



SK OFFLOADS 30-YEAR-OLD STEAMSHIP FOR DEMOLITION

Has starting gun been fired on older ship sales as another small-scale steamer floated for offers? South Korean shipowner SK Shipping has sold one of its early generation of steam turbine-driven LNG carriers for demolition in what looks to be the first ship recycling sale of 2024 for this sector as another small-scale ship emerges for offers. Brokers said the 127,125-cbm YK Sovereign (built 1994) has been sold for scrap at a lump sum price of \$18.7m, which equates to around \$620.80 per ldt. The Moss-type vessel, which is detailed as having a high quantity of unspecified “specialised material”, has been sold on an “as is” basis with delivery in the Middle East Gulf to Japan range, but brokers expect the LNG carrier to be handed over at Incheon in South Korea. TradeWinds has contacted SK Shipping for confirmation and further details. The YK Sovereign was one of a tranche of the first domestically built LNG carriers to import cargoes from Malaysia and Indonesia for South Korea’s state gas importer Kogas. Long-term charter contracts with LNG producers on the vessel expired around 2014 to 2015. It was shifted over to moving Kogas volumes bought from Australia and another Indonesia project. Separately, demolition brokers said the Indonesian-owned 19,474-cbm Surya Aki (built 1996) is being circulated for scrap sale. The steam turbine vessel is currently listed as controlled by Indonesia’s PT Humpuss Intermoda Transportasi but was previously under Mitsui OSK Lines ownership, with Japanese charterer Hiroshima Gas taking a stake in the vessel at one stage. The small-scale, 28-year-old

also said that CNOOC is part of the JV which owns the vessels. All of the ships will serve CNOOC's gas and power unit under long-term charter deals and are expected to be delivered by 2026.

Greenergy Ocean started its sea trials in March.

In January, Hudong-Zhonghua completed the world's first LNG tanks fitted with GTT's NO96 Super+ containment system. The shipbuilder closed the last of four LNG tanks with this system installed on this LNG carrier, Greenergy Ocean. Hudong-Zhonghua previously said its LNG construction team had been working for seven months and 19 days to complete the construction of the tanks fitted with GTT's NO96 Super+ containment system. The shipbuilder is the first to complete tanks with this technology, while South Korea's Hanwha Ocean, previously known as DSME, is also currently working on LNG tanks with this system. Hanwha Ocean is also expected to soon deliver the first LNG carrier with this system. NO96 Super+ offers a guaranteed boil-off rate of 0,085%/d for the current standard-size LNG carrier, GTT claims. source : www.lngprime.com




GERMAN FSRU TERMINAL OPERATOR OFFERS REGAS CAPACITY

State-owned LNG terminal operator Deutsche Energy Terminal is offering short-term and long-term regasification capacity at its FSRU-based terminals in Germany. DET announced on Wednesday the new marketing round for new regasification capacities (including storage and sendout) for its terminals. In four digital marketing campaigns, the first of which begins on June 13 with an auction of short-term capacities, market participants can acquire capacities for the Brunsbüttel and Wilhelmshaven 1 terminals, it said. The first Wilhelmshaven LNG terminal features the 170,000-cbm Hoegh Esperanza and the LNG terminal in Brunsbüttel features the 170,000-cbm Hoegh Gannet. This FSRU will move to a new dedicated jetty in the port. DET previously planned to hold both short-term and long-term capacity auctions for all four of its FSRU-based terminals in April this year, but it postponed the auctions due to delays in project commissioning for its Stade and the second Wilhelmshaven terminal. Last year, DET allocated 60 regasification slots for 2024 at its operational Brunsbüttel and Wilhelmshaven 1 terminals and it also allocated 11 regasification slots at its upcoming FSRU-based LNG import terminal in Stade.

DET to launch two terminals this year

In March, the 174,000-cbm FSRU Energos Force arrived at the AVG jetty in Germany's Stade and is yet to receive a commissioning cargo. A spokesman for DET recently told LNG Prime that there is still work that must be carried out on the terminal before DET

	2023				2024				2025				2026	2027
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
BBU01		0%			0%				100%					
Date of offering					10/23				05/24					
STD01						50%			100%					
Date of offering					12/23 and 08/24*				08/24*					
WHV01		0%			0%				100%					
Date of offering					10/23				06/24					
WHV02							100%		tbd					
Date of offering							06/24		Q1/25					

 Short-term capacity
 Long-term capacity; including the mandatory 10% marketed short-term
 Available capacity

*A first tranche of about 50% was sold in 12/23, the remaining 50% in 2024 and the long-term capacities will be offered 08/24 earliest.

can begin commissioning of the facility. As per the second facility in Wilhelmshaven, DET expects to launch this FSRU-based

