

LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS

27 October 2022

Europe to continue to import US LNG

High European LNG prices will attract most of the US LNG exports in the short term, according to US energy major Chevron.

Europe's commitment to building import terminals and regasification facilities showed that the region's demand for US LNG could last in the wake of a decline in Russian gas imports, since its invasion of the Ukraine.

"We have seen a big uptick in demand from European customers, so we are adjusting to that," said Colin Parfitt, who heads up Chevron's shipping, pipeline, supply and trading operations. Europe will not "go back to the same flows from Russia as it did before," he said during an interview with newswires in London a couple of weeks ago.

Last year, Chevron produced more than 7.5 bill cu ft per day of LNG with more than half of the

production coming from the US and Australia.

The energy giant also produces LNG in Australia and Angola, and recently gained a foothold in US LNG supplies through purchase agreements with Cheniere Energy and Venture Global LNG.

"Gas demand in the United States is roughly flat," Parfitt said. "What's growing in the United States is demand for exports."

Parfitt also said that Chevron's oil and gas production in the Permian Basin, the top US oilfield, increased 7% in the first half of this year from the same period a year ago, and is expected to grow by 15% in 2022.

Chevron is also looking at the commercialisation of more gas



Chevron's Colin Parfitt

from an Eastern Mediterranean field, off the coast of Israel, either through existing pipelines or as LNG, he added.

***Kinder Morgan's Executive Chairman Richard Kinder said during a results presentation this month that US export demand could hit 28 bill cu ft per day by 2030.

He put this down to today's European demand leading to more long term contracts and the situation in Asia.

“Europe will not go back to the same flows from Russia as it did before”
- Colin Parfitt

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TOWAGE

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US exporters target a changing European gas market

US LNG exports are running at just over 11 bill cu ft per day, which is about 11% of the country's marketed natural gas production, according to Ed Crooks, Wood Mackenzie's Americas Vice Chair.

One consequence of that is that North American prices are starting to be influenced by global trends in LNG markets. Another is that US producers are starting to sell at international prices.

For example, EOG Resources signed a deal in 2019 for gas to be exported from Cheniere Energy's Corpus Christi plant. This contract was expanded and extended in February of this year, adding additional volumes, with the result that when sales reach their peak levels, about 65% of the gas will be sold at prices linked to the JKM benchmark for LNG in Asia. The rest will be sold at prices linked to the US benchmark Henry Hub.

Apache, Tourmaline and ARC have also signed contracts for sales linked to JKM and other international prices, Crooks explained.

The appeal of these contracts has now become obvious. JKM futures for this winter peaked at over \$80 per MMBtu in August, when the equivalent Henry Hub contracts were just over \$10 per MMBtu. November 2022 futures for European benchmark TTF gas dropped about 65% from their August peak, but were still trading last week at the equivalent of about \$35 per MMBtu, while Henry Hub was at about \$5.30 per MMBtu.

More US producers are keen to take advantage of these much higher global prices, which seem likely to persist for several years, if the tensions between Russia and the EU over Ukraine continue.

However, recent developments in Europe have underlined that exploring new territories can create new challenges. TTF is seen as the European benchmark, but prices in the UK, Spain, Italy and France can be very different. Limited pipeline capacity to move gas around Europe means that local market conditions can vary widely. For example, November 2022 futures for UK benchmark NBP gas were trading at about \$23 per MMBtu on 20th October, about 35% below the equivalent contract for TTF.

Spanish woes

The disparities between different European gas markets were highlighted last week in news from Spain, which has about a third of all Europe's LNG regasification capacity. Enagas, the operator of Spain's gas transmission system, warned that a mismatch between supply and demand for LNG coming into the country had resulted in "sustained episodes of very high levels of stocks in the tanks of all the regasification plants" in its gas network.

This is expected to continue at least until the first week of November. Enagas declared an "exceptional operating situation", meaning that it would postpone any deliveries of LNG for which capacity had not already been booked, or which might result in storage tanks being overfilled. "Any request for flexibility that implies an increase in the amount



Woodmac's Americas expert Ed Crooks

of LNG to be unloaded... will be denied," it said.

At the end of last week, there were 35 loaded LNGCs idling off the coast of Spain, waiting to find a berth to unload.

In a change of emphasis, there is a growing need for capacity to move gas from west to east, and EU governments' goals of ending their reliance on Russian gas completely suggest that this shift will be permanent.

Gas pipeline infrastructure will need to be reconfigured as radically as it was in the US, and new LNG regasification capacity will have to be added.

