

LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS

27 February 2025

Philippines looks to Alaska

The Philippines is planning to import Alaskan LNG to meet its growing energy needs.

President Ferdinand Marcos Jr is to discuss this when he meets US President Trump at the “soonest possible time,” Philippine Ambassador to the US, Jose Manuel Romualdez posted on X last Friday.

The Alaska LNG export project, owned by Alaska Gasline Development Corp (AGDC), has struggled to secure binding long-term contracts and investments, despite being ongoing for years.

One of the problems is this project would require the building of an 800 mile pipeline across Alaska.

Trump used his 20th January executive order to stress that it was now US policy to “prioritise the development of Alaska’s liquefied natural gas potential, including the sale and transportation” of gas to Asia/Pacific countries.

Governments were said to be pledging support for the facility to appease Trump. while avoiding

making binding commitments, which would fund its construction.

Trump met with Japanese Prime Minister, Shigeru Ishiba, earlier this month, and discussed the Alaskan pipeline project.

Under the current scheme, a pipeline will take gas to a liquefaction facility, located in Nikiski, which will process, store, and transport up to 20 mill tonnes of LNG per year using a propane pre-cooled mixed refrigerant (C3MR) process, an Air Products patented technology.

The Nikiski terminal would include:

- Three LNG trains.
- Two 240,000 cu m storage tanks.
- Terminal facilities and marine services.
- Two loading berths to accommodate LNGCs of up to 217,000 cu m (Q-Flex).

In January this year, it was announced that Glenfarne would takeover the project from AGDC.

Nikiski was famous for being the site of ConocoPhillips LNG terminal, which operated from 1969 to 2012 and primarily exported LNG to Japan.

Also last month, President Marcos signed a law to establish a downstream natural gas industry and increase its share in the Philippines’ energy mix, which is currently dominated by coal.

The country began importing LNG in 2023, as its key Malampaya gas field, which supplies a fifth of the country’s power requirements, nears depletion.

In another move, Tokyo Gas, Japan’s largest gas utility, recently said it would acquire a 20% stake in Philippines’ FGEN LNG Corp, which owns an FLNG plant in Batangas City, south of the capital. ■

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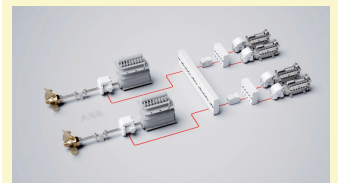


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EU changes tack on LNG imports

The European Union (EU) is discussing backing investments in overseas fossil fuel infrastructure and moving to long-term LNG contracts in an attempt to cut high energy prices, according to a proposal seen by newswires.

This move would mark a major change in the bloc's energy policies, strengthening Europe's link to LNG imports, which it eventually wants to phase out as part of its net zero plans.

Currently, EU members only sign short-term LNG contracts and have tried to limit the use of public money to expand fossil fuel extraction, the Politico portal said.

Also on the cards was the prospect of European government funds being used to finance US LNG projects, as EU officials try to hammer out a deal with President Trump to buy more US energy and avoid a trade war.

This proposal is part of an EU 'Action Plan for Affordable Energy' which was due to be released yesterday.

The plan will 'lower energy bills in the short term, while fast-tracking much-needed cost-saving structural reforms and reinforcing our energy systems to mitigate future price shocks,' the statement said.

Prepared by the European Commission (EC), it also raised the prospect of... 'the option of longer-term contractual engagements to make prices more stable.'

This could include schemes 'whereby the EU and/or member states accompany EU importers in investing directly in export infrastructure abroad, providing preferential loans to private investors or by securing gas liquefaction rights.'

EU Energy Commissioner, Dan Jørgensen confirmed the need to increase US LNG imports in a joint

media interview on 21st February.

Russian gas imports to the EU had dropped by 75% in January, European Commission President, Ursula von der Leyen, claimed.

"Instead of using taxpayers' money, citizens' money, to pay for gas where the revenue goes into (Russian President Vladimir) Putin's war chest, we need to make sure that we produce our own energy," Jørgensen said.

He added that Brussels is preparing changes to its permitting rules to speed up the construction of renewable energy facilities.

"There will still be a need for gas, and we will have to look for sources other than Russia, and that could also mean more imports from the US," Jørgensen added.

US plant investment

In the document, the EU referred to the 'Japanese model,' which involves the government directly buying stakes in overseas LNG ventures in exchange for continued access to gas at preferential rates.

By using this approach, Tokyo has become the largest public investor in US LNG projects, spending tens of billions of dollars and importing record levels of US gas in recent years.

The Japan/US LNG relationship deepened earlier this month when Japanese Prime Minister, Shigeru Ishiba flew to Washington, DC, to meet with President Trump.

"Japan will soon begin importing historic new shipments of clean American liquefied natural gas in record numbers," Trump

said after the meeting.

He is also pressing the EU to buy more US LNG, threatening to impose severe tariffs if the bloc doesn't meet this and other demands.

Brussels is sending envoys to Washington to negotiate and is keen to strike an LNG deal. EC President, von der Leyen, claimed that this was a way of finally quitting Russian LNG usage, Politico reported.

The bloc wants to move fast on the LNG procurement plan, vowing to act by July.

Meanwhile, with European gas demand at an 11-year low, LNG imports into the EU fell 16% last year, compared to 2023.

The Institute for Energy Economics and Financial Analysis (IEEFA) reported recently that the EU's regasification terminals were running at an average of just 42% capacity, with many barely used.

Since February, 2022, the EU has added import capacity of around 50 bill cu m of gas per year, mainly in Germany, the Netherlands, Italy, France and Finland.

Based on current plans and demand trends, total capacity could be utilised at just 30% by 2030, the energy transition think tank predicted.

"Doubling down on new LNG terminals without taking into account demand trends raises the risk of over investment and infrastructure being under utilised as the energy transition accelerates," said Ana Maria Jaller-Makarewicz, IEEFA's lead analyst for European energy. ■



EU's energy head Dan Jørgensen

Mercuria to take Omani LNG

Oman LNG has signed a 10-year sale and purchase Agreement (SPA) with Swiss-based trading house, Mercuria.

Under the agreement, Oman will supply the LNG on a free-on-board (FOB) basis, with deliveries of 800,000 tonnes per annum starting this April.

Speaking at the recent signing ceremony, Hamed Mohammed Al Nu'amani, Oman LNG CEO, said: "We are delighted to formalise this long-term agreement with Mercuria, reinforcing Oman LNG's reputation as a reliable LNG supplier, while also expanding across a wider portfolio of partners and market access.

"This continues to reflect our commitment to delivering energy solutions that support global energy security and sustainability," he said.

Marco Dunand, Mercuria CEO, added: "We are excited to establish this partnership with Oman LNG, which aligns with our strategy of expanding our LNG portfolio and meeting the evolving energy needs of our customers. We look forward to a successful collaboration that brings value to both parties." ■

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New company to boost Nigeria's shipping needs

Nigerian National Petroleum Corp (NNPC) Shipping, Stena Bulk, and Caverton Marine have signed a joint venture agreement that aims to transform Nigeria's maritime transport.

This agreement, signed in London last week, will create a new tanker operation serving Nigeria and West Africa's regional and international crude oil, refined products and will also include its LNG shipping requirements.

As a result, a new company will be created to explore options to create a modern and efficient fleet of tankers, including LNGCs, comprising both new and existing tonnage, depending on market factors and commercial opportunities in the region.

Opportunities for both vessel acquisitions and long-term charter arrangements will be investigated, with a focus on maintaining competitive operating costs, while meeting the highest standards of safety and sustainability.

This fleet will primarily serve NNPC's logistics needs, including crude, clean and LNG/LPG transportation.

Panos Gliatis, Managing Director, NNPC Shipping, said: "This strategic partnership marks a significant milestone in NNPC's commitment to modernising Nigeria's maritime infrastructure. By combining our expertise with Stena Bulk and Caverton Marine, we're creating a robust platform that will enhance our domestic refining, import and export capabilities



Signing of the joint venture agreement. Left to right - Bode Makanjuola, CEO, Caverton Offshore Support Group; Panos Gliatis, Managing Director, NNPC Shipping; Erik Hånell, President and CEO, Stena Bulk

and strengthen Nigeria's position in global energy logistics."

Erik Hånell, President & CEO, Stena Bulk, added: "We're excited to partner with NNPC and Caverton Marine in this groundbreaking venture. This collaboration aligns perfectly with our pragmatic strategy of expanding our presence in key growth markets while maintaining our high standards of operational excellence and sustainability. Nigeria's energy sector is undergoing remarkable transformation, and we're proud to be part of this journey."

Johan Jäwert, Head of Stena

Bulk USA and Pool Manager SSSP, said: "We look forward to developing shipping activities locally with Caverton and benefiting from NNPC's strong position in the oil market. Combined with our know-how across all aspects of commercial and technical shipping, we will create a world-leading shipping company providing first-class service to the energy market."

Bode Makanjuola, CEO, Caverton Offshore Support Group, commented: "This joint venture - the result of many years of planning - marks a significant stride in en-

hancing Nigeria's maritime capabilities. By combining local knowledge with international best practices, we are establishing a world-class operation that will benefit not only Nigeria but the entire Sub-Saharan Africa region."

This move comes at a time when Nigeria is asserting its position as Africa's largest economy.

The country's strategic location, growing population, and ambitious infrastructure developments are creating new opportunities for shipping companies, the partners said. ■

Centrica signs SPA with Petrobras

UK energy company, Centrica has signed a sale and purchase agreement (SPA) with Brazilian oil and gas giant, Petrobras.

This contract involves Petrobras purchasing 0.8 mill tonnes per annum of LNG for 15 years, commencing in 2027.

LNG will be supplied from around 30% of Centrica's US portfolio, which includes its Sabine Pass and Delfin supply agreements.

The SPA marks a significant step in expanding Centrica's global LNG business, diversifying its de-

livery locations and supporting Brazilian energy security with an important new long-term partner, the company said.

Chris O'Shea, Centrica Group CEO, said: "Centrica is investing to deliver the energy security, efficiency and de-carbonisation solutions our customers' need today and in the future, and LNG is, and will continue to be, a crucial foun-

dation of the energy transition.

"This agreement demonstrates our approach to building long-term partnerships while de-risking our portfolio exposure in the medium term, in turn positioning us to continue growing our portfolio as new LNG supply comes into the market over the coming years," he said.

Petrobras' Director of Energy Transition and Sustainability,

Maurício Tolmasquim, added: "The agreement with Centrica is aligned with Petrobras' priorities to reduce its exposure to the spot market volatility, increase its competitiveness and be the best option for its customers.

"We also consider the contribution of this important product to promoting the energy transition," he said. ■

Calcasieu Pass to achieve COD in April

Venture Global's Calcasieu Pass facility will commence commercial operations on 15th April, 2025, the company has said.

The facility will achieve the commercial operation date (COD) in under 68 months from its August, 2019 final investment decision (FID), despite substantial setbacks, including two hurricanes, the COVID-19 pandemic, and major unforeseen manufacturing issues, such as problems with the heat recovery steam generators (HRSGs), the developer said.

Venture Global added that it wished to express its gratitude to its construction and completion teams who tirelessly worked to safely complete the facilities, to the vendor teams who provided invaluable support for the necessary

repairs, and to US Government regulators, including the Federal Energy Regulatory Commission (FERC), for their oversight and co-operation.

