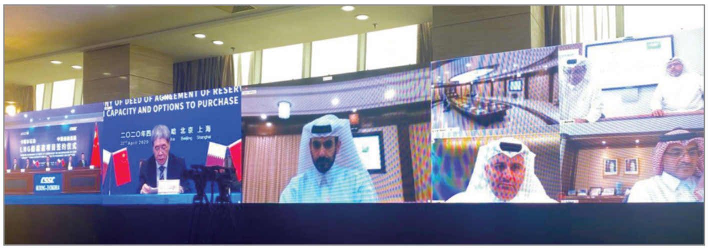
LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS 30 April 2020

Record LNGC newbuilding slots reserved

Qatar Petroleum (QP) has reserved shipbuilding slots in China in what could be a precursor for a major LNGC order for up to 60 ships.



Due to the virus pandemic, the signing ceremony was held remotely

The slots were reserved at Hudong-Zhonghua Shipbuilding Group (Hudong), a wholly owned subsidiary of China State Shipbuilding Corporation Limited (CSSC). Some of the vessels will be used for exports from the North Field expansion project.

Up to 60 LNGCs could be ordered in China out of the 100 plus envisaged, as part of Qatar's natural gas expansion plans and as fleet replacements.

Virtual ceremony

Speaking at the virtual signing ceremony, which was held on 22nd April, HE Saad Sherida Al-Kaabi, Qatar's Minister of State for Energy Affairs and QP's President and CEO, said, "Today, we have taken yet another concrete step to reinforce Qatar's commitment to its global reputation as a safe and reliable LNG producer at all times and under all circumstances.

"By entering into this agreement to reserve a major portion of Hudong's LNG ship construction capacity through the year 2027, we are confident that we are on the right track to ensuring that our future LNG fleet requirements will be met in due time to support our increasing LNG production capacity.

"The value of this landmark agreement has the potential to be well in excess of QR11 bill, depending on our requirements and the extent of China's LNG shipbuilding capacity expansion. To this end, Qatar Petroleum is pleased and proud to support the expansion of the LNG ship construction capacity in China and looks forward to further growth in the near future.

"I would like to take this opportunity to thank Hudong's team for all the hard work to bring this contract to fruition during these challenging times. I would also like to thank the leadership of our esteemed partner, CSSC, for their great support to this effort in line with our mutual desire to further strengthen the excellent relations between China and Qatar, especially during the unusual circumstances the world is currently facing. I am also very grateful to the Qatar Petroleum and Qatargas teams, whose dedicated efforts were instrumental in realising this agreement," he concluded.

CSSC Chairman, Lei Fanpei, added, "The 174,000 cu m LNGC for Qatar Petroleum is the latest generation of LNGC design customised by CSSC for Qatar. The carrier has the world's leading performance for efficiency, reliability and environmental conservation, demonstrating CSSC Group's great efforts and commitment to the success of Qatar Petroleum's projects."

QP's LNGC fleet newbuilding programme is described as the largest of its kind in the LNG industry's history and will play a pivotal role in meeting the company's local and international projects' shipping requirements, as well as replacing some of Qatar's existing LNG fleet.

Broking sources have reported eight, plus eight options initially agreed at a cost of $180 mill per vessel. ■

Goldboro's FID delayed again

Pieridae is currently in negotiations with German utility Uniper to further extend the Goldboro LNG project's FID deadline to June, 2021, the company said in a recent financial statement.

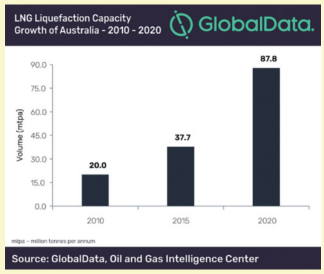
A 20-year agreement had already been signed with Uniper to offtake the entire Train 1 at Goldboro, which will total 5 mill tonnes per annum.

On 9th July last year, the developer negotiated extensions of the key deadlines that were originally agreed under Pieridae's 20-year contract with Uniper.

These included forecast commercial deliveries of gas to start between 30th November, 2024 and 31st May, 2025; and an extension to 30th September, 2020 of the deadline to take a positive FID. ■

SHIPPING NEWS AGENDA

MARKETING



BUSINESS

FINANCE

TECHNOLOGY

LNG ORDERBOOK

LNG trades hit

Data and analytics company, GlobalData, has looked at how COVID-19 and other factors have affected Australian exports and Indian imports.

Taking Australia first, the fall in oil and gas prices, weak economic outlook, lowering LNG demand and supply glut, have hit the country's LNG sector hard.

Haseeb Ahmed, GlobalData's Oil and Gas Analyst, explained: "The unparalleled price crash had prompted LNG companies to reduce capex and defer financial investment decisions (FID) on their respective projects. Woodside is contemplating to defer FID for its Pluto Train 2 by a year to 2021, which is likely to push the start year to 2025 from the previously expected 2024."

Santos is to reduce its spending by about $550 mill this year. The company is likely to delay its Barossa gas project FID, which was initially expected to be confirmed this year.

This may affect Darwin LNG terminal's expansion plans, as this project was earmarked to provide gas to Darwin once it stops receiving gas from the Bayu-Undan field. Also, due to COVID-19-induced LNG demand uncertainty, Western Gas Corp is likely to delay its Equus floating project.

Ahmed added: "Despite the landmark OPEC+ deal, oil prices are unlikely to exhibit immediate recovery, given the scale of demand destruction across the globe. This effectively translates to the likelihood of LNG operators delaying discretionary expenditure, while having a uni-directional focus on improving operational efficiencies, which can further delay LNG projects."

Indian decline

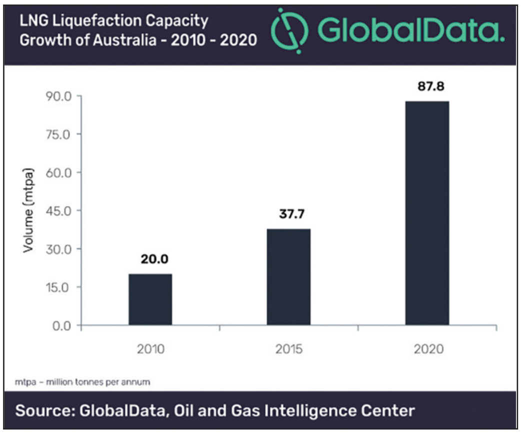
As for India, stringent measures adopted to contain COVID-19 pandemic led to a sharp decline in natural gas demand, due to fall in industrial and domestic consumption.

With LNG storage tanks almost full, Indian LNG importers were forced to refuse cargoes, citing *force majeure* clauses. Despite this, LNG supply still exceeds demand, which will cause demand to fall further in the coming months.

