LNG Shipping News

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Wison to develop Delfin's FLNGs

US FLNG developer, Delfin Midstream has entered into a design and engineering contract with Chinese shipyard Wison Offshore & Marine to develop FLNGs.

They will be utilised on Delfin's deepwater port projects currently under construction in North America.

Given the strong market outlook for cleaner burning fuels in Asia and the continuing strong demand in Europe, Delfin is accelerating the development of the remaining FLNG vessel slots at the Delfin LNG project.

Global merchant commodities firm, Hartree Partners is undertaking marketing operations to Chinese LNG buyers for the company and it is also progressing the development of additional deepwater port projects in North America in co-operation with its existing midstream and financial partners.

Teaming up with Wison will allow Delfin to construct new FLNGs to support these projects and the export of clean burning US natural gas to worldwide markets, the company said.

Wouter Pastoor, Delfin's COO, said: "Wison has been visionary to develop its design, engineering, and construction capabilities for the LNG industry and in particular the floating LNG segment. Sharing our commitment and entrepreneurial spirit, Wison's goal is to continue into a full FEED later this year, such that FLNG vessel construction can start at their shipyard in mid 2024."

Wison is to develop Delfin Midstream's FLNGs

Alex Yuan, Wison's Vice President Business Development, added: "We appreciate Delfin's trust and its commitment to Wison's capabilities. Wison has spent many years successfully advancing fully integrated and standardised EPCIC solutions for FLNG with our highly skilled engineers and modern fabrication facilities. We look forward to working closely with Delfin to achieve its deepwater port project objectives."

Delfin is developing the Delfin LNG deepwater port project, which can support four FLNGs with a combined export capacity of up to 13.3 mill tonnes per annum. The company said that it had secured commercial agreements for LNG sales and liquefaction services and is in the final phase towards FID on its first two FLNGs. ■

NEWS NUDGE

Great Lakes to dredge Port Arthur ship canal

Great Lakes Dredge & Dock Corp (GLDD) has won the contract for the dredging and spoil disposal of the Port Arthur LNG Phase 1 project.

GLDD was contracted by Bechtel Energy, which is managing the Port Arthur LNG Phase 1 project in partnership with Sempra Infrastructure.

This project is a natural gas liquefaction and export terminal in Southeast Texas with direct access to the Gulf of Mexico. The facilities will include two natural gas liquefaction trains with a nameplate capacity of around 13 mill tonnes per annum.

GLDD will dredge the Port Arthur LNG berthing pocket on the Port Arthur Ship Canal. The berthing pocket and turning basin will connect to the ship canal to allow LNGCs to berth, load and depart.

A significant part of the dredged materials will be placed within a designated beneficial use of dredged material (BUDM) areas to restore and enhance marshlands within a local wildlife refuge.

GLDD said it expects to start this project later this year.

Lasse Petterson, GLDD's President and CEO, commented, "We are pleased to play a critical role in this important project that will help meet growing global demand for natural gas, in addition to supporting economic growth across Texas and the Gulf Coast region.

"With this contract, Great Lakes' backlog and recent pending awardable work now exceed $1 bill. Our proven performance and safety culture allows us to support the growth of LNG export in the US, which is a necessity in balancing energy affordability and overall sustainability," he said. ■

SHIPPING NEWS AGENDA

SPAs slow in first six months

During the first half of this year, LNG contracting activity slowed after seeing record highs last year in tight markets and price volatility, following Russia's invasion of Ukraine.

Around 36.2 mill tonnes of sales and purchase agreements (SPAs) were signed in 1H23, almost 20 mill tonnes short of the volume agreed in the same period of 2022, according to Poten & Partners' *LNG in World Markets*.

Tentative agreements, such as head-of-agreements (HOA) and memorandums of understanding signed in the first six months of 2023, amounted to around 8.7 mill tonnes per year.

US and Mexican volumes represented more than half of the total, with 42% and 11% of total SPAs signed during the period, respectively, as developers strived to reach final investment decisions (FIDs).

These included export projects sponsored by Mexico Pacific LNG (MPL), Sempra, Venture Global and NextDecade, which took FID on Rio Grande LNG on 12th July after announcing a 5.4 mill tonnes per year, 20 year SPA with TotalEnergies, the largest deal during the period.

Contracts with a duration of 16-20 years accounted for 55% of the total volumes – or almost 20 mill tonnes of SPAs signed. While these longer contracts are mainly with US producers to underpin their upcoming projects, some are US volumes sold on a back-to-back basis by larger Chinese players to manage portfolio volumes.

Poten noted an increasing preference for shorter contract tenures with smaller volumes and options for flexible shipping, as traditional long-term contracts expire. Eleven short-to-medium term deals (2-10 years) were signed in 1H23, totalling about 7.3 mill tonnes, which is more than double the 2022 level.

These deals were mainly agreed by Asia/Pacific end-users and are priced as high as 23% of Brent, suggesting a preference for greater flexibility rather than a desire to lock in lower slopes to Brent over the longer term.

Asia/Pacific interests showed a continued appetite for term supply, signing just over 20 mill tonnes of contracts in 1H23 alone, slightly short of the 23.9 mill tonnes signed in the same period in 2022.

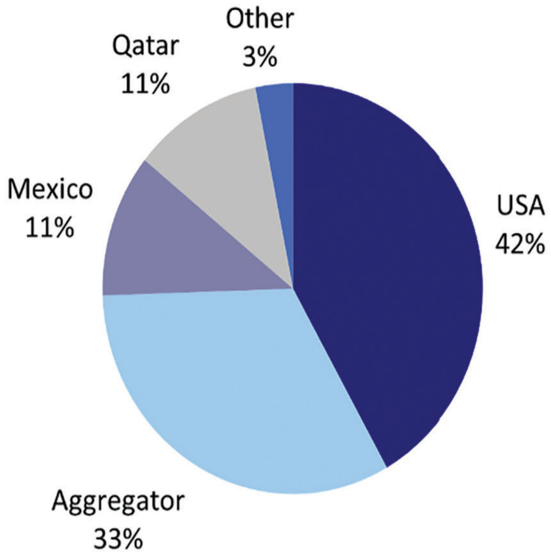
These were buyers from key Northeast Asian and South Asian markets seeking to lock in long-term contracts amid supply security concerns, led by Chinese end-users at 34%, followed by Japan and Bangladesh, accounting for 9% of total volumes each.

Chinese companies signed a total of 11 contracts amounting to 12.3 mill tonnes per year in 1H23, of which only two were Brent-linked, with the remainder indexed to Henry Hub (HH) or Asian spot benchmark Japan Korea Marker (JKM).

This suggested that price continued to be the key factor for long-term buying, as HH remained lower than Brent. Four out of the 11 contracts are back-to-back term supply deals done by Chinese state-owned Sinochem Group with second-tier Chinese buyers, Poten said.

While Chinese buyers generally signed deals of 10 years and above, Japanese players were more inclined to ink shorter-term deals, with four out of six contracts agreed at eight years or below.

2023 SPAs by Supplier



Source: Poten & Partners

Aggregators – defined as companies that produce LNG, as well as buy and sell production from other suppliers – were less active in 1H23, signing four SPAs for about 9 mill tonnes. While some buying activity was seen from portfolio players, they were concentrated on selling after a flurry of buying activity over the past few years.

Representing 68% of total volumes transacted in the first six months of this year, US benchmark HH continued to be the preferred pricing index, a trend that was also seen last year. Out of the 20 gas-linked contracts signed, only four were against benchmarks other than HH.

Brent-linked deals ranged from around mid-12% to as high as low-20%. For HH-related agreements, pricing was between 115% to 123% of the US benchmark, with liquefaction constants ranging from around $2 for free-on board (FOB) and high-$4s for delivered ex-ship (DES).

Long-term growth was concentrated in Asia, with key Northeast Asian and emerging markets seeking term supply. European buyers were reluctant to commit to long term contracts and may be exposed to price volatility, as they turn to the spot market or mid-term contracts to replace Russian pipeline gas supply.

While European gas storage levels are healthy, a cold winter could deplete inventories quickly. As a result, global competition for LNG during this high-demand season could be a concern.

The US and Qatar are expected to remain the largest suppliers of LNG in 2H23, as they seek to sign contracts for projects and expansions expected to come online in 2026/2027.

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Will Japan's storage approach cut spot LNG demand?

A unified storage approach will help Japanese buyers avoid the LNG spot market, according to Independent Commodity Intelligence Services' (ICIS) Senior LNG analyst, Joachim Moxon.

- LNG storage at Japanese power utilities fall amid summer heat.
- Increased storage solidarity to limit spot requirements.
- Potential supply disruptions remain concern.

Amid an unprecedented heat wave, Japanese power utilities saw LNG stocks fall from record highs to below-average by early August. In previous years, this would have likely triggered LNG enquiries to refill stocks for the winter season.

