following the 20-F filings for GasLog and the Partnership, anticipated to be in early March, 2017.

This announcement follows Simon Crowe's decision to step down from his position as CFO. Crowe will remain CFO until the filings are made and will work with Maxwell to ensure a smooth transition.

After 29 years in investment banking, Maxwell has a wealth of experience in both energy and finance. Most recently, he was the Co-Head of the Global Energy Group in the Investment Banking Division of Goldman Sachs from 2010 to 2016, having previously been Head of the Energy Group in the EMEA region at Morgan Stanley.

He has worked on a wide range of M&A transactions and equity, debt and structured financings across all segments of the energy sector.

Paul Wogan, GasLog Ltd CEO, said, "On behalf of the Board, Chairman Peter Livanos, and the management team, I am pleased to welcome Alastair to GasLog. His deep understanding of the energy sector and financial markets and his involvement in some of the largest transactions in the industry will make him a huge asset to the team." ■

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RS marks 10 years of LNGC surveys

During the last 10 years, the Russian Maritime Register of Shipping (RS) has been continuously developing its competence in LNGCs, it claimed.

The LNGC 'Grand Aniva' was the first gas carrier to be classed by the RS

Currently, RS has several different types of gas carriers classed and its orderbook of newbuilding LNGCs stretches to 2019. In addition, 60 RS specialists have undergone training in gas shipping operations.

The Rules for the Classification and Construction of Gas Carriers were published in 1985. The fast growth of gas projects in early 2000 gave the registry the impetus to start a comprehensive programme to develop this sector. As a result, at the end of January, 2007, the first group of the RS surveyors received certificates on completion of their training to carry out LNGC surveys.

The training programme involved theoretical and practical modules and combined ABS' experience in supporting the construction of modern gas carriers.

Between 2008 - 2010, nearly 20 RS surveyors underwent specialist training under the programme, which was jointly developed by the two class societies. Between 2012 - 2014, two more groups of surveyors were trained by RS to meet market demands.

In 2009, RS gained valuable experience in co-operating with Gazprom Global LNG to develop the Shtokman field. In 2010, the first LNGC 'Grand Aniva' was classed by RS.

Since 2011, RS has been involved in the construction of the RS-classed, Sovcomflot owned LNGCs of 'Velikiy Novgorod' type at STX Offshore & Shipbuilding. To support such projects, a design & newbuilding support centre was established in Pusan in 2012.

The same year, the RS rules for gas carriers were updated taking into account the new design trends and the experience gained. The programme development also covered the technical supervision of specialist equipment for LNGCs. Thus, RS participated in type testing of new control systems for dual-fuel slow speed diesel engines developed by MAN Diesel & Turbo.

Also in 2012, a co-operation agreement was signed with Gaztransport & Technigaz (GTT). Due to a combination of knowledge and technologies from GTT and RS experience as a leading expert in the classification of Ice Class ships, a new trend in shipbuilding was established - the design and construction of LNGCs intended for operation at high latitudes.

Today, a series of Arc7 Ice Class LNGCs is under construction under RS class supervision. Another unique project underway is the first Arc4 Ice Class FSRU.

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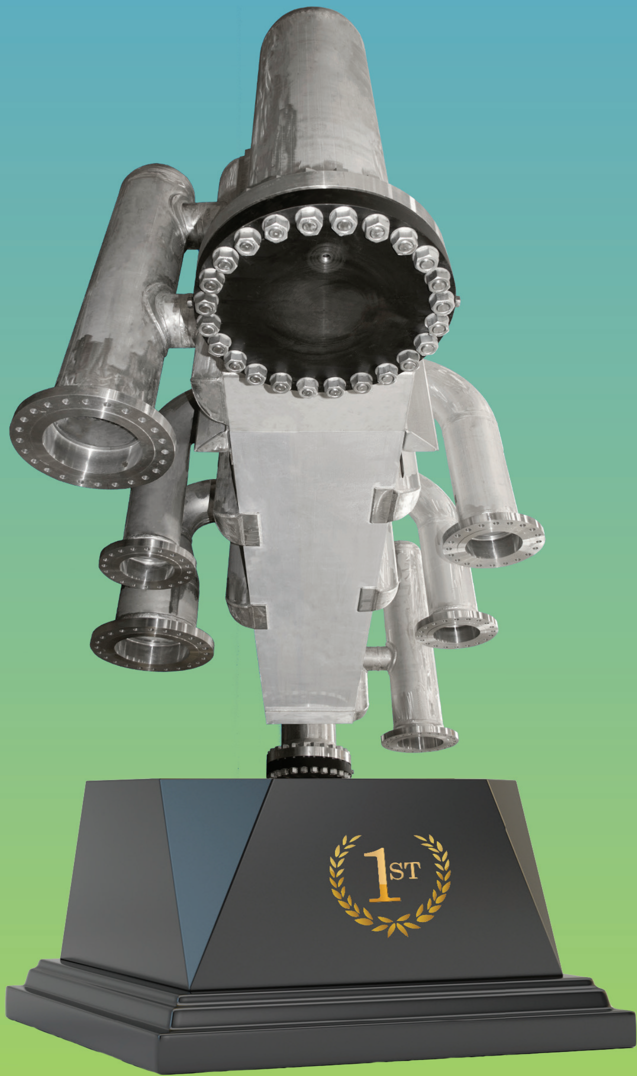

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Singapore to increase LNG supplies

Shell Eastern Petroleum and Pavilion Gas are to start supplying LNG to Singapore later this year under contracts awarded in 2016.