Increased regasification facilities in the markets with the greatest need will also help ease bottlenecks. Germany plans to have five FSRUs in operation by the winter of 2023/24, while France has approved TotalEnergies' plan to moor the 'Cape Ann' FSRU at Le Havre by September next year, Crooks said. ■

Flooding hits NLNG gas supplies

Further exacerbating LNG supplies at a time of high demand is the news that Nigeria LNG (NLNG) has declared *force majeure*, due to widespread flooding.

NLNG said that because of the floods, which had cut off supplies, all of its upstream gas suppliers had declared *force majeure*, forcing the state-owned company to also make the declaration.

"The notice by the gas suppliers was a result of high flood water levels in their operational areas, leading to a shut-in of gas production, which has caused significant disruption of gas supply to NLNG," the company's spokesperson Andy Odeh told local media last week.

Odeh said NLNG was investigating the extent of the disruption and would try to mitigate the *force majeure*'s impact.

Local Nigerian officials warned that the flooding, caused by unusually heavy rains and the release of water from a Cameroon dam, could continue into November.

NLNG had exported about 18 cargoes in September, according to Refinitiv data, but it was thought that no cargoes had been cancelled thus far, due to the flooding.

Prolific oil theft has also hit NLNG's supply slashing output from what is normally Africa's largest exporter.

Nigeria relies on fossil fuel exports for 90% of its foreign exchange and roughly half of its budget. ■

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Shell becomes second partner in Qatar's NFS project

QatarEnergy's CEO and Qatar's State Minister for Energy, HE Saad Sherida al-Kaabi, has confirmed that Shell will join the giant North Field South (NFS) project as a second partner after TotalEnergies.

Shell will have a 9.3% share in the project and QatarEnergy will keep 75%, Saad al-Kaabi, said at a recent news conference, which was also confirmed by Shell in a brief statement.

He added that the NFS development contract would be awarded in the first quarter of 2023.

North Field is part of the world's biggest gas field that Qatar shares with Iran (South Pars).

Earlier this year, state-owned QatarEnergy signed contracts with energy majors for North Field East (NFE), the first and larger project

of the two-phase North Field expansion plan.

NFE will include six LNG trains that will boost Qatar's liquefaction capacity from 77 mill tonnes per annum to 126 mill tonnes by 2027.

TotalEnergies, Shell, Exxon, ConocoPhillips and Eni took stakes in NFE's expansion project, while last month, TotalEnergies was named as the first partner in the North Field South (NFS) project.

QatarEnergy had said NFS partners would be selected from those already involved in the first phase. ■



Qatar Minister and QatarEnergy head Saad Sherida al-Kaabi

Port Arthur LNG's Phase 1 EPC contract amended

Sempra Infrastructure's Port Arthur LNG and Bechtel Energy have amended the fixed-price engineering, procurement and construction (EPC) contract, for the proposed Phase 1 liquefaction project under development in Jefferson County, Texas.

As a result, the contract includes an updated price of about \$10.5 bill for the project.

"We are excited to achieve this milestone with Bechtel. The execution of the final contract is a critical step in advancing Phase 1 of Port Arthur LNG toward a final investment decision," said Justin Bird, Sempra Infrastructure CEO. "Based on robust customer interest, we know that Port Arthur LNG is highly attractive to the global market and we look forward to providing customers with access to secure, abundant and reliable US LNG."

"We are delighted to continue our partnership with Sempra Infrastructure to deliver cleaner and more affordable energy to communities around the world. Alongside Sempra Infrastructure, Bechtel is ready to continue active construction in the Gulf Coast and bring more opportunities to the local region," added Paul Marsden,

Bechtel Energy's President.

Under the EPC contract, Bechtel will perform the detailed engineering, procurement, construction, commissioning, startup, performance testing and operator training activities for Phase 1.

The project is permitted and expected to include two natural gas liquefaction trains and LNG storage tanks, plus associated facilities capable of producing, under optimal conditions, up to about 13.5 mill tonnes per annum of LNG.

A similarly sized Phase 2 project is also competitively positioned and is being marketed and developed, the company claimed.

Earlier this year, Sempra Infrastructure announced the substantial completion of marketing for Phase 1 with the signing of a series of non-binding agreements with the Polish Oil & Gas Company (PGNiG), RWE Supply & Trading, INEOS Energy Trading

and ConocoPhillips.

Development of Phase 1 and Phase 2 is dependent upon the completion of the required commercial agreements, the securing of all necessary permits, obtaining finance, and reaching an final investment decision (FID), among other factors. ■

Romgaz and Socar in Black Sea LNG project

Romanian state-owned gas producer, Romgaz plans to develop an LNG project in the Black Sea in co-operation with Azerbaijan's state energy firm, SOCAR.

