

LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS

29 September 2022

Unlocking project finance key for developers

Thus far this year, nearly \$30 bill has been raised for liquefaction plants in the US and Australia, Poten & Partners' Melanie Lovatt revealed during a webinar.

In the US, two final investment decisions (FIDs) were taken this year - Venture Global's Plaquemines LNG, which raised \$13.2 bill from a consortium of banks and Cheniere's Corpus Christi Stage 3 project for which \$6.6 bill was also raised from banks.

In Australia, \$3.6 bill was raised for Pluto Train 2's expansion project, while the giant Ichthys facility was refinanced to the tune of \$4.7 bill by banks and a further \$1.3 bill from the bond market.

One of the keys to unlocking project finance was the signing of long term contracts with credit worthy customers, she explained. Banks need sufficient debt service coverage ratios to ensure the loan is paid back.

In the US, developers can re-finance their portfolios when project construction is advanced or finished.

However, globally bank funding costs are rising, as are base rates, so the developers may pass on these increasing costs to their customers in the future.

She said that funding was still available from banks for well-structured liquefaction projects underpinned by strong commercial arrangements. However, the bond market was not so keen on new projects.

US projects with US Federal Energy Regulatory Commission (FERC) authorisation will sell out soon, she warned. Those projects without the permits face higher costs and longer lead times.

Lovatt also revealed that



NextDecade's Rio Grande project looks set to advance

NextDecade's Rio Grande LNG project's three trains could be sanctioned soon. Financing can be secured for up to 75% of the costs with the involvement of Chinese banks.

In addition, Delfin Midstream could sanction one 3.5 mill tonnes per annum FLNG after agreeing 2.5 mill tonnes per year export contracts for 15 years. The unit is to be built by Samsung Heavy Industries for \$600 per tonne, she advised.

Others which could be sanctioned next year include Lake Charles LNG, Tellurian's Driftwood project (see page 2), and Port Arthur LNG.

Single buyer

She also said that the whole of Freeport LNG's production could go to a single buyer.

In general, FERC is taking longer to assess US projects and the process is becoming more costly for a developer. Both Commonwealth LNG and CP2 LNG's FERC processes have been delayed, due to issues with the environ-

mental impact statements (EIS).

Summing up, she said that the current bullish market situation is likely to last for the next few years, which should be good news for US developers.

****Stabilis Solutions has received authorisation from the US Department of Energy (DoE) to export domestically produced LNG to all free trade and non-free trade countries, including Asian, European, and Latin American importing nations.

The DoE has allowed Stabilis to export on its own behalf, or as agent for others, up to the equivalent of 51.75 bill cu ft per year of domestically produced LNG for 28 years.

"The DOE's approval provides us with the ability to assist in the world's current energy crisis, as well as longer term capabilities to facilitate the world's transition to cleaner energy sources," said Westy Ballard, Stabilis' President & CEO. "And we look forward to working with our customers to commercialise these exciting export opportunities."

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US LNG exports to rise - EIA

In the fourth quarter of this year, US LNG exports are forecast to average 11.7 bill cu ft per day.

This is a rise of 1.7 bill cu ft on 3Q22's export figures, according to the US Energy Administration's (EIA) short term report.

For 2023, the EIA predicted that US exports would rise to an average of 12.3 bill cu ft per day.

Factors that will affect the volume of LNG exports in the coming months included the planned outage at Cove Point in October and Freeport LNG resuming partial operations by mid- to late-November.

In August, the Henry Hub spot price averaged \$8.80 per MMBtu, up from \$7.28 per MMBtu recorded in July.

August prices rose, due to continued strong demand for natural gas in the electric power sector, which has kept natural gas inventories below their five-year (2017/2021) average.

Furthermore, the EIA expected Henry Hub to average about \$9 per MMBtu in 4Q22, before falling to an average of about \$6 per MMBtu in 2023, as US natural gas production rises.

However, doubt now surrounds the ability of Tellurian to complete the Driftwood LNG project, as the company withdrew its proposed public offering early last week, which could have raised \$1 bill and later lost three sales agreements (SPAs).

Tellurian explained that the decision to terminate the public offering was taken, due to uncertain conditions in the high-yield market. The company also said that it was looking for equity partners to help finance the project.

In another blow, on 23rd September, Tellurian said that three SPAs covering offtake from

Driftwood had been terminated.

They included two with Shell LNG covering 3 mill tonnes per year and one with Vitol for the same amount. Shell terminated its SPAs, while the Vitol agreement was terminated by Tellurian, according to a regulatory filing by the company.

Tellurian has still to make a final investment decision (FID) on the \$13 bill first phase of Driftwood.

CEO, Octavio Simoes, said on 23rd September: "The potential corporate and strategic partners we are seeking may want LNG volumes that they can sell globally and now we have some capacity to offer that option. We have made good progress on our construction plan and will continue funding that with our cash and operating cash flow."



Tellurian's Driftwood project has suffered setbacks

Pakistan eyes another LNG import terminal

State-owned, Pakistan State Oil (PSO) is planning to construct a \$500 mill LNG terminal, according to newswires.

The new terminal will be located near Karachi and could be built in four years, CEO, Syed Muhammad Taha, told Bloomberg.

"The company has reached an understanding with a few large customers in this regard and has begun preliminary preparations for the project that will include Pakistan's first LNG storage facility," he reportedly said.

Pakistan's National Electric Power Regulatory Authority (NEPRA) said that electricity generated from reliquefied LNG stood at 1,756 GW/h last month.

However, the cost of electricity has soared 84% year-on-year, driven by rising costs, due to the Russia/Ukraine war, which has caused frequent power cuts.

"As long as there's a geopolitical crisis in place, prices will remain elevated, but eventually they will come down," he said. "As soon as the prices are conducive, we'll go ahead."

PSO is Pakistan's largest fuel retailer and could look for a partner to complete the project, Taha said. He did not disclose any details of the project.

Pakistan operates two FSRUs near Karachi as import terminals and last year Qatar revealed plans to build another terminal, local media reported.

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Platts to launch LNGC 2-stroke day rates

Platts, part of S&P Global Commodity Insights, is to launch daily Asia/Pacific and Atlantic LNG day rates for 2-stroke LNGCs, effective 1st November.

The LNGC market for single-voyage spot charters has been evolving in recent years, as the available spot fleet progresses to newer tonnage and technology.

Platts said that it understood that 2-stroke 170,000-180,000 cu m capacity LNGCs, known as ME-GI or X-DF carriers, depending on the engine manufacturer, are becoming increasingly attractive to charterers, due to their lower boil-off

gas (BOG) rates.

Furthermore, 2-stroke LNGCs comprise around 92% of the current fleet orderbook, meaning they are likely to become the most common carrier type during the next decade.

Platts said that these types of LNGCs currently command a premium, compared with existing tri-fuel diesel electric (TFDE) ships, depending on market

dynamics, making them increasingly attractive to shipowners and operators.

The proposed new assessments would be published alongside existing Platts Asia/Pacific and Atlantic LNG day rate assessments for TFDE vessels.

Assessments are to be published in US dollars per day, as well as the related ballast rate assessments as a percentage. They would reflect 2-stroke LNGCs of 174,000 cu m capacity, for cargoes loading 25-45 days forward.

They would also reflect the tradeable value of the market at 16:30 Singapore time and would follow the Singapore publishing schedule, while the Atlantic assessments would reflect the tradeable value at 16:30 London time and likewise, would follow the London publishing schedule. ■



'Grace Freesia' is an example of an X-DF powered LNGC

NEWS NUDGE

Höegh merger approved

Last week, Höegh LNG Holdings announced that at a special meeting, the common unitholders of Höegh LNG Partners voted to approve the Agreement and Plan of Merger, dated 25th May 2022.

Under the agreement, Höegh LNG agreed to acquire all of the outstanding common units of the Partnership (other than those held by Höegh LNG) for \$9.25 per unit in cash.

The consideration to be paid by Höegh LNG will be funded in full through an equity capital contribution from the company's sole shareholder.

The merger was due to close on or about 23rd September, 2022. ■

ADNOC to deliver first LNG cargo to Brunsbüttel

German energy company, RWE has signed an agreement with Abu Dhabi National Oil Company (ADNOC) to supply LNG.

ADNOC will deliver the first LNG cargo to the Elbehafen LNG terminal at Brunsbüttel, near Hamburg, Germany.

Elbehafen LNG will be the operator of one of the two FRSUs, which RWE has chartered on behalf of the German government.