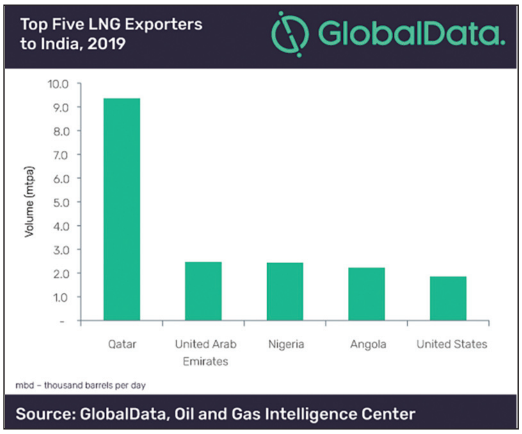
Ahmed explained: "The extensions of lockdown and travel restrictions have impacted port operations In India. Further, the closure of gas-based industries, such as ceramics and chemicals, has resulted in the slump of LNG demand. This led to some of the Indian LNG importers issuing *force majeure* notices to their suppliers."

Besides seeking delayed gas deliveries, Petronet LNG issued a *force majeure* notice to its supplier - Qatargas - in late March, 2020. Similarly, Gujarat State Petroleum Corp (GSPC) has issued *force majeure* notices to its gas suppliers, as well as cancelling the imports of 11 LNG cargoes scheduled to be delivered between May, 2020 and March, 2021.

Ahmed concluded: "Already the lockdown had serious impact on Indian LNG importers and its extension until 3rd May can jolt the companies even more. This may lead to further reduction of natural gas consumption and put the LNG imports at danger of declining to a level lower than a year ago. However, a long-term scenario might provide an optimistic view of the Indian LNG sector, once the travel restrictions are eased and demand gradually recoups." ■



Source: GlobalData, Oil and Gas Intelligence Center



Source: GlobalData, Oil and Gas Intelligence Center

Arrow Energy takes FID

Royal Dutch Shell's Australian joint-venture, Arrow Energy, recently agreed a final investment decision (FID) for the first phase of its Surat Gas Project in Queensland.

Arrow Energy is co-owned by Shell and PetroChina.

The first phase of the $6.4 bill project, which was given the green light by the Queensland Government last February, is expected to produce up to 90 bill cu ft per year of natural gas at the optimum level of production.

The gas produced will be transported to the Shell-operated Queensland Curtis Liquefied Natural Gas (QCLNG) facility, jointly owned by Shell, China's CNOOC and Tokyo Gas, to sell LNG to both domestic and export markets. QCLNG's existing connections with the market will help Arrow Energy achieve cost efficiency, Shell claimed.

At a time when the downward economic curve, due to the oil and gas price slump caused by the coronavirus, has already prompted energy giants to defer their investment decisions on projects, Shell will inject a substantial amount of cash into Australia's A$2 trill economy, which is likely to ease its tight gas market.

The Surat project start-up will also help Australia to improve its gas production, as its southeastern region is expected to suffer a gas shortage in the near future, NASDAQ said in a report. ■

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Cargo delays sought on falling demand

Leading LNG importers are reportedly trying to defer shipments as the coronavirus pandemic cripples demand forcing more gas into storage, which is nearing capacity.

This move suggests that efforts to contain the spread of the virus may impact energy consumption further into this year and possibly 2021, worsening a natural gas oversupply and affecting already low prices, according to newswire analysts.

Buyers in South Korea and Japan, including KOGAS. and Tokyo Gas, were said to be in discussions with term suppliers to postpone cargoes due for delivery as far forward as October, according to sources talking with Bloomberg.

In addition, buyers in Asia and Europe were claimed to have cancelled the loading of around 20 cargoes of US LNG, trade sources told Reuters.

The majority of the cargoes were cancelled from Cheniere Energy's two export terminals - Sabine Pass in Louisiana and Corpus Christi in Texas - the sources added.

Several cargoes were also cancelled from the Freeport terminal in Texas.

Requests vary

Asian buyer delay requests vary from just a few days to as late as next year, sources told Bloomberg. Indian importers have asked for further shipment delays after the government extended a nationwide lockdown until 3rd May.

Several North Asian buyers have exercised 'downward quantity tolerance' clauses in their long-term contracts, which allow the lifting of up to 10% less volume than originally agreed. Earlier this year, buyers in China declared *force majeure* on some cargoes.

A KOGAS spokesman said earlier this month that it had delayed or reduced some supplies contracted for delivery this year, including from Malaysia and Qatar, without providing details on volumes, timing or other suppliers, Bloomberg said.

KOGAS has asked Qatargas to delay as many as 18 cargoes originally scheduled to be delivered during the next six months, a source said. Some cargo deliveries could be delayed until next year.

South Korea's already high LNG inventories as of the end of March will limit the potential for stockpiling in the next few months, according to BloombergNEF.

Japan's Tokyo Gas, Jera, Kansai Electric Power and Osaka Gas have sought deferrals of cargoes for April, May and June, sources said.

Inventories at some terminals in the heavily populated Kanto and Kansai regions of Japan's main island are expected to reach tanktop levels by the start of this summer. Japan has declared a one-month emergency period starting 7th April for Tokyo, Osaka, Kanagawa, Saitama, Chiba, Hyogo and Fukuoka prefectures.

Elsewhere, Spanish energy concern Endesa has reportedly cancelled two LNG cargo imports for June and July. ■

EU imports continue to surge

Global LNG production surged in 2019, triggering oversupply and low prices, which have persisted ever since.

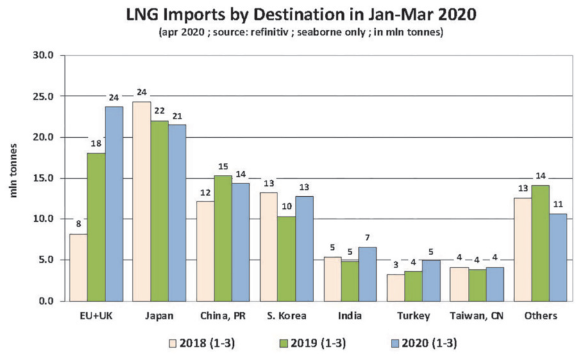
Following a period of low utilisation in Europe's LNG import terminals between 2012 and 2017, imports to the region surged from 3Q18 onwards.

This positive trend continued well into this year, Genoa-based broker and researcher Banchero Costa said in a report.

In the first three months of 2020, EU countries, including the UK, imported 23.7 mill tonnes of LNG, a rise of 31.2% on a year-on-year basis, 3.9% higher than the record set in 4Q19 and a huge 188% higher than recorded in 1Q18.

On a single-month basis, January showed a 30.1% y-o-y increase to 7.39 mill tonnes, whilst February showed a 43.3% increase y-o-y to 7.41 mill tonnes and March recorded a 23.5% y-o-y increase to 8.89 mill tonnes.

Arrivals in Europe during the first three weeks of April, 2020 amounted to 5.72 mill tonnes, which was a more modest 3.8% increase y-o-y, compared to the same three weeks last year, Banchero Costa said.