The two companies signed a Memorandum of Understanding (MoU) in Bucharest recently agreeing to undertake a feasibility study for the project.

It is envisaged that the project would include an LNG plant, a regasification plant and other facilities needed to ship gas from the Caspian Sea.

In September, the Bulgarian, Romanian, Hungarian and Slovakian network providers proposed to ship additional natural gas supplies pledged by Azerbaijan to Europe.

Unlike the other countries in the region, European Union member Romania relies less on Russian gas.

Romania produces just under 90% of its required gas locally through state producer Romgaz, oil and gas group OMV Petrom and Black Sea Oil & Gas (BSOG).

The country's natural gas storage facilities are also filled to above a targeted 80% capacity. ■



Bechtel has renegotiated the contract with Port Arthur LNG

KN awards 2023 gas capacity - to manage Wilhelmshaven

After the recent completion of Klaipėdos nafta's (KN) annual LNG terminal capacity allocation procedure, the terminal's remaining gasification capacity was 9 TWh.

This was awarded to five customers for the 2023 gas year.

In the 2023 gas year (1st January, 2023 to 31st December, 2023), Klaipėda's LNG FSRU terminal will be used by seven customers, including Lithuanian companies, which were awarded 19 TWh capacity, as well as others from Latvia, Estonia, Poland and Norway.

A total of 33 TWh of degassing capacity was allocated for next year. It was also envisaged that during the 2023 gas year, spot market capacity of up to 6 TWh will also be allocated.

"The new LNG terminal capacity allocation model systematically assesses the gas needs of both the region and Lithuania. We are pleased with the strengthened co-operation with existing and new customers who have joined - each of them is important to ensure a smoothly functioning gas market in the region.

"We believe that a balanced capacity allocation model will ensure not only stable gas supply to Lithuanian consumers, but also the most competitive natural gas prices in our region," said Mindaugas Navikas, KN's Commercial Director.

From the beginning of this year to 10th October, 2022, 27 large gas carriers arrived at the LNG terminal, compared to 13 in the same period last year. By the end of this year, nine more LNGCs are expected.

During the period, about 3.6 mill tonnes were imported, the most (72%) coming from the US. During 2023, it is planned to handle 39 LNGCs at the Klaipėda FSRU terminal, delivering about 5.3 mill tonnes of gas.

Management contract

KN has also announced that it is to provide management services for Uniper's Wilhelmshaven LNG terminal.

Wilhelmshaven is claimed to be Germany's most advanced and first FLNG terminal project. The aim is to have the facilities built to enable it to come online this winter.

The terminal is based on an FSRU provided by Høegh LNG, which is similar to the FSRU operated at Klaipėda.

Its annual capacity is projected to be 7.5 bill cu m of natural gas per year, which corresponds to around 8% of Germany's gas demand last year.

KN plans to provide services at Wilhelmshaven until 2024. This will involve the creation and operation of a gas accounting system, plus the IT infrastructure necessary to commercially operate the terminal.

The company will also help Uniper prepare for commercial logistics operations, provide assistance with operational rules, including the open access model application, advise on the preparation of the procedures necessary for reserving the terminal's capacity, as well as providing other management services.

KN CEO, Darius Silenakis, said: "The successfully implemented LNG terminal project in Lithuania, the safe and reliable operation of the LNG terminal in the port of Acu in Brazil, and the contribution of several other projects in the world, allowed us to create international awareness and consolidate the image of KN as a professional and reliable LNG terminal operator and project developer on the world map.

"We are glad that we will have the opportunity to transfer our unique competences and knowledge to Germany, which, in order to reduce its dependence on Rus-

NYK to collaborate with Pertamina on LNG

NYK has signed an agreement to invest in PT Pertamina International Shipping (PIS), a shipping subsidiary of Indonesian state-owned oil and gas company PT Pertamina (Persero).

Both parties plan to further sign an investment agreement whereby NYK will conclude a long-term strategic partnership with PIS to collaborate in a wide range of businesses.

These include LNG transportation, FSRUs, plus oil-based initiatives, as well as co-operating in carbon capture and storage (CCS) projects, for which demand is expected to grow.

NYK said that it had been collaborating with PIS, particularly in energy transportation shipmanagement for some time. ■

sian gas, is rapidly expanding the construction of floating LNG terminals this year. We hope that the contract for the commercial management of the Wilhelmshaven LNG terminal will allow us to strengthen our position in the European LNG terminal market," he said. ■

NEWS NUDGE

LNG deliveries to Puerto Rico - Jones Act waived

The US Secretary of Homeland Security (DHS), Alejandro Mayorkas, has approved a Jones Act waiver to allow foreign flag vessels to deliver LNG to Puerto Rico.

