



## **SK SHIPPING SCRAP DEAL SIGNALS THE END FOR AGEING STEAMSHIPS**

South Korean owner SK Shipping has sold four LNG carriers for demolition in an unprecedented multi-ship move that sends a clear signal to other players considering the future of their elderly steam turbine vessels. Brokers said a lone cash buyer has picked up the South Korean-built, 138,000-cbm steam turbine-driven sister ships SK Summit (built 1999), SK Supreme, SK Splendour and SK Stellar (all built 2000) for \$469.50 per ldt. The pricing puts the total fee for the membrane-type ships, which are listed as being between 75,135 dwt and 76,064 dwt, at just over \$55.1m, or about \$13.8m each. They were sold on an “as is” basis in Singapore. A final recycling destination has yet to be disclosed. Demolition brokers described it as a “good deal” for the seller and in line with the improvement in pricing in recent weeks. They hope the transaction will lift flagging recycling levels in the last few weeks of the year. TradeWinds reported in mid-October that the SK Shipping LNG carriers were among those being named as up for sale as they near the end of their long-term contracts with domestic importer Kogas at the end of 2024. At the time, the 138,306-cbm SK Sunrise (built 2003), held in a joint venture with Japan’s Iino Kaiun, was also mentioned as a sales candidate. Brokers said SK Shipping initially withdrew its quartet from the market but then recirculated it, and the en-bloc sale was concluded over several days last week. TradeWinds has contacted SK Shipping for

comment. The shipowner has not previously responded to any questions. There have been no en-bloc sales of LNG carriers in modern times, and although numbers have begun to tick up since around 2018, just a trickle has been sent to the breakers each year. Only three LNG carriers have been sold for recycling to date in 2024. The sale of SK Shipping's vessels bumps up the tally to seven — equal to the number sent for demolition in 2021. SK Shipping has been having a clear-out this year. It was the first LNG shipowner out of the blocks, sending its 127,125-cbm Moss-type LNG carrier YK Sovereign (built 1994) for demolition. In an unrelated move, it has also been inviting offers for recycling or further trading on two modern vessels, the 174,100-cbm SK Spica and SK Serenity (both built 2018). They are laid up after issues with their Kogas-designed membrane-type containment systems were discovered shortly after delivery. But the scrap sale of four LNG steamships in one hit is expected to create waves among shipowners with elderly tonnage, particularly those with redelivering vessels or already idle tonnage. Brokers said at least 30 steamships are up for sale, either publicly or privately. They expect others to flow onto the market, including more South Korean-controlled ships built to lift domestic imports. Steam turbine ships are being increasingly marginalised in the charter markets due to their small sizes, inefficiencies and lack of ability to meet tougher emissions regulations. They are also being redelivered from long-term charters onto a severely and unusually weak winter market, where rates for steamships are at levels below their operating expenses. The LNG steamer fleet numbers around 200 vessels. Of these, almost 80 are 20 years old, with 10 listed at more than 30. About 75 steamships are due to be redelivered from their charter contracts in the next 24 months. Source: [www.tradewindsnews.com](http://www.tradewindsnews.com)

## **SEAPEAK SNAPS UP NAVIGARE CARRIER WITH CHARTER**

Gas shipowner Seapeak has snapped up Navigare Capital Partners' three-year-old LNG carrier and its remaining charter period of up to eight years in a \$213m deal. In a results statement, the company said it bought a 100% interest in the 174,000-cbm Marvel Swan (built 2021) in October. Seapeak added that, as part of the acquisition, it assumed the existing time-charter contract, which has a firm period running until 2030, with extension options of up to two years. "We initially funded the vessel purchase using a portion of our existing liquidity and intend to secure long-term financing on the vessel by early 2025," Seapeak said. The Samsung Heavy Industries-built Marvel Swan was contracted in 2019 for \$186m. The vessel is one of a series of LNG carriers time-chartered by Japanese trader Mitsui & Co to lift its LNG volumes from the Cameron LNG facility in Louisiana. Secondhand sales of modern LNG carriers are rare, particularly those with long-term charters attached. Seapeak detailed it had sold four multigas carriers in 2024 — the 5,820-cbm Seapeak Pan (built 2009), Seapeak Camilla (built 2010), Seapeak Cathinka (built 2009) and 10,208-cbm Seapeak Napa (built 2003) — with the sales bringing in a net total of \$30.1m. The company said that during October it refinanced the 27,556-cbm Ineos Ingenuity and Ineos Intrepid (both built 2015), selling them to lessors for \$55m and leasing them back for periods of six years. Seapeak has options to repurchase the vessels at the end of their leases for \$30.6m and \$30.9m, respectively. Its third-quarter net income crashed back to \$37.3m, down from \$117.2m in the same period a year ago. Voyage revenues inched to \$176.3m from \$175.9m in the third quarter of 2023.