Source: Banchero Costa

Shipment sources changed dramatically. Imports from the US surged in 1Q20 by 184% y-o-y to 7 mill tonnes, from 2.5 mill in 1Q19. The US now has a 30% share of all the EU's imports.

Arrivals from Russia also increased sharply by 15.5% y-o-y to 4.7 mill tonnes in 1Q20, which gives it a 20% share of the European LNG market. However, shipments from Qatar declined in 1Q20, going down by 3.1% y-o-y to 4.1 mill tonnes, which pushed the exporter into third place with a 17% share of the European market.

As for the importing countries, this quarter proved to be a mixed bag. Italy, the first country in Europe to be hit with the COVID-19 crisis, unsurprisingly saw a decline with imports going down by 15.3% y-o-y to 2 mill tonnes. Last year, Italy accounted for 13% of the EU's LNG imports.

French imports were down by 5.8% y-o-y, to 4.07 mill tonnes. However, Spain's imports increased sharply by 64.2% yo-y to 4.68 mill tonnes. UK arrivals were up by 47.5% y-o-y, the Netherlands by 30.3% y-o-y, and Belgium by 112.5%. ■

Chinese joint venture to order LNGCs

Cosco Shipping Energy Transportation (CSET) is to set up a new LNG shipping joint venture in Hong Kong.

The stakeholders will include CSET's wholly-owned subsidiary Cosco Shanghai with 60%; Cosco Oil Shipping, a newly formed joint venture between Cosco and CNPC (PetroChina), with a 21% stake and PetroChina's subsidiary, Jiafu Shipping, which will take the remaining 19% of equity.

Following its establishment, the new company will set up three single vessel owning companies in Hong Kong, which will each order a 174,000 cu m LNGC at CSSC Hudong-Zhonghua Shipbuilding at a cost of $185 mill per vessel.

The overall LNG project will enlarge the company's LNG fleet, strengthen the company's business connection with China's large size oil and petroleum company, and further improve core competitiveness of its LNG transportation business, CSET said.

It was later reported that the new vessels will be used to ship LNG cargoes from the US for PetroChina under a long-term charter agreement. ■

‘Saga Dawn’ loads first cargo

Saga LNG Shipping loaded its first full cargo on the 45,000 cu m newbuilding ‘Saga Dawn’ on 22nd April, at Singapore LNG.

“Today we celebrate yet another major milestone for our company, our vessel, and LNT Marine’s LNT A- BOX technology. As ‘Saga Dawn’ departs on her maiden voyage, we would like to take a moment to thank Singapore LNG, our business partners, and all the parties involved for their hard work and excellent support in making this first loading a success,” said David Wu, Saga LNG Shipping founder and CEO.

‘Saga Dawn’ is claimed to be the world’s first LNGC to feature an IMO type A LNG containment system, based on LNT Marine’s patented LNT A-BOX design. The ABS-classed vessel was built at China Merchants Heavy Industry’s Jiangsu yard and features Wärtsilä’s dual-fuel main and auxiliary engines.

Saga LNG Shipping is also currently in the final stages of developing an 80,000 cu m LNGC design with a 9 m fully loaded draft, aimed at regional imports into Chinese terminals.

In addition, Saga has developed and obtained Approvals in Principle (AiP) for a shallow draft 28,500 cu m ‘Wuhan Max’ and a 12,000 cu m ‘Yichang Max’ design aimed at opening up trade along China’s Yangtze River.

Based around LNT A-BOX technology, Saga said it aimed to build, own and operate a series of tailor-made small and mid-sized LNG assets targeted at projects currently in various stages of development.

These include FSUs, LNG barges & LNGCs, FSRUs, FLNGs, and LNG bunker vessels within the 1,000 to 100,000 cu m capacity range. ■

Port Kembla wins expansion plan approval

The New South Wales (NSW) state has given approval for increased gas imports through the Port Kembla import project.

Developer Australian Industrial Energy (AIE) said that with the NSW planning approval, it will now focus on securing customers for the A$250 mill terminal.

The project is backed by Japan’s Jera, plus Marubeni Corp and Australian-based Squadron Energy.

If AIE reaches a final investment decision (FID) this year, it could start importing LNG by 2022, with construction expected to take 14 to 16 months.

“This terminal will make the state of NSW more self-sufficient when it comes to energy and will create greater access to the global gas market,” said Mike Young, the NSW planning department’s energy, resources and compliance head.

Last year, AIE applied to modify its original plan in order to increase the terminal’s permitted output and increase the number of LNG cargoes it can receive, to meet seasonal demand for gas retailers such as Origin Energy, especially during the southern hemisphere winter months.

The modification will allow increased volumes of gas to flow through the terminal, satisfying the market need for more gas during winter months, AIE said.

AIE has signed up the country’s third largest gas retailer, EnergyAustralia, as its first customer and has chartered an FSRU for the terminal and chosen contractors to build the terminal facilities. ■

Cameron LNG’s third train nears completion

Sempra LNG’s Cameron LNG export project has reached Phase 1’s final commissioning stage.

This was achieved by introducing pipeline feed gas flow to the third and last liquefaction train.

"Cameron LNG is a huge success story and a great tribute to what this organisation and its people are capable of," said Lisa Glatch, Sempra LNG COO and Chairman of Cameron LNG. "We are proud of Sempra LNG's development of this project, as well as Cameron LNG's employees and contractors who have built and are operating this facility.

“With a commitment to health and safety first, the commissioning and startup of Train 3 will help meet demand from global markets for cleaner and more secure energy sources," she added

About 88 mill hours have been worked without a lost-time incident and 58 LNG cargoes have been shipped from the facility thus far.

Following authorisation received from the US Federal Energy Regulatory Commission (FERC) allowing the introduction of pipeline feed gas, Cameron LNG ramped up feed gas deliveries to the third train, as it completes the commissioning process.

Commercial operation of Train 3 remains on track to begin in the third quarter of 2020.

Phase 1 consists of three liquefaction trains that will handle around 12 mill tonnes per annum of LNG or about 1.7 bill cu ft per day.

Cameron LNG is jointly owned by affiliates of Sempra LNG, Total, Mitsui & Co, and Japan LNG Investment, a company jointly owned by Mitsubishi Corp and Nippon Yusen Kabushiki Kaisha (NYK). Sempra Energy indirectly owns 50.2% of Cameron LNG.

Sempra Energy's share of full-year run-rate earnings from the Phase 1 project is anticipated to be between $400 mill and $450 mill annually starting next year when all three trains are in commercial operations under Cameron LNG's tolling agreements.

Sempra LNG is also developing four other LNG export projects in North America, including Cameron LNG Phase 2, Port Arthur LNG in Texas, and Energía Costa Azul LNG Phase 1 and Phase 2 in Mexico, with a developing infrastructure capable of producing a total of 45 mill tonnes per annum of LNG for export. ■

NEWS NUDGE

GasPort awarded ISO certificates

Pakistan GasPort Consortium Limited (PGPCL) has received ISO 9001:2015, ISO 14001:2015, and ISO 45001:2018 certificates from Bureau Veritas Certification Holding—UK Branch.