This move will allow the company to supply long-term customers with the full 20-year contract term of the lowest cost, clean LNG, as promised under the contracts, and, with COD, makes Calcasieu Pass among the fastest greenfield LNG projects completed thus far, it claimed.

FERC agreement

Last week, FERC gave Venture Global the green light to raise its

Plaquemines LNG project's processing and export capacity.

As a result, the company will be allowed to increase the Plaquemines LNG capacity to 27.2 mill tonnes per year, up from 24 mill tonnes previously planned.

Plaquemines shipped its first commissioning cargo at the end of December, with an LNGC sailing for Germany.

It has been claimed that Plaquemines will be at the commissioning stage for at least another year, meaning that long-term customers would not get their first cargoes until 2026 and 2027.

FERC said that although greenhouse gas emissions from the project would increase, they would still remain at an acceptable level.

'We acknowledge that, the project will increase the atmospheric concentration of GHGs (green house gases) and will contribute cumulatively to climate change, but we are unable to characterise these emissions as significant or insignificant,' FERC said in a statement seen by Reuters.

In another move, last month, Venture Global raised \$1.75 bill in an IPO valuing the company at \$60 bill.

However, Venture Global has gained a reputation for not keeping to its long-term contracts and instead selling the LNG on the spot market to make more money.

The company countered by saying that its first LNG plant, Calcasieu Pass, was not completed thus far, which gave it the loophole to sell on the spot market and not make deliveries under its long-term contracts.

This has led to arbitration proceedings being initiated by several major LNG buyers, who had signed long term contracts to offtake the gas. ■



Venture Global will soon declare COD on Calcasieu Pass

NEWS NUDGE

Golar exits the LNGC market

Golar LNG Limited has agreed to sell its last LNGC, the 2003 built steam turbine 137,814 cu m LNG carrier, 'Golar Arctic', for \$24 mill gross of expenses.

The LNGC is unencumbered, Golar claimed, adding that the sale is expected to close, and the vessel to be handed over to her new owner, within 1Q25.

Golar's other LNGC, 'Fuji LNG', discharged her last cargo as a gas carrier last month, and has now arrived at China's CIMC shipyard for conversion into a

MKII FLNG, due to start later this month.

CEO, Karl Fredrik Staubo, commented: "The sale of the 'Golar Arctic' marks the conclusion of Golar's planned exit from the LNG shipping segment, 50 years after taking delivery of our first LNG carrier in 1975.

"Over the last 50 years, LNG shipping has been the foundation for Golar's pioneering maritime LNG infrastructure advances, including FSRUs and FLNGs.

"Golar's transition into a focused FLNG infrastructure company is now complete. We look forward to expanding our market leading FLNG position," he said.

New FSRU engine completes FAT

HD Hyundai Heavy Industries - Engine and Machinery has completed the factory acceptance test (FAT) of what is claimed to be the world's first H54DF HiMSEN engine.

The engine is to be fitted on an Excelerate Energy FSRU, Hull No 3407, under construction at Hyundai Heavy Industries (HHI).

The 6-cylinder H54DF is a dual-fuel engine capable of running on both natural gas and diesel, with a power output of around 12,000 hp.

It boasts the highest power output per cylinder among

4-stroke engines worldwide, offering around three times the output of existing dual-fuel engines and an 18% increase in power, compared to diesel engines.

The test was conducted with the participation of Excelerate Energy, BV classification society, and the HHI shipyard.

HD Hyundai Heavy Industries - Engine and Machinery began engine production at HD Hyundai Engine (Yeongam, South Korea) in October, 2022 and has established production facilities capable of producing 200 engines (about 1.2 mill hp in total) per annum. ■

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MISC suffers first loss for more than two years

Malaysian LNGC and tanker owner, MISC Bhd, part of the giant Petronas group, has recorded its first loss in over two years.

The company said it suffered a net loss of RM446.2 mill in the fourth quarter of 2024, compared to a net profit of RM627.3 mill for the same period a year ago.

In a filing to Bursa Malaysia, MISC said that its earnings were impacted by increased provisions for asset write downs and a decline in revenue across all of its business segments.

Revenue for the quarter fell 22.7% to RM3.31 bill from RM4.28 bill in 4Q23, mainly due to lower recognition of revenue from the conversion of an FPSO.

As a result, the group posted a loss per share of 10 sen against earnings per share of 14.10 sen recorded in 4Q23.

Despite the loss, MISC main-

tained its dividend at 12 sen per share, payable on 20th March, keeping its total FY2024 payout unchanged at 36 sen per share, the same as 2023's payout.

For the full financial year, MISC's net profit declined 44% to RM1.19 bill from RM2.12 bill for the preceding year, while revenue fell 7.3% to RM13.24 bill from RM14.27 bill.

Commenting on the results, MISC President and group CEO, Zahid Osman, said 4Q24 had seen both progress and challenges for the group as it is taking actions to deliver more energy with less emissions under its 'deliveringProgress' strategy.

He added that the group's performance was marked by com-

mendable achievements, unexpected market downturns, and project delivery challenges.

"Despite these hurdles, we continue to strengthen the resilience of our core businesses by securing contracts for newbuild LNGCs and taking control of an FPSO unit from our joint venture (JV) partner.

"Additionally, we have developed strategic partnerships to pursue new energy opportunities in the ammonia value chain," he said in a separate statement.

Tough environment

Zahid noted that a tough operating environment had impacted MISC's financial performance, especially for the gas business,

which led to lower revenue, operating profit, and cash flows compared to last year.

He said notwithstanding these challenges, the group is able to maintain its returns commitment to the shareholders.

"While the year had its challenges, we are already taking steps to enhance performance and reinforce our adaptability as we pursue sustainable growth under 'deliveringProgress' strategy.

"We remain firm in our commitment to seize opportunities that drive greater value for our stakeholders," he added.

During a results conference call, he also said that he thought LNGC freight rates would remain flat for the year. ■

GasLog Partners hit by low rates

GasLog Partners suffered a drop in revenue to \$85.2 mill for the quarter ended 31st December, 2024, compared to \$101.1 mill for the same period in 2023.

The decrease of \$15.9 mill was mainly attributable to last year's fixtures being concluded at lower rate levels, due to the weak market, plus 85 idle days experienced during the quarter.

For the full year, revenues were \$356.3 mill, compared to \$397.8 mill for 2023.

This decrease was mainly attributable to the 2023 and 2024 fixtures being at lower rates and the 85 idle days in the year, partially offset by the increase in available days (28 drydocking off-hire days in 2024, compared to 165 drydocking and repair off-hire days in the previous year).

As a result, the average daily hire rate earned decreased from \$80,927 in 2023, to \$71,238 last year.

GasLog's 4Q24 profit was \$18 mill, compared to \$35.7 mill for the same period in 2023.

The 2024 total profit was a rise to \$151 mill, compared to \$138.7 mill for 2023.

This increase was mainly attributable to a) a decrease of \$54.9 mill in net financial costs, due to the debt prepayment, b) an increase of \$9.2 mill in non-cash gain on disposal of vessels resulting mainly from the \$8.2 mill gain on the 'Gaslog Santiago' sale and leaseback and c) a decrease of \$6.4 mill in general and administrative expenses mainly down to legal and professional fees and amortisation of share-based compensation both relating to the completion of the merger agreement with GasLog in July, 2023.

This was partially offset by a) the decrease of \$41.5 mill in revenues, b) an increase of \$8.6 mill in the non-cash impairment loss, and c) an increase of \$6.4 mill in depreciation.

Under GasLog's existing charters, at the end of last year, contracted revenues were \$260.5 mill for 2025 and \$432.4 mill thereafter.

Current assets totalled \$38.3

mill and current liabilities were \$84.3 mill, resulting in a negative working capital position of \$46 mill, as at the end of last year.

The liabilities included \$24 mill of unearned revenue in relation to hires received in advance as of 31st December, 2024, which represents a non-cash liability that will be recognised as revenues after that date, as the services are rendered.

Income sources

GasLog Partners said that the primary income sources over the coming 12 months will come from available cash, cash from operations, capital contributions from GasLog Ltd, plus future sales and sale and leaseback transactions.

These funds will be sufficient to meet the liquidity needs for at least 12 months and therefore it is appropriate to prepare the financial statements on a going concern basis, GasLog stressed.

Last year institutional investor,

GIC acquired 45% of a fund managed by BlackRock's Global Infrastructure Partners share in GasLog Ltd, which holds 100% of the common units of the Partnership.

Following this transaction's finalisation in January, 2025, Blenheim Holdings, wholly owned by the Livanos family, and the Onassis Foundation, maintained their respective shareholdings of about 55% in total in GasLog.

In December, 2024, the Partnership recognised a non-cash impairment loss of \$8.7 mill on two owned steam turbine propulsion LNGCs and one bareboat tri-fuel diesel electric engine propulsion (TFDE) vessel, in accordance with International Financial Reporting Standards (IFRS).

The reasons for the declaration of a non-cash impairment loss included the current low market rates and the differences between the shipbrokers' valuations of the owned fleet and their carrying values, the company explained. ■

GTT breaks records

Paris-based gas engineering group, GTT, reported a record breaking 2024 EBITDA of €388 mill, a rise of 65% year-on-year.

This rise was down to significant revenue growth in its core businesses, as well as the undertaking of effective cost management.

GTT also said it had a high orderbook of 332 units in the core business and 50 units for the LNG as a fuel sector, bringing the total orderbook value up to nearly €2 bill.

The company also gave a 2025 guidance of consolidated revenues of between €750 mill and €800 mill for this year, while consolidated EBITDA was forecast to be between €490 and €540 mill.

Commenting on the results, Philippe Berterottière, GTT's Chairman and reinstated CEO, said: "Last year GTT's core business delivered its second best commercial performance on its core business, with a total of 72 LNG carrier orders, 12 ethane carrier orders, two regasification unit orders and one floating LNG unit order.

"The growing demand for LNG is driving additional LNG carrier requirements, supported by ongoing investments in liquefaction plants and increased shipyard construction capacity.

"Furthermore, new liquefaction projects are anticipated in the US by the end of 2025, and the replacement market is set to gain momentum, driven by an ageing fleet and tightening environmental regulations.

"Regarding LNG as fuel, GTT booked 12 containership orders

and one bunkering vessel order in 2024, in a context of strong growth in new LNG powered vessel orders, but also intensified competition.

"Ascenz Marorka, our subsidiary specialising in digital solutions, delivered very strong growth. The integration of VPS, a Danish company acquired in February, 2024 and specialising in vessel performance, was successfully completed. The entire digital division secured new commercial successes and equipped numerous leading shipowners' vessels.

"Our Services division secured several framework agreements with shipowners, including Jovo and Maran Tankers, and conducted several pre-project studies, resulting in significant growth.

"Finally, Elogen, our subsidiary specialising in electrolyzers for green hydrogen production, reported an EBITDA loss of €33 mill, in a particularly challenging market environment, leading to a lack of significant orders in 2024.

"The initial conclusions of the strategic review of Elogen's activities, announced on 10th February, 2025, highlighted the need to reposition the company's business

model to leverage its technological strengths.