only with the ability to tinker around the edges of the IRA, dismantling those portions that he views as giving renewables an unfair advantage over oil and gas. Where Trump might have a more positive impact for oil and gas is in his promise to make it easier to drill on federal onshore and offshore lands, repeal Environmental Protection Agency (EPA) methane fees and end the Department of Energy's review of new non-FTA LNG export permits, which Biden ordered to get a better handle on the climate and economic impacts of new LNG projects. In Biden's first year as president, his administration approved only 407 new leases on federal lands both onshore and offshore, while in 2023, the number fell to a paltry 144. Trump has promised, as part of his "drill baby, drill" energy policy, to open federal lands to more oil and gas drilling to increase already record high US oil and gas production. But again, such promises might be hard to fulfil, given the vast array of environmental laws enacted in the US over the last 50 years to protect places like the Arctic National Wildlife Refuge (a place favoured by Trump for more drilling). Marshall McCrea, co-CEO of Energy Transfer, which operates natural gas pipelines and is developing the 16.5mn tonnes/year Lake Charles LNG project in Louisiana, says Trump 2.0 will ensure that "rational, reasonable people" are running the country. One of those will be Chris Wright, founder and CEO of Denver-based oilfield services firm Liberty Energy and a strong supporter of Trump's efforts to boost US oil and gas production. Wright also shares Trump's disdain for global cooperation on fighting climate change (the president-elect has already promised to pull the US – again – out of the Paris Agreement) and has compared Biden's environmental efforts to Soviet-era communism. Wright will also sit on the newly formed National Energy Council, which Trump said will bring together all departments and agencies involved in US energy to "drive US energy dominance, which will drive down inflation, win the AI arms race with China (and others) and expand American diplomatic power to end wars all across the world." Drill more, produce more, export more and end all wars. That's a lot to ask for in 1,400 days. Source: [www.naturalgasworld.com](http://www.naturalgasworld.com)

## **IS GERMANY STILL IMPORTING RUSSIAN GAS?**

Germany's three-party governing coalition, which collapsed this month, hasn't had many success stories. Yet most observers agree that Chancellor Olaf Scholz deserves praise for taking emergency energy measures to make sure that people didn't freeze in the winter and there were no blackouts after Germany decided to wean itself from Russian oil and gas after the invasion of Ukraine war broke out and the Kremlin's cutting off gas supplies. Germany was Europe's largest importer of Russian gas before Russia's invasion of Ukraine in 2022. After announcing a phaseout of Russian gas and Russia abruptly cutting off the gas supplies, Berlin had to find alternatives, securing contracts with other suppliers while building terminals to receive so-called liquefied natural gas (LNG) shipments by sea. Within months, Germany had managed to stop directly importing Russian gas. The Russian gas supply to Germany again came in the spotlight after the British business daily Financial Times (FT) reported that it had seen a letter from the German Economy Ministry dated November 6, in which the ministry reportedly "instructs" Deutsche Energy Terminal (DET) "not to accept any deliveries of Russian LNG." Quoting from the letter, FT wrote that the ministry said the order was issued to protect the country's "overriding public interests," adding that, were the DET to

allow this shipment to go ahead, "the LNG terminal would defy the very reason it was set up in the first place — making Germany and the EU as a whole independent of Russian gas." On November 14, the news agency Reuters reported that Germany indeed refused to allow the Russian LNG shipment to be unloaded at the Brunsbüttel terminal, citing industry sources.