The certification was issued for compliance to global standards for management system standards in LNG, transfer, storage, regasification and RLNG delivery and safety.

“As GasPort puts high priority in providing a safe and healthy work environment for its team members handling LNG operations,” said GasPort Chairman, Iqbal Ahmed, “compliance to such standards will guide GasPort in scaling up its successful operations and bring in private LNG cargoes by tapping into the lower global LNG spot rates so that the weighted average cost of gas can reduce for the benefit of the industry and households.”

Since commercial operations began in January, 2018, 95 LNG cargoes have been processed at the FSRU terminal and it has injected over 278 bill cu ft of regasified LNG in the Sui network. ■

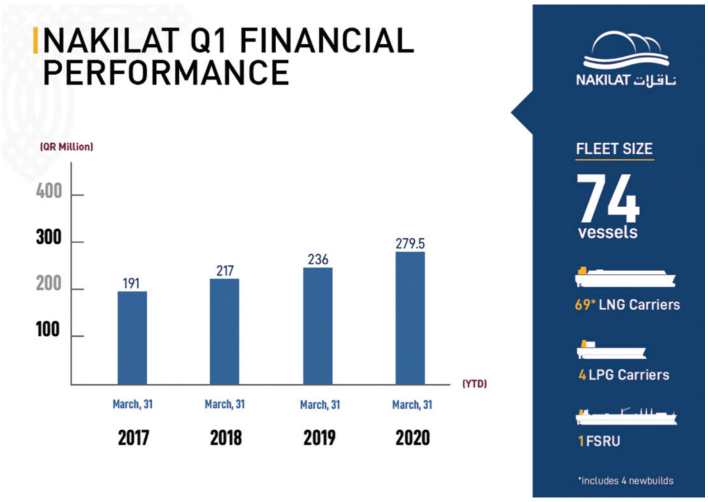
Nakilat reports increased profit

Nakilat has announced an 18% increase in net profit of QR279.5 mill for the first quarter of this year, compared to QR236 mill for the same period of 2019.

Revenue was QAR1,022 mill, an increase by 13%, compared to 1Q19.

Despite the ongoing challenges of the global pandemic, Nakilat continued to uphold operational excellence in the management of its LNG and LPG vessels and ensured no disruption to its business, demonstrating it strong commitment to safely, reliably and efficiently provide shipping and maritime services, the company claimed in its presentation.

Nakilat group also said it continued to strengthen its value proposition, with the shiprepair, offshore fabrication, towage and other maritime services contributing towards Qatar's development as a strategic shipping and maritime hub, in addition to its LNG exports.



The most prominent milestone achieved in 1Q20 was the commencement of the second phase in the transferring of seven additional LNGCs from Shell to Nakilat's internal shipmanagement arm.

Nakilat was also recently recertified for ISO/IEC 27001 (Informational Security Management System), demonstrating its compliance to internationally recognised quality standards. ■

GTT enjoys 74% revenue hike

GTT (Gaztransport & Technigaz) announced a 74% increase in revenue for the first quarter of this year over the corresponding period of 2019.

Revenue for 1Q20 was €102.5 mill, compared with €59 mill in 1Q19.

Newbuildings claimed an 80% increase in revenue of €99.4 mill, compared to €55.4 mill for 1Q19. The service sector recorded a drop of 14% coming in at €3.1 mill, compared with €3.6 mill in 1Q19.

Philippe Berterottière, GTT Chairman and CEO, commented: "With the appearance of the COVID-19 epidemic, our priority has been to protect the health of our employees and their families and relatives. Today, a large part of our workforce is working from home and our business is operating normally, despite the particularly difficult circumstances. I would like to take this opportunity to thank all of our teams for their responsiveness and their professionalism.

"Since the start of 2020, we have received orders for four LNG carriers and signed two services contracts with shipowners. In financial terms, revenues are now enjoying the full benefit of the inflow of orders in 2018 and 2019. They increased significantly in the first quarter of 2020, compared with the same period last year, which was based on earlier orders.

"Given our full order book and the fact that there are no delays, to date, in vessel construction schedules, we have decided to confirm our objectives for the full financial year, whilst keeping a very close eye on any changes affecting the markets in which the Group operates," he said.

Royalties from LNGCs increased by 88% to €86.9 mill, while royalties from FSRUs rose by 80% to €9.4 mill. Other royalties were primarily gained from LNG as fuel totalling €1.7 mill (+5%) and GBS for €0.5 mill.

The services revenue fall was as a result of a decrease in maintenance and support services to vessels in operation, due notably to the consequences of the COVID-19 epidemic. The other services activities all grew significantly: supplier certification, training and pre-engineering studies, GTT said.

Orderbook

As of 31st March, 2020, GTT's orderbook, excluding LNG as fuel, stood at 130 units. These included 112 LNGCs, six ethane carriers, five FSRUs, one FLNG, 3 GBS and three onshore storage tanks.

In addition, the number of vessels in the orderbook for LNG as a fuel stood at 19 units.

As for the future, in the absence of any significant order delays or cancellations, GTT has confirmed its targets for FY2020, namely:

- 2020 consolidated revenues within a range of €375 mill to €405 mill.
- 2020 consolidated EBITDA within a range of €235 mill to €255 mill.
- A dividend amount, in respect of FY2020 and FY2021, corresponding to a payout rate of at least 80% of consolidated net income. ■

Connect LNG gets funding

Connect LNG, the Norwegian provider of a jetty-less system for LNG loading and bunkering, has been awarded financing from the Research Council of Norway.

The finance will be used to form the Flexible Marine Infrastructure (FlexMarin) with research organisation SINTEF.

Provided under the Norwegian MAROFF programme, the funding will be used to support cost-effective innovations in the LNG value chain and beyond.

The company said that with SINTEF's support it will develop new technologies in the LNG transfer sector, where much of the focus will be on the process aspects.

FlexMarin will run for three years.

Connect LNG's patented mobile Universal Transfer System, which was delivered to Spain's Naturgy Energy Group in 2017, has already been recognised for its potential as an alternative to fixed infrastructure, the company claimed.

SINTEF operates in partnership with the NTNU in Trondheim, Norway and also collaborates with the University of Oslo, as well as other research organisations both in Norway and abroad. ■

NEWS NUDGE

FSUs to be recycled

Brokers have reported the sale of the 1981-built FSUs 'Fortune FSU' and 'Lucky FSU' to undisclosed recyclers.

They were originally built as MISC's 'Tenaga Tiga' and 'Tenaga Dua' before being converted to FSUs in 2017.

The price was reported to be $245 per ldt per ship on the basis of delivery 'as is' China. ■

Klaipeda's new gas year procedures announced

AB Klaipėdos nafta (KN) has outlined its annual LNG terminal capacity allocation for the next gas year, which starts on 1st October, 2020.

During an allocation, LNG regasification capacity and LNG reloading capacity is agreed in advance.