The 137,000 cu m cargo is expected to be shipped from Das Island, Abu Dhabi and arrive in Germany in late December, 2022. It will be the first LNG to be supplied to the German gas market via the floating LNG import terminal at Brunsbüttel.

This marks an important milestone in building-up an LNG supply infrastructure in Germany and setting-up a more diversified gas supply, RWE said.

In addition, the two companies signed a Memorandum of Understanding (MoU) on multi-year LNG supplies by which cargoes will be delivered to Germany starting from 2023. ADNOC's cargoes can be delivered to Germany through either floating or land-based regasification terminals, as they become operational.

RWE CEO, Dr Markus Krebber, said: "As RWE, we are committed to actively support the German government to make energy supply as secure as possible. I am all the more delighted to announce our agreement with ADNOC on the first LNG cargo to be shipped to our floating LNG terminal in Brunsbüttel and our MoU for fur-

ther LNG deliveries into Germany.

"The acceleration of the energy transition remains key to tackling both the current energy crisis and the climate crisis. This is what we are doing at RWE with massive investments in renewable energy projects - on our own and together with partners."

HE Dr Sultan Ahmed Al Jaber, UAE Minister of Industry and Advanced Technology, and ADNOC Managing Director and Group CEO, said: "The signing of our first LNG agreement with a German customer, builds upon the long standing bilateral relationship between the UAE and Germany. As a customer-focused business, ADNOC is accelerating its gas production and processing capacity to meet growing global demand for LNG, a key fuel, both in today's energy mix, and a critical fuel in the energy transition." ■



Brunsbüttel is to receive Germany's first LNG cargo

QatarEnergy picks TotalEnergies for North Field South

Following TotalEnergies' selection as the first partner for Qatar's 32 mill tonne per annum North Field East (NFE) LNG project, the French energy giant has been chosen to be the first international partner in the 16 mill tonnes per annum North Field South (NFS) LNG project.

Under the agreement, TotalEnergies will be granted a 9.375% participating interest in the NFS project - out of a total 25% interest available for international partners - while QatarEnergy will hold the remaining 75%.

Through its combined participating interests in NFE (6.25%) and NFS, TotalEnergies will add 3.5 mill tonnes per annum of LNG production to its growing worldwide LNG portfolio by 2028, in line with the company's objective to increase the share of natural gas in its sales mix to 50% by 2030.

Together, NFE and NFS will form the wider North Field (NF) expansion project to increase LNG production, adding 48 mill tonnes per annum to Qatar's export capacity, bringing it up to 126 mill tonnes per annum by 2028.

Downstream, there will be two 8 mill tonnes per year liquefaction trains.

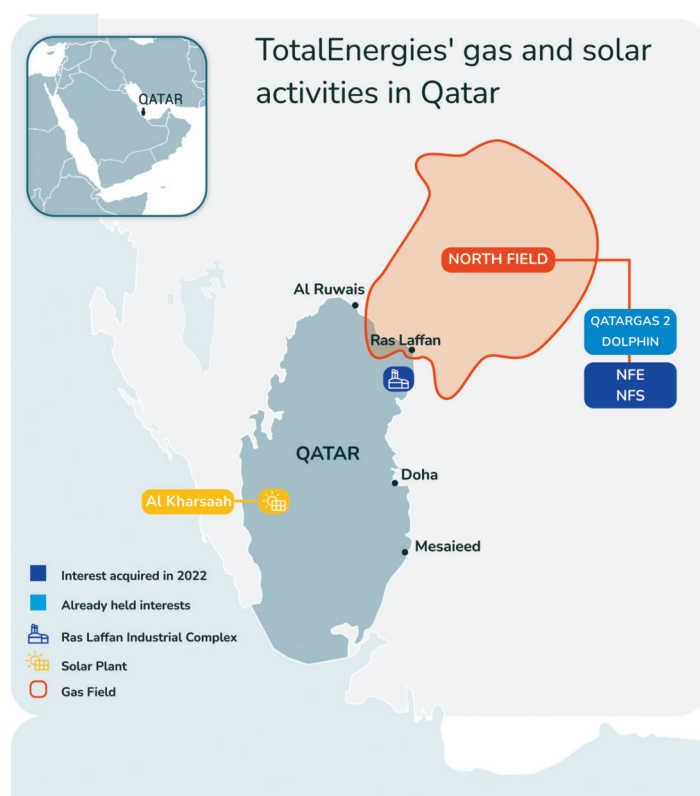
At the signing ceremony, Patrick Pouyanné, Chairman and CEO of TotalEnergies, said: "Following North Field East, we are truly honoured and proud that Qatar has once again chosen TotalEnergies to be QatarEnergy's first

partner in North Field South.

"The State of Qatar's ambitious leadership in further developing its natural gas resources through this expansion project, which ranks among the world's most competitive in terms of costs and low emissions, will make a major contribution to increasing LNG supply in the years to come.

"We consider Qatar as a long-term strategic country for TotalEnergies and this latest addition to our portfolio marks an important step toward our low-carbon LNG growth objectives, a key pillar of TotalEnergies' transformation into a sustainable multi-energy company. It will also further strengthen our ability, together with Qatar, to support Europe's energy security," he said.

HE Saad Sherida Al-Kaabi, Qatar's Minister of State for Energy Affairs, and President and CEO of QatarEnergy, said: "QatarEnergy is moving forward, with the support of our partners, to help meet growing global demand for cleaner energy, of which LNG is the backbone for a serious and realistic energy transition. We are committing significant invest-



TotalEnergies involvement in Qatar

ments to lower the carbon intensity of our energy products, which constitutes a key pillar of QatarEnergy's sustainability and energy transition strategy.

"I am pleased to welcome TotalEnergies yet again to our flagship LNG projects. I would like to thank Patrick Pouyanné, Chairman of the Board and CEO of TotalEnergies for his leadership and continued efforts to further strengthen our long-term partnership," he said. ■

Summit to develop floating LNG receiving terminal

Bangladesh energy company Summit has signed an initial contract with state-owned Petrobangla to develop an LNG terminal at Moheshkhali Island in Cox's Bazaar.

Costing around \$500 mill, it will be built by subsidiary Summit LNG Terminal Co in about 18 months, following the signing of a firm contract, the company said.

The initial agreement was signed in Dhaka last week.

The terminal will supply 500 mill cu ft of gas per day, while the LNG will cost the Bangladesh Government \$0.45 per 1,000 cu ft of natural gas.

Following operations for 15

years, Summit will transfer control to Petrobangla.

Summit also revealed that it will develop the project in co-operation with GE, acting as an equity investment partner.

The terminal is intended to help develop a gas-based power plant capable of generating 600 MW of electricity.

According to local reports, this is the third LNG project agreement signed thus far.

Last December, Petrobangla

signed an initial agreement with India's Petronet to develop an LNG regas terminal on Kutubdia Island, plus a connecting pipeline at a cost of \$950 mill.

In July, Petrobangla signed a final contract with Excelerate Energy to set up the country's first LNG terminal, which will also be located at Moheshkhali.

The Government aims to develop four land-based LNG terminals and one or two FSRU terminals, local media said. ■

NEWS NUDGE

South Korean gas sensing system trial

South Korea's SK Telecom (SKT) is to lead the country's first project to demonstrate a quantum-based gas sensing system.

This can detect gas leaks in real time at major LNG terminals, using a single photon detector with an ultra-sensitive sensitivity that can detect even a small amount of light, the company said.

SKT has signed a memorandum of understanding (MoU) with Boryeong LNG Terminal and Quantum Sensing, a South Korean optical instrument manufacturer, to install a gas sensing system next year in an LNG storage tank located in Boryeong, some 130 km south-west of Seoul.

SKT will supply the key components and deliver the equipment in collaboration with Quantum Sensing. ■



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Rate swaps boost Dynagas' results

Dynagas LNG Partners has reported net income of \$11.1 mill for the three months ended 30th June, 2022, compared to \$9.1 mill for the corresponding period of 2021, an increase of 22%.

This rise was mainly attributable to the increase in the gain on an interest rate swap transaction, compared to the corresponding period of 2021, which was partly offset by increases in vessel drydockings and special survey costs, attributable to the scheduled dockings of the 'Clean Energy' and 'Amur River', which commenced on 16th March and 25th June, 2022, respectively.

Adjusted net income for 2Q22 was \$9.1 mill, compared to \$10.4 mill for the corresponding period of 2021, which represented a net decrease of 12.5%.