Mayorkas explained; "In support of the Puerto Rican people as they continue to recover from Hurricane 'Fiona', I have approved a temporary and targeted Jones Act waiver to address the unique and urgent need for liq-

uefied natural gas in Puerto Rico.

"The decision to approve was made in consultation with the (US) Departments of Transportation and Energy to assess the justification for the waiver request and based on input from the Governor of Puerto Rico and others on the ground supporting recovery efforts," he said.

The Jones Act basically requires all maritime cargo transport between US ports to be handled on US flagged vessels. When US flagged vessels are not

available to meet national defence requirements, the DHS may grant a waiver to the Act if the proposed shipments are in the interest of national defence and after careful evaluation.

This move has caused a certain amount of controversy in the US.

JOGMEC surveys results

Japan Oil, Gas and Metals National Corp (JOGMEC) has announced the results of the

surveys conducted on the LNG volumes handled by Japanese companies, plus the current destination restrictions in LNG SPA agreements.

The surveys revealed that Japanese companies handled around 110 mill tonnes of LNG in fiscal year 2021, while the contract quantity with destination restrictions was around 45 mill tonnes, or 53% of the total.

It is to be 21 mill tonnes, or 43% of the total, in fiscal year 2030, JOGMEC said. ■

'Excelsior' chartered for Wilhelmshaven

Excelerate Energy has confirmed that it has signed a five-year contract with the German Government to charter the FSRU 'Excelsior'.

This contract will help provide energy security and supply diversification to Germany, while supporting the country's transition to renewable energy, Excelerate said.

Excelerate's President and CEO, Steven Kobos and Dr Patrick Graichen, State Secretary at the German Federal Ministry for Economic Affairs and Climate Action (BMWK), signed the contract at the BMWK's headquarters.

"The deployment of the FSRU 'Excelsior' to Germany demonstrates our commitment to strengthening energy security at a time when traditional energy sources have proven unreliable," Kobos said. "FSRUs have the ability to offer flexible access to greater supply diversification and can serve as a complementary backstop for the rapid scaling of green energy projects. These benefits are consistent

with the stated goals of the US/EU Task Force on Energy Security."

BMWK had previously announced that a consortium including Tree Energy Solutions (TES), E.ON, and Engie would jointly develop and implement Germany's fifth FSRU import terminal using an Excelerate vessel.

The FSRU's charter will accelerate the development of TES' green hydrogen terminal at

Wilhelmshaven.

Under the terms of the agreement, 'Excelsior' will go on charter in the first quarter of 2023 at Wilhelmshaven.

The 'Excelsior', which has an LNG storage capacity of 138,000 cu m and send-out capacity of 5 bill cu m per year, will drydock at the end of 2022 for scheduled maintenance prior to her deployment to Germany. ■

Italy ramps up LNG supplies

Italian state-owned gas network operator Snam has reportedly won the right to install Italy's latest LNG terminal.

The decision by a state-appointed commissioner cleared the way for the installation of the FSRU 'Golar Tundra' that Snam bought earlier this year, according to a statement seen by newswires. The FSRU is due to come online in the spring of 2023.

This project had faced strong opposition from the people of Piombino, where the vessel is due to be deployed.

However, the authorisation included compensation for the local community, the Tuscan Government reportedly said, including finance for berths dedicated to fishing and tourism, a 50% reduction in energy bills in the area where the vessel will be moored and hiring incentives given to local

companies.

The terminal will be crucial for Italy's future energy security following what promises to be a tight winter season. Imports of Russian gas are at historic lows with little prospect for a return to past levels, local sources said.

Snam expected the FSRU to contribute about 6.5% of Italy's domestic requirements and play a major role in processing LNG deliveries next year to refill gas storage tanks.

Italy has been one of the most successful countries in sourcing alternative supplies following the Russian invasion of Ukraine, sources claimed.

For example, in recent months, gas deals have been signed be-

tween energy major Eni and African and Middle Eastern suppliers.

In another move to boost supplies, Eni has started to provide additional LNG to the Panigaglia (La Spezia) regasification terminal.

The first cargo was delivered to a Spanish terminal on 9th October from Angola, where it was transhipped onto smaller ships for onward shipment to the Panigaglia terminal.

Further LNG deliveries from Egypt and Algeria were also expected this month.

Additional LNG volumes being shipped to Italy, thanks to the availability of regasification terminals currently under development, will exceed 2 bill cu m between 2022 and 2023, Eni said.