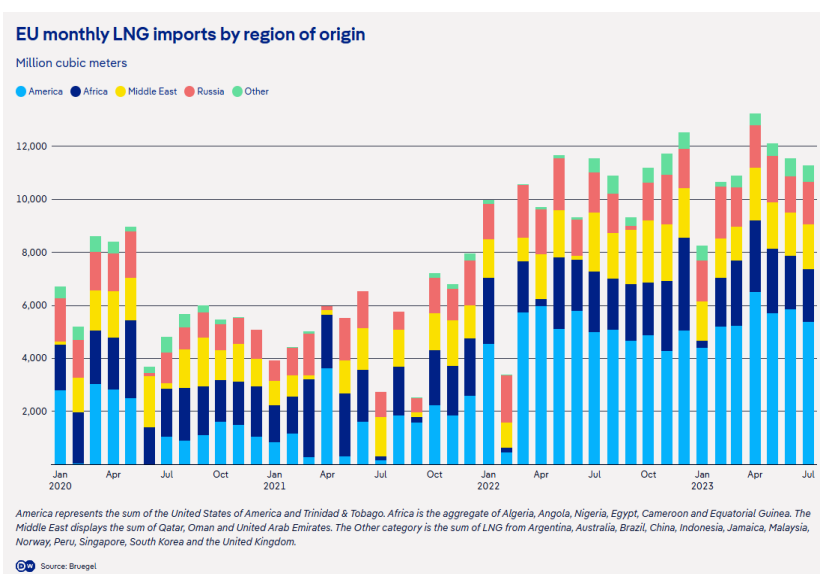
**'Potentially leaked documents'**

DET is a state-owned company that operates four German LNG terminals on the North Sea coast — Brunsbüttel, Wilhelmshaven I and II, and Stade — that are essential for ensuring Germany's gas supply. When asked by DW if DET had received such an instruction, the company responded in an emailed statement: "For legal reasons, we cannot provide information about contracts with third parties." The fact that the ministry saw it necessary to issue such an order now raises several questions. First, has Russian LNG been unloaded in Germany despite the boycott? And second, does such an instruction even exist? The German Economy Ministry said in a statement that it "will not comment on any potentially leaked documents, as usual." "The Federal Network Agency, which is responsible for Germany's gas pipeline network, also declined to comment. According to spokeswoman Nadia Affani, the agency "cannot provide information on any instructions from the Ministry of Economic Affairs to DET."

**Who bought Russia's gas?**

If Russian LNG has flowed through German networks, it must have been ordered and purchased by someone. It's speculated that this has happened via a company called SEFE Energy GmbH — a state-owned gas importer formerly known as Wingas and based in the town of Kassel. Founded in 1993 as a German Russian joint venture, it was sold to Russian energy giant Gazprom in October 2015. After Russia invaded Ukraine, the company was nationalized, with the German state being the sole owner of the company since 2022. Now, there is no clear evidence that SEFE bought the Russian LNG shipment. The company did not respond to a related inquiry from DW. Another possibility, which might also explain the reported letter from the German ministry to DET, involves potential transit deals of Russian LNG within the European Union. Perhaps Russian gas was offloaded at German terminals and then

forwarded to other European countries. FT wrote in its article that while the US and the UK have banned Russian LNG, "the EU has continued to import the fuel," with Belgium, Spain, and France, for example, having long-term contracts with Russia. Federal Network Agency spokeswoman Affani can't rule out a possible gas transfer through German networks, telling DW that it's "conceivable that Russian gas molecules might flow to or through













a very meaningful step towards the start-up of our Vancouver-based LNG bunker hub,” Harly Penner, Seaspan Energy’s senior VP said.