This decrease was mainly attributable to a fall in the vessels' revenue, as well as to the increase of interest and finance costs, com-

pared to the corresponding period of 2021.

Dynagas reported average daily hire gross of commissions of around \$62,860 per day per vessel in 2Q22, compared to about \$62,440 per day per vessel for 2Q21. During both three-month periods, the Partnership's vessels operated at 100% utilisation.

OPEX drop

Vessel operating expenses were \$7.4 mill, which corresponds to a daily rate per vessel of \$13,588 in 2Q22, compared to \$7.6 mill, or a daily rate per vessel of \$13,945 in 2Q21.

This decrease is mainly attributable to the vessels' lower planned technical maintenance

and crewing costs.

Adjusted EBITDA for 2Q22 was \$22.9 mill, compared to \$23.6 mill for the corresponding period of 2021. The 3% decrease was mainly attributable to 'Clean Energy' and 'Amur River' offhire periods, due to their scheduled drydockings.

As of 30th June, 2022, the Partnership had total cash of \$100.2 mill (including \$50 mill of restricted cash). The Partnership's outstanding debt under the \$675 mill credit facility amounted to \$543 mill, gross of unamortised deferred loan fees and including \$48 mill, which was repayable within a year.

CEO Tony Lauritzen said: "All six LNG carriers in our fleet are operating under their respective long-term charters with international gas producers with an average remaining contract term of 6.4 years.

"As of 22nd September, 2022, our estimated contracted revenue backlog was \$0.95 bill. The earliest contracted re-delivery date for any of our six LNG carriers is in the third quarter of 2023 (for the 'Arctic Aurora'), with the second earliest contracted re-delivery date in the first quarter of 2026 (for the 'Clean Energy'), both subject to the terms of the applicable charter.

"For the second quarter of

2022, we reported net income of \$11.1 mill, earnings per common unit of \$0.22, adjusted net income of \$9.1 mill and adjusted EBITDA of \$22.9 mill. While future results may vary, we are pleased to report 100% utilisation for our fleet for the ninth quarter in a row.

"During the second quarter of 2022 and the subsequent period to date, we successfully completed the scheduled drydocks of the 'Clean Energy', the 'Amur River' and the 'Ob River', including a ballast water treatment equipment installation in all three vessels in accordance with current regulatory requirements.

"We are in a period of high demand for LNG shipping, which we believe will benefit the Partnership. We continue our strategy of using our cash flow generation to deleverage our balance sheet and reinforce our liquidity so as to build equity value. This, we believe, will enhance our ability to pursue future growth initiatives," he said. ■



'Arctic Aurora' is the first Dynagas LNGC due to be redelivered from a charter

Lubmin terminal construction begins

Construction was due to start on 20th September to allow an FSRU to be moored near Lubmin on the German Baltic Sea.

The work includes the upgrading of the port to cater for large ships and the construction of a secured berth at the east quay of the industrial port, operator Deutsche Regas (DRG) revealed.

DRG initiated the privately financed project, Deutsche Ostsee LNG Terminal, and chartered an FSRU from TotalEnergies.

In Phase 1 of the project, this FSRU will feed up to 4.5 bill cu m

of LNG into the German pipeline network from 1st December, 2022.

As LNGCs cannot berth at Lubmin, due to shallow water, an FSRU will be moored offshore Baltic Germany from where the LNG will be transhipped to the regasification plant in the port by smaller vessels, the company explained.

The binding open season for

Phase I of the terminal and non binding open season for Phase II will start on 10th October, 2022.

Phase II is due to start in December, 2023 and will include the another FSRU to be moored offshore.

The total planned annual throughput capacity of the Deutsche Ostsee LNG terminal will be 13.5 bill cu m from the fourth quarter of 2024. ■

NextDecade raises cash

Earlier this month, NextDecade Corp announced a private placement of common stock.

NextDecade said that it will sell \$85 mill of common stock to 10 institutional investors. Shares were to be sold at \$5.5 each, and the private placement was expected to close on 19th September, 2022.

The company said that it intended to use the proceeds to continue development activity in preparation for its anticipated positive final investment decision (FID) on the first three trains at the Rio Grande LNG project.

Credit Suisse Securities (USA) acted as exclusive placement agent for the private placement. ■

GTT receives AiP for new digital solution - buys into Norwegian startup

GTT has been granted an Approval in Principle (AiP) from Lloyd's Register (LR) for a new digital solution, POWER (Prediction of Operational Windows to Enable Regas operations).

POWER has been designed to optimise the regasification operations of offshore units (FNLGs, or FSRUs) and the transhipment of LNG between the units and LNGCs in areas of difficult sea conditions.

This AiP confirms that POWER facilitates decision-making and improves the safety, the accuracy and the flexibility of the offshore LNG transfer operations, taking into consideration the specificities of the vessels involved, GTT said.

When operating offshore, it is essential for the operators to properly plan ship-to-ship (STS) operations between LNGCs and offshore units.

Designed to present the information in an interpretation-friendly format for LNGC operators, POWER is an automated risk analysis tool based on heading data, sloshing analysis and a three-day forecast.

It provides better risk anticipation and a significant increase in STS operations of offshore units exposed to rough sea conditions. It has been demonstrated that on certain offshore sites the system could increase operational windows up to 98% of on-site time, compared to 39% currently.

Philippe Berterottière, Chairman and CEO of GTT, said: "We highly appreciate the strong co-

operation with LR regarding our POWER solution. It is a great illustration of how GTT Digital solutions make shipping smarter thanks to a combination of advanced artificial intelligence and GTT's expertise.

"This innovative and unique solution reflects two of our core values put at the service of our customers: safety and performance. In fact, while ensuring the highest level of safety, POWER offers more flexibility to LNG vessels during offshore operations significantly increasing the capacity to receive and deliver gas to the end customers," he said.

Panos Mitrou, LR's Global Gas Segment Director, added: "We are proud to award Approval in Principle for GTT's POWER digital solution. This innovative design will provide LNG carrier operators with valuable data to help make the right decisions for offshore operations, improving overall safety at sea and helping LR's clients to stay competitive in the global shipping industry."

Minority stake

In another move, GTT has taken a minority stake in the Norwegian technology start-up Tunable AS.

This was achieved through a

€6.4 mill investment round co-led by TRUMPF Venture, with the participation of GTT's existing shareholders.

Tunable designs and manufactures compact multi-gas analysers based on MEMS technology, combining micro and nanotechnology with infrared spectroscopy.

The company's sensors identify and analyse multiple gases simultaneously and provide, in real time, fast, reliable and accurate measurements.

Tunable's technology has already been established in exhaust gas measurement and fuel gas analysis on ships.

The company has started to work with GTT to design, commercialise and implement boil-off gas composition and emissions monitoring systems for maritime applications, thereby contributing to emissions reduction and improve vessels' operational efficiency.

In addition to its shipping applications, Tunable is developing new areas of application for its technology, including air quality and workplace environment or detection of explosive or hazardous gases.

GTT has also announced that it has received an order from the Chinese shipyard Hudong-Zhonghua Shipbuilding (Group) Co Ltd for the



LR's head of gas Panos Mitrou

tank design of two new LNGCs, on behalf of an Asian shipowner.

The company will design the vessel's tanks, which will each offer a capacity of 174,000 cu m. The tanks will be fitted with the NO96 L03+ membrane containment system.

The vessels' delivery is scheduled for the fourth quarter of 2025 and the first quarter of 2026, respectively.

NEWS NUDGE

Grindal to step up at Cheniere

Cheniere Energy has promoted Corey Grindal to Executive Vice President and COO, effective 2nd January, 2023.

In his new role, Grindal will lead the operations, engineering and construction, shared services and worldwide trading organisations within Cheniere. He will continue to report to President and CEO, Jack Fusco.

In addition, he will serve as Executive Vice President and COO of Cheniere Partners.

Grindal will relocate back to Houston, Texas from London, where he served as Executive Vice President, Worldwide Trading since 2020.

He joined Cheniere in 2013 and led the gas supply organisation, which today is one of the largest holders of pipeline capacity and purchasers of natural gas in the US.

First LNG cargo loaded at Portovaya

Gazprom has loaded its first cargo from the new Portovaya LNG plant, located near Vysotsk, close to the Finnish border.

At present, the plant has a capacity of 1.5 mill tonnes per annum.

