LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS

28 September 2017

Qatar and Indonesia to export gas to Bangladesh

RasGas has signed a 15-year LNG Sales and Purchase Agreement (SPA) with Bangladesh Oil, Gas and Mineral Corp (Petrobangla).

The agreement was signed in Doha by Hamad Mubarak Al-Muhannadi, CEO of RasGas, and Abdul Mansur Md Faizullah, Petrobangla Chairman.

Under the terms of the agreement, the Qatari energy giant will supply 2.5 mill tonnes of LNG per annum to Petrobangla for 15 years.

Deliveries will be to Petrobangla's FSRU near Moheshkhali Island in Bangladesh, marking RasGas' first long term contract delivered to an FSRU.

The signing ceremony was held of 25th September

"Reliable access to energy plays a vital role in driving socio-economic growth, and RasGas has fulfilled our promise to safely and reliably provide this access for more than two decades," said Al Muhannadi. "Bangladesh has very ambitious growth plans and this landmark partnership between our two countries will support Bangladesh as it strives to achieve its 2021 and 2040 development goals."

Petrobangla Chairman, Faizullah added, "Bangladesh, under the visionary stewardship of Honourable Prime Minister Sheikh Hasina, has already ensured sustainable annual growth of above 7%, and we are striving to ensure energy security and a reliable supply of gas to our entrepreneurs. LNG would play a vital role in the growth of the Bangladesh economy, and we are happy to enter into this historic partnership with Qatar, a long-trusted friend."

Saad Sherida Al-Kaabi, Qatar Petroleum President & CEO, said "We are very pleased to see the Republic of Bangladesh join the list of countries that benefit from Qatari gas to support their economic growth and development by using the most environmentally friendly fossil fuel. I would like to thank Petrobangla for their confidence in Qatar, and we look forward to working with them to secure Bangladesh's future needs.

"This agreement enhances Qatar's leading position as an LNG provider, and creates broader horizons of growth and development as it moves forward under the wise leadership and guidance of His Highness Sheikh Tamim bin Hamad Al Thani, the Emir of the State of Qatar," he said.

> "RasGas has fulfilled our promise to safely and reliably provide this access [to energy] for more than two decades"
>
> *- Hamad Mubarak Al-Muhannadi, CEO of RasGas*

Pertamina discussions

In another move, Petrobangla is in discussions with Indonesia's Pertamina to import more than 1 mill tonnes of liquefied natural gas (LNG) from the state energy company, as early as 2018, an official said.

Under an initial agreement signed by the energy ministers of both countries recently, Indonesia will continue discussions with Bangladesh to develop LNG infrastructure in the country and potentially supply LNG to Bangladesh.

Pertamina Gas Director, Yenni Andayani, reportedly said the agreement was "just the beginning, opening opportunities to develop business."

Bangladesh, a country of more than 160 mill people, may import as much as 17.5 mill tonnes of LNG a year by 2025, as its domestic gas reserves dwindle and demand grows. ■

SHIPPING NEWS AGENDA

Golar LNG shuffles management

Golar LNG has appointed Iain Ross to replace Oscar Spieler as CEO.

Spieler's main remit on becoming CEO was always the successful delivery of FLNG 'Hilli Episeyo' and a search for his successor to follow shortly thereafter.

Having substantially executed his responsibility to deliver the FLNG, Spieler will remain with the group to fulfil the role of Executive Advisor and assist Ross until charterers Perenco and SNH accept the 'Hilli Episeyo'.

Identification and appointment of his successor was expected to coincide more closely with the 'Hilli Episeyo's' acceptance, however, the earlier than anticipated opportunity to secure Ross' services accelerated this process.

Ross joined Golar from project delivery firm WorleyParsons, where he held various executive level positions since 2002, including Group Managing Director.

With 34 years of broad industry and geographic experience and a focus on sustainable growth of businesses, Ross brings to Golar a strong leadership skill set across strategic, technical, commercial and relationship development disciplines, Golar said. ■

Golar LNG's new CEO Iain Ross

Qatargas signs BOTAS SPA deal

Qatargas has signed of a medium term SPA with BOTAŞ Petroleum Pipeline Corp (BOTAŞ).

Under the terms of this agreement, Qatargas will deliver 1.5 mill tonnes of LNG per annum for three years.

Commenting on the new agreement, Khalid Bin Khalifa Al-Thani, Qatargas CEO, said: "Qatargas is delighted to announce this multi-year deal with BOTAŞ – a valued customer with deep expertise in the LNG industry. Our relationship with BOTAŞ has evolved from supplying spot cargoes to the current medium term deal and we look forward to providing BOTAŞ with reliable, clean energy for many years to come."

Commencing on 1st October, 2017, this agreement provides for the supply of LNG from Qatar Liquefied Gas Company Limited (2) ("Qatargas 2"), the world's first fully integrated value chain LNG venture.

The LNG will be delivered by Q-Flex vessels to either the Turkish terminals of Egegaz, the Marmara LNG terminal, or to the Etki LNG terminal. ■

Gunvor latest to sign Angola LNG supply contract

Trading house Gunvor is to buy LNG from Angola LNG in a long term deal.

This move added to similar deals concluded recently between the producer and traders, including Vitol.

Angola LNG said that the deal was another step towards building its sales book with the most important players in the LNG market.

For example, last month, Angola LNG sold LNG to Vitol over a multi-year period and also entered into another sales contract with the trading arm of Germany's RWE.

Until recently, Angola had been selling all of its LNG via competitive tenders in the spot market, partly because a previous plan to ship LNG to the US fell through due to the country's shale gas boom.