"Among the measures under consideration, a re-organisation and workforce adjustment plan has been announced and initiated, subject to information and consultation procedures with employee representative bodies.

"The GTT Group continues its ongoing commitment to R&D and innovation, as evidenced by the numerous approvals obtained in 2024 from classification societies in the fields of LNG carriers, alternative fuels and liquid hydrogen transport. In 2024, GTT filed 62 patents.

"From a financial perspective, revenues for the 2024 financial year recorded strong growth, increasing by 50%, compared to 2023, driven by the gradual increase in the number of LNG carriers under construction.

"Regarding our outlook for the current year, given the orderbook schedule, we estimate that consolidated revenues for 2025 should be in the range of €750 to €800 mill, with consolidated EBITDA expected to be between €490 and €540 mill. We also reaffirm our

commitment to distributing at least 80% of the Group's net income for the 2025 financial year," he said.

Robust orders

In the 2024 financial year, GTT booked 72 LNGC orders, including 18 very large-capacity vessels of 271,000 cu m. Their deliveries are scheduled for between 2026 and 2031.

In addition, GTT received two FSRUs and one FLNG order.

Since the beginning of this year, GTT has secured another seven LNGC orders, including six very large capacity LNGCs.

As of 31st December, 2024, GTT's orderbook, excluding LNG as fuel, stood at 332 units, broken down as follows:

- 306 LNGCs;
- 16 ethane carriers;
- 3 FSRUs;
- 2 FLNGs;
- 5 onshore storage tanks.

Regarding LNG as fuel, with the delivery of 39 vessels and orders for 12 containerships and one LNG bunker vessel, there were 50 vessels on the orderbook at the end of last year. ■

“

The growing demand for LNG is driving additional LNG carrier requirements, supported by ongoing investments in liquefaction plants and increased shipyard construction capacity.

”

- Philippe Berterottière, Chairman and reinstated CEO, GTT

NEWS NUDGE

Dredging starts on Oman's Marsa LNG project

Oman's Sohar Port and Freezone (SOHAR) has started dredging operations for the \$1.6 bill Marsa LNG project, the Middle East's first LNG bunkering hub.

Led by Boskalis' trailing suction hopper dredgers, the oper-

ation will remove around 4 mill cu m of material to develop a dedicated approach channel and berthing area for the LNG plant.

According to SOHAR, dredging operations are progressing on schedule, ensuring completion by September, 2025.

"The arrival of the two dredgers marks a significant milestone in SOHAR's journey to

becoming a regional leader in LNG bunkering," said Emile Hoogsteden, Sohar Port CEO.

"Through the development of critical maritime infrastructure, we are laying the foundation for Marsa LNG to drive sustainable energy solutions.

"This project not only highlights Oman's leadership in low-carbon solutions but also

strengthens SOHAR's position as a hub for global trade and innovation that connects businesses to the world," he said.

Located within Sohar Port and Freezone, Marsa LNG will produce 1 mill tonnes of LNG per annum, powered by a 300 MW solar plant thus ensuring operations are driven by renewable energy. ■

Cheniere predicts record year

During the three and 12 months ended 31st December, 2024, Cheniere Energy generated revenues of around \$4.4 bill and \$15.7 bill, respectively.

In addition, net income was about \$1 bill and \$3.3 bill, consolidated adjusted EBITDA was around \$1.6 bill and \$6.2 bill, and distributable cash flow amounted to \$1.1 bill and \$3.7 bill, respectively for the two periods.

Cheniere also said that full year 2025 consolidated adjusted EBITDA guidance was \$6.5 bill - \$7 bill and full year 2025 distributable cash flow guidance was in the range of \$4.1 bill - \$4.6 bill, with over 90% of forecast operational volumes expected to be sold in long-term agreements.

During the periods, Cheniere re-purchased an aggregate of around 1.5 mill and 13.8 mill shares of common stock for about \$281 mill and \$2.3 bill, respectively, repaid \$350 mill and \$800 mill of consolidated long-term debt, respectively, and paid quarterly dividends of \$0.500 and \$1.805 per share of common stock, totaling around \$112 mill and \$412 mill, respectively.

In December, 2024, Cheniere

announced that first LNG had been produced from the CCL Stage 3 project's first train with its substantial completion expected by the end of the first quarter of this year. In February, 2025, the train produced its first LNG cargo.

"The outstanding financial and operational results achieved in 2024 are a testament to the dedication to safety, operational excellence and execution across our business demonstrated by each and every Cheniere employee," said Jack Fusco, Cheniere's President and CEO.

"We exported a record 646 cargoes of LNG in 2024, while once again delivering top quintile safety performance. Record production, coupled with strategic portfolio optimisation, enabled us to achieve financial results at or above the high end of our guidance ranges, while the commissioning and startup of Corpus Christi Stage 3 positions us to further serve the global market with our reliable, affordable and

cleaner-burning LNG.

"Today we introduce our financial guidance ranges for 2025, which are largely informed by our production forecast and the expected completion of the first three trains at Stage 3 this year.

"We expect 2025 to be another record year for LNG production as Stage 3 trains are completed, and we look forward to delivering financial results within these ranges and further enhancing the long-term value proposition of Cheniere," he said.

Expansion plans

An expansion project is being developed adjacent to SPL with an expected total production capacity of up to about 20 mill tonnes per annum of LNG, inclusive of estimated debottlenecking opportunities.

In February, 2024, Cheniere Partners' subsidiaries submitted an application to the US Federal Energy Regulatory Commission



Cheniere head Jack Fusco is forecasting a bumper 2025

(FERC) for authorisation to site, construct and operate the SPL expansion project, as well as an application to the Department of Energy (DoE) requesting authorisation to export LNG to Free-Trade Agreement (FTA) and non-FTA countries, both of which applications exclude debottlenecking.

In October, 2024, authorisation was received from the DoE.

Cheniere's other expansion project under construction is adjacent to CCL and consists of seven mid-scale trains with a planned total production capacity of over 10 mill tonnes per annum of LNG.

First LNG production from this project was achieved in December, 2024, and the first LNG cargo was produced in February, 2025.

Two more mid-scale trains with an expected total production capacity of around 3 mill tonnes of LNG, next to the CCL project, are also under development.

An application was filed with FERC in 2023 for authorisation to site, construct and operate the CCL Midscale Trains 8 & 9 project, and in April of that year, the company filed an application with the DoE requesting authorisation to export LNG to FTA and non-FTA countries.

In July, 2023, DoE authorisation was received and in June, 2024, a positive FERC Environmental Assessment was also awarded.

Cheniere anticipated receiving all the remaining necessary regulatory approvals for the project this year

"The outstanding financial and operational results achieved in 2024 are a testament to the dedication to safety, operational excellence and execution across our business demonstrated by each and every Cheniere employee"

- Jack Fusco, President and CEO, Cheniere

NEWS NUDGE

DESMI buys gas carrier service provider Nordan Marine

Danish supplier of pumps and flow solutions, DESMI has acquired Nordan Marine.

Nordan offers service and repair solutions for cargo and fuel handling systems for LNGCs and other vessel types, including dual fuel vessels.

This acquisition strengthens DESMI's commitment to deliver

flow solutions and services, with a particular focus on the maritime industry, the company said.

As DESMI expands its market presence, it is enhancing its portfolio of gas cargo and fuel-pump solutions, which now includes technologies for emerging fuel types.

"As part of our growth strategy, we aim to provide the products and solutions that shipowners and shipyards need, especially in supporting the transition to green fuels," Ras-

mus Folsø, DESMI's Head of New Green Solutions, said.

A global service network is key to ensuring these new solutions are successfully implemented, he added.

Nordan Marine was founded in 2011 by Kent Mahon Krogh and Allan Bech with the goal of building a company within the maritime service sector. Down the years, they have developed the company into a leading player worldwide, particularly in gas carrier services sector. ■

GasLog's fleet to get Propulsion Dynamics and Kongsberg's digital platforms

GasLog, owner, operator and manager of 35 LNGCs and an FSRU, has contracted software developer, Propulsion Analytics, to supply a customised version of its Engine Hyper Cube® platform, designed specifically for its fleet.

This system will be enabled by Kongsberg Digital's Vessel Insight cloud infrastructure.

The bespoke platform will build on Propulsion Analytics' core application, which performs continuous engine performance analysis using high-frequency data from on board engine sensors.

Data is integrated via Kongsberg Digital's Vessel Insight vessel-to-cloud infrastructure, building on the success of the existing infrastructure on board the vessels since 2022, when Gaslog connected its whole fleet to Vessel Insight.

By synthesising continuous engine performance analysis with insights from various other data sources, the platform enables improved engine condition assessment, optimising performance and supporting data-driven engine maintenance decisions.

Objectives

The primary objectives of this platform are:

- **Enhancing Engine Availability:** Developing advanced diagnostics and predictive maintenance strategies to improve vessel reliability and reduce engine downtime.
- **Optimising Fuel Efficiency and Minimising Environmental Impact:** Reducing greenhouse gas emissions through improved engine performance.
- **Data-Driven Predictive Maintenance:** The coupling of continuous engine performance monitoring, prognostics and optimised operation with long-term statistics and reliability-based engineering principles will lead to a more flexible overhauling planning, in line with LNGC trading profiles and drydock schedules.

"This novel platform marks a significant step forward in our

efforts to provide advanced software tools which improve operational performance and reduce maintenance cost.

"Our engine diagnostic expertise combined with the extensive operational experience from GasLog and the continuous data from the KDI Vessel Insight platform, are a key enabler towards sustainable and efficient maritime operations," explained Panos Kyrtatos, Propulsion Analytics CEO.

"Our new digital engine management platform paves the way for the realisation of our long-term strategy of engine lifecycle maintenance optimisation.

"With such tools developed from Propulsion Analytics and enabled through Kongsberg Digital, we can target from one hand increased plant reliability and from the other the optimisation of the total cost of ownership of our as-

sets, thus maintaining our commitment to operational excellence for a sustainable future," added Lampros Nikolopoulos, GasLog's Asset Integrity Manager.

"This partnership represents a significant step forward in boosting operational efficiency and reliability across Gaslog's fleet.

"By combining the strengths of Vessel Insight's cloud infrastructure and Engine Hyper Cube capabilities, we are delivering technology for superior performance monitoring and fault detection.

"This collaboration underscores Kongsberg Digital's commitment to providing innovative digital solutions that enhance maritime operations, supporting GasLog's mission to maintain the highest standards of efficiency and reliability across their fleet," commented Kim Evanger, Director of Ecosystem P&A at Kongsberg Digital. ■

Marlink upgrades Knutsen's digital solutions and network

Satcoms service provider, Marlink, is supporting digital transformation for tanker and LNGC owner and operator, Knutsen Group.

A long-standing Marlink customer, Knutsen has supplemented its fleetwide VSAT installations with two Starlink LEO terminals on each of the 59 vessels and another 19 newbuildings.

Knutsen had already investigated the potential of LEO services to bring a new level of applications and user experience to its sea staff and asked Marlink to upgrade its fleet to the complete Sealink NextGen solution.

The upgrade provided the Haugesund-based company with several benefits including:

- High bandwidth, low latency LEO internet connectivity enables new applications within a secure hybrid network;
- Improved business and welfare services meet group ESG commitments and business objectives.

ments and business objectives.