"The cargo was on board the 'Pskov' LNG vessel, which is now broadcasting a destination of Port Said that provides entry to the Suez Canal in Egypt," said Olumide Ajayi, senior LNG analyst at Refinitiv, citing Eikon data, talking with Reuters.

He added that the vessel could

be heading towards Asia with other sources saying that India could be its final destination.

Gazprom recently said that it will consider the construction of another train at the LNG plant with capacity of up to 2 mill tonnes per year and would employ domestic technologies and equipment at the facility if the decision

to build the train is made.

Meanwhile, Reuters said that China had been actively buying Russian LNG cargoes at rates reportedly close to half the spot market price.

China's LNG imports from Russia hit a record in August at 664,000 tonnes, according to Refinitiv Eikon data.

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Gaslog to utilise Kongsberg's Vessel Insight

Gaslog LNG is to install Kongsberg Digital's Vessel Insight on all of its 35 LNGCs.

This will result in better data collection and utilisation for GasLog, Kongsberg said.

"We are proud and pleased to be a part of and accelerate Gaslog LNG's digital journey. By installing Vessel Insight on their entire fleet, they will gain better control, as well as greener, and more effective operations.

"Making LNG shipping better and more efficient is an important step towards a the transition to a less carbon intense future," said Christopher Bergsager, Kongsberg Digital's Vice President Growth Digital Ocean.

Connecting to the Vessel Insight infrastructure will ultimately provide Gaslog LNG with instant and easy access to fleet overview, ves-

sel specific dashboards and analysis tools, the company claimed.

"Our goal is to limit the impact of our operations on the marine environment and minimise our emissions, while making LNG shipping reliable and profitable for our customers.

"We are glad to enter this contract and partnership with Kongsberg Digital to innovate and improve the efficiency of our fleet," added Marios Sarafidis, GasLog's Energy & De-carbonisation Manager.

The consistent and standardised method of collecting data through Vessel Insight enables quality reporting, empowers transparency, and allows for in-depth analysis to optimise vessel and fleet performance, Kongsberg said.

All Vessel Insight customers also have access to the Kognifai Marketplace, which includes a range of applications and services.

SaaS solution

Bergsager told *LNG Shipping News* that Vessel Insight is a SaaS based solution that provides vessel-to-cloud data infrastructure capturing and aggregating quality data in a cost effective and secure way.

"The solution provides instant and easy access to fleet overview, vessel specific dashboards and data analysis tools. Through Kognifai Marketplace, shipowners have access to a large range of applications and services that can turn their data into business value.

"One of the main goals of Vessel Insight is to drive sustainability in the shipping industry by providing actionable insight from analysis of operational vessel data. The consistent and standardised way of

collecting data through Vessel Insight enables quality reporting, empowers transparency, and allows for in-depth analysis to optimise vessel and fleet performance.

"GasLog LNG is forward looking and wants to utilise new technology, like Vessel Insight, to analyse the data in the cloud. LNG vessels are more complex than other vessels. They have much more equipment on board, meaning that the vessel also produces much more data.

"A typical 'regular' ship has less than 50 sensors and contact points - an LNG ship has several hundred. This is data that can be used to analysed and contextualised through Vessel Insight.

"Because LNG vessels also use the cargo as their fuel, they also have closer contact with charterers and greater requirements for reporting and information sharing," he explained. ■



Kongsberg Digital is to install software on GasLog's entire fleet

DNV unveils new LNGC design

DNV has partnered with Siemens Energy, Moss Maritime and Fearnleys to develop an LNGC design to be powered by a hybrid combined-cycle power and propulsion plant.

The Ocean Green system has been created using the BlueVault energy storage solution that combines a gas turbine and a steam turbine to power the vessel.

Studies undertaken by DNV have found that this system will result in an equivalent CO2 reduction of around 11-18% and reduce the unit freight cost by about 9-17%, compared to today's LNGCs and their current market operational profiles.

Martin Cartwright, DNV Maritime's Business Director - Gas

Carriers & FSRUs, said that this is a crucial step in mapping out the next generation of gas carriers.

"Maritime transport continues to play an essential role in building up energy security, which is expected to lead to increasing demand for innovative solutions such as the Ocean Green concept," he said.

At Gastech, DNV showed a video of the new design, which can be viewed at <https://dnv-social/2yf #Gastech #EnergyTransition #GasCarriers #LNGVessel> ■

NEWS NUDGE

DSME to offer Techcross systems

Ballast water management system (BWMS) manufacturer Techcross has signed a technology transfer agreement with Daewoo Shipbuilding & Marine Engineering (DSME) for its LNGC's valve remote control system (VRCS) patent.

The patent guarantees the technology will perform even at an extreme temperature of minus 52 deg C. It was fitted to the world's first icebreaking LNGC built by DSME.

For ease of use, based on the BWMS, Techcross also expanded its service to tank level gauging system (TLGS) and VRCS, as well as the integrated BWMS, TLGS, VRCS (IBTV), a platform that controls all of the systems.

Through this agreement, Techcross will be able to further upgrade its LNGC VRCS technology, the company said. ■

'Prelude' back online

LNG cargo loadings have restarted at the FLNG 'Prelude' unit in the Browse basin offshore Western Australia.

This follows a shutdown of more than six weeks, due to industrial action.

Shipments follow the cancellation of protected industrial action after an in-principle enterprise agreement was reached with the Australian Workers' Union and Electrical Trades Union in relation to 'Prelude' dispute on 23rd August, Shell has advised.

The enterprise agreement was supported by the majority of employees in a formal vote and is expected to come into effect in early October.

"We are focused on moving forward as a business and delivering affordable, reliable energy to our customers through continued safe, stable production in order to meet the critical global demand for energy security," Shell said. ■

MES and ABB to develop LNGC propulsion system

MAN Energy Solutions (MES) and ABB signed a de-carbonisation co-operation agreement to develop a dual-fuel, electric+ (DFE+) propulsion system for LNGCs at the recent SMM exhibition.

ABB's Dynamic AC (DAC) technology aims to deliver the operational flexibility shipowners need to cut carbon footprints, as well as LNGC fuel bills, the companies said.

The collaboration covers a joint concept study between the partners sharing technical data, and discussing interfaces and system integration. MES and ABB intend to jointly promote it to customers.

Rune Lysebo, Global Head of Sales, ABB Marine & Ports, said: "Progressive regulations on emissions have called for continuous innovation in marine propulsion. To be truly future-proof, ships that are being built today need to be able to rely on flexibility in energy sourcing. The new

power and propulsion system will be optimised for efficiency and compliance, and have the flexibility needed to achieve best performance."

Elvis Ettenhofer, MES' Head of Marine 4-Stroke - Region Asia Pacific, added: "Two names like MAN Energy Solutions and ABB coming together to develop an innovative, de-carbonising marine solution sends a strong signal to the market. Customers demand efficient and flexible propulsion concepts so they can react quickly to changing market conditions through the best use of their assets.

"This co-operation with ABB will deliver the technology necessary to provide a new propulsion concept. In turn, this will help our customers to reduce their CO₂

footprint and fuel costs, and will provide the flexibility, for example, in operation for different trades or retrofits from an LNG carrier to floating storage units or floating storage regasification units.

"This concept can reduce methane slip and fuel costs compared to conventional diesel-electric propulsion systems. ABB's DAC and global presence are an ideal match for our new 4-stroke engine," he said.

The MAN/ABB DFE+ concept comprises:

- Variable-speed operating engines (gensets) over the entire engine load.
- Better efficiency with significant reduction of methane slip over the entire engine map.

While variable-speed applications are well established for liquid-fuel systems up to 10mWe, torque requirements and the low efficiency of first-generation dual-fuel engines - including limitations in the e-systems design for diesel-electric propulsion systems over 10 mWe - killed variable speed for propulsion systems over 10mWe.

ABB's Dynamic AC technology enables the operation of propulsion systems above 10 mWe at variable speed with all the accompanying benefits.

In combination with the MAN 49/60DF engine (with ALSi - Air Lubrication System interface, as an add-on), the concept will provide customers with next-level efficiency and flexibility, MES claimed. ■

NEWS NUDGE

Ships - Newbuildings and sales

Brokers have reported that Dae-woo (DSME) has won orders for eight LNGCs on behalf of a consortium, involving MISC, Meiji Shipping and TMS Cardiff Gas.

It was thought that the 174,000 cu m ships, costing around \$212 mill each, were contracted on the back of QatarEnergy charters.