This total will progressively reach 7 bill cu m between 2023 and 2024, and will exceed 9 bill cu m between 2024-2025, in addition to the supplies being shipped via a pipeline. ■

Brunsbuettel LNG terminal signs regas agreements

As well as executing an engineering procurement and construction (EPC) contract (see *LNG Shipping News 13th October*), German LNG Terminal GmbH (GLNG) also secured regasification agreements.

These agreements were signed with ConocoPhillips, INEOS and RWE Supply & Trading (as foundation customers) to take long-term regasification capacity at the terminal.

Once online, GLNG will have an annual throughput capacity of 8 bill cu m of natural gas, which can be expanded to at least 10 bill cu m.

It is expected to be operational in 2026, as operator Gasunie is accelerating efforts to bring forward the terminal's start-up. ■



La Spezia's Panigaglia LNG terminal

Nakilat buoyed by 13.2% profit increase

Qatar's Nakilat has reported a net profit of QAR1,135.8 mill for the third quarter of this year, compared to QAR1,003.6 mill for the same period of 2021, an increase of 13.2%.

In addition, profits from joint venture companies operating in LNG transportation and the shipyard increased by 47.2%, while general and administrative expenses decreased by 5.5%.

The company's solid financial earnings are a direct testament to its position as a global leader and provider of choice for energy transportation and maritime services. In addition to its maritime

services, Nakilat's value was further strengthened by offering shiprepair, industrial and offshore fabrication, towage and maritime services, the Qatari company claimed.

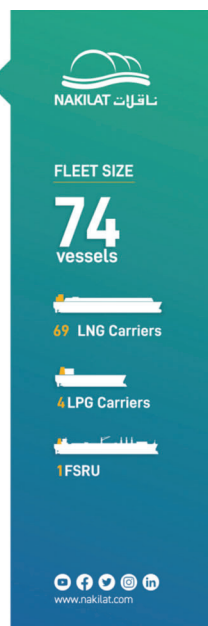
mitted to meeting our customers' needs for secure, safe and reliable energy transportation solutions globally. Thanks to the concerted efforts of its employees and seafarers, the company has smoothly sustained its growth momentum and created value for its customers and shareholders," he said.

Since its establishment in 2004, Nakilat has built up the world's largest LNG fleet of 69 vessels, Nakilat also manages and operates one FSRU, and four very large LPG carriers (VLGCs).

In addition, the company provides large shiprepair and offshore fabrication services, ships agency, as well as towage and other marine support services, through its joint ventures - Nakilat-Keppel Offshore & Marine (N-KOM), Qatar Fabrication Company (QFAB), Nakilat SvitserWisjmmuller (NSW), and Nakilat Agency Company Ltd (NAC). ■

CEO Eng Abdullah Al-Sulaiti, said: "Nakilat's outstanding financial performance is a clear indicator of the company's expansion strategy, superior track-record and operational excellence in energy transportation and maritime services. Through the strategic expansion of its fleet with an additional four LNG carriers, and the improved performance of its joint ventures operating in the shipyard, Nakilat has achieved sustainable and long-term growth.

"Customer-centricity is at the heart of our operations and we remain com-



TMC wins compressor order for six LNGC newbuildings

TMC Compressors (TMC) is to deliver entire marine compressed air systems for six LNGCs under construction for Mitsui OSK Lines (MOL) at Hudong-Zhonghua.

The Norwegian company will supply multiple control and service air compressors and air driers to each of the six LNGCs, as well as feed air compressors to the N2 (nitrogen) system fitted on board the vessels.

TMC will manufacture the equipment in the Nordic region and ship it to Hudong-Zhonghua Shipbuilding yard in China.

Once delivered, the six 174,000

cubic meter LNGCs will be chartered to CNOOC Gas & Power.

"We understand the contract for the six vessels is one of Hudong-Zhonghua's largest LNG shipbuilding awards to date. To be trusted to deliver the complete marine compressed air system to all vessels is a huge vote of confidence. It is a vessel type we are highly familiar with, and we will deliver an energy-efficient system

that the vessel crew can easily maintain themselves if and when required," Hans Petter Tanum, TMC's Director of Sales and Business Development, explained.

TMC will supply its energy efficient single stage, oil-lubricated marine screw compressor to the six ships. The equipment is designed and manufactured for continuous operation in high ambient temperatures.

"Our technology is designed solely for marine and offshore use. Simply because we believe this technology approach provides more robust equipment performance, compared to products that have been marinised for offshore use," Tanum added. ■

NEWS NUDGE

Bangladesh seeks Brunei LNG

Brunei Darussalam and Bangladesh have signed a Memorandum of Understanding (MoU) on the supply of LNG and oil.