Concerns over the Angola LNG plant's reliability, as well as limitations on feed gas supplies from offshore fields, also prevented the Chevron-led project from previously locking in an LNG sales deal, local sources said. ■

NEWS NUDGE

Essar seeks to open at least two LNG terminals

Ruias-owned Essar Ports is seeking to invest around $500 mill to set up an LNG terminal on the western and eastern coasts of India in the next 18 months.

The company was believed to be looking at a cluster of small ports, which will be closer to potential customers, including Hazira and Salaya, where Essar Ports already operates.

Each terminal could cost between $150-300 mill, depending on the amount of work to be carried out, while the capacity would range between 2.5-5 mill tonnes per year.

For finance, Essar will use banks and also put in its own resources as equity. Essar Ports, which delisted in late 2015, will close 2017-18 with a pre-tax profit of about Rs1,000 crore and is targeting to take it up to Rs1,300 crore with the commissioning of new facilities.

Swinoujscie LNG terminal to be expanded

Polish state-run gas infrastructure operator, Gaz-System, is to expand the LNG terminal in Świnoujście.

The company has already started the design and preparatory work.

Gaz-System plans to build a second jetty, including an additional loading and unloading station for ships and a loading station for LNG bunkers, the company said. ■

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US LNG exporter to seek permits for the third time

Veresen has confirmed that Jordan Cove Energy Project and Pacific Connector Gas Pipeline have filed applications with the US Federal Energy Regulatory Commission (FERC) for the construction and operation of a 7.8 mill tonnes per annum LNG export terminal in Coos Bay, Oregon.

Included is the related Pacific Connector that will transport natural gas from the Malin Hub in southern Oregon to the LNG export terminal.

"Completing the pre-filing phase and submitting the formal applications to FERC is a major milestone for the projects," said Don Althoff, Veresen President and CEO. "Our significant efforts to optimise the design to minimise its environmental footprint and accommodate landowner requests, as well as the support of our world-class LNG buyers, should result in the receipt of the positive regulatory decisions required to build Jordan Cove. We look forward to continuing our work with the local community, Tribal leaders and FERC, as well as other federal and state agencies to advance Jordan Cove."

Jordan Cove and Pacific Connector have conducted open houses to present the project to the public. In addition, FERC held a series of public scoping meetings in June to collect further public input. This application, the third, included the cancelling of a 420 MW power plant, reflected more than 50 route adjustments of Pacific Connector and the optimisation of multiple water crossings to minimise environmental impacts via trenchless drilling techniques.

The total engineering, procurement and construction (EPC) cost of both the LNG export terminal and Pacific Connector is around $10 bill, with about 90% of US content.

Jordan Cove and Pacific Connector have requested that FERC issue a Draft Environmental Impact Statement in 2018, leading to decisions by the end of that year. This will position the project for a potential final investment decision (FID) in 2019 and an in-service date in 2024.

Third attempt

According to newswires, FERC turned down a request for an approval from the Calgary-based company last year, saying it failed to prove the terminal was needed. Veresen is making a third attempt just as the Trump administration promotes LNG exports as a means of establishing America's dominance in global energy markets and creating jobs, Bloomberg said.

Last April, Gary Cohn, the director of the White House's National Economic Council, mentioned the Northwest terminal during a talk, saying the US government would step up approvals for such projects.

However, this project is among the many proposed along the US coasts to export shale gas overseas.

In February, the company said it was in "advanced" negotiations with a third LNG buyer in Japan and that preliminary agreements with Jera, a joint venture between Tokyo Electric Power. and Chubu Electric Power and Itochu Corp. were being finalised.

The application for Jordan Cove comes just weeks after Trump appointed more FERC personnel, restoring the quorum the agency needs to approve LNG projects and major natural gas pipelines, Bloomberg concluded. ■

First LNG STS in Kattegat

Skangas' LNG feeder and bunkering vessel 'Coralius' has transferred LNG to another vessel is an ship-to-ship transfer operation in the Kattegat.

The operation took place in international waters in Northern Kattegat, between Frederikshavn, Denmark, and Gothenburg, Sweden.

The receiving vessel was the 'Fure West', an oil and chemical tanker owned by the Swedish shipping company Furetank. In 2015, Furetank retrofitted the tanker with a gas engine, pioneering the use of LNG as a marine fuel in Europe.

"The bunkering of 'Fure West' confirmed that 'Coralius' delivers in accordance with what it is built for. This is a key milestone in our history of developing the LNG availability. We are happy working together with Furetank for this first of several upcoming ship-to-ship bunkerings," Kimmo Rahkamo, Skangas CEO, said.

Previously, the 5,800 cu m 'Coralius' had carried her first cargo of LNG, arriving at Skangas' terminal in Øra, Fredrikstad, Norway. The ship had loaded LNG at the company's production facility in Risavika, Stavanger.

Skangas said that it expected the LNG demand for ships to increase significantly in the next few years, as responsible shipping companies seek cleaner fuel alternatives. ■

'Coralius' seen transferring bunkers to the 'Fure West'

Petronet to build Sri Lanka's first LNG terminal

Petronet LNG, India's largest importer of gas and operator of a receiving terminal, will partner with Japan's Mitsubishi and Sojitz Corp to build Sri Lanka's first LNG terminal near Colombo.

Petronet will head up the joint venture and will be the largest shareholder. The Sri Lankan Government will also be a partner in the project.

Indian officials are due to visit Tokyo this month and Colombo in October to finalise the project details, the Indian newswires said, quoting officials after Petronet's AGM.