DSME confirmed last week that it had received orders for two LNGCs from a company based in Oceania for a total of Won595.9 bill.

It is not yet clear whether this order was part of the eight.

They are to be delivered by the third quarter of 2026.

China Merchants Energy Shipbuilding (CMES) has exercised options to build another two LNGCs at Dalian Shipbuilding Industry (DSIC) and signed a letter of intent (LoI) for another four.

CMES said the LNGCs would cost around \$200 mill each and would enter service in the sec-

ond half of 2026.

The LoI includes two firm vessels for delivery in or before the second half of 2026, with an option for another pair with deliveries in the second half of 2026 and the first quarter of 2027.

In the sales sector, brokers also reported that the 136,135 cu m LNGC 'Trader' had been committed to undisclosed interests for \$33 mill.

Her Special Survey is due in November of this year.

Indonesian-based PT Golden Prima Maritim (GPM) has acquired the 'Methane Shirley Elisabeth' for \$53.75 mill from Gas Twenty Ltd (GTL), Singapore.

Anastasia Xenia, PT Silo Maritim Perdana Tbk (SHIP) corporate Secretary, the parent company of GPM, confirmed that the LNGC is currently in Singapore waters. "The market value of said property reportedly reached \$51.91 mill in 31st May, 2022," she claimed in an information disclosure quoted on 15th September. ■

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	\$237.83 mill
Five years old (174,000 cu m)	\$188.24 mill
Total Fleet (554 ships)	\$75.98 bill
Orderbook (271 ships)	\$66.78 bill

*Source: VesselsValue (27/09/22)

*The above is updated each month courtesy of VesselsValue

LNG rate assessments

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

Region	This week	Change*
East of Suez	\$200,000	+\$50,000
West of Suez	\$200,000	+\$55,000
12 mos T/C	\$165,000	+\$22,000

*Since last report (15/09/22)

Source: Fearnleys (28/09/22)

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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	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	Coral Furcata	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Fungia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Akebono Maru	3,556	LNG	Japan	Yes	Chuo Kaiun
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	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
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	PetroChina TBN	30,000	LNG	China		PetroChina
2016	Hai Yang Shi You 301	30,000	LNG	Bali FSU	Yes	CETS (CNOOC)
2016	Clean Jacksonville	2,200	LNG	US Coast	Yes	CME
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
2017	Coralius	5,800	LNG	Northwest Europe/Baltics	Yes, for Skangas	Anthony Veder
2017	Coral EnergICE	18,000	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2017	Coral Encanto	30,000	LNG	China	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	Oizmendi	600	LNG	Spain	Yes	Itsas Gas
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	Green Zeebrugge	5,000	LNG	Northwest Europe	Yes	NYK
2017	New Frontier 1	6,500	LNG	Northwest Europe	Yes	Shell
2018	Kairos	7,500	LNG	Baltic	Yes	Bernhard Schulte
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

Data last updated = 9th August 2022 | For more information please visit <http://small-lng.com>.

Built	Name	CBM	Cargo Type	Trading area	Trading in LNG?	Ship Owner / Operator
2018	Bunker Breeze	1,200	LNG	Barcelona	Yes	Suardiaz Energy Shipping
2018	HUA XIANG 8	13,720	LNG	China	Yes	Zhejiang Huaxiang
2019	SM Jeju LNG1	7,500	LNG	Korea	Yes	Korea Line
2019	Gas Agility	18,600	LNG	NWE	Yes	MOL
2019	Flexfueller 001	1,480	LNG	Amsterdam	Yes	Titan LNG
2020	Avenir Advantage	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Accolade	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Aspiration	7,500	LNG		Yes	Avenir LNG
2020	Kaguya	3,500	LNG	Japan	Yes	CLS
2020	CNTIC VPOWER Global	28,000	LNG	Myanmar	Yes	Dalian Inteh Group
2020	Ecobunker Tokyo Bay	2,500	LMG	Japan	Yes	Ecobunkers
2020	Optimus	6,000	LNG	NWE	Yes	Elenger
2020	FueLNG Bellina	7,500	LNG	Singapore	Yes	FueLNG
2020	SM Jeju LNG2	7,500	LNG	Korea	Yes	Korea Line
2020	Q-LNG 4000	4,000	LNG	US Coast	Yes	Q-LNG Transport/Harvey Gulf
2020	Flexfueller 002	1,480	LNG	Antwerp	Yes	Titan LNG
2021	Xin Ao Pu Tuo Hao	8,500	LNG	China	Yes	ENN
2021	Avenir Ascension	7,500	LNG		Yes	Avenir LNG
2021	Hai Gang Wei Lai	20,000	LNG	China	Yes	SSES
2021	Bergen LNG	850	LNG	Norway	Yes	Bergen Tankers
2021	Dmitry Mendelev	5,800	LNG	Russia	Yes	Gazprom Neft
2021	JMU TBN	2,500	LNG	Japan	Yes	JMU
2021	Ravenna Knutsen	30,000	LNG	Mediterranean	Yes	Knutsen OAS
2021	Brassavola	12,000	LNG	Singapore	Yes	MOL
2021	Gas Vitality	18,600	LNG	Mediterranean	Yes	MOL
2021	TG TBN	500	LNG	Korea	Yes	Trans Gas
2021	Titan Hyperion	8,000	LNG	Benelux	Yes	Titan LNG
2022	Coral Nordic	30,000	LNG	Worldwide	Yes	Anthony Veder
2022	Avenir Achievement	20,000	LNG	Worldwide	Yes	Avenir LNG
2022	Haugesund Knutsen	5,000	LNG	Spain	Yes	Knutsen OAS
2022	Clean Cañaveral	5,400	LNG	USG	Yes	PNE
2022	K.Lotus	18,000	LNG	Korea	Yes	K Line
2023	Cryopeak TBA	4,000	LNG	West Canada	Yes	Cryopeak
2023	Knutsen TBN	12,500	LNG	Spain	Yes	Knutsen OAS
2023	SM Jeju LNG3	7,500	LNG	Korea	Yes	Korea Line
2023	Pan Ocean TBN	18,000	LNG	USG	Yes	Pan Ocean Co
2023	Krios	4,200	LNG	Benelux	Yes	Titan LNG
2023	Fratelli Cosulich TBN	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2023	Kanfer TBN	6,000	LNG	Worldwide	Yes	Kanfer Shipping
2023	Kanfer TBN	6,000	LNG	Worldwide	Yes	Kanfer Shipping
2023	PNE TBN	5,500	LNG	USG	Yes	PNE
2024	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2024	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2024	TBN	30,000	LNG	Australia	Yes	Anthony Veder ?
2024	Crowley TBN	12,000	LNG	US Coast	Yes	Crowley Maritime
2024	CNOOC TBN	12,000	LNG	China	Yes	CNOOC
2024	TBN	12,500	LNG	Worldwide	Yes	???
2024	Keys TBN	3,500	LNG	Japan	Yes	Keys Bunkering West Japan Co
2024	Seaspan TBN 1	7,600	LNG	Canada	Yes	Seaspan ULC
2024	Fratelli Cosulich TBN	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2025	Seaspan TBN 2	7,600	LNG	Canada	Yes	Seaspan ULC
2026	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2026	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG

WORLD LNG CARRIER ORDERBOOK

Name	Owners	Yard	Capacity	Propulsion	Delivered	Delivery
Minerva Amorgos	Minerva Marine	Samsung	174000	XDF	01/11/2022	Q4, 2022
Clean Copano	Dynagas	Hyundai Heavy	200000	XDF	01/07/2022	Q3, 2022
Asterix I	Capital Gas	Hyundai Heavy	174000	XDF	01/11/2022	Q4, 2022
Hudong-zhonghua H1829a	CSSC	Hudong-Zhonghua	174000	XDF	01/01/2024	Q1, 2024
Hudong-zhonghua H1830a	CSSC	Hudong-Zhonghua	174000	XDF	01/04/2024	Q2, 2024
Alexey Kosygin	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/03/2023	Q1, 2023
Pyotr Stolypin	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/09/2023	Q3, 2023
Sergei Witte	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/10/2023	Q4, 2023
Zvezda 044	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/11/2023	Q4, 2023
Zvezda 045	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/12/2023	Q4, 2023
Bw Cassia	BWGas	DSME	174000	MEGI	01/09/2022	Q3, 2022
Bw Enn Snow Lotus	BWGas	DSME	174000	MEGI	01/07/2022	Q3, 2022
Samsung 2364	MISC	Samsung	174000	XDF	01/01/2023	Q1, 2023
Samsung 2365	MISC	Samsung	174000	XDF	01/03/2023	Q1, 2023
Alicante Knutsen	Knutsen	Hyundai Samho	174000	XDF	01/09/2022	Q3, 2022
Huelva Knutsen	Knutsen	Hyundai Samho	174000	XDF	01/11/2022	Q4, 2022
Malaga Knutsen	Knutsen	Hyundai Samho	174000	XDF	01/08/2022	Q3, 2022
Sm Albatross	Korea Line	Hyundai Heavy	174000	XDF	01/08/2022	Q3, 2022
Sm Bluebird	Korea Line	Hyundai Heavy	174000	XDF	01/09/2022	Q3, 2022
Lng Prosperity	JP Morgan	Hyundai Heavy	174000	XDF	01/12/2022	Q4, 2022
Orion Song	JP Morgan	Hyundai Heavy	174000	XDF	01/11/2022	Q4, 2022
Kun Lun	ULT	Hudong-Zhonghua	174000	XDF	01/04/2023	Q2, 2023
Shaolin	ULT	Hudong-Zhonghua	174000	XDF	01/08/2022	Q3, 2022
Wu Dang	ULT	Hudong-Zhonghua	174000	XDF	01/01/2023	Q1, 2023
Lng Harmony	JP Morgan	Hyundai Heavy	174000	XDF	01/08/2023	Q3, 2023
Orion Sage	JP Morgan	Hyundai Heavy	174000	XDF	01/07/2023	Q3, 2023
El Ferrol Knutsen	Knutsen	Hyundai Samho	174000	XDF	01/05/2023	Q2, 2023
Extremadura Knutsen	Knutsen	Hyundai Samho	174000	XDF	01/06/2023	Q2, 2023
Daewoo 2514	Sovcomflot	DSME	172500	TFDE - Azipod	01/02/2023	Q1, 2023
Daewoo 2515	Sovcomflot	DSME	172500	TFDE - Azipod	01/04/2023	Q2, 2023
Daewoo 2516	Sovcomflot	DSME	172500	TFDE - Azipod	01/07/2023	Q3, 2023
Daewoo 2517	MOL, COSCO	DSME	172500	TFDE - Azipod	01/09/2023	Q3, 2023
Daewoo 2518	MOL, COSCO	DSME	172500	TFDE - Azipod	01/10/2023	Q4, 2023
Daewoo 2519	MOL, COSCO	DSME	172500	TFDE - Azipod	01/12/2023	Q4, 2023
Zvezda 046	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/08/2024	Q3, 2024
Zvezda 047	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/09/2024	Q3, 2024
Zvezda 048	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/10/2024	Q4, 2024
Zvezda 049	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/11/2024	Q4, 2024
Zvezda 050	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/12/2024	Q4, 2024
Zvezda 051	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/08/2025	Q3, 2025
Zvezda 052	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/09/2025	Q3, 2025
Zvezda 053	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/10/2025	Q4, 2025
Zvezda 054	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/11/2025	Q4, 2025
Zvezda 055	Smart LNG	Zvezda SSK	172600	TFDE - Azipod	01/12/2025	Q4, 2025
Sm Golden Eagle	Korea Line	Hyundai Heavy	174000	XDF	01/09/2025	Q3, 2025
Sm Kestrel	Korea Line	Hyundai Heavy	174000	XDF	01/12/2023	Q4, 2023
Grazyna Gesicka	Knutsen	Hyundai Heavy	174000	XDF	01/06/2023	Q2, 2023

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 = 29th July 2022

Name	Owners	Yard	Capacity	Propulsion	Delivered	Delivery
Lech Kaczynski	Knutsen	Hyundai Heavy	174000	XDF	01/12/2022	Q4, 2022
Samsung 2425	Maran Gas Maritime	Samsung	174000	XDF	01/07/2023	Q3, 2023
Hyundai Samho 8100	Knutsen	Hyundai Samho	174000	XDF	01/11/2024	Q4, 2024
Orion Sky	JP Morgan	Hyundai Heavy	174000	XDF	01/11/2024	Q4, 2024
Hyundai Ulsan 3221	Pan Ocean	Hyundai Heavy	174000	XDF	01/09/2024	Q3, 2024
Hyundai Ulsan 3222	Pan Ocean	Hyundai Heavy	174000	XDF	01/10/2024	Q4, 2024
Samsung 2426	Pan Ocean	Samsung	174000	XDF	01/04/2023	Q2, 2023
Jules Verne	Alpha Gas	Hyundai Samho	174000	XDF	01/04/2023	Q2, 2023
Dapeng Princess	Shenzhen Gas	Hudong-Zhonghua	79960	XDF	01/01/2023	Q1, 2023
Hyundai Ulsan 3294	Hyundai LNG Shipping	Hyundai Heavy	174000	XDF	01/02/2024	Q1, 2024
Hyundai Ulsan 3295	Hyundai LNG Shipping	Hyundai Heavy	174000	XDF	01/06/2024	Q2, 2024
Hyundai Ulsan 3296	Hyundai LNG Shipping	Hyundai Heavy	174000	XDF	01/07/2024	Q3, 2024
Hyundai Samho 8139	Knutsen	Hyundai Samho	174000	XDF	01/10/2023	Q4, 2023
Jiangnan H2637	Jovo Energy	Jiangnan	79800	XDF	01/12/2023	Q4, 2023
Samsung 2473	Maran Gas Maritime	Samsung	174000	XDF	01/09/2024	Q3, 2024
Samsung 2474	Maran Gas Maritime	Samsung	174000	XDF	01/09/2024	Q3, 2024
Daewoo 2521	Hyundai LNG Shipping	DSME	174000	MEGI	01/09/2023	Q3, 2023
Hyundai Ulsan 3290	Dynagas	Hyundai Heavy	200000	ME-GA	01/09/2023	Q3, 2023
Hyundai Ulsan 3291	Dynagas	Hyundai Heavy	200000	ME-GA	01/11/2023	Q4, 2023
Hyundai Ulsan 3292	Dynagas	Hyundai Heavy	200000	ME-GA	01/02/2024	Q1, 2024
Hyundai Ulsan 3293	Dynagas	Hyundai Heavy	200000	ME-GA	01/03/2024	Q1, 2024
Daewoo 2520	MOL	DSME	174000	ME-GA	01/10/2023	Q4, 2023
Amore Mio I	Capital Gas	Hyundai Heavy	174000	ME-GA	01/10/2023	Q4, 2023
Axios II	Capital Gas	Hyundai Heavy	174000	ME-GA	01/12/2023	Q4, 2023
Alexandre Dumas	Alpha Gas	Hyundai Samho	170520	XDF	01/07/2024	Q3, 2024
Hyundai Samho 8147	H-Line	Hyundai Samho	174000	XDF	01/11/2023	Q4, 2023
Samsung 2459	Celsius Shipping	Samsung	180000	ME-GA	01/06/2023	Q2, 2023
Samsung 2460	Celsius Shipping	Samsung	180000	ME-GA	01/09/2023	Q3, 2023
Samsung 2461	Celsius Shipping	Samsung	180000	ME-GA	01/12/2023	Q4, 2023
Victor Hugo	Alpha Gas	Hyundai Samho	170520	XDF	01/08/2024	Q3, 2024
Hyundai Samho 8101	Knutsen	Hyundai Samho	174000	XDF	01/10/2023	Q4, 2023
Hyundai Samho 8102	Knutsen	Hyundai Samho	174000	ME-GA	01/09/2025	Q3, 2025
Hyundai Ulsan 3320	JP Morgan	Hyundai Heavy	174000	ME-GA	01/07/2025	Q3, 2025
Hyundai Ulsan 3321	JP Morgan	Hyundai Heavy	174000	ME-GA	01/09/2025	Q3, 2025
Hyundai Ulsan 3224	Pan Ocean	Hyundai Heavy	174000	ME-GA	01/10/2024	Q4, 2024
Hyundai Ulsan 3225	Pan Ocean	Hyundai Heavy	174000	ME-GA	01/12/2024	Q4, 2024
Daewoo 2522	Hyundai LNG Shipping	DSME	174000	MEGI	01/05/2024	Q2, 2024
Hyundai Samho 8148	Knutsen	Hyundai Samho	174000	XDF	01/02/2024	Q1, 2024
Hyundai Samho 8149	Knutsen	Hyundai Samho	174000	ME-GA	01/03/2024	Q1, 2024
Hyundai Ulsan 3297	Hyundai LNG Shipping	Hyundai Heavy	174000	XDF	01/05/2024	Q2, 2024
Hyundai Ulsan 3298	Hyundai LNG Shipping	Hyundai Heavy	174000	XDF	01/11/2024	Q4, 2024
Hyundai Ulsan 3299	Hyundai LNG Shipping	Hyundai Heavy	174000	XDF	01/01/2025	Q1, 2025
Samsung 2579	Celsius Shipping	Samsung	180000	ME-GA	01/03/2024	Q1, 2024
Samsung 2584	Celsius Shipping	Samsung	180000	ME-GA	01/07/2024	Q3, 2024
Samsung 2585	Celsius Shipping	Samsung	180000	ME-GA	01/09/2024	Q3, 2024
Hudong-zhonghua H1838a	K-Line	Hudong-Zhonghua	79960	XDF	01/09/2023	Q3, 2023
Hyundai Samho 8140	Capital Gas	Hyundai Samho	174000	ME-GA	01/07/2024	Q3, 2024