The summer heat gave plenty of reason to expect further pressure on storage through August, which would widen the year-on-year deficit to above 1 mill tonnes of LNG.

Power utilities were last caught short in the 2020/21 winter season and then had to scramble for spot volumes at a high cost, Moxon said.

However, a new approach to Japan's security of supply may now reshape its LNG storage dynamics. The strategic surplus LNG (SBL) aims to increase supply solidarity across power and city gas utilities.

A select group of LNG importers are required to use its global LNG supply to help other Japanese importers whenever the Japanese energy ministry METI flags a security-of-supply requirement.

Under normal conditions, the importer will continue to sell surplus LNG into international or domestic markets, according to its commercial interests. But it could be called upon to divert volumes to a specific Japanese buyer by the METI.

Participating players include - Tohoku Electric, JERA, Kansai Electric, Chugoku Electric, Tokyo Gas, Toho Gas, Osaka Gas, Saibu Gas, Japex, Inpex, Mitsubishi and Mitsui.

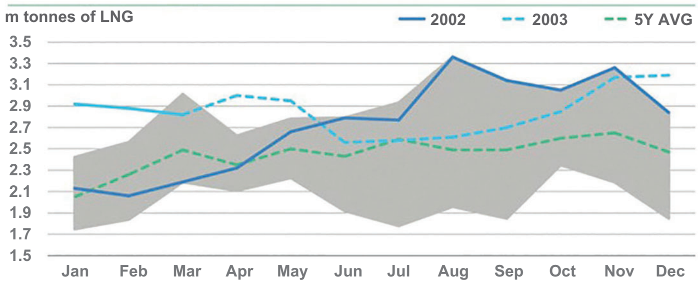
Their supply length, or supply buffer, is expected to be built on mid- and long-term contracts.

Japan's LNG infrastructure's relatively fragmented nature means LNG can in general only be shared while it is still on the water. This separates SBL from other strategic reserves of fuel supply.

However, the actual impact on onshore LNG storage remains untested.

While SBL could be seen to represent a loss of efficiency for fuel allocation globally, it should result in greater efficiency for Japan, thereby reducing the need for individual companies to make spot purchases to build onshore storage.

Japanese LNG Storage, power utilities



Source: METI, ICIS

The importers will likely still aim to build LNG storage buffers onshore, allowing them greater flexibility to meet their SBL requirements. But inventories may not need to rise as high as last year, or rely on spot purchases, as Japan's LNG storage can be viewed more holistically.

While onshore LNG storage at power utilities have been under pressure this summer, city gas companies continue to hold record-high stocks amid sluggish demand.

Several power utilities also have the ability to build storage based on contractual volumes. The restart of nuclear reactors gives Kansai Electric more flexibility, while a company like JERA has a large and diverse supply portfolio, Moxon said.

ICIS estimated an increase in LNG storage from October to November based on expectations of weak power demand and supply from alternative fuels. This could push volumes to similar levels as last year regardless of the SBL.

Spot-based LNG restocking looks unlikely for now. But challenges remain and the scope of the SBL appears limited. Currently, the SBL would involve only one cargo per month, whereas a supply disruption from Sakhalin 2 LNG, which is seen as the greatest risk factor, would constitute a loss of six to seven cargoes per month. ■

EU hits 90% gas storage target

The European Union (EU) reached 90% of its mandated gas storage target on 16th August, around 11 weeks ahead of the 1st November, according to Gas Infrastructure Europe data.

Subdued gas demand and a wide winter/summer spread mean continued filling is also likely, with stocks in Northwest Europe set to exceed 95% of capacity by the end of September, according to S&P Global Commodity Insights.

The setting of mandatory filling targets was part of the EU's response in mid-2022 to the gas crisis and record prices triggered by curtailed Russian exports.

Platts, part of S&P Global Commodity Insights, assessed the benchmark Dutch TTF month-ahead price at an all-time high of €319.98 per MWh on 26th August, 2022.

Prices have come down since then thanks to high storage levels and demand softening, for example, Platts assessed the TTF month-ahead price on 17th August at €36.45 per MWh.

The EU's Energy Commissioner, Kadri Simson said on Friday that meeting its storage target underlined that the EU was well prepared for winter. "This will help to further stabilise markets in the coming months," Simson said in a statement.

"The EU energy market is in a much more stable position than it was this time last year, in good part because of the measures we have taken at EU level.

"But we have seen in recent weeks that the gas market remains sensitive. The Commission (EC) will continue to monitor the situation, so that storage levels remain sufficiently high as we enter the next winter," he added.

On the same day, EC President, Ursula von der Leyen, said that high storage levels would help Europe to be "safe" this winter. "Together, we are weaning ourselves off Russian gas," she said.

An extremely mild 2022/23 winter, helped fill the storage space, as the EU storage sites were still filled to 56% of capacity at the end of the traditional withdrawal season in March.

With stocks at 90% of capacity, and filling likely to continue until stocks are full, traders have turned to Ukraine's surplus storage capacity to store gas.

In the UK, Centrica has expanded the capacity of its Rough site to 1.53 bill cu m having resumed storage operations in September, 2022.

German storage industry body INES had warned on 10th August that a risk remained of gas shortages in Germany during the coming winter if temperatures were "extremely cold", despite the current high level of storage. ■

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FID taken on Gate's expansion projects

Gasunie and Vopak have taken a final investment decision (FID) to expand Rotterdam's Gate terminal's storage and regasification capacity.

The expansion project involves a new 180,000 cu m LNG storage tank and additional regasification capacity of 4 bill cu m per year.

This new capacity has already been leased out under long term commercial agreements and is expected to be ready for operation by the second half of 2026.

Once all Gate's planned projects have been completed, the terminal will have a total regas capacity of 20 bill cu m per year.

Hans Coenen, on behalf of the Board of Directors of Gasunie, said: "The investment in this new tank is part of a broader package of proposed and already realised measures to increase LNG import capacity in the Netherlands. This is necessary to compensate for the loss of Russian natural gas and to reduce the scarcity of natural gas on the European gas market.

"In addition to expanding LNG import capacity, Gasunie is continuing to accelerate the energy transition, for example, through the construction of a national hydrogen network and the conversion of import terminals. We will also continue to focus on green gas, transport of heat and CO2 capture and storage," he said.

Gasunie and Vopak have taken FID on Gate's expansion project

Dick Richelle, Vopak CEO: "We are excited to build upon our successful partnership with Gasunie. This investment fits well with Vopak's strategy to grow in LNG infrastructure. We are proud to develop and operate reliable and open access infrastructure as this plays an important role in the security of supply of energy."

Jarmo Stoopman, Gate terminal's Managing Director, commented: "Now that all elements are in place, we are happy that we can start with the construction of this important expansion. We look forward to working with our contractors and ensuring a safe and timely construction of this 4th tank."

The total investment is around €350 mill. About 15% of the costs will be funded with equity and around 85% via a non-recourse project financing for which commitments are in place. The financing is expected to be finalised by the end of this year.

Each of the shareholders equity contribution will be about €26 mill with cash outs expected in the coming years. ■

Arctic LNG 2 due online at year end

Russia's Arctic LNG 2 project is on track to begin first production later this year.

This was revealed by CNOOC, one of the project's minority shareholders.

"So far all the partners...have been financing the project as per normal. None is delaying its funding. The project is thus proceeding as planned," CNOOC's CFO, Xie Weizhi told an earnings briefing in Hong Kong, reported by Reuters.

Arctic LNG 2 is being developed by Novatek, Russia's largest independent natural gas producer, which holds a 60% stake in the LNG export project.

The other shareholders include CNOOC and China National Petroleum Corporation (CNPC), TotalEnergies, plus the Mitsui Group and JOGMEC.

Arctic LNG 2 was originally earmarked to be up and running by 2023, reaching full capacity by 2026. It is expected to produce 20 mill tonnes of LNG annually.

LNG will be shipped by a fleet of Ice Class LNGCs that will be able to transit the Northern Sea Route and utilise the transhipment terminals at Kamchatka for Asian cargoes and near Murmansk for European cargoes.

Novatek's Deputy Chairman Eduard Gudkov told a Russian energy forum in June that the company plans to launch its Arctic LNG 2 project at the end of 2023, or in early 2024.

CEO Leonid Mikhelson claimed last month that "We are going to meet the deadlines of the first line's launch, scheduled for 2023."

Novatek plans to deliver 2 mill tonnes of LNG to Japan from the project, Mikhelson was quoted as saying by Russian news agency TASS.

"Unlike Yamal LNG, the Arctic LNG 2 project envisages that the LNG is marketed by partners, [depending on their] share in the project. The Japanese side holds 10% in the project, which amounts to 2 mill tonnes. They will certainly be delivered to the Japanese market," he reportedly said.