Earlier, the Sri Lankan Government had issued a Letter of Intent (LoI) to the company to build a floating LNG import facility to supply gas to power plants and the transport sector on the island.

While the capacity of the import terminal, to be set up at Kerawalapitiya on the west coast, is not decided, Petronet has proposed a 2 mill tonne per annum facility that would cost about $250 mill. ■

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GasLog Partners acquires 'Solaris'

GasLog Partners and GasLog Ltd have entered into an agreement for the Partnership to purchase 100% of the shares in the entity that owns and charters the LNGC 'Solaris'.

The aggregate purchase price will be $185.9 mill, which includes $1 mill for positive net working capital balances to be transferred with the vessel.

GasLog Partners said that it expected to finance the acquisition with cash on hand and the assumption of $117 mill of 'Solaris" existing debt.

The Acquisition is expected to close in the fourth quarter of 2017 and is subject to satisfaction of certain customary closing conditions.

'Solaris' is a 155,000 cu m tri-fuel diesel-electric LNG carrier built in 2014.

The vessel is currently on a multi-year timecharter with a wholly owned subsidiary of Royal Dutch Shell through June, 2021. Shell has two consecutive extension options which, if exercised, would extend the charter for a period of either five or 10 years.

The Partnership said that it believed the acquisition will be immediately accretive to distributable cash flow per unit and is consistent with its strategy to grow cash distributions through drop-down and third-party acquisitions.

It estimated that 'Solaris' will add around $20 mill to EBITDA in the first 12 months after closing. Accordingly, the acquisition purchase price represents a multiple of about 9.2x estimated EBITDA.

Andy Orekar, GasLog Partners CEO, said, "I am very pleased to continue executing our growth strategy with this accretive drop-down transaction. 'Solaris' represents the ninth LNG carrier the Partnership will have acquired from GasLog since our IPO, and its multi-year charter to Shell will provide incremental visible cash flows.

"The acquisition will expand the Partnership's fleet to 12 wholly-owned LNG carriers, increase our contracted days to approximately 90% for 2018 and 72% for 2019, and significantly grow our contracted EBITDA," he said.

GasLog dropped down the 'Solaris' to GasLog Partners. Photo credit - Marine Traffic

Paul Wogan, GasLog CEO, said, "We continue to execute on our strategy of dropping vessels into GasLog Partners and recycling the capital to GasLog. This transaction values 'Solaris' at a premium to book value, allowing us to strengthen our balance sheet and providing further funding for future profitable growth.

"Through our unit ownership and incentive distribution rights, we will benefit from future increases in GasLog Partners' distributions, which should continue to enhance our cash flow, growth prospects and valuation," he said. ■

MOL to up its stake in Indian FSRU

Japan's Mitsui OSK Lines (MOL) is set to buy at least a 26% stake in the Swan Energy FSRU in India (see *LNG Shipping News,* 14th September, page 2).

Swan Energy is building the 5 mill tonnes per year FSRU and an FSU to be moored at Jafrabad in western Gujarat state. MOL was awarded a long-term contract for operation and maintenance services.

"We have until end-2019, by when the project will be completed, to buy at least 26% in Triumph Offshore," a senior managing executive officer told Reuters last week. He was referring to the Swan subsidiary that will operate the $260 mill FSRU.

Swan aims to commission the project in the first quarter of 2020, he added.

Another Swan Energy unit, Swan LNG Private Ltd, will manage the terminal and port facilities for the project.

Reuters was told that MOL will sign a contract by early next month to take an 11% stake in Swan LNG, thus educing Swan Energy's stake to 63%.

Two Gujarat state companies hold a combined 26% in Swan LNG.

Swan will charter the FSU from MOL and has contracted Hyundai Heavy Industries to build the FSRU.

Swan could double its LNG regasification capacity two year after commissioning the first FSRU, Reuters was told, while another FSRU could be needed to meet India's rising gas demand.

Indian Oil Corp (IOC), Bharat Petroleum Corp (BPC), Gujarat State Petroleum Corp (GSPC) and Oil and Natural Gas Corp (ONGC) have agreed to take the terminal's full capacity. ■

NEWS NUDGE

GTT to equip Swan Energy's FSRU

GTT has received an order from Hyundai Heavy Industries to equip a new FSRU.

The FSRU was ordered by Triumph Offshore, a subsidiary of Indian shipowner Swan Energy for delivery in late 2019 (see this page).

GTT will design the LNG integrated tanks, which will give a total capacity of 180,000 cu m.

The tanks will be equipped with GTT's membrane containment system Mark III.

Philippe Berterottière, GTT Chairman and CEO, said: "We are very pleased to continue our long-term partnership with Hyundai Heavy Industries with which we have already managed the newbuild of over 40 LNGCs and FSRUs. We are very glad to accompany a new operator Triumph Offshore in their first steps in the LNG arena."

Gazprom to supply Ghana with LNG

Russian gas giant Gazprom has signed a 12-year deal to supply Ghana National Petroleum Corporation (GNPC) with LNG, through its subsidiary, Gazprom Marketing & Trading Group.

Gazprom Global LNG Limited (GGLNG) said LNG shipments were due to start in 2019.

The agreement is the first in a planned series of partnerships between GGLNG and GNPC, with both companies working to develop the infrastructure and services required to manage and market the projected gas flows from the region, Gazprom said. ■

Klaipeda re-loading station starts up

Klaipėdos nafta (KN), the Lithuanian operator of oil and LNG terminals, has commenced the commissioning of the LNG reloading station after a commissioning cargo was delivered by 'Cardissa'.