"For the second year in a row, we have recorded extremely high performance results of the LNG terminal and a growing competition for terminal capacity in Klaipėda. With this in mind, we have slightly updated our capacity allocation principles this year, for example by setting clear monthly capacity allocation priorities. We are making changes in order to ensure that all terminal users receive the greatest possible benefit from our services and as many LNG carriers as possible sail to Klaipėda," Arūnas Molis, Klaipėda LNG Director explained.

During the current gas year, 42 LNGCs have thus far arrived at the FSRU LNG terminal and another 28 are expected by the end of the gas year.

Some 2 mill cu m of gas has already been delivered, of which 81.28% was shipped from Equinor's gas reliquefaction plant in Norway.

KN claimed that LNG terminal users value being able to order terminal capacity throughout the year, not only during the annual capacity allocation procedure. For example, 5 TWh of the terminal capacity was booked last year during the annual capacity allocation.

However, four times as much capacity has been booked for the current gas year, ie 22 TWh.

"The demand for LNG terminal services is growing, due to the still low LNG prices in the global market, as well as the assessment of companies, due to the opportunities opening up with Balticonnector in the region. Taking into account the intensity of the activities of the LNG terminal, we urge customers to book more capacity during the annual procedure, as this will ensure the supply of LNG according to the needs of companies in advance," Molis said.

The total amount of LNG terminal capacity allocated is 3.75 bill cu m and KN confirmed that it will start accepting applications on 25th May for the next gas year.

Currently, five Lithuanian and Estonian energy companies make use of Klaipeda's LNG terminal. ■

Gas carrier in remote survey trials

Anthony Veder and Bureau Veritas (BV) have recently completed a pilot 'live remote class surveys' using a wearable device and augmented reality (AR) technology.

This trial was carried out on the Dutch company's hybrid LEG/LNG gas carrier 'Coral Favia'.

The success of the trial opens up the way for fully remote class surveys. As a result, Anthony Veder and BV are looking to further roll out this service in the coming months.

This survey method, by which a surveyor does not need to travel to a vessel, not only improves the efficiency of surveys, but also provides a good solution in times when it is difficult to travel to vessels, such as during the current COVID-19 crisis.

BV and Anthony Veder said that these live, remote surveys are able to be conducted to the same quality levels as traditional on board surveys but are much more efficient.

In addition, Anthony Veder emphasised that this technology will also be used for remote assistance, troubleshooting and providing support to vessels in remote areas.

Benne Engelen, Anthony Veder's CIO, said: "The development of remote surveys and remote assistance perfectly fits our innovation roadmap in which we actively strive toward smart ship solutions, closing the distance between our people on board, in our office and our partners.


A BV surveyor working remotely

"The successful pilot marks an important milestone in the digitalisation of the maritime industry and our ambition to further develop the efficiency, sustainability and safety standards of our company,", he said.

Wouter Boogaart, Digital Development Manager who is leading the project, explained: "Executing surveys and providing assistance remotely will result in a faster response time and better service when external expertise is needed. Also greatly reducing lead times, as it will bring down the need to travel towards a vessel and eventually also reduce the associated CO2 emitted during these travels."

During the trial, a scenario including three conditions of class was executed on board the Anthony Veder vessel. The trial was undertaken on the bridge, cargo control room, engine control room and engine room. It was undertaken using a wearable AR device enabling a live video and audio connection with the Anthony Veder office in Rotterdam and BV's Paris office.

A remote class surveyor guided the crew on board through the different class items using the live connection and evidence was gathered by taking pictures and recordings using the wearable device. ■

NEWS NUDGE

Dalian delivers small scale LNGC

Chinese shipbuilder Dalian Cosco Shipping Heavy Industry has delivered a 28,000 cu m LNGC.

This is the first LNG vessel built and delivered by the Dalian shipyard, the shipbuilder said.

Dalian Inteh Group had placed an order for the small-scale LNGC in 2013 but the delivery of the vessel was delayed several times.

The vessel will now serve a joint venture involving Hong Kong-listed VPower Group and China National Technical Import & Export Corp, which is developing LNG-powered plants in Myanmar. The newbuilding LNGC will serve as a shuttle carrier for these facilities.

Named 'CNTIC VPower Global', she was previously called 'Qi Yuan' and is 176.8 m long and 27.6 m beam.

She is fitted with three type 'C' LNG tanks with the largest tank having a capacity of 10,000 cu m and she is powered by dual-fuelled Wartsila engines.

COVID-19 claims EXMAR Chairman

It is with great regret that we have to report the passing of EXMAR's Chairman, Baron Philippe Bodson, on 4th April from COVID-19 at the age of 75.

As a result, the company's board appointed current CEO, Nicolas Saverys, as Executive Chairman. Deputy CEO, Francis Mottrie, is to replace Saverys as CEO.

Baron Bodson, a former member of the Belgian Senate, had been heading up EXMAR's board for 15 years. He previously held a variety of board and managerial positions. ■


Baron Philippe Bodson

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Babcock confirms first BOG operations with new technology

Babcock LGE's patented ecoSMRT LNG reliquefaction system has completed its first live cargo operations on an LNGC.

The technology was used during the first loading of Sovcomflot's (SCF) new LNGC 'SCF La Perouse' in the US Gulf at the end of last month.

She is now en voyage from Sabine Pass to Aliaga in Turkey, having been previously reported at Lake Charles, Louisiana.

ecoSMRT handled boil-off gas generated during the vessel's cargo operations and confirmed that the single mixed refrigerant design was able to operate in live conditions at full capacity – a crucial milestone in the roll-out of the system, following positive results of a gas trial at the end of last year, the company said.

Following its first operations, the system underwent a post-loading performance test which included:

- Performance test on rated capacity of 1,500 kg/hr for more than 12 hours.
- Performance test on maximum capacity of 1,850 kg/hr (402 kW) for 25 hours.
- Full range of operating modes including ramp up/ramp down and accelerated warming.
- Shutdown and restart.

All the tests were completed to SCF's and class satisfaction.

Neale Campbell, Managing Director Babcock LGE said: "Our LNG reliquefaction technology, ecoSMRT, is an important solution for LNG shipowners and we are pleased that the first vessel using this market-leading technology has now completed live cargo operations for Sovcomflot's 'SCF La Perouse'.

"With three ecoSMRT gas trials now successfully completed, and a fourth due for completion before the end of this month, ecoSMRT is paving the way as a world leading LNG reliquefaction system, delivering significant performance and efficiency benefits to the market," he said.

Around 39 ecoSMRT units will be commissioned over the next few years, the company added. ■

Sovcomflot's 'SCF La Perouse'

ABS offers remote LNGC annual surveys

In what is claimed to be an industry first, ABS is now able to conduct almost all class annual surveys remotely on eligible vessels.

Eligible vessels include LNGCs of under 15 years of age, with a few qualifying criteria.