The two firms were awarded the right to supply LNG to Singapore last October, and will have exclusive franchises that last for three years, or until their shipments reach 1 mill tonnes per year, whichever comes first, Reuters reported.

Contracts to supply natural gas via pipelines from Malaysia and Indonesia are due to expire in the early 2020s.

"We will also allow interested parties to import spot LNG in the second half of 2017, up to 10% of the total gas imports in Singapore," Trade Minister S Iswaran said on Tuesday, Reuters said.

Pavilion Gas, a unit of privately held Singapore-based Pavilion Energy and Shell Eastern Petroleum, a subsidiary of Royal Dutch Shell, join BG Singapore Gas Marketing as the country's approved LNG importers.

BG Singapore - now part of Shell - was the first company to import LNG into Singapore in April, 2008, Reuters said.

Singapore is keen to build an LNG hub

Singapore's LNG terminal, which is run by Singapore LNG Corp (SLNG), is to commission a nitrogen blending facility this year, Minister Iswaran said, adding that the unit will "enable Singapore to accept a wider range of cargoes with varying LNG specifications."

The island state is also planning to allow other parties to use spare storage capacity at its LNG terminal for storage and transhipment services.

"This is a business area that will grow with the completion of a fourth tank at SLNG by 2018, which will increase our storage capacity by 260,000 cu m, to a total of 800,000 cu m," Iswaran said.

SLNG will call for proposals from companies interested to use the spare capacity later this year, the Minister said. ■

Gastech to welcome JERA

JERA, the Japanese energy giant, purchased LNG from the contiguous US for the first time at the beginning of January this year.

The company said that it believed the purchase of US gas will contribute to a stable supply in Japan through the diversification of procurement regions and LNG price indices.

Ahead of Gastech Japan 2017, which will be held in Tokyo this April, JERA's senior executive vice president has confirmed that senior team members will attend the Gastech Exhibition and Conference in order to seek business opportunities and network to strengthen its gas and LNG business.

Hiroki Sato, JERA's Senior Executive Vice President, Chief Fuel Transactions Officer, said: "According to the latest IEA report, fossil fuel will remain a key aspect of our global primary energy supply through 2030. Currently, coal is the most popular form of fossil fuel, but toward 2030, we believe that gas and LNG will be the preferred choice of fossil fuel."

Business strategy

As part of its business strategy, the company aims to double its revenue from Yen2,200 bill to Yen4,600 bill and gain a 14-fold increase in net income between 2016 and 2030. In terms of its business and operational activity, JERA aims to maintain its LNG transaction volume from 30 to 40 mill tonnes per annum, investing in a total of 12 projects worldwide, and nearly doubling its LNGCs, from 16 to 30.

Sato continued: "We are striving to maintain our world top-class offtake volume, and so we are keen to develop our trading business within the global market. We have begun to make major strides, which is clearly evident by our announcement of the binding SPA with Centrica, and the acquisition of EDF Trading's coal business with possible wider collaboration platforms including LNG.

"We are looking to invest in several greenfield LNG projects in Eastern Africa and North America. We are also interested in further developing business networks in India, China, Taiwan and Singapore, as we foresee they will be big players in the future," he said. ■

NEWS NUDGE

Shizuoka in first LNG resale

Shizuoka Gas announced that it has completed the first sale of LNG through the reloading facilities at the Shimizu LNG terminal (Sodeshi terminal) on 5th February, 2017.

The company said that it had been pursuing the possibility of the further usage of Sodeshi terminal through the diversification of LNG transactions in order to reduce LNG procurement costs by adapting to the fully deregulated gas market in Japan, including the retail sector of city gas distribution, due in April, 2017.

As a result, Shizuoka Gas built facilities to reload the LNG. The company has entered into LNG Sale and Purchase Agreement (SPA) with Shell Eastern Trading (Pte) Ltd.

Five new LNGCs join the fleet

Fearnresearch has reported that there were five newbuilding LNGC deliveries recorded thus far this year.

They were the 'Maran Gas Roxana' and 'Maran Gas Ulysses', 'Tessala', 'CESI Qingdao' and the 'Seri Cenderawasih'.

Nakilat takes another Q-Max

Nakilat has assumed full shipmanagement and operations of Q-Max LNGC 'Al Dafna' from STASCo effective 2nd February, 2017.

'Al Dafna' is the fifth Q-Max LNGC to come under the management of Nakilat Shipping Qatar. (NSQL), bringing the total number of vessels managed by NSQL to 13, comprising of nine LNGCs and four LPG carriers.

MISC's revenue takes a hit

LNGC and tanker owner and operator, MISC, has reported that group revenue for the fourth quarter of last year was 24% lower than the corresponding period revenue a year earlier.

Group revenue for 4Q16 was RM2,517.5 mill, compared to RM3,312.1 mill in 4Q15. This decrease was mainly due to lower revenue in two business segments - Heavy Engineering and LNG.

Heavy Engineering's lower revenue was due to a lower backlog and order intake in its heavy engineering sub-segment. However, the marine sub-segment recorded higher revenue from larger value of vessel repairs and FPSO conversion work in the quarter.