Shell's 'Cardissa' arrived at the Klaipėda port on 17th September with the required LNG, which was loaded from the nearby FSRU 'Independence'.

According to the contract, 1,000 cu m of LNG was loaded into the bunker vessel. Two of the five storage tanks at the LNG reloading station will be filled the LNG.

Shell acquired the cargo from Lietuvos dujų tiekimas UAB, a Lithuanian company that uses the LNG terminal's services.

According to Mindaugas Jusius, KN's managing director,"The commissioning works enable us to test the entire infrastructure for the LNG logistics in the Klaipėda Seaport.

"First, the reloading of LNG from the large terminal to a small-scale LNG carrier, then from the carrier to the LNG reloading station and finally to LNG tank trucks.

"Such testing of the process for the first time is highly important for both our service users and us. The success of the test will be a signal to the market that distribution of LNG in Klaipėda has been launched.

"Our LNG acceptance process operators have already completed special-purpose training. All this means that we are quickly approaching a new phase of KN's operations, namely, a small-scale LNG distribution.

"The new reloading station, as well as the large scale LNG terminal, will be open to all LNG suppliers and this autumn, they will be able to book capacities and to supply, upon start of commercial operations, LNG to customers in the Baltic region by means of both sea and land transport," he said.

All the required testing of the distribution stations' individual components and equipment was completed prior to starting of the LNG transfer from the bunker vessel to the storage tanks.

It is estimated that all phases of the LNG reloading station's commissioning work will be completed by the end of the autumn and commercial operations will be started in the first half of 2018 upon approval of the construction completion certificate.

"Most of the new LNG terminals that were constructed in recent years, or are still under construction, use advanced floating technology, and during a decade since the introduction of the technology the total number of floating LNG terminals (FSRU, FSU and FRU) has almost reached 30.

"The Klaipėda LNG terminal is the world's first floating terminal that has started the provision, at the beginning of this year, of regular commercial services of LNG reloading to small-scale LNG carriers. Now operators of other terminals have chosen this route as well. Upon putting into operation KN's LNG reloading station where LNG tank trucks will be filled, our terminal will become the world's first floating terminal providing a full range of integrated LNG logistics services,"Jusius said. ■

'Cardissa' supplied Klaipeda's new terminal with commissioning gas. Photo credit- Des Upcraft

SHI unveils in-house LNG regasification system

Samsung Heavy Industries (SHI) has developed its own LNG regasification system for FSRUs.

SHI showed the system, called S-Regas(GI), to 40 representatives from 19 shipowning companies, including FSRU players, such as Golar LNG, Höegh LNG and GasLog.

S-Regas(GI) is claimed to reduce the chance of corrosion from the traditional method of heating LNG directly with seawater and could save energy by 5%.

In-house regas systems not only produce cost savings but also improvement in schedule and quality management, SHI claimed.

An SHI representative said; "In-house development of the LNG regasification system improves LNG-FSRU's safety and performance.

"SHI will continue to lead market by developing the next generation technologies in the whole LNG value chain. With proven track record and experience we will meet customer's needs such as saving operating costs of LNG-FSRU and solid performance," he added. ■

LoI signed for at least two CGL carriers

Houston-based SeaOne Caribbean has signed a letter of intent (LoI) with Sembcorp Marine subsidiary Sembcorp Marine Specialised Shipbuilding Pte for the design and construction of at least two Neo-Panamax Compressed Gas Liquid (CGL) carriers.

They will be deployed on SeaOne's Caribbean fuels supply project.

Sembcorp Marine will provide the design for the 366 m long, 2 bill cu ft capacity CGL carriers, based on SeaOne's single gas and liquids cargo delivery requirements. The design will incorporate proprietary ships' equipment ideas from Sembcorp Marine's European-based naval architects and ship design subsidiary, LMG Marin.

Front-end engineering design (FEED) studies for the project are in progress.

The vessels will be equipped with SeaOne's patented CGL technology and systems and will transport CGL cargoes to receiving terminals in the Caribbean, Central and South American regions, from a CGL production facility under construction at Gulfport (Miss).

The SeaOne CGL containment system operates independently within insulated cargo holds maintained at -40 deg C, and is not integral to the vessel design. The containment system is 100% full in transit, not subject to sloshing and boil-off, and does not retain a gas blanket after the CGL cargo is offloaded, the company claimed.

IMO Tier III

The CGL carriers will run on IMO Tier III diesel engines with a maximum sailing speed of 20 knots. They will be ABS-classed and fly the Marshall Islands flag.

"Sembcorp Marine is very excited to partner with SeaOne on the CGL carrier project," Sembcorp Marine Head of Specialised Shipbuilding, Freddie Woo, said. "By combining our respective expertise, I believe this collaboration will result in high-performing vessels that set the standards for CGL cargo transportation."

SeaOne President and COO, Dr Bruce Hall, said: "SeaOne has been working with Sembcorp Marine management and engineers for a while now. We have found them to be a proactive company that listens to new ideas in the gas and liquids marine transportation business and provides constructive inputs on the design of the large CGL transportation vessels. We are pleased to have Sembcorp Marine and its affiliates as part of the project."

"The Caribbean fuels supply project is certainly an industry game-changer," SeaOne Chairman and CEO, Forrest Hoglund, said. "Supported by the Sembcorp Marine-built large CGL carriers, it will, for the first time, provide to the region the lowest cost of fuel while reducing emissions substantially. This will have a significant positive impact on current socio-economic benefits to the region." ■

GTT to examine Mark V - introduces new Mark III Flex

GTT is to re-validate its Mark V technology.