### **Three LNG bunkering vessels**

Seaspan Energy is working towards operating three 112m-long LNG bunkering vessels named after West Coast mountains; Seaspan Garibaldi, Seaspan Lions, and Seaspan Baker. Both Seaspan Garibaldi and Seaspan Lions will “enter into service soon and will provide LNG bunkering services on the West Coast of North America,” the company said. China’s Nantong CIMC Sinopacific Offshore & Engineering recently handed over the second LNG bunkering vessel to Seaspan Energy, the 7,500-cbm Seaspan Lions. Like its sister vessel, Seaspan Garibaldi, which CIMC SOE delivered in August, the newbuild is 112.8 meters long, 18.6 meters wide, 5 meters deep, and has a design speed of 13 knots. In July, CIMC SOE floated out the third vessel, Seaspan Baker. Each vessel features two IMO-type C cylindrical tanks and an LNG sub-cooling system to facilitate cargo conditioning during transit and anchorage.

### **Panama LNG bunkering**

As part of its deal with AES, the first vessel Seaspan Garibaldi will next year work in the Panama region. Seaspan signed a memorandum of understanding with US energy firm AES in October last year to provide LNG as fuel for vessels from the Costa Norte LNG terminal in Panama. The two firms plan to launch Panama LNG bunkering operations in March 2025. *Source:* [www.lngprime.com](http://www.lngprime.com)

## **RPGCL SEEKS NEW SPOT LNG CARGO**

Bangladesh’s Rupantarita Praktik Gas (RPGCL), a unit of state-owned Petrobangla, is seeking a new spot LNG cargo for delivery in December. According to a tender document posted on RPGCL’s website, the delivery window is December 30–31, 2024. RPGCL issued the tender to “23 organizations that we have signed the MSPA (master sale and purchase agreement) with Petrobangla.” The tender will close on November 24. Prior to this tender, RPGCL invited bids for two spot LNG cargoes, with deliveries scheduled for December 20–21 and December 27–28. RPGCL reissued the tender for the December 20–21 delivery. This tender closed on November 17. In addition to this new tender, Bangladesh is working to expand its list of potential LNG suppliers. RPGCL issued an invitation for enlistment to international firms to sign up as a potential LNG supplier of spot cargoes. “The interested LNG suppliers may either be a single or joint venture (JV) of more than one firm or as a consortium,” RPGCL said. The closing date for submitting applications is December 1.

### **250 STS transfers for FSRU Excellence**

Bangladesh currently imports LNG via two FSRU-based facilities, both of which feature Excelerate Energy’s FSRUs. The 138,000-cbm FSRU Excellence serves Bangladesh’s first LNG import facility, Moheshkhali Floating LNG or MLNG, operated by Petrobangla. Launched in 2018, the FSRU-based terminal completed its 100th STS transfer offshore Bangladesh in 2021.



shipyard in Dubai for the necessary adjustments before its positioning on the coast opposite Marina di Ravenna. Source:

[www.lngprime.com](http://www.lngprime.com)