Marlink's customer integration team worked closely with Knutsen to implement the solution across the fleet to ensure a seamless start to the full service.

Combining LEO, VSAT and MSS in an end-to-end managed service, Sealink NextGen will enable Knutsen to improve user experience and application performance.

The company will also trial Marlink's software-defined routing (SD-WAN) solution, to optimise network management and the reliability of its communications.

"As a specialised operator focused on safety and efficiency, Knutsen Group works with trusted partners, which made Marlink the natural choice to support our digital transformation," said Thomas



Knutsen is upgrading its fleet with Marlink

Svendsen, IT Manager, Knutsen Group.

"Expanding the range of applications available for business functions and crew welfare will create new opportunities for Knutsen Group going forward," he said.

"The scale and scope of this Sealink NextGen upgrade clearly

demonstrates solid teamwork and efficient workflows within our teams and the client," added Tore Morten Olsen, Marlink's President, Maritime. "The possibilities that this hybrid network solution creates for Knutsen Group will support their strategy for fully digitalised operations." ■

LNGC sector drives ME-GI engine order increase

South Korean shipbuilder, Hanwha Ocean recently ordered four MAN B&W 5G70ME-GI Mk10.5 type engines to be fitted on two 174,000 cu m LNGCs under construction for an undisclosed shipowner.

Hanwha Engine will build the units in South Korea. The contract contains an option for another two vessels.

Each engine will include MAN Energy Solutions' (MES) proprietary EGRBP (exhaust gas recirculation bypass) system.

Bjarne Foldager, MES' Head of 2-Stroke Business, said: "It's very satisfying to see our ME-GI engine orders also pick up momentum within the important LNG carrier segment.

"The ME-GI's mature technology delivers guaranteed, extremely low levels of methane slip that make it the most future-proof methane engine on the market," he claimed.

Christian Ludwig, MES' Head of 2-Stroke Sales and Promotion, added: "To date, we have achieved a total of more than 890 ME-GI references, either on order or in service, with over 110 of those within the LNGC segment alone.

"The ME-GI engine has several favourable characteristics, including a best-in-class performance, the highest thermal efficiency for methane-fuelled 2-stroke engines,

as well as millions of reliable operating hours.

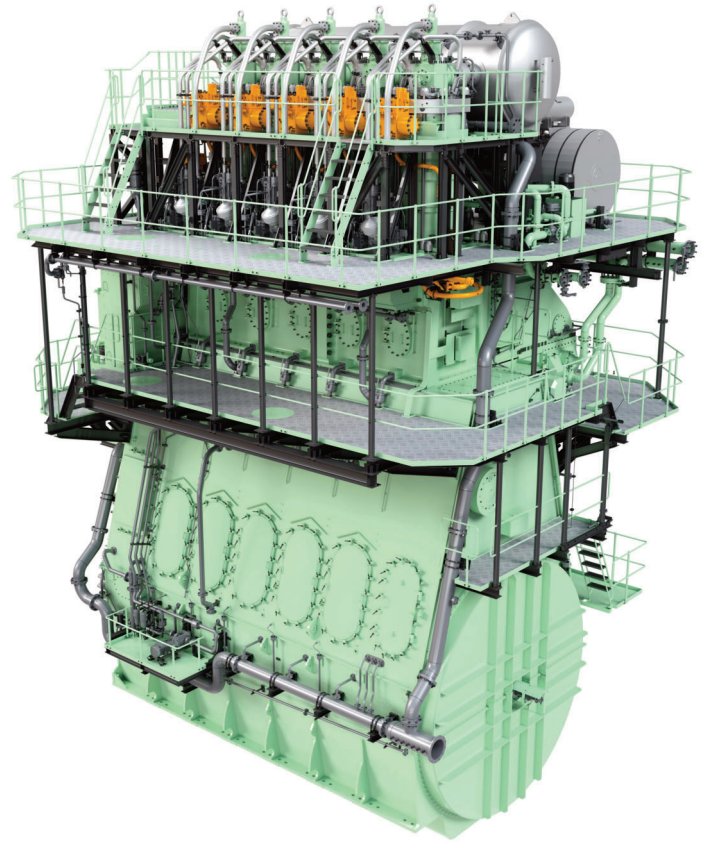
"The ME-GI - not being sensitive to fuel properties - is furthermore capable of operating on bio-methane and synthetic natural gas that render it net-zero, providing a viable decarbonisation pathway for shipowners," he said.

MES' ME-GI (gas injection) engine provides shipowners, charterers and operators with a solution within environmentally friendly and high-efficiency, 2-stroke technology but without the prominent methane-slip emissions that are characteristic of competing engines, the engine designer claimed.

The Diesel principle not only provides the ME-GI engine with high operational stability and efficiency, but also ensures 100% reliable operation during load changes on gas with just normal additions of pilot oil amounts.

Furthermore, the ME-GI's operational principles feature a seamless changeover between gas and diesel operation.

MES has also developed an



MES has found success in the LNGC market

ME-LGI (liquid gas injection) dual-fuel engine that expands the company's dual-fuel portfolio, enabling

the use of sustainable fuels, such as green methanol, the company added. ■

FSRU fitted with BASSnet software systems

FSRU manager, Equinox Shipping Group, has implemented BASSnet Fleet Management Systems as a fully SaaS solution for its vessel and office.

To optimise efficiency, Equinox chose BASSnet SaaS for Maintenance, Operations, Safety & Improvement Reporting (SAFIR), Risk Management, Reviews & Improvements, Document Management and Procurement.

In addition, the BASSnet BI Dashboard will enhance decision-making with advanced analytics.

Implementation of BASSnet's Control of Work, Safety & Quality, and Inventory mobile apps will also help the crew's convenience and efficiency in the complex FSRU shipboard environment.

"We opted for BASSnet SaaS to ensure seamless migration of our planned maintenance system (PMS) database and elevate our vessel management with the latest technology," said Capt Andrew Clifton, General Manager of PT Perusahaan Pelayaran Equinox.

"The BASS team rendered excellent service and support to ensure project success. Our FSRU crew's familiarity with BASSnet further contributed to a smooth transition. We look forward to benefit from BASSnet's cybersecure and cloud-based solutions to

drive productivity on board and at the office," he said.

"BASSnet SaaS provides a future-ready platform for Equinox," added Per Steinar Upsaker, BASS Software CEO & Managing Director.

"With our complete cloud solutions and dedicated support, customers can achieve high operational efficiency with quality data. We're proud to support Equinox to streamline their operations with cutting-edge maritime technology," he said.

"Managing an FSRU involves

complexities beyond traditional vessels," added Clifton. "BASSnet's SaaS solutions offer the innovation and digital edge we need to effectively maintain high-value LNG handling equipment and comply with strict maritime and energy regulations.

"BASSnet enables us to optimise performance while staying ahead in a rapidly evolving industry. We also received training in our office and on board the FSRU from BASSnet staff; this training was of a very high standard and was invaluable," he said. ■

ABB to fit permanent magnet shaft generators on 30 LNGCs

Engineering firm, ABB has won orders from Chinese and South Korean shipyards to equip 18 and 12 LNGC newbuildings, respectively, with its permanent magnet shaft generator systems.

The ships are due for delivery between 2028 and 2030.

Enhancing operational efficiency by utilising the power from the main engine, ABB's permanent magnet shaft generator system improves fuel economy, compared to solutions where power is provided by auxiliary engines, the company claimed.

By avoiding the start up of high-speed fuel intensive auxiliary engines during a voyage, ship operators can achieve significantly greater fuel efficiency.

In addition, these generators provide better efficiency than either induction or electrically excited synchronous machines, both at full and partial load.

According to ABB's estimation, the company's permanent magnet shaft generator system can cut fuel costs by up to 4%, compared to conventional solutions.

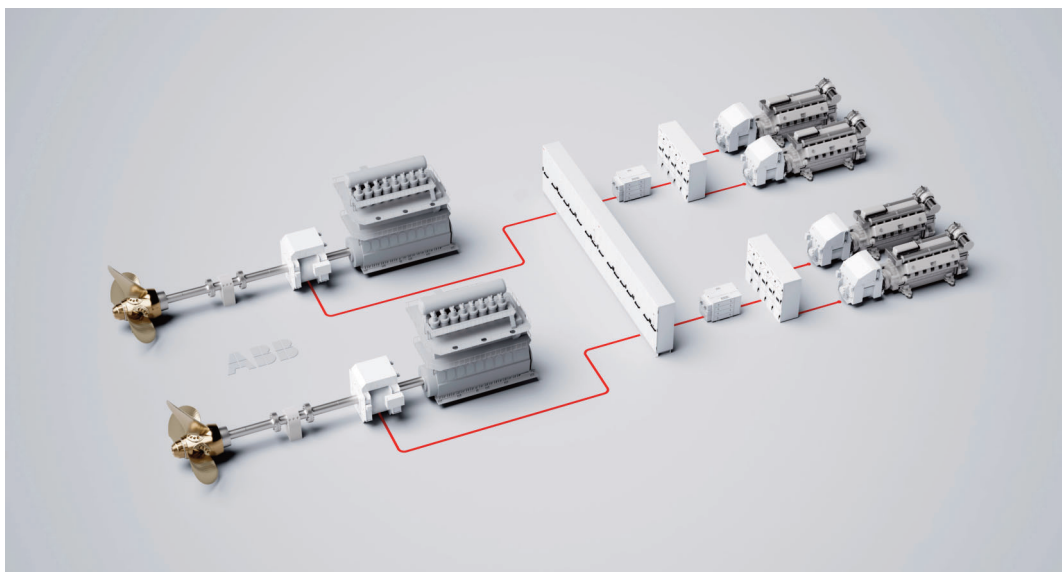
When combined with ABB's ACS880 converter and control system, which ensures maximum flexibility and functionality in hybrid applications, the technology

can increase fuel efficiency by a further 1%.

By eliminating the excitation unit inside the converter, combined with the compact size of the generator, the system has the potential to deliver up to 20% space and weight savings, while its simple design helps to reduce installation and maintenance costs.

"We are proud to win the largest ever combined orders for our permanent magnet shaft generator systems, with LNG carrier deliveries set for multiple AMEA owners from shipbuilders in China and South Korea," said Michael Christensen, Global Segment Responsible for Cargo Vessels, ABB Marine & Ports.

"These agreements include first-time customers for the permanent magnet shaft generator system, further confirming its benefits across a wide scope of cargo vessel types to serve shipping's need for the enhanced fuel efficiency that reduces operating costs and helps them to meet de-carbonisation requirements," he said. ■



Permanent magnet shaft generators are proving popular on LNGCs

Wärtsilä addresses LNGC generator problem

China LNG Shipping (International) Co's (CLSICO), 'Dapeng Princess', the world's largest shallow draft LNGC, recently suffered an unexpected failure in one of her three generators.

At the time, CLSICO said it needed immediate support to resolve the issue quickly.

The LNGCs three generators are powered by Wärtsilä 34DF dual-fuel engines.

During a ballast voyage, a problem occurred with a turbo-charger, and as a result, one of the generators stopped.

CLSICO contacted Wärtsilä's 24/7 remote support team for assistance. A Wärtsilä expert immediately investigated and provided suggestions based on real-time vessel data to help understand and resolve the problem.