The company said that it regularly introduces improved versions of its membrane containment systems in order to respond to the continuous evolution of market requirements.

While remaining fully confident in the potential of the Mark V technology, GTT is to look into some aspects of the system following the discovery of a technical concern.

This may result in a delay in its general availability to the market, the company warned.

GTT also said that today's market conditions and LNG prices are not conducive to the general application of the current version of Mark V, considering the incremental cost of the system, compared to GTT's other technologies.

The company will therefore use this additional time to seek to reduce the cost of this system.

Philippe Berterottière, CEO of GTT, explained: "We are working with all our customers who have considered using Mark V, both to discuss the timing of the modification to this new system and other containment options, including our recently introduced Mark III Flex technology improved version."

New Mark III

In addition, a new version of its Mark III Flex technology has been developed and has recently received General Approval from class society ABS.

With the growth in the use of increasingly efficient propulsion systems, the LNG shipping industry is continuously looking to reduce the level of daily evaporation of the LNG cargo (Boil-Off Rate) in modern vessels, GTT explained.

This latest variant of the Mark III Flex technology benefits from an improved insulation performance through an increase in thickness and an enhanced secondary membrane solution already in service on ethane carriers, the company claimed. It allows for a daily BOR of 0.07%V (compared to the 0.085%V per day of the previous version), equivalent to that of Mark V.

Berterottière said: "We are proud to extend our range of membrane containment systems thanks to this high-performance, reliable solution. Taking into account the current economic environment and the level of LNG prices, this solution allows us to meet customer expectations.

"It represents a complementary solution to the Mark V, a system, which demonstrates a real technological advance and the future of membrane containment systems," he said. ■

NEWS NUDGE

'Meridian Spirit' fixed to GAIL

Broking sources said that the LNGC chartered in by Indian energy concern GAIL was the 165,000 cu m 'Meridian Spirit' (see *LNG Shipping News*, 14th September, page 7).

The vessel was fixed for three years with a one year option period. The rate was said to be $45,000 per day.

Fujairah LNG berth behind schedule

Sanjeev Sarin, CEO of newly upgraded service provider, Fujairah National Shipping, said that the Mubadala funded LNG berth at Fujairah is running behind schedule.

Fujairah Port is currently ~liaising with Emirates LNG for evaluation, safety and technical feasibility of LNG ship-to-ship transfers, he said.

Teekay declares dividend

Teekay GP, the general partner of Teekay LNG Partners has declared a cash distribution of $0.5625 per unit on the Partnership's Series A preferred units for the period from 1st July, 2017 to 30th September, 2017.

The cash distribution is payable on 16th October, 2017 to all unitholders of record as at 29th September, 2017. ■