The first Arctic LNG 2 LNG train mounted on a gravity-based structure (GBS) was recently installed on a seabed foundation at the Utrenniy Terminal on the Gydan Peninsula.

The LNG process train, capable of producing 6.6 mill tonnes of LNG per annum, will be hooked up to onshore upstream facilities to complete its commissioning and will then commence liquefaction operations.

It was towed by sea from the LNG construction centre in the Murmansk Region to the Gydan Peninsula and was installed on the foundation built on the seabed near the shore.

The towing operation took 22 days to complete. The 330 m long, 152 m wide and 90 m high platform weighs 640,000 tonnes and is claimed to be the heaviest object ever moved in the history of the global LNG industry.

The train consists of topside modules with equipment fitted to produce and offload LNG and stable gas condensate. The equipment is installed on a concrete GBS, which houses the LNG and condensate storage tanks. ■

BASF to buy Cheniere LNG

Cheniere Marketing has signed into a long-term LNG sale and purchase agreement (SPA) with German chemical combine BASF.

Under the SPA, BASF has agreed to purchase up to 0.8 mill tonnes per annum of LNG from Cheniere on a free-on-board (FOB) basis from mid-2026 through 2043. The purchase price will be indexed to Henry Hub, plus a fixed liquefaction fee.

Deliveries will be subject to a positive final investment decision (FID) taken on the first train (Train seven) of the Sabine Pass liquefaction expansion project (SPL expansion) in Louisiana, and will increase to around 0.8 mill tonnes upon its start up.

"We are pleased to enter into this long-term relationship with BASF, a global leader in the chemical industry," said Anatol Feygin, Cheniere's Executive Vice President and CCO. "This SPA demonstrates the critical role US natural gas plays in providing long-term secure, sustainable and affordable energy for Europe.

"With this agreement, we are supporting the objectives of one of Europe's key industrial end-use consumers to ensure stability of its supply chain," he said.

"By establishing our own dedicated LNG supply chain with Cheniere, we are diversifying our energy and raw materials portfolio at a time of critical changes in the European gas market, which is marked by increased demand and volatile prices for LNG," added Dr Dirk Elvermann, BASF's CFO. "While we are reducing our dependence on fossil fuels to reach our goal of net zero CO2 emissions by 2050, this agreement will ensure reliable supply of natural gas at competitive terms."

The SPL expansion project is being developed for up to 20 mill tonnes per year of total LNG capacity. In May, 2023, Cheniere Energy Partners subsidiaries entered the pre-filing review process with the US Federal Energy Regulatory Commission (FERC), under the National Environmental Policy Act (NEPA). ■

Eesti Gas to ramp up LNG imports

Finnish energy company, Eesti Gaas, claimed to be the largest private energy company in the Baltic states, is to more than triple its LNG supplies this year.

Last year, the company handled five LNG cargoes, however, it said it will import 16 cargoes this year.

"One third of the LNG imports to the Baltic region and Finland come through Eesti Gaas. Large volumes and direct contracts with the leading LNG suppliers allow us to offer our customers reliable and affordable supplies and increase our market share," said Margus Kaasik, Chairman of the Managment Board of Eesti Gaas.

"In less than a year, we made a complete turnaround to LNG of Western origin, the new supply routes from Norway and the US were established and work well today, this has given the regional gas market more security and also helped bring down the price.

"Heading towards the new heating season, our gas consumers can have peace of mind – European gas storages are full and there will be enough gas. Towards winter, the price of gas is expected to rise somewhat, but according to all assumptions, the upcoming winter will be easier for consumers than the previous one," he said.

Of the LNG deliveries ordered by Eesti Gaas this year, four have come to Lithuania's Klaipeda and eight to Finland's Inkoo terminal. Up to end of the year, another Klaipeda cargo and three more for Inkoo have been agreed.

The company's major supply partners are Vitol and TotalEnergies, plus Equinor, Eesti Gaas confirmed.

From last autumn's peak price of €2.85 per cu m, the price for Eesti Gaas' household customers has fallen by more than 84% to €0.46 per cu m.

Large gas price reductions were seen in December last year and in February of this year, when Eesti Gaas reduced the price of natural gas by 35 and 50%, respectively.

Operating in five markets – Finland, Estonia, Latvia, Lithuania and Poland – Eesti Gaas grew last year to become the largest private energy company in the Baltic and Finland region, the company claimed.

The company offers its customers natural gas in the form of pipeline gas, compressed natural gas (CNG) and liquefied natural gas (LNG) and manages the largest gas network in Estonia and Latvia.

For its export markets, the company operates under the banner of Elenger. ■

JAPEX opts for ADNOC's LNG

Abu Dhabi's gas producer, ADNOC Gas has signed a five-year LNG supply agreement, valued at between $450 mill and $550 mill, with Japan Petroleum Exploration (JAPEX).

"Japan is one of the UAE's largest and most important energy partners and we are very pleased to strengthen this relationship through this LNG supply agreement," Ahmed Alebri, ADNOC Gas CEO, said.

"The agreement reinforces ADNOC Gas' position as a global LNG export partner of choice and highlights the company's growing global presence, particularly in the Asian LNG market," he said.

This supply contract follows ADNOC Gas' recently signed LNG agreements with TotalEnergies Gas and Power and India Oil Corp (IOCL). ADNOC plans to more than double its LNG production capacity to meet increased global demand for natural gas and is developing an LNG project in Al Ruwais Industrial City, Al Dhafrah, Abu Dhabi. ■

NEWS NUDGE

Platts to avoid Gorgon and Wheatstone offers

Platts, part of S&P Global Commodity Insights, has warned that with immediate effect, it will not publish offers with the loading port nominated as Australia's Gorgon or Wheatstone LNG, via the Platts LNG Market on Close (MOC) assessment process, until further notice.

Sellers should also not nominate Gorgon or Wheatstone LNG as base loading port when expressing interest to trade a bid in the MOC process or as an alternative loading port following a trade reported via the MOC process.

Platts reminded market participants that potential sellers should not offer when there is a known and distinct possibility that loading or delivery may be delayed.

This follows further talk of imminent industrial action affecting these LNG projects, with a firm date having been provided for commencement of terminal disruptions. ■

Poland plans two FSRUs

Polish energy suppliers, Gaz-System and ORLEN have signed an agreement to provide regasification services at the FSRU terminal in the Gulf of Gdańsk.

The terminal project involves the berthing of an FSRU in the Gdańsk area, designed to process 6.1 bill cu m of LNG per year.

This agreement was signed following the open season procedure in which ORLEN submitted an order covering 100% of Gaz-System's regasification services.

The signing ceremony was attended by Anna Łukaszewska-Trzeciakowska, Secretary of State and Government Plenipotentiary for Strategic Energy Infrastructure. The Minister emphasised the strategic importance of the project implemented by Gaz-System and the pivotal role of LNG supplies, especially after the termination of natural gas import from Russia:

"Last year, as a result of the political impact of the war in Ukraine, the directions of natural gas supplies to the European Union have been completely reorganised. We can see over 60% increase in LNG supplies from the global market.

"Poland, as a beneficiary of this trend, seeks to become a gas hub for Central and Eastern Europe," said Poland's Secretary of State and Government Plenipotentiary for Strategic Energy Infrastructur, Anna Łukaszewska-Trzeciakowska.

"The FSRU terminal in Gdańsk contributes to the process of the country's energy and economic transition towards less carbon-intensive energy sources. The FSRU terminal project, market-confirmed by ORLEN Group, constitutes another element of the country's energy security scheme based on sound economic rationale.

"Following the recently completed interconnections with Denmark, Lithuania and Slovakia and the expansion of the LNG Terminal in Świnoujście, this project will increase the diversification of natural gas supplies to Poland and the Intermarium region," added Marcin Chludziński, Gaz-System's Management Board President.

At present, Gaz-System sees unprecedented increase in market demand for LNG supplies; in response to this growing interest, the company said that it is already undertaking measures to expand the regasification capacity of the planned FSRU terminal:

"Given the growing interest across the entire CEE region in diversification of gas supply sources based on LNG, we are currently conducting an open season procedure for the second FSRU terminal.

"Assuming its positive outcome, we could launch the second FSRU, which would allow us to increase the regasification capacity of the facility by an additional 4.5 bill cu m of gaseous fuel per year," said Andrzej Kensbok, Vice-President of Gaz-System Management Board.

Poland's Świnoujście terminal

For ORLEN, LNG constitutes one of the pillars of a diversification strategy and the development of long-term commercial potential:

"The fuel and energy security of Poland has always been and continues to be our priority. The need for enhanced security constituted one of the arguments for building a strong multi-utility group. Owing to the merger with LOTOS, PGNiG and Energa, we have the potential to engage in further projects that contribute to the energy independence of the country and the region.