Wärtsilä then quickly made the decision together with the LNGC operator to replace the turbo-charger and related parts.

The company's field services department handled the repair, and the warranty team ensured that there were no additional costs involved. The problem was fixed in nine days, which included a weekend.

The speed of the repair was down to CLSICO having a Technical Management Agreement with Wärtsilä for the LNGC, signed in 2023.

This agreement included:

- Constant data monitoring and

maintenance support for the engines and gas valve units.

- Wärtsilä's Dynamic Maintenance Planning solution, which maximises the time between overhauls and provides scheduling flexibility.
- Wärtsilä Expert Insight service, which uses AI and rule-based diagnostics with expert analysis to monitor real-time vessel data.

"The 'Dapeng Princess' is a new ship and a very important addition to our fleet. We wish to ensure that its performance and operational reliability are always at the maximum level, which is why we have decided to take ad-

vantage of the support that Wärtsilä can offer," said Andrew Johnston, General Manager, CLSICO.

"We are very pleased to sign this agreement with CLSICO which supports cost-efficient maintenance and will deliver optimal uptime for the ship. The value-adding efficiency and flexibility provided are core pillars within our Lifecycle

"Agreement approach to optimising our customers' operations and supporting them with their de-carbonisation and sustainability goals," added Henrik Wilhelms, Director, Agreement Sales, Wärtsilä Marine Power. ■

Nuclear powered submarine LNGCs on the cards

Russian academics and gas industry specialists have claimed that LNG shipments utilising underwater vessels are feasible and safer than transportation by surface vessels.

This was announced by Russian President, Vladimir Putin at the recent Forum of Future Technologies held in Russia.

Vladislav Antipov of the Kurchatov Institute National Research Centre outlined the prospects of underwater LNGCs in his presentation at the forum.

"The Kurchatov Institute has developed cold-resistant steels used in manufacturing icebreaker hulls these days.

"In general, the scientific and technical groundwork that has been laid makes Russia the only

global power having a nuclear icebreaker fleet. And this groundwork also provides opportunities for the future in terms of building Arctic underwater gas carriers," Antipov said, reported the Interfax News Agency.

At the forum, President Putin said Kurchatov Institute President, Mikhail Kovalchuk, had presented the idea to him "a couple of years ago."

"Gazprom and NOVATEK believe this is quite possible. And it's feasible, efficient, and safe. Huge containers with liquefied gas are

quite dangerous, while everything is different under the water. Certainly, this is a matter of the future. And [the project] can well be implemented," Putin said.

The St Petersburg-based Malakhit Marine Design Bureau, part of Kurchatov Institute, is developing a nuclear powered underwater gas carrier to transport LNG from Russia's Arctic fields all year round.

Underwater shipments would be economically more feasible owing to considerably shorter distances that would have to be covered in high latitudes at higher

speeds, it was claimed.

In addition, underwater LNG shipments would be less costly by minimising the necessity of an icebreaker escort, which accounts for a significant portion of the shipment costs by surface vessels.

'An underwater gas carrier can serve as a basis for a unique underwater transport system having no analogues in the world for year-round shipments regardless of weather conditions and the state of the sea ice cover,' the Russian researchers claimed, Interfax reported. ■

NEWS NUDGE

Ships - Shipbuilding, deliveries, recycling

South Korean shipbuilders are expected to benefit from a possible surge in LNGC and crude carrier newbuilding demand.

A ramp up of newbuilding interest could be seen on the back of US President, Donald Trump's plans to further develop fossil fuels and tighten sanctions on Iran, industry sources in Seoul said recently, according to the Korean Economic Times (KET).

Clarksons Securities had claimed that global demand for new LNGCs was forecast to reach around 126 vessels by 2029, as the Trump administration was

due to resume LNG export projects suspended by the previous administration.

It was thought that the country's big three shipbuilders - HD Korea Shipbuilding & Offshore Engineering, Hanwha Ocean and Samsung Heavy Industries - were more likely to win orders for new LNGCs, as the US Department of Defense has designated LNGC shipbuilder, China State Shipbuilding Corp (CSSC), the world's largest shipyard group, as a Chinese military enterprise amid intensifying tensions between the two countries, KET said.

Remaining in South Korea, Hanwha Ocean has delivered its 200th LNGC newbuilding - a

world first.

On 20th February, the 'Lebrethah' was handed over to SK Shipping.

She will be deployed and operated for Qatar Energy's North Field Expansion project and managed by KGL (Korea Green LNG), a consortium of three local companies - SK Shipping, H-Line Shipping, and Pan Ocean.

Elsewhere, Samsung Heavy Industries (SHI) has delivered the 180,000 cu m LNGC 'Celsius Galway' to Celsius Tankers, a unit of Celsius Shipping, the company said. She is Celsius' seventh out of 11 LNGC on order at SHI.

She is fitted with a MAN ME-GA engine and GTT's Mark III Flex

containment technology. Celsius Tech, a joint venture involving Celsius Shipping and Fleet Management, will manage the vessel, which is under a five-year timecharter to Shell.

Asyad Shipping has sold its 2006-built steam powered 144,618 cu m 'Ibri LNG' to Chinese interests for \$28 mill, brokers reported.

In the recycling sector, the 'Rem' ex 'SK Supreme' was delivered to India's Alang breakers on 14th February, while the 'Yeong', ex 'HL Pyeongtaek' was delivered the day before.

Delivered to Bangladesh's Chattogram region for recycling was the 'Lean' ex 'SK Splendor' on 15th February, brokers said. ■

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	\$254.78 mill
Five years old (174,000 cu m)	\$220.70 mill
Total Fleet (645 ships)	\$103.88 bill
Orderbook (340 ships)	\$90.13 bill

*Source: VesselsValue (27/01/25)

*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	\$3,000	-
West of Suez	\$1,000	-\$1,000
12 mos T/C	\$15,000	-

*Since last report (13/02/25)

Source: Fearnleys (26/02/25)

WORLD LNG CARRIER ORDERBOOK

Name	Owners	Yard	Capacity	Propulsion	Ordered Date	Delivery Date
Quest Kirishima	NYK	Samsung	174,000	XDF	01/12/2021	01/11/2024
Maran Gas Kastelorizo	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/11/2021	01/11/2024
Orion Sinead	JP Morgan	Hyundai Heavy	174,000	XDF	01/12/2020	01/11/2024
Al Qa'iyyah	H-Line, Pan Ocean, SK Shipping	Samsung	174,000	ME-GA	01/01/2022	01/12/2024
Greenergy Pearl	MOL	Hudong-Zhonghua	174,000	XDF	01/01/2022	01/12/2024
Orion Sirius	JP Morgan	Samsung	174,000	ME-GA	01/10/2021	01/12/2024
Daewoo 2527	MOL	Hanwha Ocean	174,000	ME-GA	01/10/2021	01/12/2024
Umm Graybah	JP Morgan	Samsung	174,000	ME-GA	01/10/2021	01/12/2024
Gail Sagar	Cool Co	Hyundai Samho	174,000	ME-GA	01/06/2022	01/12/2024
Nikolay Basov	MOL, COSCO	Hanwha Ocean	172,500	TFDE - Azipod	01/08/2020	01/12/2024
Lev Landau	Hanwha Ocean	Hanwha Ocean	172,500	TFDE - Azipod	01/08/2020	01/12/2024
Zhores Alferov	Hanwha Ocean	Hanwha Ocean	172,500	TFDE - Azipod	01/08/2020	01/12/2024
Ilya Mechnikov	MOL, COSCO	Hanwha Ocean	172,500	TFDE - Azipod	01/08/2020	01/12/2024
Pyotr Kapitsa	Hanwha Ocean	Hanwha Ocean	172,500	TFDE - Azipod	01/08/2020	01/12/2024
Bu Fintas	H-Line, Pan Ocean, SK Shipping	Samsung	174,000	ME-GA	01/01/2022	01/12/2024
Lng Ping Hu	Zhejiang Huaxiang	Jiangsu Yixiang	78,900	XDF	01/07/2023	01/12/2024
Umm Swayyah	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/12/2024
Nuaijah	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/12/2024
New Oasis	Pan Ocean	Hyundai Heavy	174,000	ME-GA	01/07/2021	01/12/2024
Orion Saint	JP Morgan	Samsung	174,000	ME-GA	01/12/2021	01/01/2025
Al Shelila	ADNOC	Jiangnan	175,000	XDF	01/03/2022	01/01/2025
Josef Pilsudski	Knutsen	Hyundai Samho	174,000	ME-GA	01/03/2022	01/01/2025
Lebrethah	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/01/2025
Samsung 2598	Celsius Shipping	Samsung	180,000	ME-GA	01/12/2021	01/01/2025
Al-kheesah	Pan Ocean, SK Shipping, H-Line	Samsung	174,000	ME-GA	01/09/2022	01/01/2025
Puteri Mayang	Hyundai LNG Shipping	Hyundai Heavy	174,000	XDF	01/07/2021	01/01/2025
North Valley	MOL	Hanwha Ocean	174,000	ME-GA	01/09/2021	01/02/2025
Al Sakhamah	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/02/2025
Samsung 2612	Pan Ocean, SK Shipping, H-Line	Samsung	174,000	ME-GA	01/09/2022	01/02/2025
Puteri Sabah	SK Shipping	Hyundai Heavy	174,000	ME-GA	01/05/2022	01/02/2025
Al-kharrarah	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/02/2025
Hlaitan	MOL, COSCO	Hudong-Zhonghua	175,000	XDF	01/10/2021	01/03/2025
Aleksey Kosygin	Smart LNG	Zvezda SSK	172,600	TFDE - Azipod	01/09/2019	01/03/2025
Sergei Witte	Smart LNG	Zvezda SSK	172,600	TFDE - Azipod	01/09/2019	01/03/2025
Pyotr Stolypin	Smart LNG	Zvezda SSK	172,600	TFDE - Azipod	01/09/2019	01/03/2025
Elisa Ardea	NYK	Hyundai Samho	174,000	XDF	01/08/2022	01/03/2025
Venture Acadia	Venture Global LNG	Hanwha Ocean	174,000	MEGI	01/11/2021	01/03/2025
Ignacy Jan Paderewski	Knutsen	Hyundai Samho	174,000	ME-GA	01/03/2022	01/03/2025
Puteri Sarawak	SK Shipping	Hyundai Heavy	174,000	ME-GA	01/05/2022	01/03/2025
Clean Mistral	Dynagas	Hyundai Heavy	200,000	ME-GA	01/03/2022	01/03/2025
HI Alyssa Warner	H-Line	Samsung	174,000	ME-GA	01/02/2022	01/03/2025
North Ocean	MOL	Hanwha Ocean	174,000	ME-GA	14/09/2021	10/03/2025
Umm Al Houli	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/04/2025
Al-slaimi	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/04/2025
HL Fortuna	H-Line	Hyundai Samho	174,000	XDF	01/01/2022	01/04/2025
Clean Levant	Dynagas	Hyundai Heavy	200,000	ME-GA	01/03/2022	01/04/2025
Al Rahba	ADNOC	Jiangnan	175,000	XDF	01/03/2022	01/05/2025
Mraikh	Knutsen	Hyundai Heavy	174,000	XDF	01/06/2022	01/05/2025
Limail	MOL, COSCO	Hudong-Zhonghua	175,000	XDF	01/10/2021	01/05/2025
Venture Creole	Venture Global LNG	Hanwha Ocean	174,000	MEGI	01/11/2021	01/05/2025