WORLD LNG CARRIER ORDERBOOK

Name	Segment	Yard	Containment System	Propulsion	Capacity	Delivery Date	Ordered	Primary Owner
Flex Constellation	LNGC	DSME	GT NO 96	MEGI	173,400	Jun-19	2017	John Fredriksen
Flex Courageous	LNGC	DSME	GT NO 96	MEGI	173,400	Aug-19	2017	John Fredriksen
Hyundai Ulsan 2964	LNGC	Hyundai Heavy	TZ Mk. III Flex	MEGI	180,000	May-19	2017	Knutsen
Hyundai Ulsan 2963	LNGC	Hyundai Heavy	TZ Mk. III Flex	MEGI	180,000	Jun-19	2017	Knutsen OAS Shipping AS
Samsung SLNG 1	LNGC	Samsung	KC-1		7,500	May-19	2017	Korea Line
Samsung SLNG 2	LNGC	Samsung	KC-1		7,500	Dec-19	2017	Korea Line
MOL HUDONG-ZHONGHUA 1/4	LNGC	Hudong-Zhonghua	GT NO 96	MEGI	174,000	Jul-19	2017	MOL
MOL HUDONG-ZHONGHUA 2/4	LNGC	Hudong-Zhonghua	GT NO 96	MEGI	174,000	Oct-19	2017	MOL
MOL HUDONG-ZHONGHUA 3/4	LNGC	Hudong-Zhonghua	GT NO 96	MEGI	174,000	Jan-20	2017	MOL
MOL HUDONG-ZHONGHUA 4/4	LNGC	Hudong-Zhonghua	GT NO 96	MEGI	174,000	Apr-20	2017	MOL
KEPPEL NANTONG 2	LNGC	Keppel Nantong			7,500	Aug-19	2017	Stolt-Nielsen
KEPPEL NANTONG 1	LNGC	Keppel Nantong			7,500	May-19	2017	Stolt-Nielsen Gas
Hyundai Mipo 8250	LNGC				7,500	Sep-18	2016	
Samsung 2212	LNGC	Samsung	GTT Mark V	XDF	180,000	Jun-19	2016	GasLog
Samsung 2213	LNGC	Samsung	GTT Mark V	XDF	180,000	Sep-19	2016	GasLog
Daewoo 2466	LNGC	DSME	GT NO 96	MEGI	173,400	Oct-19	2016	Maran Gas Maritime
Daewoo 2467	LNGC	DSME	GT NO 96	MEGI	173,400	Nov-19	2016	Maran Gas Maritime
Hyundai Ulsan 2937	LNGC	Hyundai Heavy	TZ Mk. III Flex	XDF	180,000	Feb-19	2016	SK Shipping
Hyundai Ulsan 2938	LNGC	Hyundai Heavy	TZ Mk. III Flex	XDF	180,000	Apr-19	2016	SK Shipping
Coral Energice	LNGC				18,000	Nov-17	2015	
Daewoo 2489	LNGC	DSME	GT NO 96	MEGI	173,400	Feb-19	2015	BWGas
Kinisis	LNGC	DSME	GT NO 96	MEGI	173,400	Sep-18	2015	Chandris
China Merchants Jiangsu CMHI-188	LNGC	China Merchant	Membrane		45,000	Feb-18	2015	Landmark Capital
Daewoo 2458	LNGC	DSME	GT NO 96	MEGI	173,400	Jan-19	2015	Maran Gas Maritime
Daewoo 2456	LNGC	DSME	GT NO 96	MEGI	173,400	Jan-19	2015	Maran Gas Maritime
Daewoo 2459	LNGC	DSME	GT NO 96	MEGI	173,400	Apr-19	2015	Maran Gas Maritime
Mitsubishi Nagasaki 2332	LNGC	Mitsubishi H.I.		STaGE	165,000	Feb-19	2015	Mitsubishi
Daewoo 2462	LNGC	DSME	GT NO 96	TFDE	180,000	Jul-17	2015	MOL
Kawasaki Sakaide 1731	LNGC	Kawasaki	Moss	TFDE	177,000	Dec-17	2015	MOL
Kawasaki Sakaide 1734	LNGC	Kawasaki	Moss	STaGE	177,000	Jun-18	2015	MOL
Mitsubishi Nagasaki 2323	LNGC	Mitsubishi H.I.	Moss	STaGE	180,000	Aug-18	2015	MOL
Kawasaki Sakaide 1735	LNGC	Kawasaki	Moss	STaGE	177,000	Sep-18	2015	MOL
Mitsubishi Nagasaki 2322	LNGC	Mitsubishi H.I.	Moss	STaGE	177,000	Jun-19	2015	MOL
Diamond Gas Orchid	LNGC	Mitsubishi H.I.	Moss	STaGE	165,000	Feb-18	2015	NYK
Mitsubishi Nagasaki 2326	LNGC	Mitsubishi H.I.	Moss	STaGE	180,000	Mar-18	2015	NYK
Mitsubishi Nagasaki 2325	LNGC	Mitsubishi H.I.	Moss	STaGE	165,000	May-18	2015	NYK
Mitsubishi Nagasaki 2327	LNGC	Mitsubishi H.I.	Moss	STRH	180,000	Jun-18	2015	NYK
Mitsubishi Nagasaki 2321	LNGC	Mitsubishi H.I.	Moss	STaGE	177,000	Dec-18	2015	NYK
Hyundai Samho S856	LNGC	Hyundai Samho	TZ Mk. III	MEGI	174,000	Jan-19	2015	Teekay LNG
Hyundai Samho S857	LNGC	Hyundai Samho	TZ Mk. III	MEGI	174,000	Jan-19	2015	Teekay LNG
Imabari Saijo 8200	LNGC	Imabari		MEGI	178,000	Oct-21	2015	Trinity LNG Transport SA
Daewoo 2441	LNGC	DSME	GT NO 96	MEGI	173,400	Apr-18	2014	BP
Daewoo 2442	LNGC	DSME	GT NO 96	MEGI	173,400	Oct-18	2014	BP
Daewoo 2443	LNGC	DSME	GT NO 96	MEGI	173,400	Nov-18	2014	BP
Daewoo 2444	LNGC	DSME	GT NO 96	MEGI	173,400	Jan-19	2014	BP
Daewoo 2445	LNGC	DSME	GT NO 96	MEGI	173,400	Feb-19	2014	BP
Daewoo 2446	LNGC	DSME	GT NO 96	MEGI	173,400	Mar-19	2014	BP
Bw Tulip	LNGC	DSME	GT NO 96	MEGI	173,000	Sep-17	2014	BWGas
Bw Lilac	LNGC	DSME	GT NO 96	MEGI	173,000	Dec-17	2014	BWGas
Patris	LNGC	DSME	GT NO 96	MEGI	174,000	Jan-18	2014	Chandris
Boris Vilkitsky	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Aug-17	2014	Dynagas
Fedor Litke	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Sep-17	2014	Dynagas
Daewoo 2427	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Oct-18	2014	Dynagas
Daewoo 2428	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Nov-18	2014	Dynagas
Daewoo 2429	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Dec-18	2014	Dynagas

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Data last updated = 16 August 2017