ABS has launched 10 additional remote survey options and said it offers the most comprehensive set of remote survey options in the industry, with a total of 28 surveys and audits able to be delivered remotely.

"The industry is telling us they want our services delivered remotely, particularly in the current challenging environment, and I am proud that we are providing the most comprehensive remote services portfolio in the industry," said Joe Riva, ABS Vice President and Chief Surveyor. "We are delivering the next generation of classification today through surveys conducted anywhere in the world at any time, without interrupting operations for surveyor attendance."

New remote services include - Annual Hull Survey, Annual Machinery Survey, Annual Automation Survey, Annual Dynamic Positioning Survey, Annual Navigational Bridge Layout and Equipment/Systems Survey and Annual Load Line Inspection, when authorised by a flag administration, for the first time.

ABS now allows alternate annual surveys to be conducted remotely, except the fifth annual survey, which has special survey requirements.

The class society has also extended its remote survey and audit services to existing equipment manufacturing and external specialist clients who are enrolled in ABS programmes.

Last month, ABS responded to challenges faced by the industry in the pandemic by extending remote survey and audit services to existing equipment manufacturing and external specialist clients enrolled in ABS programmes in the US, South America and Europe.

Now the service is being rolled out to Eastern Hemisphere clients on a case by case basis, the class society confirmed. ■

NEWS NUDGE

Foran agrees to buy LNG from BP

China's Foran Energy Group has signed an LNG purchase agreement with BP.

Foran said on WeChat that it had contracted via video-conference for up to 600,000 tonnes of LNG per year, Bloomberg reported.

The two companies are shareholders in the Guangdong Dapeng project, China's first LNG import terminal.

US DOE requests

The US Department of Energy (DOE) has confirmed that Sabine Pass Liquefaction requested blanket authorisation to export LNG previously imported into the US by vessel from foreign sources.

The amount is the equivalent of 500 bill cu ft on a cumulative basis over a two-year period commencing on 7th June, 2020.

Comments must be received by the DOE by 26th May.

In addition, Epcilon LNG has asked the DOE for long-term, multi-contract authorisation to export domestically produced natural gas to Mexico of up to 395 bill cu ft per year and to re-export some of this gas as LNG.

Epcilon is seeking to re-export the LNG from the proposed AMIGO LNG production and storage facility to be located in Sonora State, Mexico, the DOE said.

Comments must also be received by 26th May. ■

LNG rate assessments

Spot market (155,000-165,000 cu m)

Region	This week	Change*
East of Suez	$35,000	-$4,000
West of Suez	$38,000	-$2,000
12 mos T/C	$48,000	-$1,000

*Since last report (15/04/20)

Source: Fearnleys (29/04/20)

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	Pelita Energy	18,800	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
2000	Triputra	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	Coral Favia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2010	Coral Fraseri	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Akebono Maru	3,556	LNG	Japan	Yes	Chuo Kaiun
2011	Coral Furcata	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Fungia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Vision Spirit	12,000	LNG/LPG/Ethylene	Worldwide	No	Teekay
2011	Unikum Spirit	12,000	LNG/LPG/Ethylene	Worldwide	No	Teekay
2012	Coral Energy	15,600	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2013	JX Energy TBN	2,500	LNG	Japan	Yes	JX Energy
2013	Kakuyu Maru	2,500	LNG	Japan	Yes	Tsurumi Sunmarine
2013	Coral Anthelia	6,500	LNG/Ethylene			Anthony Veder
2015	LNG Barge TBN	3,000	LNG	US Coast	Yes	LNG America
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	PetroChina TBN	30,000	LNG	China		PetroChina
2016	Clean Jacksonville	2,200	LNG	US Coast	Yes	CME
2016	LNG Prime	2,250	LNG	Northwest Europe	Yes	Veka Deen LNG
2016	JS Ineos Independence	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	Hai Yang Shi You 301	30,000	LNG	Bali FSU	Yes	CETS (CNOOC)
2017	Oizmendi	600	LNG	Bilbao	Yes	Itsas Gas
2017	ENGIE Zeebrugge	5,000	LNG	Northwest Europe	Yes	NYK
2017	Coralius	5,800	LNG	Northwest Europe/Baltics	Yes, for Skangas	Anthony Veder
2017	Cardissa	6,500	LNG	Northwest Europe	Yes	Shell

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 = 28th April 2020

Small-LNG.com

Built	Name	CBM	Cargo Type	Trading area	Trading in LNG?	Ship Owner / Operator
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	Coral EnergICE	18,000	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2017	JS Ineos Invention	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	JS Ineos Intuition	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	Coral Encanto	30,000	LNG	China	Yes	Anthony Veder
2018	HUA XIANG 8	13,720	LNG	China	Yes	Zhejiang Huaxiang
2018	LNG London	3,000	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 2	6,500	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 3	6,500	LNG	Northwest Europe	Yes	Shell
2018	Kairos	7,500	LNG	Baltic	Yes	Bernhard Schulte
2018	Bunker Breeze	0	LNG	Barcelona	Yes	Suardiaz Energy Shipping
2019	KLine TBN	7,500	LNG	Korea	Yes	Korea Line
2019	KLine TBN	7,500	LNG	Korea	Yes	Korea Line
2019	Stolt TBN	7,500	LNG	Mediterranean	Yes	Stolt-Nielsen Gas
2019	Stolt TBN	7,500	LNG	Mediterranean	Yes	Stolt-Nielsen Gas
2019	Gas Agility	18,600	LNG	NWE	Yes	MOL
2019	Flexfueller 001	1,480	LNG	Amsterdam	Yes	Titan LNG
2020	CNTIC VPOWER Global	28,000	LNG	Myanmar	Yes	Dalian Inteh Group
2020	Q-LNG 4000	4,000	LNG	US Coast	Yes	Q-LNG Transport/Harvey Gulf
2020	Stolt TBN (option)	7,500	LNG		Yes	Stolt-Nielsen Gas
2020	FuelLNG TBN	7,500	LNG	Singapore	Yes	FuelLNG
2020	CLS TBN	3,500	LNG	Japan	Yes	CLS
2020	Elenger TBN	6,000	LNG	NWE	Yes	Elenger
2020	ENN TBN	8,500	LNG	China	Yes	ENN
2020	Flexfueller 002	1,480	LNG	Antwerp	Yes	Titan LNG
2021	Stolt TBN (option)	7,500	LNG		Yes	Stolt-Nielsen Gas
2021	Knutsen TBN	30,000	LNG	Mediterranean	Yes	Knutsen OAS
2021	Gazprom Neft TBN	5,800	LNG	Russia	Yes	Gazprom Neft
2021	PE TBN	12,000	LNG	Singapore	Yes	MOL
2021	JMU TBN	2,500	LNG	Japan	Yes	JMU
2021	TBN	18,600	LNG	Mediterranean	Yes	MOL
2022	Stolt TBN	20,000	LNG	Worldwide	Yes	Stolt-Nielsen Gas
2022	Stolt TBN	20,000	LNG	Worldwide	Yes	Stolt-Nielsen Gas
2022	PNE TBN	5,400	LNG	USG	Yes	PNE
2024	Stolt TBN (option)	20,000	LNG	Worldwide	Yes	Stolt-Nielsen Gas
2024	Stolt TBN (option)	20,000	LNG	Worldwide	Yes	Stolt-Nielsen Gas
2026	Stolt TBN (option)	20,000	LNG	Worldwide	Yes	Stolt-Nielsen Gas
2026	Stolt TBN (option)	20,000	LNG	Worldwide	Yes	Stolt-Nielsen Gas