"One of such projects is the planned floating LNG terminal in the Gulf of Gdańsk, the entire regasification capacity of which has just been booked by ORLEN. Including President Lech Kaczyński's LNG terminal in Świnoujście already in operation, it will enable the company to receive all the LNG to be supplied under long-term contracts we have signed.

"At present, this volume accounts for almost 14 bill cu m per year. Such quantity of gaseous fuel supplemented by imports from Norway and our own domestic production, will allow us not only to fully satisfy the needs of Polish customers, but also to offer gas to neighbouring markets. Consequently, ORLEN will be a guarantor of fuel and energy security not only internally, but also in other countries in the region," explained Daniel Obajtek, ORLEN's President of the Management Board.

The FSRU terminal project is at the advanced design stage. Permission has been granted to build three onshore gas pipelines to connect up to the FSRU, having a total length of around 250 km.

It has been granted the status of a 'Project of Common Interest' (PCI). Under the Connecting Europe Facility (CEF), the European Commission granted funding to the project to a maximum of about €19.6 mill. ■

Saverex starts second EXMAR takeover bid

On 28th August, Saverex voluntarily reopened the bid for all of EXMAR's shares without conditions.

The timeline for the purchase of the remaining shares lasts until 15th September, while the payment of the bid price is scheduled for 2nd October.

Since the announcement of the results of the initial acceptance period, EXMAR's shares have traded slightly above the bid price. Saverex said that this increase may be caused by market speculation regarding a potential increase of the bid price.

The price offered by Saverex amounts to €12.10 per share, minus the dividend of €1 per share, which was paid on 24th May 2023, resulting in a price of €11.10 per share.

Saverex believed that this bid price adequately reflects the fair value of EXMAR, as confirmed in the prospectus and by the selling shareholders in the first acceptance period.

As a result, Saverex will not increase the bid price, believingthat it is important that the market and EXMAR shareholders in particular are accurately informed about its intentions.

Saverex currently holds 44,234,979 shares in EXMAR, representing 74.35% of the outstanding shares. Taking into account the shares held by Nicolas Saverys (7,924 shares) and by EXMAR (2,026,013 shares), Saverex and those affiliated with it together hold 46,268,916 shares, representing 77.76% of EXMAR's outstanding shares. ■

Awilco reports increased results

LNGC owner, Awilco LNG has reported a net result of $11 mill and profit per share of $0.08 for the second quarter of this year, up from $9 mill and $0.07 per share, respectively, in the previous quarter.

Awilco head, Jon Skule Sorheill

First half 2023 net result was $20.1 mill or $0.15 per share.

Second quarter net freight income of $21.9 mill was higher than the $20.5 mill recorded in 1Q23. First half 2023 net freight income was $42.4 mill, up from $24.3 mill for the same period last year.

EBITDA for 2Q23 was $18.4 mill, up from $16.6 mill in 1Q23. First half 2023 EBITDA was $35 mill, up from $17.7 mill in the same period last year.

Net TCE was $120,500 and $117,150 per day for second quarter and first half year, respectively, compared to $56,400 and $67,400 per day, respectively for the same periods of 2022.

In June, Awilco paid NOK0.50 per share in dividend, corresponding to $6.4 mill, bringing the total dividend paid during 1H23 to NOK1 per share, corresponding to $12.5 mill in total.

On 22nd August, 2023, the Board authorised a cash dividend payment of NOK0.25 per share to be paid in September.

Following the completion of the ongoing drydockings of both vessels, the Board expects to increase dividend payments for the next quarters.

CEO Jon Skule Storheill, commented: "On the back of fixed rate contracts for both 'WilForce' and 'WilPride', we are pleased to report another strong quarter with a profit of $11 mill. Seasonally low spot rates throughout the second quarter are now behind us and we are seeing rate levels increasing as usual for this time of year.

"Although both our vessels will be going through their scheduled second special survey incurring substantial off-hire periods in the third quarter, the fixed earnings contracts will enable the company to continue to return value to our shareholders also in this period.

"The board resolved and declared a quarterly dividend of NOK0.25 payable in September, 2023," he said.

Höegh suffers net profit fall

Höegh LNG Holdings reported a net profit after taxes of $19.6 mill for the second quarter of this year, down $14.5 mill from $34.1 mill recorded in the preceding quarter.

The group completed a new loan agreement for 'Hoegh Gandria' and a new corporate credit facility.

On 1st August, Höegh LNG repaid its HLNG03 bond loan (NOK1.500 mill).

Total income for the quarter was $126.8 mill, and EBITDA was 78.7 mill, compared to $137.4 mill and $91.9 mill, respectively for the preceding quarter.

The $13.2 mill EBITDA decrease was mainly a result of 'Hoegh Giant', which earned a very strong charter rate in the first quarter, being idle for most of 2Q23, partially offset by 'Hoegh Gandria', which was acquired towards the end of 1Q23 and commenced a one-year LNGC timecharter from late April.

The net profit fall was mainly related to the drop in EBITDA and an increase in income taxes.

Net increase in cash and cash equivalents during 2Q23 was $161.2 mill. On 30th June, 2023, Höegh LNG held $312.3 mill in unrestricted cash. Net interest-bearing debt, including lease liabilities, decreased during the quarter by $34 mill to $1,445 mill from $1,479 mill.

Total assets and book equity, after adjusting for the mark-to-market of interest rate swaps, were $2,719 mill and $745 mill, respectively, equivalent to an adjusted book equity ratio of 27%.

For the first half of the year, Höegh LNG reported total income of $264.2 mill and EBITDA of $170.6 mill, compared to $178.6 mill and $101.3 mill, respectively for the same period of 2022.

This EBITDA increase of $69.4 mill primarily reflected higher contribution from several vessels contracted at higher charter rates and having less idle time, plus the acquisition of 'Hoegh Gandria' in March, 2023.

In addition, administrative expenses were higher in 1H22, mainly due to costs related to the acquisition of HMLP's public common units.

The group recorded a net profit of $53.6 mill for 1H23, compared to a net loss of $5.5 mill for the same period last year.

'Hoegh Giant' was idle for much of 2Q23

NEWS NUDGE

Gazprom uses the NSR

Russian gas supplier, Gazprom has become the second energy company to ship LNG to China via the Arctic.

In contrast to NOVATEK's shipments, which come from the Arctic Yamal project, Gazprom's LNG is produced by the Portovaya liquefaction plant in the Baltic, near St Petersburg.

This is the first time that a company has shipped LNG from outside the Arctic along the Northern Sea Route (NSR), local media said.

Gazprom utilised the 170,200 cu m Ice Class 2 'Velikiy Novgorod', which left the Portovaya liquefaction plant on 14th August. The vessel reportedly entered the NSR on 22nd August.

As at the end of the month, the LNGC had reached the East Siberian Sea and is expected to arrive in Jintang, China by the middle of September, according to Marine Traffic.

Silverstream sees significant LNGC interest

UK-based maritime clean technology company, Silverstream Technologies has received multiple orders to fit LNGCs with its air lubrication technology (ALS).

This latest raft of orders, amounting to 10 patented Silverstream System fittings, brings the company's orderbook in this sector to 36 vessels, representing a total value of around £50 mill.

The orders – which came from major US and UK-based energy companies and Northern European shipowners – will see Silverstream's ALS retrofitted on six LNGCs between 2023 and 2025, and four newbuildings, which will be delivered between 2026 and 2027.

The four 180,000 cu m newbuilding contracts were on behalf an undisclosed owner under construction at a Chinese shipyard.

Another owner has ordered the retrofits on two 174,000 cu m LNGCs, which will take place at either Seatrium – the newly branded shipyard formed by the merger of Sembcorp Marine and Keppel Offshore & Marine – or Spain's Navantia shipyard, depending on the vessels' itinerary, during their five-year drydocking phases.

Finally, another undisclosed owner has signed for retrofits on four 160,000 cu m LNGCs. These installations were contracted via Seatrium and will take place at the yard in the coming months, as the vessels reach their scheduled 10-year drydockings.

Silverstream's technology is claimed to be very well-suited to the LNG segment, as LNGCs have a large flat bottom that maximises ALS's friction-reducing capabilities. The system reduces average LNGC fuel consumption and emissions by 7-10% net, which typically equates to a 1MW net power saving.

The system can also help to reduce LNG boil-off and increase delivered cargo volume, or cut fuel consumption and associated emissions, depending on the operator's commercial and sustainability priorities, as the ALS can be used either to enable vessels to travel at higher speeds for the same fuel consumption, or to cut fuel consumption and emissions without sacrificing speed.

Noah Silberschmidt, Founder & CEO, Silverstream Technologies, said: "We're extremely pleased at the uptake our system is attracting from the LNG segment, as well as from major energy operators who appreciate our technology's proven fuel and emissions saving record.