The disposal of two vessels and lower charter rates earned on new contracts caused a decline in LNG revenue. However, consolidation of Gumusut-Kakap Semi-Floating System (GKL)'s results, following completion of the equity buyback in May, 2016, and commencement of a Marginal Marine Production Unit (MaMPU), contributed to an increase in offshore revenue for 4Q16.

MISC's Group operating profit of RM666.6 mill was lower than 4Q15 profit of RM1,028.1 mill, mainly due to lower revenue and higher depreciation by RM118.7 mill, following the change in estimated useful life of LNGCs and tankers beginning January, 2016.

For the full year, Group revenue was RM9,597.2 mill, some 12% lower than the RM10,908.4 mill recorded in 2015.

Group operating profit for the year was RM2,453.2 mill, around 11.8% lower than the 2015's profit of RM2,782.6 mill.

Depreciation

This was mainly due to lower revenue and higher depreciation by RM450.2 mill during the period, again following the change in estimated useful life of the gas carriers and tankers January, 2016. However, MISC also recognised compensation for early termination of timecharter contracts for two LNGCs and reversal of provision for a legal suit in 2016.

MISC's President/Group CEO, Yee Yang Chien, said: "The year 2016 saw the global shipping industry undergoing another volatile year where businesses across the oil & gas supply chain suffered under very difficult market conditions. Despite the prevailing challenges in 2016, MISC once again proved its resilience by turning in commendable financial and operational performances.

"We expect no less than another challenging year ahead. However, we still see growth opportunities and we believe we have the resources to pursue these possibilities. Our priorities remain unchanged and the future growth of MISC will be guided by MISC2020: our five-year business strategy towards attaining a sustainable level of secured profits by FY2020," he said.

In the LNG sector, global gas supply is expected to increase by 14% with the completion of new liquefaction plants in 2017. Despite the increase in gas supply, demand for LNG shipping is expected to remain sluggish, as the tonnage oversupply situation will continue to persist, as a result of higher vessel deliveries and lower project absorption.

This, however, will not impact the steady performance of the Group's LNG business segment as most of the vessels are employed under long term charters, MISC stressed. ■

The LNG sector impacted on MISC's results

Golar LNG in new convertible senior notes offering

Golar LNG Limited is to offer, subject to market and other conditions, $350 mill aggregate principal amount of convertible senior notes, due 2022.

These will be offered as a private placement to qualified institutional buyers pursuant to Rule 144A under the Securities Act of 1933, as amended.

Golar also intends to grant the initial purchasers of the notes a 30-day option to buy up to an additional $52.5 mill aggregate principal amount of the notes in connection with the offering, solely to cover over allotments.

The notes will be senior, unsecured obligations of the company, pay interest twice per year in arrears on 15th February and 15th August, mature on 15th February, 2022, and be convertible into the company's common shares, cash, or a combination of shares and cash, at Golar's discretion.

Golar said that it intends to use part of the net proceeds to fund the cost of the initial capped call transactions and use the remaining funds for other general corporate purposes.

In connection with the notes offering, the company also intends to enter into capped call transactions with one or more of the initial purchasers of the notes or their affiliates.

The capped call transactions are expected to reduce the potential dilution to Golar's common shares upon and/or offset the cash payments the company is required to make in excess of the principal amount of converted notes, with such reduction and/or offset subject to a cap.

If the initial purchasers exercise their option to purchase additional notes, the company may enter into additional capped call transactions with the option counterparties. ■

DNV GL heads FSRU league table

DNV GL now claims to be the lead class society for FSRUs.

At a presentation in London last week, DNV GL CEO - Maritime, Knut Ørbeck-Nilssen said that the class society had a market share of 52%, an orderbook share of 75% and a fleet plus orderbook share of 59%

He said that DNV GL classes 14 FSRUs out of the 27 in service and is looking after nine newbuildings out of 12.

The leading FSRU owners with vessels either in service or on order entered with DNV GL were Höegh LNG, BW Gas Solutions and Golar LNG. ■

Knut Ørbeck-Nilssen, CEO of DNV GL – Maritime

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GTT gains more orders - wins service agreement

LNG membrane tank containment specialist, GTT has won another two orders and signed a service agreement with a major owner.

The first order reported came from Daewoo Shipbuilding & Marine Engineering (DSME) to fit an FSRU with its NO96 cryogenic membrane containment system.

The 173,400 cu m FSRU will be built at DSME's shipyard in Geoje, South Korea, for Maran Gas Maritime. She will be the first FSRU to enter the Maran Gas Maritime fleet when delivered in 2020.

GTT CEO Philippe Berterottière

> "This new order demonstrates their high confidence in our NO96 technology, which fits LNGCs, as well as other LNG storage vessels, such as FSUs, FSRUs, FLNGs"
>
> *- Philippe Berterottière, GTT Chairman and CEO.*

"GTT is very pleased to continue its excellent partnership with DSME and Maran Gas Maritime. This new order demonstrates their high confidence in our NO96 technology, which fits LNGCs, as well as other LNG storage vessels, such as FSUs, FSRUs, FLNGs," said Philippe Berterottière, GTT Chairman and CEO.

The second originated from Samsung Heavy Industries (SHI) and calls for the fitting of an FSRU with a Mark III cryogenic membrane containment system.

This new order includes three optional FSRUs. The vessels will be built for Höegh LNG Holdings.

Each FSRU will have a storage capacity of 170,000 cu m and a regasification capacity of 750 MMscf/day. Delivery of the first vessel is scheduled for May 2019.