Name	Owners	Yard	Capacity	Propulsion	Delivered	Delivery
Daewoo 2523	MOL	DSME	174000	ME-GA	01/02/2024	Q1, 2024
Daewoo 2524	MOL	DSME	174000	ME-GA	01/04/2024	Q2, 2024
Daewoo 2525	MOL	DSME	174000	ME-GA	01/08/2024	Q3, 2024
Daewoo 2526	MOL	DSME	174000	ME-GA	01/10/2024	Q4, 2024
Daewoo 2527	MOL	DSME	174000	ME-GA	01/07/2024	Q3, 2024
Hudong-zhonghua H1790a	MOL	Hudong-Zhonghua	175000	XDF	01/09/2024	Q3, 2024
Hudong-zhonghua H1791a	MOL	Hudong-Zhonghua	175000	XDF	01/12/2024	Q4, 2024
Hudong-zhonghua H1792a	MOL	Hudong-Zhonghua	175000	XDF	01/03/2025	Q1, 2025
Hudong-zhonghua H1793a	MOL	Hudong-Zhonghua	175000	XDF	01/05/2025	Q2, 2025
Samsung 2580	NYK	Samsung	174000	XDF	01/09/2023	Q3, 2023
Samsung 2581	NYK	Samsung	174000	XDF	01/11/2023	Q4, 2023
Samsung 2582	NYK	Samsung	174000	XDF	01/12/2023	Q4, 2023
Samsung 2583	NYK	Samsung	174000	XDF	01/02/2024	Q1, 2024
Samsung 2592	JP Morgan	Samsung	174000		01/04/2024	Q2, 2024
Samsung 2593	JP Morgan	Samsung	174000		01/07/2024	Q3, 2024
Samsung 2594	JP Morgan	Samsung	174000		01/10/2024	Q4, 2024
Samsung 2595	JP Morgan	Samsung	174000		01/01/2025	Q1, 2025
Apostolos	Capital Gas	Hyundai Heavy	174000	ME-GA	01/06/2024	Q2, 2024
Assos	Capital Gas	Hyundai Heavy	174000	ME-GA	01/05/2024	Q2, 2024
Daewoo 2528	Maran Gas Maritime	DSME	174000	MEGI	01/08/2024	Q3, 2024
Daewoo 2529	Maran Gas Maritime	DSME	174000	MEGI	01/11/2024	Q4, 2024
Daewoo 2530	BWGas	DSME	174000	MEGI	01/03/2025	Q1, 2025
Daewoo 2531	BWGas	DSME	174000	MEGI	01/05/2025	Q2, 2025
Samsung 2600	JP Morgan	Samsung	174000		01/07/2024	Q3, 2024
Samsung 2601	JP Morgan	Samsung	174000		01/01/2025	Q1, 2025
Samsung 2598	Celsius Shipping	Samsung	180000	ME-GA	01/01/2025	Q1, 2025
Samsung 2599	Celsius Shipping	Samsung	180000	ME-GA	01/05/2025	Q2, 2025
Hudong-zhonghua H1834a	ULT	Hudong-Zhonghua	174000	XDF	01/09/2024	Q3, 2024
Hudong-zhonghua H1835a	ULT	Hudong-Zhonghua	174000	XDF	01/12/2024	Q4, 2024
Hudong-zhonghua H1836a	ULT	Hudong-Zhonghua	174000	XDF	01/03/2025	Q1, 2025
Samsung 2604	NYK	Samsung	174000	XDF	01/12/2024	Q4, 2024
Daewoo 2532	GasLog	DSME	174000	MEGI	01/05/2024	Q2, 2024
Daewoo 2533	GasLog	DSME	174000	MEGI	01/08/2024	Q3, 2024
Daewoo 2534	GasLog	DSME	174000	MEGI	01/06/2025	Q2, 2025
Daewoo 2535	GasLog	DSME	174000	MEGI	01/08/2025	Q3, 2025
Samsung 2602	Celsius Shipping	Samsung	174000	ME-GA	01/12/2024	Q4, 2024
Samsung 2603	Celsius Shipping	Samsung	174000	ME-GA	01/12/2024	Q4, 2024
Hyundai Samho 8173	SK Shipping	Hyundai Samho	174000	ME-GA	01/09/2024	Q3, 2024
Daewoo 2537	Maran Gas Maritime	DSME	174000	MEGI	01/09/2025	Q3, 2025
Daewoo 2538	Maran Gas Maritime	DSME	174000	MEGI	01/11/2025	Q4, 2025
Hudong-zhonghua H1880a	MOL	Hudong-Zhonghua	174000	XDF	01/10/2024	Q4, 2024
Hudong-zhonghua H1881a	MOL	Hudong-Zhonghua	174000	XDF	01/08/2025	Q3, 2025
Hudong-zhonghua H1882a	MOL	Hudong-Zhonghua	174000	XDF	01/10/2025	Q4, 2025
Hudong-zhonghua H1883a	MOL	Hudong-Zhonghua	174000	XDF	01/03/2026	Q1, 2026
Hudong-zhonghua H1884a	MOL	Hudong-Zhonghua	174000	XDF	01/06/2026	Q2, 2026
Hudong-zhonghua H1885a	MOL	Hudong-Zhonghua	174000	XDF	01/09/2026	Q3, 2026
Daewoo 2536	MOL	DSME	174000	ME-GA	01/09/2024	Q3, 2024