"The silverstream system is a perfect match for LNG vessels, as the natural characteristics of these ships, as well as their operational priorities, mean that air lubrication is one of the only solutions that will enable operators to achieve their efficiency goals here and now," he said.

Silverstream's founder Noah Silberschmidt

Silverstream will be presenting at Gastech Singapore's Technical Conference. Silberschmidt's session is at 14:30 SGT on 5th September, at which he will explore the performance of the system on board LNGCs that are already utilising the system. The company will also have an exhibition stand - BC50.

NEWS NUDGE

Ships - Newbuildings

On 22 August 2023, Kantons Investment, a wholly-owned subsidiary of Sinopec, and Shanghai COSCO SHIPPING LNG said they will make further investments in CESI on a pro rata basis.

This investment will relate to the construction of three LNGCs.

They will be long term chartered to Sinopec on the back of a sales agreement to buy Venture Global's LNG.

Proceeds from the capital injection (around $194.5 mill) will account for about 25.57% of the investment in the project. The remaining 74.43% (around $566,293,800) will be funded through project financing.

It is expected that Kantons Investment will inject capital to the tune of around $95.305 mill in CESI, Sinopec said.

As a result, the three LNGCs were firmed up at DSIC.

On 21st August, Maran Gas announced that the company had taken delivery of the Greek flagged 174,000 cu m LNGC 'Maran Gas Marseille' from Samsung Heavy Industries (SHI).

The vessel's design is highly efficient and environmentally friendly and includes an optimised hull form, shaft generators, high-efficiency gas screw compressors, an air lubrication system and LNG sub-cooler, the company said.

GTT appoints new CFO

GTT has appointed Thierry Hochoa as CFO effective 4th September, 2023.

Hochoa will join GTT's Executive Committee and report to Philippe Berterottière, Group Chairman and CEO.

A graduate of IAE Paris and ESCP Business School, he has had more than 25 years of experience in financial matters within large international companies, such as Ernst & Young, Technip, Bourbon Offshore and, more recently, CMA CGM.

Hochoa will replace Virginie Aubagnac, who has decided to take her career on a new direction.

Berterottière said: "On behalf of GTT, I thank Virginie Aubagnac for her commitment and professionalism within the Group, wishing her every success for the rest of her career."

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	$260.63 mill
Five years old (174,000 cu m)	$221.73 mill
Total Fleet (573 ships)	$91.36 bill
Orderbook (332 ships)	$88.23 bill

Source: VesselsValue (29/08/23)

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	$130,000	+$55,000
West of Suez	$140,000	+$40,000
12 mos T/C	$101,500	+$3,500

Since last report (17/08/23)

Source: Fearnleys (30/08/23)

WORLD LNG CARRIER ORDERBOOK

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Hudong-zhonghua H1830a	CSSC	Hudong-Zhonghua	01/08/2019	174,000	XDF	01/04/2024
Wen Cheng	CSSC	Hudong-Zhonghua	01/08/2019	174,000	XDF	01/01/2024
Alexey Kosygin	Smart LNG	Zvezda SSK	01/09/2019	172,600	TFDE - Azipod	01/03/2024
Pyotr Stolypin	Smart LNG	Zvezda SSK	01/09/2019	172,600	TFDE - Azipod	01/09/2024
Samsung 2315	SinoKor	Samsung	01/12/2019	173,400	XDF	01/12/2023
Samsung 2316	SinoKor	Samsung	01/12/2019	173,400	ME-GA	01/12/2026
Samsung 2317	SinoKor	Samsung	01/12/2019	173,400	ME-GA	01/03/2027
Samsung 2318	SinoKor	Samsung	01/12/2019	173,400	ME-GA	01/06/2027
Lng Harmony	JP Morgan	Hyundai Heavy	20/07/2020	174,000	XDF	01/07/2023
Daewoo 2517	MOL, COSCO	Hanwha Ocean	01/08/2020	172,500	TFDE - Azipod	01/11/2023
Daewoo 2518	MOL, COSCO	Hanwha Ocean	01/08/2020	172,500	TFDE - Azipod	01/02/2024
Daewoo 2519	MOL, COSCO	Hanwha Ocean	01/08/2020	172,500	TFDE - Azipod	01/05/2026
Sm Golden Eagle	Korea Line	Hyundai Heavy	12/08/2020	174,000	XDF	01/09/2025
Sm Kestrel	Korea Line	Hyundai Heavy	12/08/2020	174,000	XDF	01/10/2023
Maran Gas Marseille	Maran Gas Maritime	Samsung	01/11/2020	174,000	XDF	01/08/2023
Hyundai Samho 8100	Knutsen	Hyundai Samho	14/12/2020	174,000	ME-GA	01/11/2024
Orion Sky	JP Morgan	Hyundai Heavy	14/12/2020	174,000	XDF	01/11/2024
New Brave	Pan Ocean	Hyundai Heavy	15/12/2020	174,000	XDF	01/09/2024
New Nature	Pan Ocean	Hyundai Heavy	15/12/2020	174,000	XDF	01/10/2024
Puteri Saadong	Hyundai LNG Shipping	Hyundai Heavy	15/04/2021	174,000	XDF	01/02/2024
Puteri Santubong	Hyundai LNG Shipping	Hyundai Heavy	29/04/2021	174,000	XDF	01/06/2024
Puteri Sejinjang	Hyundai LNG Shipping	Hyundai Heavy	29/04/2021	174,000	XDF	01/07/2024
Mulan Spirit	Jovo Energy	Jiangnan	01/05/2021	79,800	XDF	01/12/2023
Samsung 2473	Maran Gas Maritime	Samsung	01/05/2021	174,000	XDF	01/09/2024
Samsung 2474	Maran Gas Maritime	Samsung	01/05/2021	174,000	XDF	01/09/2024
Daewoo 2521	Hyundai LNG Shipping	Hanwha Ocean	28/05/2021	174,000	MEGI	01/09/2023
Clean Destiny	Dynagas	Hyundai Heavy	31/05/2021	200,000	ME-GA	01/11/2023
Clean Future	Dynagas	Hyundai Heavy	31/05/2021	200,000	ME-GA	01/03/2024
Clean Resolution	Dynagas	Hyundai Heavy	31/05/2021	200,000	ME-GA	01/10/2023
Clean Vitality	Dynagas	Hyundai Heavy	31/05/2021	200,000	ME-GA	01/02/2024
MOL Coral	MOL	Hanwha Ocean	01/06/2021	174,000	ME-GA	01/10/2023
Amore Mio I	Capital Gas	Hyundai Heavy	18/06/2021	174,000	ME-GA	01/10/2023
Axios II	Capital Gas	Hyundai Heavy	18/06/2021	174,000	ME-GA	01/12/2023
Celsius Geneva	Celsius Shipping	Samsung	01/07/2021	180,000	ME-GA	01/07/2023
Energy Fortitude	Alpha Gas	Hyundai Samho	01/07/2021	174,000	XDF	01/08/2024
Hyundai Samho 8106	Alpha Gas	Hyundai Samho	01/07/2021	174,000	XDF	01/03/2024
Hyundai Samho 8147	H-Line	Hyundai Samho	01/07/2021	174,000	XDF	01/11/2023
Samsung 2460	Celsius Shipping	Samsung	01/07/2021	180,000	ME-GA	01/10/2023
Samsung 2461	Celsius Shipping	Samsung	01/07/2021	180,000	ME-GA	01/11/2023
Hyundai Samho 8101	Knutsen	Hyundai Samho	13/07/2021	174,000	ME-GA	01/12/2023
Hyundai Samho 8102	Knutsen	Hyundai Samho	13/07/2021	174,000	ME-GA	01/09/2025
Orion Gaugin	JP Morgan	Hyundai Heavy	13/07/2021	174,000	ME-GA	01/09/2025
Orion Hugo	JP Morgan	Hyundai Heavy	13/07/2021	174,000	ME-GA	01/07/2025
New Green	Pan Ocean	Hyundai Heavy	14/07/2021	174,000	ME-GA	01/10/2024
New Oasis	Pan Ocean	Hyundai Heavy	14/07/2021	174,000	ME-GA	01/12/2024
Daewoo 2522	Hyundai LNG Shipping	Hanwha Ocean	15/07/2021	174,000	MEGI	01/05/2024
Ignacy Lukasiewicz	Knutsen	Hyundai Samho	22/07/2021	174,000	ME-GA	01/11/2023
Puteri Ledang	Hyundai LNG Shipping	Hyundai Heavy	22/07/2021	174,000	XDF	01/05/2024
Puteri Mahsuri	Hyundai LNG Shipping	Hyundai Heavy	22/07/2021	174,000	XDF	01/11/2024
Puteri Mayang	Hyundai LNG Shipping	Hyundai Heavy	22/07/2021	174,000	XDF	01/01/2025
Saint Barbara	Knutsen	Hyundai Samho	22/07/2021	174,000	ME-GA	01/10/2023
Samsung 2579	Celsius Shipping	Samsung	26/07/2021	180,000	ME-GA	01/04/2024