This was one of three MoUs, plus an agreement, signed by Bangladesh Prime Minister Sheikh Hasina and Brunei's Sultan Hassanal Bolkiah, with leading Bangladesh officials, while on a state visit to Dhaka.

The other MoUs concerned the recognition of certificates for the two countries' seafarers and the possible start up of direct flights between the two nations. ■

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To be trusted to deliver the complete marine compressed air system to all vessels is a huge vote of confidence

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- Hans Petter Tanum, TMC

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Philippine FSU ready to be installed

Atlantic, Gulf & Pacific International Holdings (AG&P) has announced the completion of the conversion of the 137,512 cu m LNGC 'Ish' into an FSU.

The 'Ish' was described as a central component of the first Philippines LNG import terminal (PHLNG).

Ready to be moored at AG&P's PHLNG facility in Batangas, the FSU is part of the combined off-shore/onshore import terminal

that will have an initial capacity of 5 mill tonnes per annum.

The hybrid PHLNG terminal has been designed to provide customers with a high supply availability, even during storms.

In February, 2022, AG&P signed a 15-year long-term charter agree-

ment with ADNOC Logistics and Services (ADNOC L&S) for the supply, operations and maintenance of the FSU for the PHLNG import terminal.

AG&P's subsidiary GAS Entec completed the conversion to an FSU in record time, the company claimed.

The FSU will be capable of loading LNG at a peak rate of 10,000 cu m/h and a discharge-to-shore peak rate of 8,000 cu m/h. The cargo handling and safety system allows for simultaneous loading and discharge of LNG on the converted vessel.

Joseph Sigelman, Chairman & CEO, AG&P Group, said, "I am delighted to announce the successful completion of the FSU for our PHLNG Terminal that AG&P has executed in-house. This represents yet another milestone for Gas Entec which continues to be a market leader in the conversion of

LNG carriers into floating terminals, extending their productive life and opening new markets. We look forward to opening the PHLNG LNG regasification terminal in early 2023, bringing LNG for the first time to the Philippines."

Karthik Sathyamoorthy, President of AG&P Terminals and Logistics, added: "The PHLNG import terminal will store LNG and dispatch natural gas to power plants, industrial and commercial customers and other consumers. From day one, PHLNG will have scalable onshore regasification capacity of 420 mill cu ft per day and almost 200,000 cu m of storage.

"The construction for two on-shore tanks as part of PHLNG's second phase has already started and will be integrated as part into the main terminal in 2024, ensuring high availability and reliability of natural gas for our customers," he said.



The former steam powered Moss-type LNGC 'Ish' is due at Batangas as an FSU

GTT unveils a three-tank LNGC concept

GTT has received two Approvals in Principle (AiP) for its three-tank LNGC design.

The AiPs were awarded by DNV and Bureau Veritas (BV).

This technological solution is aimed at increasing the profitability and overall performance of the vessel, GTT said.

A three-tank LNGC concept allows the reduction in construction costs through the loss of one cofferdam, one pump tower and the associated cryogenic equipment (liquid and gas domes, valves, piping, radars, etc).

The overall surface area of the containment system will also be reduced by about 2,000 sq m, generating lower costs for the materials and vessel construction.

At the same time, the improved ratio between the volume of LNG transported and the surface area of the cryogenic liner

will make it possible to reduce the daily boil-off rate.

As an example, GTT estimated that it will achieve a boil-off rate as low as 0.080% of tank volume per day with the Mark III Flex technology, compared to 0.085% of the volume per day with the LNGCs currently in operation.

This new design could also offer time-savings for shipyards and optimise their construction schedule.

DNV and BV have issued an AiP for GTT's Mark III and NO96 technologies.

Philippe Berterottière, GTT Chairman and CEO, said: "For almost 60 years, the GTT Group has been constantly improving its technologies to offer its customers solutions that meet their

requirements, as well as those of the regulatory authorities.

"Thirty years ago, we upgraded LNG carriers from five to four tanks and we now hope to bring the market forward with a three-tank LNG carrier. We hope to see this concept become standard in future years," he said.

Jean-Baptiste Boutillier, GTT's Vice President Development, added: "We are convinced that this evolution will benefit all stakeholders by improving the performance of the LNG carrier while reducing its carbon footprint."

More orders

GTT has also announced that it had received orders to design the tanks of nine more LNGCs.

One order came from Daewoo

(DSME) for the tank designs of six new 174,000 cu m LNGCs on behalf of two Asian shipowners.

Each of these tanks will be fitted with a NO96 L03+ membrane containment system.

The delivery of the six vessels is scheduled for between the third quarter of 2025 and the fourth quarter of 2026.