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 = 18 November 2024

Name	Owners	Yard	Capacity	Propulsion	Ordered Date	Delivery Date
Samsung 2599	Celsius Shipping	Samsung	180,000	ME-GA	01/12/2021	01/05/2025
HI Edward Austin	H-Line	Samsung	174,000	ME-GA	01/02/2022	01/05/2025
Daewoo 2561	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/05/2025
Wadi Al Syl	Knutsen	Hyundai Heavy	174,000	XDF	01/07/2022	01/06/2025
Mesaieed	Knutsen	Hyundai Heavy	174,000	XDF	01/06/2022	01/06/2025
HI Sea Eagle	H-Line	Samsung	174,000	ME-GA	01/02/2022	01/06/2025
Daewoo 2562	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/06/2025
Zoe Knutsen	Knutsen	Hyundai Samho	174,000	ME-GA	01/07/2021	01/07/2025
Hyundai Samho 8188	SK Shipping	Hyundai Samho	174,000	ME-GA	01/05/2022	01/07/2025
Daewoo 2541	Venture Global LNG	Hanwha Ocean	200,000	ME-GA	01/03/2022	01/07/2025
Orion Hugo	JP Morgan	Hyundai Heavy	174,000	ME-GA	01/07/2021	01/07/2025
Samsung 2637	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/07/2025
Samsung 2631	H-Line	Samsung	174,000	ME-GA	01/05/2022	01/07/2025
Woodside Jirrubakura	GasLog	Hanwha Ocean	174,000	MEGI	01/01/2022	01/08/2025
Dalian No 1 G175k-3	China Merchant	Dalian Shipbuilding	175,000	XDF	01/09/2022	01/08/2025
Al Zuwayr	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy	174,000	XDF	01/08/2022	01/08/2025
Nikolay Semenov	MOL, COSCO	Hanwha Ocean	172,500	TFDE - Azipod	01/08/2020	01/08/2025
Samsung 2638	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/08/2025
Hyundai Samho 8189	SK Shipping	Hyundai Samho	174,000	ME-GA	01/05/2022	01/08/2025
Daewoo 2566	Meiji Shipping	Hanwha Ocean	174,000	XDF	01/09/2022	01/08/2025
Al Zore	Knutsen	Hyundai Heavy	174,000	XDF	01/07/2022	01/09/2025
Archy Vanguard	MOL	Hanwha Ocean	174,000	ME-GA	01/04/2022	01/09/2025
Sea Spirit	China Merchant	Dalian Shipbuilding	175,000	XDF	01/04/2022	01/09/2025
Daewoo 2537	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/01/2022	01/09/2025
Orion Gauguin	JP Morgan	Hyundai Heavy	174,000	ME-GA	01/07/2021	01/09/2025
Hudong-zhonghua H1797a	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/09/2025
Samsung 2640	JP Morgan	Samsung	174,000	ME-GA	01/09/2022	01/09/2025
HI Puffin	H-Line	Samsung	174,000	ME-GA	01/02/2022	01/09/2025
Samsung 2639	JP Morgan	Samsung	174,000	ME-GA	01/09/2022	01/09/2025
Daewoo 2567	Meiji Shipping	Hanwha Ocean	174,000	XDF	01/09/2022	01/09/2025
Jiangnan H2702	ADNOC	Jiangnan	175,000	XDF	01/05/2022	01/09/2025
Elisa Halycon	NYK	Hyundai Samho	174,000	XDF	01/08/2022	01/10/2025
Daewoo 2542	Venture Global LNG	Hanwha Ocean	200,000	ME-GA	01/03/2022	01/10/2025
Hyundai Samho 8181	Knutsen	Hyundai Samho	174,000	ME-GA	01/04/2022	01/10/2025
Samsung 2619	Celsius Shipping	Samsung	180,000	ME-GA	01/03/2022	01/10/2025
Hudong-zhonghua H1882a	MOL	Hudong-Zhonghua	174,000	XDF	01/01/2022	01/10/2025
HUDONG-ZHONGHUA H1892A	COSCO	Hudong-Zhonghua	174,000	XDF	01/07/2022	01/10/2025
Hudong-zhonghua H1908a	ULT	Hudong-Zhonghua	174,000	XDF	01/06/2023	01/11/2025
JIANGSU YANGZI XINFU YZJ2022-1475	Yangzijiang	Yangzijiang	175,000	ME-GA	01/10/2022	01/11/2025
Daewoo 2539	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/02/2022	01/11/2025
Daewoo 2538	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/01/2022	01/11/2025
Bw Nivalis	BWGas	Hanwha Ocean	174,000	MEGI	01/04/2022	01/11/2025
Hudong-zhonghua H1798a	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/11/2025
Samsung 2651	Celsius Shipping	Samsung	180,000	ME-GA	01/10/2022	01/11/2025
Samsung 2641	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/11/2025
Daewoo 2564	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/11/2025
Daewoo 2563	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/11/2025
Sea Navigator	China Merchant	Dalian Shipbuilding	175,000	XDF	01/04/2022	01/12/2025

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 = 18 November 2024

Name	Owners	Yard	Capacity	Propulsion	Ordered Date	Delivery Date
Woodside Barrumbara	GasLog	Hanwha Ocean	174,000	MEGI	01/01/2022	01/12/2025
Clean Sirocco	Dynagas	Hyundai Heavy	200,000	ME-GA	01/03/2022	01/12/2025
Hudong-zhonghua H1909a	ULT	Hudong-Zhonghua	174,000	XDF	01/06/2023	01/12/2025
Puteri Perak	H-Line	Samsung	174,000	ME-GA	01/05/2022	01/12/2025
Samsung 2642	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/12/2025
Ras Laffan	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy	74,000	XDF	01/08/2022	01/12/2025
Daewoo 2540	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/02/2022	01/12/2025
Bw Borealis	BWGas	Hanwha Ocean	174,000	MEGI	01/04/2022	01/12/2025
Daewoo 2543	Venture Global LNG	Hanwha Ocean	200,000	ME-GA	01/03/2022	01/12/2025
Puteri Perlis	H-Line	Samsung	174,000	ME-GA	01/05/2022	01/01/2026
Sharawoh	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy	174,000	XDF	01/08/2022	01/01/2026
DAEWOO 2570	MISC	Hanwha Ocean	174,000	XDF	01/09/2022	01/01/2026
Archimidis	Capital Gas	Hyundai Samho	174,000	ME-GA	01/06/2022	01/01/2026
Agamemnon	Capital Gas	Hyundai Samho	174,000	ME-GA	01/06/2022	01/01/2026
Al Udeid	Knutsen	Hyundai Heavy	174,000	XDF	01/07/2022	01/01/2026
Hyundai Samho 8182	TMS Cardiff Gas	Hyundai Samho	174,000	XDF	01/10/2022	01/01/2026
Dalian No 1 G175k-4	China Merchant	Dalian Shipbuilding	175,000	XDF	01/09/2022	01/01/2026
Jiangnan H2703	ADNOC	Jiangnan	175,000	XDF	01/05/2022	01/01/2026
Hudong-zhonghua H1799a	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/02/2026
Barzan	Knutsen	Hyundai Heavy	174,000	XDF	01/07/2022	01/02/2026
Samsung 2652	Minerva Marine	Samsung	174,000	ME-GA	01/11/2022	01/02/2026
Samsung 2643	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/02/2026
Daewoo 2565	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean	174,000	ME-GA	01/06/2022	01/02/2026
Hudong-zhonghua H1883a	MOL	Hudong-Zhonghua	174,000	XDF	01/01/2022	01/03/2026
Samsung 2653	Minerva Marine	Samsung	174,000	ME-GA	01/11/2022	01/03/2026
Hyundai Samho 8200	TMS Cardiff Gas	Hyundai Samho	174,000	XDF	01/07/2022	01/03/2026
China Merchants Jiangsu Cmhi-282-01	Celsius Shipping	China Merchants HI Jiangsu	180,000	ME-GA	01/05/2023	01/03/2026
Samsung 2636	TMS Cardiff Gas	Samsung	174,000	ME-GA	01/04/2022	01/03/2026
HUDONG-ZHONGHUA H1893A	COSCO	Hudong-Zhonghua	174,000	XDF	01/07/2022	01/03/2026
Clean Texas	Dynagas	Hyundai Heavy	200,000	XDF	01/01/2023	01/04/2026
Hyundai Ulsan 3386	Knutsen	Hyundai Heavy	174,000	XDF	01/07/2022	01/04/2026
Samsung 2644	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/04/2026
Daewoo 2572	TMS Cardiff Gas	Hanwha Ocean	174,000	ME-GA	01/09/2022	01/04/2026
Hudong-zhonghua H1800a	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/05/2026
JIANGSU YANGZI XINFU YZJ2022-1476	Yangzijiang	Yangzijiang	175,000	ME-GA	01/10/2022	01/05/2026
DAEWOO 2571	MISC	Hanwha Ocean	174,000	XDF	01/09/2022	01/05/2026
Daewoo 2552	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/06/2022	01/05/2026
Hyundai Ulsan 3387	Knutsen	Hyundai Heavy	174,000	XDF	01/07/2022	01/05/2026
Hyundai Samho 8204	Oman Shipping Co.	Hyundai Samho	174,000	XDF	01/01/2023	01/05/2026
Samsung 2664	K-Line	Samsung	174,000	ME-GA	31/03/2023	01/05/2026
Hudong-zhonghua H1884a	MOL	Hudong-Zhonghua	174,000	XDF	01/01/2022	01/06/2026
Daewoo 2553	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/06/2022	01/06/2026
Hyundai Ulsan 3393	Knutsen	Hyundai Heavy	174,000	XDF	01/07/2022	01/06/2026
Hyundai Samho 8205	Oman Shipping Co.	Hyundai Samho	174,000	XDF	01/01/2023	01/06/2026
Samsung 2645	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/06/2026
Daewoo 2568	Meiji Shipping	Hanwha Ocean	174,000	XDF	01/09/2022	01/06/2026