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 = 28th April 2020

Small-LNG.com

WORLD LNG CARRIER ORDERBOOK

Name	Containment system	Yard	Propulsion	Capacity	Delivery date	Primary Owner
Amberjack Lng	GTT Mark III Flex	Hyundai	XDF	174000	01/04/2020	Cardiff Marine
Gaslog Wales	GTT Mark III Flex	Samsung	XDF	180000	01/04/2020	GasLog
Qogir	GTT Mark III Flex	Samsung	XDF	174000	01/04/2020	Cardiff Marine
Elisa Larus	GTT Mark III Flex	Hyundai	XDF	174000	01/04/2020	NYK
Bonito Lng	GTT Mark III Flex	Hyundai	XDF	174000	01/04/2020	Cardiff Marine
Maran Gas Psara	GT NO 96	DSME	MEGI	173400	01/04/2020	Maran Gas Maritime
Gaslog Windsor	GTT Mark III Flex	Samsung	XDF	180000	15/04/2020	GasLog
Global Energy	GT NO 96	DSME	MEGI	173400	01/05/2020	Nakilat
Traiano Knutsen	GTT Mark III Flex	Hyundai	MEGI	180000	01/06/2020	Knutsen
Flex Aurora	GTT Mark III Flex	Hyundai	XDF	174000	01/06/2020	Flex LNG
Bw Pavilion Aramhera	GT NO 96	DSME	MEGI	173400	01/06/2020	BWGas
Flex Amber	GTT Mark III Flex	Hyundai	XDF	174000	01/07/2020	Flex LNG
Lng Phecda	GT NO 96	Hudong-Zhonghua	MEGI	174000	01/07/2020	MOL
SHI Gaslog #2	GTT Mark III Flex	Samsung	XDF	180000	15/07/2020	GasLog
SHI #1	GTT Mark III Flex	Samsung	XDF	174000	15/07/2020	Cardiff Marine
Scf Barents	GTT Mark III Flex	Hyundai	XDF	174000	01/08/2020	Sovcomflot
Energy Pacific	GT NO 96	DSME	MEGI	173400	01/08/2020	Alpha Gas
Flex Artemis	GT NO 96	DSME	MEGI	173400	01/08/2020	Flex LNG
Flex Resolute	GT NO 96	DSME	MEGI	173400	01/08/2020	Flex LNG
Vivit Americas Lng	GTT Mark III Flex	Hyundai	XDF	174000	01/09/2020	Cardiff Marine
Diamond Gas Metropolis	GTT Mark III Flex	Hyundai	XDF	174000	01/09/2020	NYK
Flex Freedom	GT NO 96	DSME	MEGI	173400	01/09/2020	Flex LNG
Cool Discoverer	GTT Mark III Flex	Hyundai	XDF	174000	01/09/2020	Thenamaris
Samsung 2297	GTT Mark III Flex	Samsung	XDF	180000	01/10/2020	Celcius Shipping
Samsung 2300	GTT Mark III Flex	Samsung	XDF	174000	01/10/2020	GasLog
Aristos I	GTT Mark III Flex	Hyundai	XDF	174000	01/10/2020	Capital Gas
Yiannis	GT NO 96	DSME	MEGI	173400	01/10/2020	Maran Gas Maritime
Samsung 2276	GTT Mark III Flex	Samsung	XDF	174000	01/10/2020	Cardiff Marine
LNG Megnez	GT NO 96	Hudong-Zhonghua	MEGI	174000	01/10/2020	MOL
Aristidis I	GTT Mark III Flex	Hyundai	XDF	174000	01/11/2020	Capital Gas
Global Star	GT NO 96	DSME	MEGI	173400	01/11/2020	Nakilat
Flex Volunteer	GTT Mark III Flex	Hyundai	XDF	174000	01/11/2020	Flex LNG
Daewoo 2498	GT NO 96	DSME	MEGI	180000	01/12/2020	MOL
Hyundai Samho 8008	GTT Mark III Flex	Hyundai	XDF	174000	01/12/2020	Sovcomflot
Samsung 2301	GTT Mark III Flex	Samsung	XDF	174000	01/12/2020	GasLog
Energy Endeavour	GT NO 96	DSME	MEGI	173400	01/12/2020	Alpha Gas
Daewoo 2481	GT NO 96	DSME	MEGI	173400	01/12/2020	Minerva Marine
Celcius #2	GTT Mark III Flex	Samsung	XDF	180000	15/12/2020	Celcius Shipping
Lngships Athena	GTT Mark III Flex	Hyundai	XDF	174000	01/01/2021	Cardiff Marine
Cool Racer	GTT Mark III Flex	Hyundai	XDF	174000	01/01/2021	Thenamaris
Samsung 2304	GTT Mark III Flex	Samsung	XDF	174000	01/01/2021	Minerva Marine
Samsung 2313	GTT Mark III Flex	Samsung	XDF	180000	01/02/2021	Celcius Shipping

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
Data last updated = 1st April 2020