In another move, Teekay and GTT recently signed a technical service agreement (TSA) extended with new advisory services.

This agreement applies to 23 vessels equipped with the GTT technologies Mark III and NO96. In addition to the assistance and intervention services already included in the standard GTT TSA, Teekay will benefit from the advisory and optimisation service HEARS (hotline emergency assistance & response service).

GTT said that it had developed a range of services to support the operations of LNGCs, FLNGs, FSRUs and other LNG-related structures in order to shorten drydock times, assist crews in operation and optimise the vessel economics.

With HEARS, GTT experts are available 24/7. They study several emergency scenarios and foresee operational solutions thanks to the extensive and continuously updated GTT vessel database, the company explained.

LNGC Marseille repair boost

French shiprepairer CNM and LNG membrane technology specialist Europe Technologies (ET) are to offer a complete solution for LNG membrane cargo tank repair services for LNGCs, FSRUs and in the future, for vessels fitted with membrane tanks for LNG fuel.

Both parties are talking with shipowners and operators about conducting their drydock surveys at CNM Marseille, thanks to its strategic Mediterranean location, its facilities (including Dock 10, one of the largest in Europe) and MRO experience.

ET possesses the experience and expertise on membrane technologies - CS1, NO96 and derivatives, MARK III and derivatives, the company claimed.

CNM is part of Genova Industrie Navali (GIN) and is a shiprepair and conversion yard located in Marseille, close to major Mediterranean terminals. CNM said that it aims to boost market share in the LNGC market.

The shipyard is certificated and has trained staff able to operate on these specific vessels, it said.

'Tessala' tunes into Fleet Xpress

Singtel completed the installation of Inmarsat's Fleet Xpress (FX) on board Hyproc Shipping Co's newly delivered LNGC, 'Tessala' at the end of December, 2016.

This marks the first vessel in the Hyproc fleet to be fitted with FX by Singtel.

As an Inmarsat value added reseller, Singtel is the first in Asia to install an FX communications system.

FX is a fully integrated global Ka service with unlimited L-band backup network. It ensures an always-on service for continuity without worrying about connectivity. The ground stations have been built with redundancy, with other secondary stations providing backup against station outages. This enables an automatic vessel movement from one satellite beam to another.

With the bundling of FX with Singtel's ICT services, the Singapore telecoms company is able to customise a solution that best fit the customer's needs to improve their operational efficiency, it claimed.

"With the in-depth evaluation of on board service to suit our needs, we recognise the benefits of having Inmarsat's maritime-focused, secure high-speed broadband service to help us achieve enhanced efficiencies and reliable connectivity.

"We are happy to work with a leading and trusted provider, Singtel, who has provided a seamless implementation of Fleet Xpress for our vessel, as well as excellent customer support and experience," Hyproc said in a statement.

Teesport LNG terminal to reopen

Swiss commodity trader Trafigura plans to reopen an LNG import terminal at Teesport, Teesside, Northeast UK.

According to the UK's Financial Times (FT), the trading house wants to capitalise on LNG supply, which is set to increase by almost 50% between 2015 and 2020, due to rising output from US shale and Australia.

"Given the growth in volumes globally and the flexibility of US supplies, it is likely that LNG shipped from the US will make up the lion's share," said Hadi Hallouche, head of LNG trading at Trafigura, talking to the FT.

"LNG infrastructure is coming down in cost, and liquidity in the LNG market is getting deeper, making these kinds of projects possible," he reportedly said.

The terminal – which was shut two years ago after previous attempts to import LNG attracted only a handful of cargoes – will accept FSRUs. Other LNGCs can berth alongside the FSRU to make further deliveries into the grid.

For Trafigura, having access to an import location will provide greater flexibility as LNG supplies increase, the FT said.

Trafigura is investing about $30 mill into the terminal, which is due to start operating in the middle of next year. It has been taken on a long-term lease from PD Ports, which said it was an "important step in positioning Teesport as a major energy hub for the UK."

Trafigura said Teesside LNG would increase the UK's supply security and that it plans to invest in other terminals where it sees potential demand. "We're interested in having more infrastructure both in Europe and around the world," Hallouche told the FT. ■

MCTC to train EXMAR crew on catering

Training provider Marine Catering Training Consultancy (MCTC) has signed a two-year contract with EXMAR Ship Management to provide crew training on board 34 gas carriers.

MCTC, which specialises in the training of multi-national crew worldwide on all aspects of cuisine and galley safety, made the agreement through VAN HULLE Catering, an Antwerp-based specialist in maritime provision and services.

Cyprus-based MCTC will focus on implementing its Catering Competency Development Programme, using a team of culinary consultants to guide the crew members through the training programme.

It will also enrol employees who have been selected for promotion onto its three-month onshore Maritime Culinary Development Programme in Manila, to arm them with the required skills and knowledge needed to perform the duties of 'Second Cook'.

The MCTC team will carry out extensive on board visits for two years to provide training to all catering crew members working on 34 LNGC and LPG carriers. It plans to focus on increasing catering standards on board; ensuring provisions are being correctly used and optimised; enhancing crew members' knowledge and skills; and implementing a healthier living attitude on the ships.