Name	Owners	Yard	Capacity	Propulsion	Ordered Date	Delivery Date
Jiangnan H2704	ADNOC	Jiangnan	175,000	XDF	01/05/2022	01/06/2026
Hudong-zhonghua H1801a	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/07/2026
Hyundai Ulsan 3394	Knutsen	Hyundai Heavy	174,000	XDF	01/07/2022	01/07/2026
Hyundai Ulsan 3398	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy	174,000	XDF	01/08/2022	01/07/2026
Clean Rio Grande	Dynagas	Hyundai Heavy	200,000	XDF	01/01/2023	01/07/2026
Daewoo 2573	TMS Cardiff Gas	Hanwha Ocean	174,000	ME-GA	01/09/2022	01/07/2026
China Merchants Jiangsu Cmhi-282-02	Celsius Shipping	China Merchants HI Jiangsu	180,000	ME-GA	01/05/2023	01/07/2026
Samsung 2646	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/07/2026
Jiangnan H2716	Shandong Marine	Jiangnan	175,000	XDF	01/03/2023	01/08/2026
Hyundai Samho 8201	TMS Cardiff Gas	Hyundai Samho	174,000	XDF	01/07/2022	01/08/2026
Hudong-zhonghua H1886a	NYK	Hudong-Zhonghua	174,000	XDF	01/06/2023	01/08/2026
DALIAN NO 1 G175K-5	China Merchant	Dalian Shipbuilding	175,000	XDF	01/03/2023	01/08/2026
Samsung 2647	JP Morgan	Samsung	174,000	ME-GA	01/06/2022	01/08/2026
Samsung 2662	MOL	Samsung	174,000	ME-GA	30/08/2023	01/09/2026
Hudong-zhonghua H1885a	MOL	Hudong-Zhonghua	174,000	XDF	01/01/2022	01/09/2026
Samsung 2687	MOL	Samsung	174,000	ME-GA	06/10/2023	01/09/2026
Samsung 2316	SinoKor	Samsung	173,400	ME-GA	09/01/2020	01/09/2026
Daewoo 2574	Venture Global LNG	Hanwha Ocean	174,000	MEGI	01/03/2023	01/09/2026
Alcaios I	Capital Gas	Hyundai Samho	174,000	ME-GA	01/01/2023	01/09/2026
Hyundai Ulsan 3399	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy	174,000	XDF	01/08/2022	01/09/2026
DAEWOO 2558	MOL	Hanwha Ocean	174,000	ME-GA	01/09/2022	01/09/2026
Daewoo 2551	MOL	Hanwha Ocean	174,000	ME-GA	01/04/2022	01/09/2026
Daewoo 2569	Meiji Shipping	Hanwha Ocean	174,000	XDF	01/09/2022	01/09/2026
Jiangnan H2705	ADNOC	Jiangnan	175,000	XDF	01/05/2022	01/09/2026
Hudong-zhonghua H1887a	NYK	Hudong-Zhonghua	174,000	XDF	01/06/2023	01/10/2026
DALIAN NO 1 G175K-6	China Merchant	Dalian Shipbuilding	175,000	XDF	01/03/2023	01/10/2026
Hudong-zhonghua H1894a	K-Line	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/10/2026
Samsung 2693	Shandong Marine	Samsung	174,000	XDF	06/02/2024	01/11/2026
Clean Brownsville	Dynagas	Hyundai Heavy	200,000	XDF	01/01/2023	01/11/2026
Antaios I	Capital Gas	Hyundai Samho	174,000	ME-GA	01/01/2023	01/11/2026
Hanwha Ocean 2585	Nakilat	Hanwha Ocean	174,000	XDF	01/06/2024	01/11/2026
Samsung 2665	K-Line	Samsung	174,000	ME-GA	31/03/2023	01/11/2026
China Merchants Jiangsu Cmhi-282-03	Celsius Shipping	China Merchants HI Jiangsu	180,000	ME-GA	01/05/2023	01/11/2026
Samsung 2694	China Merchant	Samsung	174,000	XDF	06/02/2024	01/12/2026
Daewoo 2576	MOL	Hanwha Ocean	174,000	ME-GA	01/12/2022	01/12/2026
Jiangnan H2717	Shandong Marine	Jiangnan	175,000	XDF	01/03/2023	01/12/2026
Hyundai Samho 8262	Nakilat	Hyundai Samho	174,000	XDF	09/01/2024	01/12/2026
Daewoo 2575	Venture Global LNG	Hanwha Ocean	174,000	MEGI	01/03/2023	01/12/2026
Hanwha Ocean 2586	Nakilat	Hanwha Ocean	174,000	XDF	01/06/2024	01/12/2026
Hyundai Ulsan 3400	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy	174,000	XDF	01/08/2022	01/12/2026
Hyundai Ulsan 3401	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy	174,000	XDF	01/08/2022	01/12/2026
Daewoo 2579	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/10/2022	01/12/2026
Hyundai Samho 8208	NYK	Hyundai Samho	174,000	XDF	01/02/2023	01/12/2026
Hudong-zhonghua H1888a	NYK	Hudong-Zhonghua	174,000	XDF	01/06/2023	01/12/2026
DALIAN NO 1 G175K-7	China Merchant	Dalian Shipbuilding	175,000	XDF	01/03/2023	01/12/2026

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 = 18 November 2024

Name	Owners	Yard	Capacity	Propulsion	Ordered Date	Delivery Date
Hudong-zhonghua H1895a	K-Line	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/12/2026
Samsung 2695	Shandong Marine	Samsung	174,000	XDF	06/02/2024	01/01/2027
Samsung 2663	MOL	Samsung	174,000	ME-GA	30/08/2023	01/01/2027
Dalian No 1 G175k-12	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding	175,000	XDF	21/08/2023	01/01/2027
Hd Hyundai Ulsan 3476	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/01/2027
Hanwha Ocean 2584	MOL	Hanwha Ocean	174,000	ME-GA	01/08/2023	31/01/2027
Athlos	Capital Gas	Hyundai Samho	174,000	XDF	01/03/2023	01/02/2027
HUDONG-ZHONGHUA H1794A	MOL, COSCO	Hudong-Zhonghua	74,000	XDF	01/09/2022	01/02/2027
Hanwha Ocean 2594	K-Line, Hyundai Glovis	Hanwha Ocean	174,000	XDF	01/06/2024	01/02/2027
Hanwha Ocean 2593	K-Line, Hyundai Glovis	Hanwha Ocean	174,000	XDF	01/06/2024	01/02/2027
Hd Hyundai Ulsan 3477	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/02/2027
DALIAN NO 1 G175K-8	China Merchant	Dalian Shipbuilding	175,000	XDF	01/03/2023	01/02/2027
Samsung 2696	China Merchant	Samsung	174,000	XDF	06/02/2024	01/03/2027
Archon	Capital Gas	Hyundai Samho	174,000	XDF	01/03/2023	01/03/2027
Hudong-zhonghua H1889a	NYK	Hudong-Zhonghua	174,000	XDF	01/04/2022	01/03/2027
Hudong-zhonghua H1896a	K-Line	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/03/2027
Dalian No 1 G175K-9	COSCO	Dalian Shipbuilding	174,000	XDF	12/03/2024	01/03/2027
Hd Hyundai Ulsan 3454	Evalend Shipping	Hyundai Heavy	174,000	XDF	02/08/2023	01/03/2027
Samsung 2317	SinoKor	Samsung	173,400	ME-GA	09/01/2020	01/03/2027
Hd Hyundai Ulsan 3441	NYK	Hyundai Heavy	174,000	ME-GA	28/04/2023	01/03/2027
Hanwha Ocean 2580	MOL	Hanwha Ocean	174,000	ME-GA	01/02/2023	01/03/2027
Samsung 2656	Seapeak	Samsung	174,000	ME-GA	01/11/2022	01/03/2027
China Merchants Jiangsu Cmhi-282-04	Celsius Shipping	China Merchants HI Jiangsu	80,000	ME-GA	01/05/2023	01/03/2027
Hanwha Ocean 2581	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/04/2023	01/04/2027
Samsung 2697	Shandong Marine	Samsung	174,000	XDF	06/02/2024	01/05/2027
Hudong-zhonghua H1890a	NYK	Hudong-Zhonghua	174,000	XDF	01/04/2022	01/05/2027
Hyundai Samho 8263	Nakilat	Hyundai Samho	174,000	XDF	09/01/2024	01/05/2027
Hyundai Samho 8254	Capital Gas	Hyundai Samho	174,000		26/02/2024	01/05/2027
HYUNDAI SAMHO 8238	NYK	Hyundai Samho	174,000	XDF	01/02/2023	01/05/2027
Hanwha Ocean 2595	K-Line, Hyundai Glovis	Hanwha Ocean	174,000	XDF	01/06/2024	01/05/2027
Hd Hyundai Ulsan 3479	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/05/2027
Clean Astraeus	Dynagas	Hyundai Heavy	200,000	XDF	01/04/2023	01/05/2027
Samsung 2657	Seapeak	Samsung	174,000	ME-GA	01/11/2022	01/05/2027
K Line Samsung	K-Line	Samsung	174,000	XDF	31/10/2024	01/06/2027
Hudong-zhonghua H1897a	K-Line	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/06/2027
Dalian No 1 G175K-10	COSCO	Dalian Shipbuilding	174,000	XDF	12/03/2024	01/06/2027
Hyundai Samho 8255	Capital Gas	Hyundai Samho	174,000		26/02/2024	01/06/2027
Hyundai Samho 8256	Capital Gas	Hyundai Samho	174,000		26/02/2024	01/06/2027
Hd Hyundai Ulsan 3442	NYK	Hyundai Heavy	174,000	ME-GA	28/04/2023	01/06/2027
Hanwha Ocean 2582	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	01/04/2023	01/06/2027
Samsung 2698	Shandong Marine	Samsung	174,000	XDF	06/02/2024	01/07/2027
HUDONG-ZHONGHUA H1795A	MOL, COSCO	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/07/2027
MISC 1	MISC	Samsung	174,000		01/10/2024	01/07/2027
Hanwha Ocean 2588	Nakilat	Hanwha Ocean	174,000	XDF	01/06/2024	01/07/2027
Hanwha Ocean 2587	Nakilat	Hanwha Ocean	174,000	XDF	01/06/2024	01/07/2027
Dalian No 1 G175k-13	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding	175,000	XDF	21/08/2023	01/07/2027
Hyundai Samho 8209	NYK	Hyundai Samho	174,000	XDF	01/02/2023	01/07/2027
Hanwha Ocean 2602	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	11/11/2024	01/08/2027
Dalian Cosco 1	COSCO	Dalian Shipbuilding	175,000	XDF	13/09/2024	01/08/2027
Hd Hyundai Ulsan 3443	NYK	Hyundai Heavy	174,000	ME-GA	28/04/2023	01/08/2027

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Data last updated = 18 November 2024