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
Data last updated = 2 August 2023

Fearnley LNG

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Samsung 2584	Celsius Shipping	Samsung	01/08/2021	180,000	ME-GA	01/06/2024
Samsung 2585	Celsius Shipping	Samsung	01/08/2021	180,000	ME-GA	01/07/2024
Aktoras	Capital Gas	Hyundai Samho	01/09/2021	174,000	ME-GA	01/07/2024
Hudong-zhonghua H1838a	K-Line	Hudong-Zhonghua	01/09/2021	79,960	XDF	01/09/2023
Daewoo 2523	MOL	Hanwha Ocean	14/09/2021	174,000	ME-GA	01/02/2024
Daewoo 2524	MOL	Hanwha Ocean	14/09/2021	174,000	ME-GA	01/04/2024
Daewoo 2525	MOL	Hanwha Ocean	14/09/2021	174,000	ME-GA	01/08/2024
Daewoo 2526	MOL	Hanwha Ocean	14/09/2021	174,000	ME-GA	01/10/2024
Daewoo 2527	MOL	Hanwha Ocean	01/10/2021	174,000	ME-GA	01/07/2024
Hudong-zhonghua H1790a	MOL	Hudong-Zhonghua	01/10/2021	175,000	XDF	01/09/2024
Hudong-zhonghua H1791a	MOL	Hudong-Zhonghua	01/10/2021	175,000	XDF	01/12/2024
Hudong-zhonghua H1792a	MOL	Hudong-Zhonghua	01/10/2021	175,000	XDF	01/03/2025
Hudong-zhonghua H1793a	MOL	Hudong-Zhonghua	01/10/2021	175,000	XDF	01/05/2025
Samsung 2580	NYK	Samsung	01/10/2021	174,000	XDF	01/10/2023
Samsung 2581	NYK	Samsung	01/10/2021	174,000	XDF	01/11/2023
Samsung 2582	NYK	Samsung	01/10/2021	174,000	XDF	01/01/2024
Samsung 2583	NYK	Samsung	01/10/2021	174,000	XDF	01/02/2024
Samsung 2592	JP Morgan	Samsung	01/10/2021	174,000		01/03/2024
Samsung 2593	JP Morgan	Samsung	01/10/2021	174,000		01/06/2024
Samsung 2594	JP Morgan	Samsung	01/10/2021	174,000		01/09/2024
Samsung 2595	JP Morgan	Samsung	01/10/2021	174,000		01/01/2025
Samsung 2596	JP Morgan	Samsung	01/10/2021	174,000	ME-GA	01/11/2024
Samsung 2597	JP Morgan	Samsung	01/10/2021	174,000	ME-GA	01/12/2024
Apostolos	Capital Gas	Hyundai Heavy	04/11/2021	174,000	ME-GA	01/06/2024
Assos	Capital Gas	Hyundai Heavy	04/11/2021	174,000	ME-GA	01/05/2024
Daewoo 2528	Maran Gas Maritime	Hanwha Ocean	10/11/2021	174,000	MEGI	01/08/2024
Daewoo 2529	Maran Gas Maritime	Hanwha Ocean	10/11/2021	174,000	MEGI	01/11/2024
Daewoo 2530	BWGas	Hanwha Ocean	25/11/2021	174,000	MEGI	01/03/2025
Daewoo 2531	BWGas	Hanwha Ocean	25/11/2021	174,000	MEGI	01/05/2025
Samsung 2600	JP Morgan	Samsung	01/12/2021	174,000		01/07/2024
Samsung 2601	JP Morgan	Samsung	01/12/2021	174,000		01/01/2025
Samsung 2598	Celsius Shipping	Samsung	07/12/2021	180,000	ME-GA	01/01/2025
Samsung 2599	Celsius Shipping	Samsung	07/12/2021	180,000	ME-GA	01/05/2025
Hudong-zhonghua H1834a	ULT	Hudong-Zhonghua	08/12/2021	174,000	XDF	01/09/2024
Hudong-zhonghua H1835a	ULT	Hudong-Zhonghua	08/12/2021	174,000	XDF	01/12/2024
Hudong-zhonghua H1836a	ULT	Hudong-Zhonghua	08/12/2021	174,000	XDF	01/03/2025
Samsung 2604	NYK	Samsung	27/12/2021	174,000	XDF	01/12/2024
Daewoo 2532	GasLog	Hanwha Ocean	01/01/2022	174,000	MEGI	01/05/2024
Daewoo 2533	GasLog	Hanwha Ocean	01/01/2022	174,000	MEGI	01/08/2024
Daewoo 2534	GasLog	Hanwha Ocean	01/01/2022	174,000	MEGI	01/06/2025
Daewoo 2535	GasLog	Hanwha Ocean	01/01/2022	174,000	MEGI	01/08/2025
Samsung 2602	H-Line, Pan Ocean, SK Shipping	Samsung	01/01/2022	174,000	ME-GA	01/12/2024
Samsung 2603	H-Line, Pan Ocean, SK Shipping	Samsung	01/01/2022	174,000	ME-GA	01/12/2024
Hyundai Samho 8173	SK Shipping	Hyundai Samho	04/01/2022	174,000	ME-GA	01/09/2024
Daewoo 2537	Maran Gas Maritime	Hanwha Ocean	06/01/2022	174,000	MEGI	01/09/2025
Daewoo 2538	Maran Gas Maritime	Hanwha Ocean	06/01/2022	174,000	MEGI	01/11/2025
Hudong-zhonghua H1880a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/10/2024
Hudong-zhonghua H1881a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/08/2025
Hudong-zhonghua H1882a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/10/2025
Hudong-zhonghua H1883a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/03/2026
Hudong-zhonghua H1884a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/06/2026
Hudong-zhonghua H1885a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/09/2026
Daewoo 2536	MOL	Hanwha Ocean	17/01/2022	174,000	ME-GA	01/09/2024

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
Data last updated = 2 August 2023