## **JAPAN MAINTAINS LNG HANDLING AMID TRADE SHIFTS**

The Japan Organization for Metals and Energy Security (JOGMEC) has unveiled its findings on Japan's LNG trade in its surveys of activity in 2023, noting shifts in handling volumes and contract conditions. These surveys, conducted with input from all Japanese companies engaged in LNG trade, provide insights into Japan's evolving energy strategy. Japanese companies managed 103.0M tonnes of LNG in the 2023, according to the Survey on LNG Handling Volume by Japanese Companies conducted July and August 2024 across 22 Japanese LNG buyers. This figure represents a marginal increase of 1.0M tonnes from the previous year, despite a 5.7M-tonne reduction in domestic imports, which totalled 64.9M tonnes. The decrease in imports contrasts with a 6.7M-tonne rise in external trade volumes, underscoring Japan's strategic pivot toward bolstering its presence trading in international LNG markets. The second survey, focused on destination clauses in LNG sales and purchase agreements, noted a gradual easing of restrictions. The volume of LNG bound by such clauses decreased from 42% of total contracted volumes in 2022 to 39% in 2023. By 2030, this figure is expected to drop further to 34%, reflecting efforts to enhance market flexibility. "Japanese companies are consistently meeting the 100M-tonne target while adapting to shifting domestic and international demands," the survey stated, referring to the government policy of New Strategy for International Resources decreed in March 2020. Furthermore, JOGMEC highlighted that contract governed by 'Take or Pay' clauses – common in long-term agreements – remained prevalent, though expected to decline slightly by 2030. The pricing mechanisms for LNG contracts also indicates a dynamic market. In 2023, crude oil-linked indices, such as JCC and Brent, dominated with a 70% share. However, this is anticipated to fall to 58% by 2030, with indices linked to US gas prices, like Henry Hub, growing to 24%. JOGMEC attributed these trends to policies under the New International Resources Strategy, which promotes increased flexibility and international engagement in LNG trade. A JOGMEC representative remarked, "The data underscores the progress in aligning Japan's LNG policy with evolving global market conditions." The survey data paints a picture of a country adapting to changing energy landscapes by leveraging external trade and modernising contract structures. While domestic LNG imports are waning, Japan's external trade has become a cornerstone of its strategy to maintain energy security and market influence. Source: [www.rivieramm.com](http://www.rivieramm.com)

## **SEAPEAK BUYS NAVIGARE'S LNG CARRIER FOR \$213 MILLION**

Stonepeak's Seapeak has purchased a 2021-built LNG carrier from Navigare Capital Partners for \$213 million. The LNG carrier in question is the 174,000-cbm dual-fueled, Marvel Swan. Seapeak, previously known as Teekay LNG Partners, said in its third-quarter results report it had purchased a 100 percent interest in the vessel on October 24. As part of the acquisition,



markets led to the drop in Europe's LNG imports. Belgium, Italy, the Netherlands, Spain, and the UK drove the decline in the region's LNG imports, which was partially offset by higher imports in France, according to GECF. Moreover, Belgium's LNG imports declined due to high storage levels, increased pipeline imports from Norway, and reduced exports to Germany. GECF said Italy's LNG imports also dropped, driven by higher Algerian pipeline supplies and full storage. In the Netherlands, despite rising consumption, LNG demand was limited by a significant price gap between North East Asia spot LNG and TTF prices. GECF said Spain saw lower LNG imports due to decreased gas consumption and higher pipeline imports from Algeria. In the UK, stronger Norwegian pipeline supplies offset rising domestic consumption, reducing LNG demand. In contrast, France's LNG imports rose, supported by higher gas consumption and reduced pipeline imports from Norway, GECF said. For the period January to October 2024, Europe's LNG imports stood at 81.31 Mt, representing a decline of 20 percent (20.19 Mt) y-o-y, it said.

### **Asia Pacific LNG imports up 18 percent**

According to GECF, LNG imports in the Asia Pacific region rose to 24.28 Mt in October, marking an 18 percent (3.68 Mt) y-o-y increase. GECF said this is the highest monthly import volume since January 2024 and represents one of the strongest y-o-y monthly growth figures on record. The increase was fueled by rising gas demand in several countries, pre-winter LNG restocking, and favorable LNG arbitrage between Asia Pacific and Europe. GECF said China, India, and South Korea led this increase, offsetting a decline in Japan. China's LNG imports increased due to stronger gas demand from the electricity and transportation sectors, along with pre-winter restocking. In India, a reduction of at least 20 percent in domestically produced gas allocated to the city gas sector likely contributed to higher LNG imports. GECF said South Korea's LNG imports surged, likely driven by higher electricity sector demand due to lower nuclear availability and transmission issues at coal-fired plants, along with prewinter restocking. In contrast, Japan's LNG imports declined, attributed to high storage levels. For the period January to October 2024, LNG imports in the Asia Pacific's region expanded by 11 percent (22.51 Mt) y-o-y to reach 235.73 Mt, GECF said.