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Name	Owners	Yard	Capacity	Propulsion	Delivered	Delivery
Samsung 2607	H-Line	Samsung	174000	ME-GA	01/03/2025	Q1, 2025
Samsung 2608	H-Line	Samsung	174000	ME-GA	01/05/2025	Q2, 2025
Samsung 2609	H-Line	Samsung	174000	ME-GA	01/06/2025	Q2, 2025
Samsung 2610	H-Line	Samsung	174000	ME-GA	01/09/2025	Q3, 2025
Daewoo 2539	Maran Gas Maritime	DSME	174000	MEGI	01/11/2025	Q4, 2025
Daewoo 2540	Maran Gas Maritime	DSME	174000	MEGI	01/12/2025	Q4, 2025
Hyundai Samho 8170	Hyundai Glovis	Hyundai Samho	174000	ME-GA	01/08/2024	Q3, 2024
Daewoo 2541	Venture Global LNG	DSME	200000		01/07/2025	Q3, 2025
Daewoo 2542	Venture Global LNG	DSME	200000		01/10/2025	Q4, 2025
Daewoo 2543	Venture Global LNG	DSME	200000		01/12/2025	Q4, 2025
Jiangnan H2700	ADNOC	Jiangnan	175000	XDF	01/01/2025	Q1, 2025
Jiangnan H2701	ADNOC	Jiangnan	175000	XDF	01/05/2025	Q2, 2025
Samsung 2619	Celsius Shipping	Samsung	180000	ME-GA	01/10/2025	Q4, 2025
Hyundai Ulsan 3356	Dynagas	Hyundai Heavy	200000	ME-GA	01/03/2025	Q1, 2025
Hyundai Ulsan 3357	Dynagas	Hyundai Heavy	200000	ME-GA	01/04/2025	Q2, 2025
Hyundai Ulsan 3358	Dynagas	Hyundai Heavy	200000	ME-GA	01/12/2025	Q4, 2025
Hyundai Samho 8179	Knutsen	Hyundai Samho	174000	ME-GA	01/03/2025	Q1, 2025
Hyundai Samho 8180	Knutsen	Hyundai Samho	174000	ME-GA	01/06/2025	Q2, 2025
Daewoo 2544	BWGas	DSME	174000	MEGI	01/11/2025	Q4, 2025
Daewoo 2545	BWGas	DSME	174000	MEGI	01/12/2025	Q4, 2025
Samsung 2635	TMS Cardiff Gas	Samsung	174000	ME-GA	01/09/2024	Q3, 2024
Samsung 2636	TMS Cardiff Gas	Samsung	174000	ME-GA	01/03/2026	Q1, 2026
Cosco 1	COSCO	Hudong-Zhonghua	174000		01/01/2026	Q1, 2026
Cosco 2	COSCO	Hudong-Zhonghua	174000		01/03/2026	Q1, 2026
Cosco 3	COSCO	Hudong-Zhonghua	174000		01/05/2026	Q2, 2026
Cosco 4	COSCO	Hudong-Zhonghua	174000		01/07/2026	Q3, 2026
Cosco 5	COSCO	Hudong-Zhonghua	174000		01/09/2026	Q3, 2026
Cosco 6	COSCO	Hudong-Zhonghua	174000		01/11/2026	Q4, 2026
MOL DSME 1	MOL	DSME	174000	ME-GA	01/11/2026	Q4, 2026
MOL DSME 2	MOL	DSME	174000	ME-GA	01/08/2026	Q3, 2026
Dalian No 1 G175k-1	China Merchant	Dalian Shipbuilding	175000	XDF	01/09/2025	Q3, 2025
Dalian No 1 G175k-2	China Merchant	Dalian Shipbuilding	175000	XDF	01/12/2025	Q4, 2025
Hyundai Samho 8181	Knutsen	Hyundai Samho	174000	ME-GA	01/12/2025	Q4, 2025
NYK Samho	NYK	Hyundai Samho	174000	XDF	30/11/2025	Q4, 2025
NYK CNOOC 1	NYK	Hudong-Zhonghua	174000		01/04/2027	Q2, 2027
NYK CNOOC 2	NYK	Hudong-Zhonghua	174000		01/03/2027	Q1, 2027
NYK CNOOC 3	NYK	Hudong-Zhonghua	174000		01/01/2027	Q1, 2027
NYK CNOOC 4	NYK	Hudong-Zhonghua	174000		01/02/2026	Q1, 2026
NYK CNOOC 5	NYK	Hudong-Zhonghua	174000		01/04/2026	Q2, 2026
NYK CNOOC 6	NYK	Hudong-Zhonghua	174000		01/06/2026	Q2, 2026
Jiangnan H2702	ADNOC	Jiangnan	175000	XDF	01/09/2025	Q3, 2025
Jiangnan H2703	ADNOC	Jiangnan	175000	XDF	01/01/2026	Q1, 2026
Jiangnan H2704	ADNOC	Jiangnan	175000	XDF	01/06/2026	Q2, 2026
Jiangnan H2705	ADNOC	Jiangnan	175000	XDF	01/09/2026	Q3, 2026
Samsung 2631	H-Line	Samsung	174000	ME-GA	01/07/2025	Q3, 2025
Samsung 2632	H-Line	Samsung	174000	ME-GA	01/12/2025	Q4, 2025
Samsung 2633	H-Line	Samsung	174000	ME-GA	01/01/2026	Q1, 2026

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Hyundai Ulsan 3370	SK Shipping	Hyundai Heavy	174000	ME-GA	01/02/2025	Q1, 2025
Hyundai Ulsan 3371	SK Shipping	Hyundai Heavy	174000	ME-GA	01/03/2025	Q1, 2025
Petronas SK Samho 1	SK Shipping	Hyundai Samho	174000	ME-GA	01/07/2025	Q3, 2025
Petronas SK Samho 2	SK Shipping	Hyundai Samho	174000	ME-GA	01/08/2025	Q3, 2025
Petronas K-line 1	K-Line	Hudong-Zhonghua	174000		01/10/2025	Q4, 2025
Petronas K-line 2	K-Line	Hudong-Zhonghua	174000		01/12/2025	Q4, 2025
Petronas K-line 3	K-Line	Hudong-Zhonghua	174000		01/02/2026	Q1, 2026
Petronas K-line 4	K-Line	Hudong-Zhonghua	174000		01/04/2026	Q2, 2026
Qatar HHI 3	Knutsen	Hyundai Heavy	174000	XDF	01/05/2025	Q2, 2025
Qatar HHI 4	Knutsen	Hyundai Heavy	174000	XDF	01/07/2025	Q3, 2025
Qatar HHI 5	Knutsen	Hyundai Heavy	174000	XDF	01/08/2025	Q3, 2025
Qatar HHI 6	Knutsen	Hyundai Heavy	174000	XDF	01/12/2025	Q4, 2025
Hyundai Samho 8196	Cool Co	Hyundai Samho	174000	ME-GA	01/02/2025	Q1, 2025
Hyundai Samho 8197	Cool Co	Hyundai Samho	174000	ME-GA	01/01/2025	Q1, 2025
Hyundai Ulsan 3380	Knutsen	Hyundai Heavy	174000	XDF	01/05/2025	Q2, 2025
Hyundai Ulsan 3381	Knutsen	Hyundai Heavy	174000	XDF	01/06/2025	Q2, 2025
Daewoo 2546	Pan Ocean, SK Shipping, DSME H-Line		174000	ME-GA	01/12/2024	Q4, 2024
Daewoo 2547	Pan Ocean, SK Shipping, DSME H-Line		174000	ME-GA	01/12/2024	Q4, 2024
Daewoo 2548	Pan Ocean, SK Shipping, DSME H-Line		174000	ME-GA	01/01/2025	Q1, 2025
Daewoo 2549	Pan Ocean, SK Shipping, DSME H-Line		174000	ME-GA	01/02/2025	Q1, 2025
Daewoo 2552	Maran Gas Maritime	DSME	174000	MEGI	01/03/2026	Q1, 2026
Daewoo 2553	Maran Gas Maritime	DSME	174000	MEGI	01/06/2026	Q2, 2026
Hyundai Samho 8198	Capital Gas	Hyundai Samho	174000	ME-GA	01/01/2026	Q1, 2026
Hyundai Samho 8199	Capital Gas	Hyundai Samho	174000	ME-GA	01/03/2026	Q1, 2026
Samsung 2634	JP Morgan	Samsung	174000	ME-GA	01/05/2025	Q2, 2025
Samsung 2637	JP Morgan	Samsung	174000	ME-GA	01/07/2025	Q3, 2025
Samsung 2638	JP Morgan	Samsung	174000	ME-GA	01/08/2025	Q3, 2025
Samsung 2641	JP Morgan	Samsung	174000	ME-GA	01/11/2025	Q4, 2025
Samsung 2642	JP Morgan	Samsung	174000	ME-GA	01/01/2026	Q1, 2026
Samsung 2643	JP Morgan	Samsung	174000	ME-GA	01/02/2026	Q1, 2026
Samsung 2644	JP Morgan	Samsung	174000	ME-GA	01/05/2026	Q2, 2026
Samsung 2645	JP Morgan	Samsung	174000	ME-GA	01/06/2026	Q2, 2026
Samsung 2646	JP Morgan	Samsung	174000	ME-GA	01/07/2026	Q3, 2026
Samsung 2647	JP Morgan	Samsung	174000	ME-GA	01/08/2026	Q3, 2026
K3 SHI 1	Pan Ocean, SK Shipping, Samsung H-Line		174000		01/03/2026	Q1, 2026
K3 SHI 2	Pan Ocean, SK Shipping, Samsung H-Line		174000		01/06/2026	Q2, 2026
Qatar SHI 11	JP Morgan	Samsung	174000	ME-GA	01/11/2024	Q4, 2024
Qatar SHI 12	JP Morgan	Samsung	174000	ME-GA	01/12/2024	Q4, 2024
Qatar Knutsen 10	Knutsen	Hyundai Heavy	174000	XDF	01/08/2026	Q3, 2026
Qatar Knutsen 7	Knutsen	Hyundai Heavy	174000	XDF	01/02/2026	Q1, 2026
Qatar Knutsen 8	Knutsen	Hyundai Heavy	174000	XDF	01/04/2026	Q2, 2026
Qatar Knutsen 9	Knutsen	Hyundai Heavy	174000	XDF	01/06/2026	Q2, 2026

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