Christian Ioannou, MCTC managing director, said: "We are really happy to be able to work with such a reputable company like EXMAR. We are really looking forward to increasing the catering standards on board and have a really good team of experts who are ready to start working with the crew members." ■

WORLD LNG CARRIER ORDERBOOK

Name	Segment	Status	Yard	Design	Prop	Capacity	Delivery Date	Ordered	Imo	Hull No
Ougarta	LNGC	Order	Hyundai Heavy	TZ Mk. III	TFDE	170000	Feb-17	Jul-05	9761267	2814
Maran Gas Olympias	LNGC	Order	DSME	GT NO 96	MEGI	173400	Feb-17	Jul-05	9732371	2415
Torben Spirit	LNGC	Order	DSME	GT NO 96	MEGI	173400	Feb-17	Jul-05	9721401	2411
Asia Integrity	LNGC	Order	Samsung	TZ Mk. III	TFDE	160000	Feb-17	Jul-05	9680188	2069
Mitsubishi Nagasaki 2310	LNGC	Order	Mitsubishi H.I.	Moss	STRH	155300	Feb-17	Jul-05	9698111	2310
Seri Cempaka	LNGC	Order	Hyundai Heavy	Moss	STRH	150000	Feb-17	Jul-05	9714290	2731
Kawasaki Sakaide 1718	LNGC	Order	Kawasaki	Moss	TFDE	180000	Mar-17	Jul-05	9698123	1718
Murex	LNGC	Order	DSME	GT NO 96	MEGI	173400	Mar-17	Jul-05	9705641	2416
Hudong-Zhonghua H1718a	LNGC	Order	Hudong-Zhonghua	Membrane	TFDE	174000	Mar-17	Jul-05	9694749	H1718A
Daewoo 2452	LNGC	Order	DSME	GT NO 96	TFDE	174000	Mar-17	Jul-05	9761853	2452
Asia Venture	LNGC	Order	Samsung	TZ Mk. III	TFDE	160000	Apr-17	Jul-05	9680190	2070
Hyundai Principia	LNGC	Order	DSME	GT NO 96	TFDE	174000	Apr-17	Jul-05	9761841	2451
SM Eagle	LNGC	Order	DSME	GT NO 96	TFDE	174000	Apr-17	Jul-05	9761827	2449
Daewoo 2450	LNGC	Order	DSME	GT NO 96	TFDE	174000	May-17	Jul-05	9761839	2450
Jmu Tsu 5070	LNGC	Order	Japan Marine United Corp (Jmu)	SPB	TFDE	165000	May-17	Jul-05	9736092	5070
Castillo De Merida	LNGC	Order	Imabari	TZ Mk. III	MEGI	178000	May-17	Jul-05	9742807	8177
Castillo De Caldelas	LNGC	Order	Imabari	TZ Mk. III	MEGI	178000	Jun-17	Jul-05	9742819	8188
Hudong-Zhonghua H1717a	LNGC	Order	Hudong-Zhonghua	Membrane	TFDE	174000	Jun-17	Jul-05	9672844	H1717A
Hudong-Zhonghua H1719a	LNGC	Order	Hudong-Zhonghua	Membrane	TFDE	174000	Jun-17	Jul-05	9694751	H1719A
Daewoo 2462	LNGC	Order	DSME	GT NO 96	TFDE	180000	Jul-17	Jul-05	9771913	2462
Bishu Maru	LNGC	Order	Kawasaki	Moss	TFDE	164700	Aug-17	Jul-05	9691137	1713
Seri Camar	LNGC	Order	Hyundai Heavy	Moss	STRH	150000	Aug-17	Jul-05	9714305	2732
Jmu Tsu 5071	LNGC	Order	Japan Marine United Corp (Jmu)	SPB	TFDE	165000	Aug-17	Jul-05	9752565	5071
Daewoo 2417	LNGC	Order	DSME	GT NO 96	MEGI	173400	Aug-17	Jul-05	9705653	2417