Name	Segment	Yard	Containment System	Propulsion	Capacity	Delivery Date	Ordered	Primary Owner
Castillo De Caldelas	LNGC	Imabari	TZ Mk. III	MEGI	178,000	Aug-17	2014	Elcano
Castillo De Merida	LNGC	Imabari	TZ Mk. III	MEGI	178,000	Nov-17	2014	Elcano
Gaslog Houston	LNGC	Hyundai Heavy	TZ Mk. III	XDF	174,000	Jan-18	2014	GasLog
Samsung 2130	LNGC	Samsung	TZ Mk. III	XDF	174,000	Jan-18	2014	GasLog
Gaslog Hong Kong	LNGC	Hyundai Heavy	TZ Mk. III	XDF	174,000	Feb-18	2014	GasLog
Samsung 2131	LNGC	Samsung	TZ Mk. III	XDF	174,000	Jan-19	2014	GasLog
Flex Endeavour	LNGC	DSME	GT NO 96	MEGI	172,400	Jan-18	2014	John Fredriksen
Flex Enterprise	LNGC	DSME	GT NO 96	MEGI	172,400	Jan-18	2014	John Fredriksen
Kawasaki Sakaide 1720	LNGC	Kawasaki	Moss	TFDE	164,000	Mar-18	2014	K-Line
Daewoo 2457	LNGC	DSME	GT NO 96	MEGI	173,400	Apr-19	2014	Maran Gas Maritime
Seri Cemara	LNGC	Hyundai Heavy	Moss	STRH	150,000	Apr-18	2014	MISC
Jmu Tsu 5070	LNGC	Japan Marine United Corp	SPB	TFDE	165,000	Jul-17	2014	MOL
Daewoo 2424	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Dec-17	2014	MOL
Samsung 2148	LNGC	Samsung	Mark III Flex	TFDE	177,000	Feb-18	2014	MOL
Jmu Tsu 5073	LNGC	Japan Marine United Corp	SPB	TFDE	165,000	Apr-18	2014	MOL
Kawasaki Sakaide 1729	LNGC	Kawasaki	Moss	STRH	155,000	Apr-18	2014	MOL
Samsung 2149	LNGC	Samsung	Mark III Flex	TFDE	177,000	May-18	2014	MOL
Kawasaki Sakaide 1728	LNGC	Kawasaki	Moss	STRH	155,000	Jun-18	2014	MOL
Samsung 2150	LNGC	Samsung	Mark III Flex	TFDE	177,000	Aug-18	2014	MOL
Daewoo 2426	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Sep-18	2014	MOL
Jmu Tsu 5072	LNGC	Japan Marine United Corp	SPB	TFDE	165,000	Dec-18	2014	MOL
Daewoo 2432	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Sep-19	2014	MOL
Jmu Tsu 5071	LNGC	Japan Marine United Corp	SPB	TFDE	165,000	Aug-17	2014	NYK
Mitsubishi Nagasaki 2316	LNGC	Mitsubishi H.I.	Moss	STRH	153,000	Jan-18	2014	NYK
Sk Spica	LNGC	Samsung	KC-1	TFDE	174,000	Sep-17	2014	SK Shipping
Sk Serenity	LNGC	Samsung	KC-1	TFDE	174,000	Jan-18	2014	SK Shipping
Pan Asia	LNGC	Hudong-Zhonghua	GT NO 96	TFDE	174,000	Sep-17	2014	Teekay LNG
Eduard Toll	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Oct-17	2014	Teekay LNG
Magdala	LNGC	DSME	GT NO 96	MEGI	173,400	Jan-18	2014	Teekay LNG
Pan Americas	LNGC	Hudong-Zhonghua	GT NO 96	TFDE	174,000	Jan-18	2014	Teekay LNG
Myrina	LNGC	DSME	GT NO 96	MEGI	173,400	Apr-18	2014	Teekay LNG
Pan Europe	LNGC	Hudong-Zhonghua	GT NO 96	TFDE	174,000	Jun-18	2014	Teekay LNG
Megara	LNGC	DSME	GT NO 96	MEGI	173,400	Jul-18	2014	Teekay LNG
Rudolf Samoylovich	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Aug-18	2014	Teekay LNG
Pan Africa	LNGC	Hudong-Zhonghua	GT NO 96	TFDE	174,000	Jan-19	2014	Teekay LNG
Daewoo 2430	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Jul-19	2014	Teekay LNG
Daewoo 2431	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Aug-19	2014	Teekay LNG
Daewoo 2433	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Oct-19	2014	Teekay LNG
Daewoo 2434	LNGC	DSME	GT NO 96	TFDE - Azipod	172,410	Nov-19	2014	Teekay LNG
Yuan He 1	LNGC	Ningbo Xinle Shipbuilding			30,000	Aug-17	2013	
Cesi Tianjin	LNGC	Hudong-Zhonghua	Membrane	TFDE	174,000	Sep-17	2013	China LNG Shipping Holdings
Hudong-Zhonghua H1719a	LNGC	Hudong-Zhonghua	Membrane	TFDE	174,000	Jan-18	2013	China LNG Shipping Holdings
Qi Yuan	LNGC	Dalian Inteh		DFDE	28,260	Aug-17	2013	Dalian Inteh
Samsung 2107	LNGC	Samsung	TZ Mk. III	MEGI	174,000	Jan-18	2013	Flex LNG
Samsung 2108	LNGC	Samsung	TZ Mk. III	MEGI	174,000	Mar-18	2013	Flex LNG
Oceanic Breeze	LNGC	Mitsubishi H.I.	Moss	STRH	155,300	Jul-17	2013	K-Line
Kawasaki Sakaide 1718	LNGC	Kawasaki	Moss	TFDE	180,000	Aug-17	2013	K-Line
Bishu Maru	LNGC	Kawasaki	Moss	TFDE	164,700	Sep-17	2013	K-Line
Seri Camar	LNGC	Hyundai Heavy	Moss	STRH	150,000	Oct-17	2013	MISC
SK Resolute	LNGC	Samsung	TZ Mk. III	XDF	182,000	Oct-17	2013	SK Shipping
Macoma	LNGC	DSME	GT NO 96	MEGI	173,400	Sep-17	2013	Teekay LNG
Hudong-Zhonghua H1720a	LNGC	Hudong-Zhonghua	Membrane	TFDE	174,000	May-18	2012	China LNG Shipping Holdings
Trinity J/V (Mitsui & Co.)	LNGC	Imabari	GTT Mark III Flex	MEGI	178,000	Jan-20		K-Line
MOL E.On.	LNGC	DSME	GT NO 96	TFDE	179,900	Apr-18		MOL