Another LNGC will be built by Chinese shipyard Jiangnan for an undisclosed interest and the other two by Dalian Shipbuilding Industry Co (DSIC), on behalf of China Merchants Energy Shipping (CMES).

These 175,000 cu m vessels will be fitted with the Mark III Flex membrane containment system.

Their delivery is scheduled for between the third and the fourth quarters of 2026.

Sembcorp Marine to convert drilling vessels into FLNGs

Sembcorp Marine has signed Master Service Agreements with New Fortress Energy (NFE) affiliates for the engineering and conversion of two Sevan cylindrical drilling vessels to FLNGs.

This includes the fabrication and integration of LNG topside modules.

The hull conversion and fabrication of the topsides for the first FLNG liquefaction facility is due for delivery in the first half of 2024. Work on the second FLNG project is expected to be contracted to Sembcorp Marine at a later date.

The two FLNGs will host the NFE-designed Fast LNG liquefaction production facility with a capacity of around 1.4 mill tonnes per annum. LNG produced will be stored in a separate LNGC moored near the FLNG.

While NFE currently has Fast LNG liquefaction facilities on jack-

up rigs under construction in the US, this marks the first Sevan cylindrical hulls to be re-purposed into FLNG liquefaction facilities.

William Gu, Senior Vice President & Head of Sembcorp Marine Rigs & Floaters, said, "We are pleased and honoured to partner New Fortress Energy in its Fast FLNG programme through these two FLNG conversion projects incorporating SCM's proprietary Sevan cylindrical hull design.

"Marking SCM's successful penetration of the FLNG market, these projects allow our customer to rapidly deploy FLNG facilities to capture the growing demand for

LNG liquefaction terminals, and to tap on SCM's full suite of floating and nearshore LNG solutions that are well placed to meet the needs of the burgeoning LNG market," he said.

Wong Weng Sun, Sembcorp Marine President and CEO, added: "These landmark FLNG conversion projects signal the broadening of our capabilities to provide customised solutions to clients across the energy value chain.

"Over the years, Sembcorp Marine has advanced its EPC capabilities towards solution-driven initiatives through investments in technology companies, such as

Sevan SSP. Our continuous R&D efforts have also enabled Sembcorp Marine to successfully develop and commercialise our proprietary designs and solutions like this FLNG conversion and our wind turbine installation vessel (WTIV) for the cleaner energy and renewables segment awarded earlier this year.

"Sevan SSP circular hull design also offers excellent solutions for the electrification of offshore hydrocarbon production units, offshore wind floating substations and converter platforms, and carbon capture, utilisation and storage (CCUS) applications," he claimed. ■

NEWS NUDGE

Platts amends LNG market processes

S&P Global Platts has launched the Platts Editorial Window, or eWindow, as a communication tool for its Atlantic LNG physical Market on Close (MOC) assessment process.

This applies for the DES Northwest Europe (NWE), DES Mediterranean (MED) and FOB Gulf Coast Marker (GCM) price assessments.

Participants in the Platts MOC process are now able to submit bids, offers and expressions of interest to trade for publication directly through the eWindow communication tool or through an editor, who would then publish the information using the software.

Platts also introduced daily spot cash differential assessments for JKM LNG physical cargoes on 17th October.

This move followed industry feedback and data observed for an expanding proportion of floating price transactions taking place in the Asia/Pacific LNG spot market.

Platts now publishes spot cash differentials for the daily JKM assessment (AAOVQ00), which reflects the spread between the JKM assessment against derivative assessments.

The organisation also clarified the consideration of floating physical bids, offers and trades reported during the Platts Market on Close assessment process for its global LNG price assessment process.

This information may not be fully taken into consideration for the assessment process, normalised or may be excluded from the assessment process altogether, for reasons including timing, location and other factors, including linkage to benchmark bases that are not seen as typical relative to the market.

This move also follows industry feedback and recent observed changes in spot trading practices across various regions.

Ships - Newbuildings, deliveries and charters

TMS Cardiff was believed to have ordered another LNGC at Hyundai Samho for delivery in 2026.

The price was reported to be about \$247 mill, according to

brokers reports.

Brokers also reported that Celsius Shipping has signed Letters of Intent (Lols) for four plus eight optional 180,000 cu m LNGCs to be built at CMHI-Jiangsu for delivery between 2025 and 2027.

The cost per vessel was reported to be about \$231 mill.

Daewoo Shipbuilding & Marine Engineering (DSME) confirmed that it had won a Won710.3 bill order to build two LNGCs for interests based in the Americas.