Daewoo 2421	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Aug-17	Jul-05	9768368	2421
Samsung 2153	LNGC	Order	Samsung	KC-1	TFDE	174000	Sep-17	Jul-05	9761803	2153
Samsung 2154	LNGC	Order	Samsung	KC-1	TFDE	174000	Sep-17	Jul-05	9761815	2154
Daewoo 2426	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Sep-17	Jul-05	9750658	2426
Flex Endeavour	LNGC	Order	DSME	GT NO 96	MEGI	172400	Oct-17	Jul-05	9762261	2447
Flex Enterprise	LNGC	Order	DSME	GT NO 96	MEGI	172400	Oct-17	Jul-05	9762273	2448
Mitsubishi Nagasaki 2316	LNGC	Order	Mitsubishi H.I.	Moss	STRH	153000	Oct-17	Jul-05	9743875	2316
SK Resolute	LNGC	Order	Samsung	TZ Mk. III	XDF	182000	Oct-17	Jul-05	9693173	2081
Hudong-Zhonghua H1720a	LNGC	Order	Hudong-Zhonghua	Membrane	TFDE	174000	Oct-17	Jul-05	9672818	H1720A
Jmu Tsu 5072	LNGC	Order	Japan Marine United Corp (Jmu)	SPB	TFDE	165000	Oct-17	Jul-05	9758832	5072
Eduard Toll	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Oct-17	Jul-05	9750696	2423
Seri Cemara	LNGC	Order	Hyundai Heavy	Moss	STRH	150000	Dec-17	Jul-05	9756389	2735
Kawasaki Sakaide 1731	LNGC	Order	Kawasaki	Moss	TFDE	177000	Dec-17	Jul-05	9774135	1731
Daewoo 2453	LNGC	Order	DSME	GT NO 96	MEGI	173400	Dec-17	Jul-05	9770921	2453
Rudolf Samoylovich	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Dec-17	Jul-05	9750713	2425
Daewoo 2422	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Dec-17	Jul-05	9768370	2422
Daewoo 2424	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Dec-17	Jul-05	9750701	2424
SK Audace	LNGC	Order	Samsung	TZ Mk. III	XDF	182000	Jan-18	Jul-05	9693161	2080
Hudong-Zhonghua H1664a	LNGC	Order	Hudong-Zhonghua	GT NO 96	TFDE	174000	Jan-18	Jul-05	9750232	H1664A
Pan Asia	LNGC	Order	Hudong-Zhonghua	GT NO 96	TFDE	174000	Jan-18	Jul-05	9750220	H1663A
BW Tulip	LNGC	Order	DSME	GT NO 96	MEGI	173000	Jan-18	Jul-05	9758064	2435
Samsung 2107	LNGC	Order	Samsung	TZ Mk. III	MEGI	174000	Jan-18	Jul-05	9709025	2107
Daewoo 2460	LNGC	Order	DSME	GT NO 96	MEGI	174000	Jan-18	Jul-05	9766889	2460
Teekay NB-6	LNGC	Order	DSME	GT NO 96	MEGI	173400	Feb-18	Jul-05	9770933	2454
Hyundai Ulsan 2800	LNGC	Order	Hyundai Heavy	TZ Mk. III	XDF	174000	Feb-18	Jul-05	9748899	2800
Daewoo 2443	LNGC	Order	DSME	GT NO 96	MEGI	173400	Feb-18	Jul-05	9766554	2443
Jmu Tsu 5073	LNGC	Order	Japan Marine United Corp (Jmu)	SPB	TFDE	165000	Feb-18	Jul-05	9758844	5073
Samsung 2130	LNGC	Order	Samsung	TZ Mk. III	XDF	174000	Mar-18	Jul-05	9744013	2130
Daewoo 2442	LNGC	Order	DSME	GT NO 96	MEGI	173400	Mar-18	Jul-05	9766542	2442