Fearnley LNG

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Hyundai Samho 8175	H-Line	Hyundai Samho	26/01/2022	174,000	XDF	01/04/2025
Samsung 2607	H-Line	Samsung	01/02/2022	174,000	ME-GA	01/03/2025
Samsung 2608	H-Line	Samsung	01/02/2022	174,000	ME-GA	01/05/2025
Samsung 2609	H-Line	Samsung	01/02/2022	174,000	ME-GA	01/06/2025
Samsung 2610	H-Line	Samsung	01/02/2022	174,000	ME-GA	01/09/2025
Daewoo 2539	Maran Gas Maritime	Hanwha Ocean	07/02/2022	174,000	MEGI	01/11/2025
Daewoo 2540	Maran Gas Maritime	Hanwha Ocean	07/02/2022	174,000	MEGI	01/12/2025
Hyundai Samho 8170	Hyundai Glovis	Hyundai Samho	21/02/2022	174,000	ME-GA	01/08/2024
Daewoo 2541	Venture Global LNG	Hanwha Ocean	01/03/2022	200,000	ME-GA	01/07/2025
Daewoo 2542	Venture Global LNG	Hanwha Ocean	01/03/2022	200,000	ME-GA	01/10/2025
Daewoo 2543	Venture Global LNG	Hanwha Ocean	01/03/2022	200,000	ME-GA	01/12/2025
Jiangnan H2700	ADNOC	Jiangnan	01/03/2022	175,000	XDF	01/01/2025
Jiangnan H2701	ADNOC	Jiangnan	01/03/2022	175,000	XDF	01/05/2025
Samsung 2619	Celsius Shipping	Samsung	01/03/2022	180,000	ME-GA	01/10/2025
Clean Levant	Dynagas	Hyundai Heavy	02/03/2022	200,000	ME-GA	01/04/2025
Clean Mistral	Dynagas	Hyundai Heavy	02/03/2022	200,000	ME-GA	01/03/2025
Clean Srocco	Dynagas	Hyundai Heavy	02/03/2022	200,000	ME-GA	01/12/2025
Hyundai Samho 8179	Knutsen	Hyundai Samho	31/03/2022	174,000	ME-GA	01/03/2025
Hyundai Samho 8180	Knutsen	Hyundai Samho	31/03/2022	174,000	ME-GA	01/06/2025
Daewoo 2544	BWGas	Hanwha Ocean	01/04/2022	174,000	MEGI	01/11/2025
Daewoo 2545	BWGas	Hanwha Ocean	01/04/2022	174,000	MEGI	01/12/2025
Samsung 2635	TMS Cardiff Gas	Samsung	01/04/2022	174,000	ME-GA	01/09/2024
Samsung 2636	TMS Cardiff Gas	Samsung	01/04/2022	174,000	ME-GA	01/03/2026
Daewoo 2550	MOL	Hanwha Ocean	15/04/2022	174,000	ME-GA	01/09/2025
Daewoo 2551	MOL	Hanwha Ocean	15/04/2022	174,000	ME-GA	01/09/2026
Dalian No 1 G175k-1	China Merchant	Dalian Shipbuilding	19/04/2022	175,000	XDF	01/09/2025
Dalian No 1 G175k-2	China Merchant	Dalian Shipbuilding	19/04/2022	175,000	XDF	01/12/2025
Hyundai Samho 8181	Knutsen	Hyundai Samho	20/04/2022	174,000	ME-GA	01/12/2025
SHANGHAI JIANGNAN CHANGXING SB H1889A		Hudong-Zhonghua	28/04/2022	174,000	XDF	01/03/2027
SHANGHAI JIANGNAN CHANGXING SB H1890A		Hudong-Zhonghua	28/04/2022	174,000	XDF	01/05/2027
NYK CNOOC 1	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/08/2026
NYK CNOOC 2	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/10/2026
NYK CNOOC 3	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/01/2027
NYK CNOOC 4	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/04/2027
NYK CNOOC 5	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/07/2027
NYK CNOOC 6	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/10/2027
Jiangnan H2702	ADNOC	Jiangnan	01/05/2022	175,000	XDF	01/09/2025
Jiangnan H2703	ADNOC	Jiangnan	01/05/2022	175,000	XDF	01/01/2026
Jiangnan H2704	ADNOC	Jiangnan	01/05/2022	175,000	XDF	01/06/2026
Jiangnan H2705	ADNOC	Jiangnan	01/05/2022	175,000	XDF	01/09/2026
Samsung 2631	H-Line	Samsung	01/05/2022	174,000	ME-GA	01/07/2025
Samsung 2632	H-Line	Samsung	01/05/2022	174,000	ME-GA	01/12/2025
Samsung 2633	H-Line	Samsung	01/05/2022	174,000	ME-GA	01/01/2026
Hyundai Samho 8188	SK Shipping	Hyundai Samho	16/05/2022	174,000	ME-GA	01/07/2025
Hyundai Samho 8189	SK Shipping	Hyundai Samho	16/05/2022	174,000	ME-GA	01/08/2025
Hyundai Ulsan 3370	SK Shipping	Hyundai Heavy	16/05/2022	174,000	ME-GA	01/02/2025
Hyundai Ulsan 3371	SK Shipping	Hyundai Heavy	16/05/2022	174,000	ME-GA	01/03/2025
Daewoo 2559	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/05/2024
Daewoo 2560	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/04/2025
Daewoo 2561	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/05/2025

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Data last updated = 2 August 2023

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Daewoo 2562	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/06/2025
Daewoo 2563	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/11/2025
Daewoo 2564	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/11/2025
Daewoo 2565	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/02/2026
Kool Panther	Cool Co	Hyundai Samho	02/06/2022	174,000	ME-GA	01/09/2024
Kool Tiger	Cool Co	Hyundai Samho	02/06/2022	174,000	ME-GA	01/12/2024
Hyundai Ulsan 3380	Knutsen	Hyundai Heavy	03/06/2022	174,000	XDF	01/05/2025
Hyundai Ulsan 3381	Knutsen	Hyundai Heavy	03/06/2022	174,000	XDF	01/06/2025
Daewoo 2546 ME-GA	H-Line, Pan Ocean, SK Shipping 01/12/2024		Hanwha Ocean		07/06/2022	174,000
Daewoo 2547 ME-GA	H-Line, Pan Ocean, SK Shipping 01/12/2024		Hanwha Ocean		07/06/2022	174,000
Daewoo 2548 ME-GA	H-Line, Pan Ocean, SK Shipping 01/01/2025		Hanwha Ocean		07/06/2022	174,000
Daewoo 2549 ME-GA	H-Line, Pan Ocean, SK Shipping 01/02/2025		Hanwha Ocean		07/06/2022	174,000
Daewoo 2552	Maran Gas Maritime	Hanwha Ocean	08/06/2022	174,000	MEGI	01/05/2026
Daewoo 2553	Maran Gas Maritime	Hanwha Ocean	08/06/2022	174,000	MEGI	01/06/2026
Agamemnon	Capital Gas	Hyundai Samho	14/06/2022	174,000	ME-GA	01/03/2026
Archimidis	Capital Gas	Hyundai Samho	14/06/2022	174,000	ME-GA	01/01/2026
Samsung 2634	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/05/2025
Samsung 2637	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/07/2025
Samsung 2638	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/08/2025
Samsung 2641	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/11/2025
Samsung 2642	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/01/2026
Samsung 2643	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/02/2026
Samsung 2644	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/05/2026
Samsung 2645	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/06/2026
Samsung 2646	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/07/2026
Samsung 2647	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/08/2026
HUDONG-ZHONGHUA H1892A	COSCO	Hudong-Zhonghua	01/07/2022	174,000	XDF	01/10/2025
HUDONG-ZHONGHUA H1893A	COSCO	Hudong-Zhonghua	01/07/2022	174,000	XDF	01/03/2026
Hyundai Samho 8200	TMS Cardiff Gas	Hyundai Samho	06/07/2022	174,000	XDF	01/03/2026
Hyundai Samho 8201	TMS Cardiff Gas	Hyundai Samho	06/07/2022	174,000	XDF	01/08/2026
Hyundai Ulsan 3382	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/07/2025
Hyundai Ulsan 3383	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/11/2025
Hyundai Ulsan 3384	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/02/2026
Hyundai Ulsan 3385	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/04/2026
Hyundai Ulsan 3386	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/05/2026
Hyundai Ulsan 3387	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/08/2026
Hyundai Ulsan 3393	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/10/2026
Hyundai Ulsan 3394	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/11/2026
Hyundai Samho 8049	NYK	Hyundai Samho	01/08/2022	174,000	XDF	01/03/2025
Hyundai Samho 8174	NYK	Hyundai Samho	01/08/2022	174,000	XDF	01/10/2025
Hyundai Ulsan 3395	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/08/2025
Hyundai Ulsan 3396	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/12/2025
Hyundai Ulsan 3397	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/01/2026
Hyundai Ulsan 3398	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/07/2026

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Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Hyundai Ulsan 3399	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/09/2026
Hyundai Ulsan 3400	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/12/2026
Hyundai Ulsan 3401	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/12/2026
DAEWOO 2558	MOL	Hanwha Ocean	01/09/2022	174,000	ME-GA	01/09/2026
Dalian No 1 G175k-3	China Merchant	Dalian Shipbuilding	01/09/2022	175,000	XDF	01/11/2025
Dalian No 1 G175k-4	China Merchant	Dalian Shipbuilding	01/09/2022	175,000	XDF	01/01/2026
HUDONG-ZHONGHUA H1794A	MOL	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/02/2027
HUDONG-ZHONGHUA H1795A	MOL	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/07/2027
HUDONG-ZHONGHUA H1796A	MOL	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/12/2027
Hudong-zhonghua H1797a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/09/2025
Hudong-zhonghua H1798a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/11/2025
Hudong-zhonghua H1799a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/02/2026
Hudong-zhonghua H1800a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/05/2026
Hudong-zhonghua H1801a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/07/2026
Hudong-zhonghua H1894a	K-Line	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/10/2026
Hudong-zhonghua H1895a	K-Line	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/12/2026
Hudong-zhonghua H1896a	K-Line	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/03/2027
Hudong-zhonghua H1897a	K-Line	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/06/2027
Samsung 2611	H-Line, Pan Ocean, SK Shipping	Samsung	01/09/2022	174,000	ME-GA	01/01/2025
Samsung 2612	H-Line, Pan Ocean, SK Shipping	Samsung	01/09/2022	174,000	ME-GA	01/03/2025
Samsung 2639	JP Morgan	Samsung	01/09/2022	174,000	ME-GA	01/09/2025
Samsung 2640	JP Morgan	Samsung	01/09/2022	174,000	ME-GA	01/09/2025
MOL ENN 1	MOL	Hudong-Zhonghua	08/09/2022	174,000	XDF	01/06/2027
MOL ENN 2	MOL	Hudong-Zhonghua	08/09/2022	174,000	XDF	01/10/2027
MOL ENN 3	MOL	Hudong-Zhonghua	08/09/2022	174,000	XDF	01/03/2028
Daewoo 2566	Meiji Shipping	Hanwha Ocean	30/09/2022	174,000	XDF	01/08/2025
Daewoo 2567	Meiji Shipping	Hanwha Ocean	30/09/2022	174,000	XDF	01/09/2025
Daewoo 2568	Meiji Shipping	Hanwha Ocean	30/09/2022	174,000	XDF	01/06/2026
Daewoo 2569	Meiji Shipping	Hanwha Ocean	30/09/2022	174,000	XDF	01/09/2026
DAEWOO 2570	MISC	Hanwha Ocean	30/09/2022	174,000	XDF	01/01/2026
DAEWOO 2571	MISC	Hanwha Ocean	30/09/2022	174,000	XDF	01/05/2026
Daewoo 2572	TMS Cardiff Gas	Hanwha Ocean	30/09/2022	174,000	ME-GA	01/03/2026
Daewoo 2573	TMS Cardiff Gas	Hanwha Ocean	30/09/2022	174,000	ME-GA	01/06/2026
MISC EM 1	MISC	Samsung	30/09/2022	174,000	XDF	01/06/2026
MISC EM 2	MISC	Samsung	30/09/2022	174,000	XDF	01/08/2026
Samsung 2651	Celsius Shipping	Samsung	01/10/2022	180,000	ME-GA	01/11/2025
Hyundai Samho 8182	TMS Cardiff Gas	Hyundai Samho	17/10/2022	174,000	XDF	01/01/2026
VG 1	Venture Global LNG	Hanwha Ocean	21/10/2022	174,000	MEGI	01/09/2026
VG 2	Venture Global LNG	Hanwha Ocean	21/10/2022	174,000	MEGI	01/12/2026
Yangzijiang 1	Hammonia Reederei	Yangzijiang	26/10/2022	175,000	ME-GA	01/10/2025
Yangzijiang 2	Hammonia Reederei	Yangzijiang	26/10/2022	175,000	ME-GA	01/03/2026
Samsung 2652	Minerva Marine	Samsung	01/11/2022	174,000	ME-GA	01/02/2026
Samsung 2653	Minerva Marine	Samsung	01/11/2022	174,000	ME-GA	01/03/2026