DSME will deliver the two vessels to the undisclosed shipping company, believed to be linked with Venture Global, by the end of 2026, DSME said in a regulatory filing.

Each LNGC will carry a price tag of around \$250 mill, the highest order value ever clinched by a South Korean shipyard.

As for deliveries, on 14th October, Minerva took delivery of the newbuilding LNGC 'Minerva Amorgos' from Samsung Heavy Industries (SHI).

She is a 174,000 cu m vessel, featuring WinGD X-DF propulsion, a Mark III Flex+ containment system and an Airlíquide sub-cooler system.

'Minerva Amorgos' is registered in Valletta and is classed by American Bureau of Shipping (ABS).

A couple of days earlier, on 12th October, Knutsen OAS Shipping took delivery of the LNGC 'Huelva Knutsen' from Hyundai Samho Shipyard (HSHI).

She is the fourth in the series of nine LNGCs earmarked for long-term charters to Shell.

The NIS flagged 174,000 cu m vessel features dual-fuel X-DF engines, boil-off management systems, a shaft generator, air lubrication system and a reliquefaction system.

Elsewhere, on 26th September, Mitsui OSK Lines (MOL) signed a multi-year contract to charter a newbuilding LNGC to TotalEnergies Gas & Power, a wholly owned subsidiary of TotalEnergies.

The 174,000 cu m vessel is currently under construction at DSME and will be fitted with an ME-GA engine, which will be equipped with an exhaust gas recirculation (EGR) system that reduces methane slip, while improving overall fuel consumption.

She will be delivered in 2025. ■

Svanehoj gains more success in China

In February next year, Svanehøj Tank Control Systems will deliver tank gauging systems for six 220,000 cu m LNG tanks at the Chinese Longkou Nanshan LNG terminal, which is under construction.

Svanehoj's customer is COOEC, which is one of the largest EPCI contractors for the offshore oil and gas industry in the Asia/Pacific region.

The COOEC order included 18 servo level gauges, six LTD gauges, 12 multi-spot temperature sensors, hardware and software for data acquisition and rollover prediction.

Monitoring systems are impor-

tant to maintain the highest safety measures on the LNG import terminals, the company said.

The servo level gauges will provide continuous LNG level measurement using a servo-driven sensor that is in direct contact with the liquid, thereby, ensuring that the levels inside the LNG storage tanks are stable.

LTD gauges will simultaneously provide accurate measurements of

the temperature and density throughout the LNG column in each tank.

This contract is the largest to date for Svanehøj Tank Control Systems in China and was the result of an increased focus on the Chinese LNG market.

The company's Chinese reference list includes projects at Fujian LNG terminal (six tanks), Ningbo LNG terminal (six tanks)

and Tangshan LNG terminal (four tanks).

"China is by far the biggest market in terms of onshore LNG regasification terminals, and this new order for the Longkou Nanshan LNG terminal is a huge achievement and milestone for our new sales strategy in China," explained Fabrice Vandewalle, Svanehøj Tank Control Systems Sales Manager.

NEWS NUDGE

Beihai handles a Q-Flex

Qatargas has delivered an LNG cargo on board a Q-Flex vessel to China's Beihai LNG terminal.

This marks the first call by a Qatargas-chartered vessel at this

terminal. The Q-Flex vessel, 'Al Sahla', is also the largest LNG carrier to call at the terminal since the start of its operations in 2016.

'Al Sahla' loaded 205,000 cu m of LNG on 14th September at Ras Laffan, arriving at the Beihai LNG terminal, located in the Tieshan Port Industrial Zone in Beihai Zhuang Autonomous re-

gion, in the Guangxi Province, on 5th October.

The terminal has the capacity to accommodate up to Q-Max size carrying a maximum of 266,000 cu m of LNG and has a nominal capacity of 3 mill tonnes of LNG per annum having four storage tanks with an overall capacity of 640,000 cu m.

The cargo was delivered to

China Petroleum & Chemical Corp (Sinopec), which is the largest oil and petrochemical products supplier and the second largest oil and gas producer in China.

Since the first LNG delivery in September, 2009, to date, Qatar has supplied China with more than 85 mill tonnes of LNG, Qatargas said.

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	\$242.18 mill
Five years old (174,000 cu m)	\$192.43 mill
Total Fleet (558 ships)	\$78.80 bill
Orderbook (278 ships)	\$69.54 bill

*Source: VesselsValue (26/10/22)

*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	\$325,000	+\$50,000
West of Suez	\$375,000	+\$100,000
12 mos T/C	\$185,000	+\$2,500

*Since last report (13/10/22)

Source: Fearnleys (26/10/22)



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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

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

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
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Name	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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