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
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Name	Segment	Status	Yard	Design	Prop	Capacity	Delivery Date	Ordered	Imo	Hull No
Hyundai Ulsan 2801	LNGC	Order	Hyundai Heavy	TZ Mk. III	XDF	174000	Mar-18	Jul-05	9748904	2801
Samsung 2108	LNGC	Order	Samsung	TZ Mk. III	MEGI	174000	Mar-18	Jul-05	9709037	2108
MOL E.On.	LNGC	Order	DSME	GT NO 96	TFDE	179900	Apr-18			TBN
Kawasaki Sakaide 1720	LNGC	Order	Kawasaki	Moss	TFDE	164000	Apr-18	Jul-05	9749609	1720
Mitusi NB 2 Cameron	LNGC	Order	Kawasaki	Moss	STRH	155000	Apr-18	Jul-05	9759252	1729
Daewoo 2441	LNGC	Order	DSME	GT NO 96	MEGI	173400	Apr-18	Jul-05	9766530	2441
Mitsui Cameron Shi NB 1	LNGC	Order	Samsung	Mark III Flex	TFDE	177000	May-18	Jul-05	9760768	2148
Samsung 2149	LNGC	Order	Samsung	Mark III Flex	TFDE	177000	May-18	Jul-05	9760770	2149
Mitsui KHI NB 1	LNGC	Order	Kawasaki	Moss	STRH	155000	May-18	Jul-05	9759240	1728
Daewoo 2432	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	May-18	Jul-05	9750660	2432
Daewoo 2430	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	May-18	Jul-05	9750725	2430
Daewoo 2455	LNGC	Order	DSME	GT NO 96	MEGI	173400	May-18	Jul-05	9770945	2455
Daewoo 2464	LNGC	Order	DSME	GT NO 96	MEGI	173400	May-18	Jul-05	9785158	2464
Mitsubishi Nagasaki 2324	LNGC	Order	Mitsubishi H.I.	Moss	STaGE	165000	Jun-18	Jul-05	9779226	2324
Daewoo 2458	LNGC	Order	DSME	GT NO 96	MEGI	173400	Jun-18	Jul-05	9767950	2458
Daewoo 2444	LNGC	Order	DSME	GT NO 96	MEGI	173400	Jun-18	Jul-05	9766566	2444
Daewoo 2427	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Jun-18	Jul-05	9768382	2427
Hudong-Zhonghua H1665a	LNGC	Order	Hudong-Zhonghua	GT NO 96	TFDE	174000	Jun-18	Jul-05	9750244	H1665A
BW Lilac	LNGC	Order	DSME	GT NO 96	MEGI	173000	Jul-18	Jul-05	9758076	2436
Daewoo 2445	LNGC	Order	DSME	GT NO 96	MEGI	173400	Jul-18	Jul-05	9766578	2445
Samsung 2150	LNGC	Order	Samsung	Mark III Flex	TFDE	177000	Jul-18	Jul-05	9760782	2150
Daewoo 2446	LNGC	Order	DSME	GT NO 96	MEGI	173400	Aug-18	Jul-05	9766580	2446
Mitsubishi Nagasaki 2323	LNGC	Order	Mitsubishi H.I.	Moss	STaGE	180000	Aug-18	Jul-05	9774628	2323
Daewoo 2431	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Sep-18	Jul-05	9750737	2431
MOL NB 2 Freeport	LNGC	Order	Kawasaki	Moss	STaGE	177000	Oct-18	Jul-05	9791200	1734
Mitsubishi Nagasaki 2325	LNGC	Order	Mitsubishi H.I.	Moss	STaGE	165000	Oct-18	Jul-05	9779238	2325
Mitsubishi Nagasaki 2326	LNGC	Order	Mitsubishi H.I.	Moss	STaGE	180000	Oct-18	Jul-05	9796781	2326
Daewoo 2428	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Nov-18	Jul-05	9768394	2428
NYK NB 2 Freeport	LNGC	Order	Kawasaki	Moss	STaGE	177000	Dec-18	Jul-05	9791212	1735
Mitsubishi Nagasaki 2327	LNGC	Order	Mitsubishi H.I.	Moss	STRH	180000	Dec-18	Jul-05	9796793	2327
Daewoo 2429	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Dec-18	Jul-05	9768526	2429
Daewoo 2456	LNGC	Order	DSME	GT NO 96	MEGI	173400	Jan-19	Jul-05	9753014	2456
Pan Africa	LNGC	Order	Hudong-Zhonghua	GT NO 96	TFDE	174000	Jan-19	Jul-05	9750256	H1666A
Daewoo 2433	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Jan-19	Jul-05	9750749	2433
Daewoo 2459	LNGC	Order	DSME	GT NO 96	MEGI	173400	Jan-19	Jul-05	9767962	2459
SK Shipping SK E&S NB1	LNGC	Order	Hyundai Heavy	TZ Mk. III Flex	XDF	180000	Feb-19	Jul-05	9810549	2937
Hyundai Samho S856	LNGC	Order	Hyundai Samho	TZ Mk. III	MEGI	174000	Feb-19	Jul-05	9781918	S856
Mitsubishi Nagasaki 2332	LNGC	Order	Mitsubishi H.I.		STaGE	165000	Feb-19	Jul-05	9810020	2332
Samsung 2131	LNGC	Order	Samsung	TZ Mk. III	XDF	174000	Mar-19	Jul-05	9744025	2131
Hyundai Samho S857	LNGC	Order	Hyundai Samho	TZ Mk. III	MEGI	174000	Mar-19	Jul-05	9781920	S857
Mitsubishi Nagasaki 2321	LNGC	Order	Mitsubishi H.I.	Moss	STaGE	177000	Apr-19	Jul-05	9770438	2321
Daewoo 2457	LNGC	Order	DSME	GT NO 96	MEGI	173400	Apr-19	Jul-05	9753026	2457
SK Shipping SK E&S NB2	LNGC	Order	Hyundai Heavy	TZ Mk. III Flex	XDF	180000	May-19	Jul-05	9810551	2938
Mitsubishi Nagasaki 2322	LNGC	Order	Mitsubishi H.I.	Moss	STaGE	177000	Jun-19	Jul-05	9770440	2322
Nb Gaslog - Centrica Samsung 2212	LNGC	Order	Samsung	GTT Mark V	XDF	180000	Jul-19	Jul-05	9816763	2212
Samsung 2213	LNGC	Order	Samsung	GTT Mark V	XDF	180000	Sep-19	Jul-05	9819650	2213
Daewoo 2489	LNGC	Order	DSME	GT NO 96	MEGI	173400	Nov-19	Jul-05	9792606	2489
Daewoo 2434	LNGC	Order	DSME	GT NO 96	TFDE - Azipod	172410	Nov-19	Jul-05	9750672	2434
Maran Gas NB1	LNGC	Order	DSME	GT NO 96	MEGI	173400	Nov-19	Jul-05	9810379	2467
Maran Gas NB2	LNGC	Order	DSME	GT NO 96	MEGI	173400	Nov-19	Jul-05	9810367	2466
Trinity J/V (Mitsui & Co.)	LNGC	Order	Imabari	GTT Mark III Flex	MEGI	178000	Jan-20			TBN
Imabari Saijo 8200	LNGC	Order	Imabari		MEGI	178000	Oct-21	Jul-05	9778923	8200