Name	Owners	Yard	Capacity	Propulsion	Ordered Date	Delivery Date
Hanwha Ocean 2583	MOL	Hanwha Ocean	174,000	ME-GA	01/04/2023	01/08/2027
Hanwha Ocean 2596	K-Line, Hyundai Glovis	Hanwha Ocean	174,000	XDF	01/06/2024	01/08/2027
Hd Hyundai Ulsan 3481	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/08/2027
Samsung 2658	Seapeak	Samsung	174,000	ME-GA	01/11/2022	01/08/2027
Hd Hyundai Ulsan 3444	NYK	Hyundai Heavy	174,000	ME-GA	01/05/2023	31/08/2027
Samsung 2699	China Merchant	Samsung	174,000	XDF	06/02/2024	01/09/2027
Samsung 2318	SinoKor	Samsung	173,400	ME-GA	09/01/2020	01/09/2027
Hanwha Ocean 2589	Nakilat	Hanwha Ocean	174,000	XDF	01/06/2024	01/09/2027
China Merchants Jiangsu Cmhi-282-05	Celsius Shipping	China Merchants HI Jiangsu	180,000	ME-GA	01/02/2024	01/09/2027
Hd Hyundai Ulsan 3482	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/09/2027
Samsung 2659	Seapeak	Samsung	174,000	ME-GA	01/11/2022	01/09/2027
Hanwha Ocean 2603	Maran Gas Maritime	Hanwha Ocean	174,000	MEGI	11/11/2024	01/10/2027
MISC 2	MISC	Samsung	174,000		01/10/2024	01/10/2027
Hyundai Samho 8257	Capital Gas	Hyundai Samho	174,000		26/02/2024	01/10/2027
HYUNDAI SAMHO 8239	NYK	Hyundai Samho	174,000	XDF	01/02/2023	01/10/2027
Hanwha Ocean 2590	Nakilat	Hanwha Ocean	174,000	XDF	01/06/2024	01/10/2027
Hd Hyundai Ulsan 3483	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/10/2027
Hudong-zhonghua H1891a	NYK	Hudong-Zhonghua	174,000	XDF	01/06/2023	01/10/2027
Hudong-zhonghua H1898a	COSCO, MOL, ENN	Hudong-Zhonghua	174,000	XDF	01/06/2023	01/10/2027
Samsung 2700	Shandong Marine	Samsung	174,000	XDF	06/02/2024	01/11/2027
Hd Hyundai Ulsan 3455	Evalend Shipping	Hyundai Heavy	174,000	XDF	02/08/2023	01/11/2027
Hanwha Ocean 2951	Nakilat	Hanwha Ocean	174,000	XDF	01/06/2024	01/11/2027
Hd Hyundai Ulsan 3484	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/11/2027
Clean Azeus	Dynagas	Hyundai Heavy	200,000	XDF	01/04/2023	01/11/2027
Dalian Cosco 2	COSCO	Dalian Shipbuilding	175,000	XDF	13/09/2024	01/12/2027
Samsung 2701	Shandong Marine	Samsung	174,000	XDF	06/02/2024	01/12/2027
HUDONG-ZHONGHUA H1796A	MOL, COSCO	Hudong-Zhonghua	174,000	XDF	01/09/2022	01/12/2027
HD Hyundai Ulsan 3456	Evalend Shipping	Hyundai Heavy	174,000	XDF	14/11/2023	01/12/2027
Samsung 2668	Chevron	Samsung	174,000	XDF	01/06/2023	01/12/2027
Hd Hyundai Ulsan 3485	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/12/2027
Samsung 2660	Seapeak	Samsung	174,000	ME-GA	01/11/2022	01/12/2027
Hyundai Samho 8210	NYK	Hyundai Samho	174,000	XDF	01/02/2023	01/12/2027
Hudong-zhonghua H1899a	COSCO, MOL, ENN	Hudong-Zhonghua	174,000	XDF	01/06/2023	01/12/2027
Samsung 2702	MISC	Samsung	174,000	XDF	06/02/2024	01/01/2028
Dalian No 1 G175k-14	CSSC, China Gas, Wah Kwong	Dalian Shipbuilding	175,000	XDF	01/07/2024	01/01/2028
CHINA MERCHANTS JIANGSU CMHI-282-06	Celsius Shipping	China Merchants HI Jiangsu	180,000	ME-GA	01/05/2024	01/01/2028
Hanwha Ocean 2592	Nakilat	Hanwha Ocean	174,000	XDF	01/06/2024	01/01/2028
Hudong Zhonghua H1913a	Shandong Marine	Hudong-Zhonghua	270,000	XDF	01/10/2024	01/02/2028
Hd Hyundai Ulsan 3478	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/02/2028
Hd Hyundai Ulsan 3457	Evalend Shipping	Hyundai Heavy	174,000	XDF	14/11/2023	01/02/2028
Samsung 2669	Chevron	Samsung	174,000	XDF	01/06/2023	01/02/2028
Hudong-zhonghua H1900a	COSCO, MOL, ENN	Hudong-Zhonghua	174,000	XDF	01/06/2023	01/03/2028
Hd Hyundai Ulsan 3501	Evalend Shipping	Hyundai Heavy	174,000	XDF	03/05/2024	31/03/2028
Samsung 2703	China Merchant	Samsung	174,000	XDF	06/02/2024	01/04/2028
Dalian No 1 G175K-11	COSCO	Dalian Shipbuilding	174,000	XDF	12/03/2024	01/04/2028
Hudong Zhonghua H1919a	Shandong Marine	Hudong-Zhonghua	270,000	XDF	01/10/2024	01/05/2028
Dalian No 1 G175k-15	CSSC, Wah Kwong, China Gas	Dalian Shipbuilding	175,000	XDF	01/07/2024	01/05/2028
China Merchants Jiangsu Cmhi-282-07	Celsius Shipping	China Merchants HI Jiangsu	180,000	ME-GA	01/05/2024	01/05/2028

Name	Owners	Yard	Capacity	Propulsion	Ordered Date	Delivery Date
Samsung 2711	ADNOC	Samsung	174,000	XDF	01/07/2024	01/05/2028
Hd Hyundai Ulsan 3502	Evalend Shipping	Hyundai Heavy	174,000	XDF	03/05/2024	01/05/2028
Hd Hyundai Ulsan 3486	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/05/2028
Hudong-zhonghua H1901a	CSSC	Hudong-Zhonghua	174,000	XDF	01/05/2023	31/05/2028
Samsung 2704	MISC	Samsung	174,000	XDF	06/02/2024	01/06/2028
Hd Hyundai Ulsan 3480	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/06/2028
Hanwha Ocean 2598	ADNOC	Hanwha Ocean	174,000	XDF	01/10/2024	01/06/2028
Hudong-zhonghua H1912a	Nakilat	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/06/2028
Samsung 2712	ADNOC	Samsung	174,000	XDF	01/07/2024	01/06/2028
Samsung 2705	China Merchant	Samsung	174,000	XDF	06/02/2024	01/07/2028
Hanwha Ocean 2599	ADNOC	Hanwha Ocean	174,000	XDF	01/10/2024	01/07/2028
Samsung 2713	ADNOC	Samsung	174,000	XDF	01/07/2024	01/07/2028
Hd Hyundai Ulsan 3487	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/07/2028
Samsung 2706	MISC	Samsung	174,000	XDF	06/02/2024	01/08/2028
Samsung 2714	ADNOC	Samsung	174,000	XDF	01/07/2024	01/08/2028
Hanwha Ocean 2600	ADNOC	Hanwha Ocean	174,000	XDF	01/10/2024	01/09/2028
Hudong-zhonghua H1902a	CSSC	Hudong-Zhonghua	174,000	XDF	01/05/2023	01/09/2028
China Merchants Jiangsu Cmhi-282-08	Celsius Shipping	China Merchants HI Jiangsu	180,000	ME-GA	01/05/2024	01/09/2028
Hd Hyundai Ulsan 3488	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/09/2028
Hanwha Ocean 2601	ADNOC	Hanwha Ocean	174,000	XDF	01/10/2024	01/10/2028
Hudong Zhonghua H1921a	Nakilat	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/11/2028
Samsung 2707	China Merchant	Samsung	174,000	XDF	06/02/2024	01/11/2028
Hd Hyundai Ulsan 3489	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/11/2028
Hudong-zhonghua H1915a	Nakilat	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/12/2028
Hudong-zhonghua H1903a	CSSC	Hudong-Zhonghua	174,000	XDF	01/05/2023	01/12/2028
Hudong Zhonghua H1923a	MOL, COSCO	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/01/2029
Hudong-zhonghua H1916a	Nakilat	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/03/2029
Hd Hyundai Ulsan 3490	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/03/2029
Hudong-zhonghua H1917a	MOL, COSCO	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/05/2029
Hd Hyundai Ulsan 3491	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/06/2029
Qatar Energy Hudong 3	MOL, COSCO	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/08/2029
Hudong-zhonghua H1918a	Nakilat	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/08/2029
Hd Hyundai Ulsan 3492	Nakilat	Hyundai Heavy	174,000	XDF	01/09/2023	01/09/2029
Hudong Qatar 12	China Merchant	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/10/2029
Hudong Qatar 13	China Merchant	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/11/2029
Hudong Zhonghua H1926a	Nakilat	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/01/2030
Hudong Qatar 14	Shandong Marine	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/01/2030
Qatar Energy Hudong 4	MOL, COSCO	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/02/2030
Hudong Zhonghua H1927a	Nakilat	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/03/2030
Hudong Qatar 15	Shandong Marine	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/04/2030
Hudong Qatar 16	Shandong Marine	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/05/2030
Hudong Zhonghua H1928a	China Merchant	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/06/2030
Hudong Qatar 17	China LNG Shipping	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/07/2030
Qatar Energy Hudong 5	MOL, COSCO	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/08/2030
Hudong Zhonghua H1929a	China Merchant	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/09/2030
Hudong Qatar 18	China LNG Shipping	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/10/2030
Hudong-zhonghua H1924a	Nakilat	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/10/2030
Qatar Energy Hudong 6	MOL, COSCO	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/11/2030
Hudong-zhonghua H1925a	Nakilat	Hudong-Zhonghua	271,000	XDF	01/09/2024	01/12/2030

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	Titan Vision	12,000	LNG/LPG/Ethylene	Europe	No	Titan LNG
2011	Titan Unikum	12,000	LNG/LPG/Ethylene	Europe	No	Titan LNG
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 Innovation	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
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

Built	Name	CBM	Cargo Type	Trading Area	Trading in LNG?	Ship Owner / Operator
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	Avenir Ascension	7,500	LNG		Yes	Avenir LNG
2021	Hai Gang Wei Lai	20,000	LNG	China	Yes	SSSES
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	Levante LNG	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	Clean Everglades	5,500	LNG	USG	Yes	PNE
2023	FueLNG Venosa	18,000	LNG	Singapore	Yes	FueLNG
2023	LNG Erasmus	8,000	LNG	NWE	Yes	Shell
2023	Energy Stockholm	8,000	LNG	NWE	Yes	Shell
2024	Coral Evolution	30,000	LNG	Australia	Yes	Anthony Veder ?
2024	Progress	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 Garibaldi	7,600	LNG	Panama	Yes	Seaspan ULC
2024	Paolina Cosulich	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2024	Huaihe Nengyuan Qihang	14,000	LNG	China	Yes	Anhui Changjiang LNG
2024	Keys Azalea	3,500	LNG	Japan	Yes	Keys Bunkering West Japan
2024	Seaspan Lions	7,600	LNG	Canada	Yes	Seaspan ULC
2024	Hai Yang Shi You 302	12,000	LNG	China	Yes	CETS (CNOOC)
2025	Axpo TBN	7,500	LNG	Italy	Yes	Axpo
2025	Seaspan Baker	7,600	LNG	Canada	Yes	Seaspan ULC
2026	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2026	ScaleGas TBN	12,500	LNG	Spain	Yes	ScaleGas
2026	Vitol TBN 1	12,500	LNG	Worldwide	Yes	Vitol
2026	Total TBN	18,600	LNG	Worldwide	Yes	Total Energies
2027	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2027	Vitol TBN 2	20,000	LNG	Worldwide	Yes	Vitol
2027	Peninsula TBN	18,000	LNG	Europe	Yes	Peninsula
2027	Fuzhou Wuyang TBN	12,000	LNG	China	Yes	Fuzhou Wuyang Refined Oil Trading
2027	Equatorial Marine TBN	20,000	LNG	China	Yes	Equatorial Marine
2028	Fuzhou Wuyang TBN	12,000	LNG	China	Yes	Fuzhou Wuyang Refined Oil Trading