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Data last updated = 2 August 2023

Fearnley LNG

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Samsung 2656	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/03/2027
Samsung 2657	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/05/2027
Samsung 2658	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/08/2027
Samsung 2659	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/09/2027
Samsung 2660	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/12/2027
Celsius 1	Celsius Shipping	China Merchants HI Jiangsu	31/12/2022	180,000	ME-GA	01/03/2026
Celsius 2	Celsius Shipping	China Merchants HI Jiangsu	31/12/2022	180,000	ME-GA	01/07/2026
Celsius 3	Celsius Shipping	China Merchants HI Jiangsu	31/12/2022	180,000	ME-GA	01/11/2026
Celsius 4	Celsius Shipping	China Merchants HI Jiangsu	31/12/2022	180,000	ME-GA	01/03/2027
Hyundai Samho 8204	Oman Shipping Co.	Hyundai Samho	01/01/2023	174,000		01/05/2026
Hyundai Samho 8205	Oman Shipping Co.	Hyundai Samho	01/01/2023	174,000		01/06/2026
Hyundai Ulsan 3433	Dynagas	Hyundai Heavy	16/01/2023	200,000	XDF	01/04/2026
Hyundai Ulsan 3434	Dynagas	Hyundai Heavy	16/01/2023	200,000	XDF	01/07/2026
Hyundai Ulsan 3435	Dynagas	Hyundai Heavy	16/01/2023	200,000	XDF	01/11/2026
Hyundai Samho 8202	Capital Gas	Hyundai Samho	18/01/2023	174,000	ME-GA	01/09/2026
Hyundai Samho 8203	Capital Gas	Hyundai Samho	18/01/2023	174,000	ME-GA	01/11/2026
HYUNDAI SAMHO 8238	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/05/2027
HYUNDAI SAMHO 8239	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/10/2027
MOL 1	MOL	Samsung	01/02/2023	174,000	ME-GA	01/09/2026
MOL 2	MOL	Samsung	01/02/2023	174,000	ME-GA	01/01/2027
Samho Mar 1	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/12/2026
Samho Mar 2	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/07/2027
Samho Mar 3	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/12/2027
DAEWOO 2580	MOL	Hanwha Ocean	13/02/2023	174,000	ME-GA	01/03/2027
DALIAN NO 1 G175K-5	China Merchant	Dalian Shipbuilding	01/03/2023	175,000	XDF	01/08/2026
DALIAN NO 1 G175K-6	China Merchant	Dalian Shipbuilding	01/03/2023	175,000	XDF	01/10/2026
DALIAN NO 1 G175K-7	China Merchant	Dalian Shipbuilding	01/03/2023	175,000	XDF	01/12/2026
DALIAN NO 1 G175K-8	China Merchant	Dalian Shipbuilding	01/03/2023	175,000	XDF	01/02/2027
Shandong 1	Shandong Marine	Jiangnan	01/03/2023	175,000		01/03/2027
Shandong 2	Shandong Marine	Jiangnan	01/03/2023	175,000		01/07/2027
Hyundai Samho 8206	Capital Gas	Hyundai Samho	28/03/2023	174,000	ME-GA	01/02/2027
Hyundai Samho 8207	Capital Gas	Hyundai Samho	28/03/2023	174,000	ME-GA	01/03/2027
HANWHA OCEAN 2581	Maran Gas Maritime	Hanwha Ocean	01/04/2023	174,000	MEGI	01/04/2027
HANWHA OCEAN 2582	Maran Gas Maritime	Hanwha Ocean	01/04/2023	174,000	MEGI	01/06/2026
K-Line SHI I	K-Line	Samsung	04/04/2023	174,000	ME-GA	01/08/2026
K-Line SHI II	K-Line	Samsung	04/04/2023	174,000	ME-GA	01/11/2026
Daewoo 2583	MOL	Hanwha Ocean	07/04/2023	174,000	ME-GA	01/08/2027
Hd Hyundai Ulsan 3452	Dynagas	Hyundai Heavy	28/04/2023	200,000	XDF	01/05/2027
Hd Hyundai Ulsan 3453	Dynagas	Hyundai Heavy	28/04/2023	200,000	XDF	01/11/2027
Hudong-zhonghua H1901a	CSSC	Hudong-Zhonghua	01/05/2023	174,000	XDF	01/03/2028
Hudong-zhonghua H1902a	CSSC	Hudong-Zhonghua	01/05/2023	174,000	XDF	01/06/2028
Hudong-zhonghua H1903a	CSSC	Hudong-Zhonghua	01/05/2023	174,000	XDF	01/09/2028
NYK EnBW	NYK	Hyundai Heavy	02/05/2023	174,000		01/03/2027
NYK EnBW 2	NYK	Hyundai Heavy	02/05/2023	174,000		01/06/2027
NYK EnBW 3	NYK	Hyundai Heavy	02/05/2023	174,000		01/09/2027
NYK EnBW 4	NYK	Hyundai Heavy	02/05/2023	174,000		01/12/2027
Chevron SHI 1	Chevron	Samsung	13/06/2023	174,000		01/12/2027
Chevron SHI 2	Chevron	Samsung	13/06/2023	174,000		01/02/2028
PCI 7	ULT	Hudong-Zhonghua	03/07/2023	174,000	XDF	01/11/2025
PCI 8	ULT	Hudong-Zhonghua	03/07/2023	174,000	XDF	01/12/2025

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Fearnley LNG

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	Seapeak Unikum	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 Independence	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Innvovation	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Inspiration	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	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
2018	Bunker Breeze	1,200	LNG	Barcelona	Yes	Suardiaz Energy Shipping
2018	HUA XIANG 8	13,720	LNG	China	Yes	Zhejiang Huaxiang
2019	Blue Whale	7,500	LNG	Korea	Yes	Korea Line

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Built	Name	CBM	Cargo Type	Trading area	Trading in LNG?	Ship Owner / Operator
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	FuelLNG
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	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 Mendeleev	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	Xin Ao Pu Tuo Hao	8,500	LNG	China	Yes	ENN
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	Kuntsen TBN	12,500	LNG	Spain	Yes	Knutsen OAS
2023	SM Jeju LNG3	7,500	LNG	Korea	Yes	Korea Line
2023	New Frontier 2	18,000	LNG	USG	Yes	Shell
2023	Krios	4,200	LNG	Benelux	Yes	Titan LNG
2023	Alice Cosulich	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
2023	FueLNG Venosa	18,000	LNG	Singapore	Yes	FuelLNG
2023	LNG Erasmus	8,000	LNG	NWE	Yes	Shell
2023	Energy Stockholm	8,000	LNG	NWE	Yes	Shell
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	Paolina Cosulich	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2024	Anhui Changjiang TBN	14,000	LNG	China	Yes	Anhui Changjiang LNG
2024	Keys Azalea	3,000	LNG / Oil	Japan	Yes	Keys Bunkering West Japan
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

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