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Data last updated = 15 February 2017

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WORLD SMALL SCALE LNG FLEET*

Built	Name	CBM	Cargo Type	Trading area	Trading in LNG?	Ship Owner / Operator
1974	Seagas	187	LNG	Sweden	Yes	AGA
1988	Kayoh Maru	1,517	LNG	Japan	Yes	Daiichi
1993	Aman Bintulu	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1996	Surya Aki	19,475	LNG	Indonesia - Japan	Yes	MCGC
1997	Aman Sendai	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1998	Aman Hakata	18,800	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
2000	Triputra (ex Surya Satsuma)	23,096	LNG	Indonesia - Japan	Yes	MCGC
2003	Pioneer Knutsen	1,100	LNG	Norway	Yes	Knutsen
2003	Shinju Maru No.1	2,540	LNG	Japan	Yes	Shinwa
2005	North Pioneer	2,500	LNG	Japan	Yes	Japan Liquid Gas
2007	Sun Arrows	19,531	LNG	Malaysia - Russia - Japan	Yes	Mitsui
2008	Kakurei Maru	2,536	LNG	Japan	Yes	Hogaki Zosen
2008	Shinju Maru No.2	2,540	LNG	Japan	Yes	Shinwa
2009	Coral Methane	7,551	LNG/LPG/Ethylene	Northwest Europe/Baltics	Yes, sometimes	Anthony Veder
2010	Norgas Creation	10,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2010	Norgas Innovation	10,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2011	Akebono Maru	3,556	LNG	Japan	Yes	Chuo Kaiun
2011	Norgas Bahrain Vision	12,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2011	Norgas Conception	10,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2011	Norgas Invention	10,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2011	Norgas Unikum	12,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2012	Coral Energy	15,600	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2013	Coral Anthelia	6,500	LNG/Ethylene			Anthony Veder
2013	JX Energy TBN	2,500	LNG	Japan	Yes	JX Energy
2013	Kakuyu Maru	2,500	LNG	Japan	Yes	Tsurumi Sunmarine
2014	LNG-Oil combi**	2,000	LNG	Germany	Yes	Veka
2014	Short Sea LNG Tanker **	4,000	LNG	Germany	Yes	Veka
2015	10 small carriers TBN**	5,000	LNG			Bimantara Group
2015	Jahre TBN**	6,200	LNG	Norway	Yes	Donsotank/Jahre Marine
2015	JS Ineos Ingenuity	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	JS Ineos Insight	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	JS Ineos Intrepid	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	LNG Barge TBN	3,000	LNG	US Coast	Yes	LNG America
2015	LNG bunker barge 1†	2,250	LNG	China	Yes	Anhui Huaqiang Natural Gas
2015	LNG bunker barge 2†	2,250	LNG	China	Yes	Anhui Huaqiang Natural Gas
2015	LNG bunker barge 3†	2,250	LNG	China	Yes	Anhui Huaqiang Natural Gas
2015	LNG Inland bunker**	800	LNG	Germany	Yes	Veka
2015	Norgas TBN**	17,000	LNG/LPG/Ethylene	Worldwide		Norgas Carriers
2015	Norgas TBN**	17,000	LNG/LPG/Ethylene	Worldwide		Norgas Carriers
2015	PetroChina TBN	30,000	LNG	China		PetroChina
2015	TBN	14,000	LNG	China	Yes	Zhejiang Huaxiang
2015	TBN 1	27,500	LNG	China?		Danyang?
2015	TBN 2	27,500	LNG	China?		Danyang?
2015	TBN 3	27,500	LNG	China?		Danyang?
2015	Yuan He 1	30,000	LNG	China	Yes	CSR
2016	Clean Jacksonville	2,200	LNG	US Coast	Yes	CME
2016	Dalian TBN	28,000	LNG	China	Yes	Dalian Inteh Group
2016	Hai Yang Shi You 301	30,000	LNG	Bali FSU	Yes	CETS (CNOOC)
2016	JS Ineos Indepence	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Innvovation	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Inspiration	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	LNG Prime	2,250	LNG	Northwest Europe	Yes	Veka Deen LNG
2016	Navigator Aurora	35,000	Ethane/Ethylene	Markus Hood - Stenungsund	Ethane, for Borealis	Navigator
2016	Ocean Yield TBN	36,000	Ethane/Ethylene	US - Teeside	Ethane, for Sabic	Gaschem Services
2016	Ocean Yield TBN	36,000	Ethane/Ethylene	US - Teeside	Ethane, for Sabic	Gaschem Services
2016	Ocean Yield TBN	36,000	Ethane/Ethylene	US - Teeside	Ethane, for Sabic	Gaschem Services
2016	Shell Bunker Barge TBN 1	6,500	LNG	Northwest Europe	Yes	Shell
2016	Shell Bunker Barge TBN 2	6,500	LNG	Northwest Europe	Yes	Shell
2016	Shell Bunker Barge TBN 3	6,500	LNG	Northwest Europe	Yes	Shell
2016	Shell Bunker Barge TBN 4	3,000	LNG	Northwest Europe	Yes	Shell
2017	ENGIE Zeebrugge	5,000	LNG	Northwest Europe	Yes	NYK
2017	CME TBN†	2,200	LNG	US Coast	Yes	CME
2017	CME TBN†	2,200	LNG	US Coast	Yes	CME
2017	Coral EnerglCE	18,000	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2017	Coralius	5,800	LNG	Northwest Europe/Baltics	Yes, for Skangas	Anthony Veder
2017	Evergas TBN	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	Evergas TBN	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	Navigator Eclipse	35,000	Ethane/Ethylene	US	Ethane	Navigator
2017	Navigator Nova	35,000	Ethane/Ethylene	US	Ethane	Navigator
2017	Navigator Prominence	35,000	Ethane/Ethylene	US	Ethane	Navigator
2018	Bernhard Schulte TBN	7,500	LNG	Baltic	Yes	Bernhard Schulte
2018	CME TBN†	2,200	LNG	US Coast	Yes	CME
2018	Evergas TBN	32,000	Ethane/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2018	Evergas TBN	32,000	Ethane/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2018	Evergas TBN	32,000	Ethane/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2018	Evergas TBN	32,000	Ethane/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas

For more information please visit http://small-lng.com
*Includes multi-gas, ethylene and LNG bunker ships with 40,000 cubic metres LNG cargo capacity or less
TBN = To Be Nominated indicates ships are still at construction/planning stage
** = project shelved † =Data to be verified Data last updated = 15 February 2017

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