Fearnley LNG

Name	Containment system	Yard	Propulsion	Capacity	Delivery date	Primary Owner
Bw Lesmes	GT NO 96	DSME	MEGI	174000	01/02/2021	BWGas
Daewoo 2499	GT NO 96	DSME	MEGI	180000	01/02/2021	MOL
Cobia Lng	GTT Mark III Flex	Hyundai	XDF	174000	15/02/2021	Cardiff Marine
DSME Minerva #2	GT NO 96	DSME	MEGI	173400	15/02/2021	Minerva Marine
Marvel Swan	GTT Mark III Flex	Samsung	XDF	173400	01/03/2021	Navigare
Bw Helios	GT NO 96	DSME	MEGI	174000	01/03/2021	BWGas
Hyundai Samho 8039	GTT Mark III Flex	Hyundai	XDF	174000	01/03/2021	Latsco Shipping
Hyundai Ulsan 3039	GTT Mark III Flex	Hyundai	XDF	174000	01/03/2021	Cardiff Marine
Flex Vigilant	GTT Mark III Flex	Hyundai	XDF	174000	01/03/2021	Flex LNG
SHI #18	GTT Mark III Flex	Samsung	XDF	174000	15/03/2021	Cardiff Marine
Aristarchos	GTT Mark III Flex	Hyundai	XDF	174000	15/03/2021	Capital Gas
Samsung 2302	GTT Mark III Flex	Samsung	XDF	174000	01/04/2021	NYK
Celcius #4	GTT Mark III Flex	Samsung	XDF	180000	15/04/2021	Celcius Shipping
DSME 2485	GT NO 96	DSME	MEGI	173400	15/04/2021	Alpha Gas
Hyundai Samho S971	GTT Mark III Flex	Hyundai	XDF	174000	01/05/2021	NYK
Diamond Gas Crystal	GTT Mark III Flex	Hyundai	XDF	174000	01/05/2021	NYK
Daewoo 2501	GTT Mark III Flex	DSME	MEGI	174000	01/06/2021	Maran Gas Maritime
Hudong-zhonghua H1827a	GT NO 96	Hudong-Zhonghua	XDF	174000	01/06/2021	CSSC
Daewoo 2495	GT NO 96	DSME	XDF	174000	01/06/2021	Maran Gas Maritime
Daewoo 2500	GT NO 96	DSME	MEGI	174000	01/06/2021	Alpha Gas
SHI Gaslog CE #1	GTT Mark III Flex	Samsung	XDF	180000	15/06/2021	GasLog
Attalos	GTT Mark III Flex	Hyundai	XDF	174000	15/06/2021	Capital Gas
Adamastos	GTT Mark III Flex	Hyundai	XDF	174000	01/07/2021	Capital Gas
DSME MOL #3	GT NO 96	DSME	MEGI	173400	15/07/2021	MOL
Asterix 1	GTT Mark III Flex	Hyundai	XDF	174000	01/08/2021	Capital Gas
SHI Gaslog CE #2	GTT Mark III Flex	Samsung	XDF	180000	15/08/2021	GasLog
Hyundai Ulsan 2939	GTT Mark III Flex	Hyundai	XDF	180000	01/09/2021	SK Shipping
Daewoo 2504	GT NO 96	DSME	XDF	174000	01/09/2021	Maran Gas Maritime
Daewoo 2502	GTT Mark III Flex	DSME	XDF	173400	01/09/2021	Nakilat
Samsung 2305	GTT Mark III Flex	Samsung	XDF	174000	01/09/2021	Minerva Marine
Diamond Gas Victoria	GTT Mark III Flex	Hyundai	XDF	174000	01/09/2021	NYK
Hyundai Samho 8040	GTT Mark III Flex	Hyundai	XDF	174000	01/09/2021	Latsco Shipping
Samsung 2355	GTT Mark III Flex	Samsung	XDF	174000	01/10/2021	NYK
Daewoo 2507	GT NO 96	DSME	XDF	174000	01/10/2021	Maran Gas Maritime
Hyundai Ulsan 3111	GTT Mark III Flex	Hyundai	XDF	174000	01/10/2021	Capital Gas
Samsung 2306	GTT Mark III Flex	Samsung	XDF	174000	01/10/2021	NYK
Hyundai Ulsan 3157	GTT Mark III Flex	Hyundai	XDF	174000	01/11/2021	Tsakos Energy Navigation
Samsung 2315		Samsung	XDF	174000	01/12/2021	
Hyundai Samho 8025	GTT Mark III Flex	Hyundai	XDF	174000	01/12/2021	Hanjin Shipping
Daewoo 2503	GTT Mark III Flex	DSME	XDF	173400	01/12/2021	Nakilat
Samsung 2307	GTT Mark III Flex	Samsung	XDF	174000	01/12/2021	NYK
Daewoo 2508	GT NO 96	DSME	XDF	174000	01/01/2022	Maran Gas Maritime
Hyundai Samho 8032	GTT Mark III Flex	Hyundai	XDF	174000	01/01/2022	NYK

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Data last updated = Data last updated = 1st April 2020

Fearnley LNG

Name	Containment system	Yard	Propulsion	Capacity	Delivery date	Primary Owner
Samsung 2336	GTT Mark III Flex	Samsung	XDF	174000	01/01/2022	JP Morgan
Hyundai Ulsan 3137	GTT Mark III Flex	Hyundai	XDF	200000	01/01/2022	Dynagas
Hudong-zhonghua H1828a	GT NO 96	Hudong-Zhonghua	XDF	174000	01/01/2022	CSSC
Samsung 2332	GTT Mark III Flex	Samsung	XDF	174000	01/01/2022	Minerva Marine
Hyundai Samho 8026	GTT Mark III Flex	Hyundai	XDF	174000	01/02/2022	Hanjin Shipping
Hyundai Samho 8033		Hyundai	XDF	173000	01/03/2022	NYK
Samsung 2316		Samsung	XDF	174000	01/03/2022	
Samsung 2319	GTT Mark III Flex	Samsung	XDF	174000	01/03/2022	Nisshin Shipping
Hudong-zhonghua #1	GT NO 96	Hudong-Zhonghua	XDF	80000	01/04/2022	K-Line
Hyundai Ulsan 3138	GTT Mark III Flex	Hyundai	XDF	200000	01/04/2022	Dynagas
DSME May19	GT NO 96	DSME	MEGI	174000	15/05/2022	Maran Gas Maritime
Hudong-zhonghua #2	GT NO 96	Hudong-Zhonghua	XDF	80000	01/06/2022	K-Line
Samsung 2317		Samsung	XDF	174000	01/06/2022	
Hyundai Ulsan 3145	GTT Mark III Flex	Hyundai	XDF	180000	01/07/2022	SK Shipping
Samsung 2337	GTT Mark III Flex	Samsung	XDF	174000	01/07/2022	JP Morgan
Hyundai Samho 8091	GTT Mark III Flex	Hyundai	XDF	174000	01/08/2022	Knutsen
Hyundai Ulsan 3185	GTT Mark III Flex	Hyundai	XDF	174000	01/08/2022	Korea Line
Daewoo 2509	GT NO 96	DSME	MEGI	174000	01/08/2022	BWGas
Samsung 2318		Samsung	XDF	174000	01/09/2022	
Daewoo 2510	GT NO 96	DSME	MEGI	174000	01/09/2022	BWGas
Hyundai Ulsan 3187	GTT Mark III Flex	Hyundai	XDF	174000	01/10/2022	JP Morgan
Hyundai Samho 8092	GTT Mark III Flex	Hyundai	XDF	174000	01/10/2022	Knutsen
Hyundai Ulsan 3186	GTT Mark III Flex	Hyundai	XDF	174000	01/10/2022	Korea Line
Hyundai Ulsan 3188	GTT Mark III Flex	Hyundai	XDF	174000	01/11/2022	JP Morgan
Hyundai Samho 8093	GTT Mark III Flex	Hyundai	XDF	174000	01/11/2022	Knutsen
Hyundai Samho 8094	GTT Mark III Flex	Hyundai	XDF	174000	01/12/2022	Knutsen
Samsung 2364	GTT Mark III Flex	Samsung	XDF	174000	01/01/2023	MISC
Samsung 2365	GTT Mark III Flex	Samsung	XDF	174000	01/02/2023	MISC

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Fearnley LNG