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Data last updated = 16 August 2017

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 / Lucia Ambition	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	Aman Hakata	18,800	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
2000	Triputra (ex Surya Satsuma)	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	Norgas Creation	10,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2010	Norgas Innovation	10,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2011	Akebono Maru	3,556	LNG	Japan	Yes	Chuo Kaiun
2011	Norgas Bahrain Vision	12,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2011	Norgas Conception	10,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2011	Norgas Invention	10,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
2011	Norgas Unikum	12,000	LNG/LPG/Ethylene	Worldwide	No	Norgas Carriers
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
2014	LNG-Oil combi**	2,000	LNG	Germany	Yes	Veka
2014	Short Sea LNG Tanker **	4,000	LNG	Germany	Yes	Veka
2015	10 small carriers TBN**	5,000	LNG			Bimantara Group
2015	Jahre TBN**	6,200	LNG	Norway	Yes	Donsotank/Jahre Marine
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	LNG bunker barge 1†	2,250	LNG	China	Yes	Anhui Huaqiang Natural Gas
2015	LNG bunker barge 2†	2,250	LNG	China	Yes	Anhui Huaqiang Natural Gas
2015	LNG bunker barge 3†	2,250	LNG	China	Yes	Anhui Huaqiang Natural Gas
2015	LNG Inland bunker**	800	LNG	Germany	Yes	Veka
2015	Norgas TBN**	17,000	LNG/LPG/Ethylene	Worldwide		Norgas Carriers
2015	Norgas TBN**	17,000	LNG/LPG/Ethylene	Worldwide		Norgas Carriers
2015	PetroChina TBN	30,000	LNG	China		PetroChina
2015	TBN	14,000	LNG	China	Yes	Zhejiang Huaxiang
2015	TBN 1	27,500	LNG	China?		Danyang?
2015	TBN 2	27,500	LNG	China?		Danyang?
2015	TBN 3	27,500	LNG	China?		Danyang?
2016	Clean Jacksonville	2,200	LNG	US Coast	Yes	CME
2016	Dalian TBN	28,000	LNG	China	Yes	Dalian Inteh Group
2016	Hai Yang Shi You 301	30,000	LNG	Bali FSU	Yes	CETS (CNOOC)
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
2016	Navigator Aurora	35,000	Ethane/Ethylene	Markus Hood - Stenungsund	Ethane, for Borealis	Navigator
2016	Gaschem Beluga	36,000	Ethane/Ethylene	US - Teeside	Ethane, for Sabic	Gaschem Services
2016	Gaschem Orca	36,000	Ethane/Ethylene	US - Teeside	Ethane, for Sabic	Gaschem Services

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*Includes multi-gas, ethylene and LNG bunker ships with 40,000 cubic metres LNG cargo capacity or less
TBN = To Be Nominated indicates ships are still at construction/planning stage
** = project shelved † =Data to be verified Data last updated = 24th May 2017

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Built	Name	CBM	Cargo Type	Trading area	Trading in LNG?	Ship Owner / Operator
2016	Ocean Yield TBN**	36,000	Ethane/Ethylene	US - Teeside	Ethane, for Sabic	Gaschem Services
2016	Shell Bunker Barge TBN 1	6,500	LNG	Northwest Europe	Yes	Shell
2016	Shell Bunker Barge TBN 2	6,500	LNG	Northwest Europe	Yes	Shell
2016	Shell Bunker Barge TBN 3	6,500	LNG	Northwest Europe	Yes	Shell
2016	Shell Bunker Barge TBN 4	3,000	LNG	Northwest Europe	Yes	Shell
2017	Yuan He 1	30,000	LNG	China	Yes	CSR
2017	ENGIE Zeebrugge	5,000	LNG	Northwest Europe	Yes	NYK
2017	CME TBN†	2,200	LNG	US Coast	Yes	CME
2017	CME TBN†	2,200	LNG	US Coast	Yes	CME
2017	Coral EnergICE	18,000	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2017	Coralius	5,800	LNG	Northwest Europe/Baltics	Yes, for Skangas	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	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	Navigator Eclipse	35,000	Ethane/Ethylene	US	Ethane	Navigator
2017	Navigator Nova	35,000	Ethane/Ethylene	US	Ethane	Navigator
2017	Navigator Prominence	35,000	Ethane/Ethylene	US	Ethane	Navigator
2018	Bernhard Schulte TBN	7,500	LNG	Baltic	Yes	Bernhard Schulte
2018	CME TBN†	2,200	LNG	US Coast	Yes	CME
2018	Evergas TBN	32,000	Ethane/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2018	Evergas TBN	32,000	Ethane/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2018	Evergas TBN	32,000	Ethane/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2018	Evergas TBN	32,000	Ethane/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2019	KLine TBN	7,500	LNG	Korea	Yes	Korea Line
2019	KLine TBN	7,500	LNG	Korea	Yes	Korea Line
2019	Stolt TBN	7,500	LNG	Mediterranean	Yes	Stolt-Nielsen Gas
2019	Stolt TBN	7,500	LNG	Mediterranean	Yes	Stolt-Nielsen Gas
2020	Stolt TBN (option)	7,500	LNG		Yes	Stolt-Nielsen Gas
2020	Stolt TBN (option)	7,500	LNG		Yes	Stolt-Nielsen Gas
2021	Stolt TBN (option)	7,500	LNG		Yes	Stolt-Nielsen Gas

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