### **Latin America and MENA**

In October 2024, LNG imports in the LAC region surged by 72 percent (0.59 Mt) y-o-y to 1.41 Mt, which is a record for the month, GECF said. This increase was driven by Brazil and Colombia, which offset a decline in Jamaica. GECF said Brazil and Colombia saw increased LNG imports due to a surge in electricity sector demand, driven by low hydro levels from drought conditions. In contrast, Jamaica's LNG imports declined, largely due to a slowdown in re-exports to Puerto Rico, which have decreased by 0.25 Mt so far in 2024. For the period January to October 2024, LNG imports in the LAC region grew by 20 percent (2.09 Mt) y-o-y to 12.75 Mt, GECF said. Moreover, LNG imports in the MENA region saw significant y-o-y growth in October, rising by 59 percent (0.42 Mt) to 1.13 Mt. GECF said this increase was primarily driven by higher imports from Egypt, helping to meet Egypt's gas demand amid declining domestic production, as well as from Jordan. Regasified LNG from Jordan

is exported via pipeline to Egypt. For the period January to October 2024, LNG imports in the MENA region jumped by 47 percent (3.19 Mt) y-o-y to reach 9.95 Mt, GECF said.

### **LNG exports up 1.8 percent**

GECF said that global LNG exports rose by 1.8 percent (0.63 Mt) y-o-y to reach 34.62 Mt, marking the highest level since March 2024. This growth was driven by non-GECF countries, which offset a decrease in LNG re-exports and a slight decline in LNG export from GECF member countries. Non-GECF countries' share of global LNG exports increased to 54.2 percent, up from 52.6 percent in October 2023, while the shares of GECF member countries and reexports fell to 44.8 percent and 1 percent, respectively, from 45.8 percent and 1.6 percent the previous year. In October, the US, Australia and Qatar were the top three LNG exporters globally, GECF said. For the period January to October 2024, global LNG exports stood at 341.83 Mt, representing an increase of 1.5 percent (5.15 Mt) y-o-y, driven by stronger exports from both GECF and non-GECF countries, GECF said. Source: [www.lngprime.com](http://www.lngprime.com)

## **AUSTRALIAN LNG EXPORT REVENUE UP IN OCTOBER**

Australian liquefied natural gas (LNG) export revenue rose by 6.5 percent year-on-year in October, according to EnergyQuest. The consultancy estimates Australian LNG export revenue reached A\$6.07 billion (\$3.92 billion) in October. EnergyQuest said this was higher than A\$5.09 billion in September and higher compared to October 2023, when revenue was A\$5.52 billion. Western Australia projects earned export revenue of A\$3.69 billion, Queensland projects brought in A\$1.99 billion, and NT projects earned A\$0.39 billion.

### **West coast shipments climb**

According to the consultancy, Australia's October 2024 shipments were 83.4 Mtpa on an annualized basis. This compares to 81.1 Mtpa for the 2023 calendar year, and 78.5 Mtpa for September 2024. EnergyQuest said October 2024 shipments represented 94.1 percent of nameplate capacity. The consultancy said west coast (WA and NT) shipments were higher at 4.76 Mt in October, up from 4.46 Mt in September. There were 67 cargoes in October, compared to 63 in September. A year ago, the west coast shipped 66 cargoes totaling 4.60 Mt. West coast projects operated at 89.6 percent of nameplate capacity during October, EnergyQuest said.

### **Record Gladstone LNG shipments**

EnergyQuest said the Gladstone LNG projects typically align their maintenance schedules with the northern hemisphere summer, a period of lower international LNG demand, which coincides with Australia's high domestic gas demand during winter. By September, most of the planned maintenance programs had been completed, with major maintenance carried out at GLNG during August, which followed APLNG's scheduled maintenance in July, and QCLNG's maintenance in May/June, it said.

Consequently, the three Gladstone plants experienced increased production and shipping in October than they had during the Australian winter months and achieved a new monthly record of 34 cargoes (previous best was 33 cargoes) along with a total of 2.326 Mt shipped compared to the previous best of 2.227 Mt shipped (33 cargoes) in December 2023. EnergyQuest said the plants operated at an annualized rate of 27.4 Mtpa in October, equivalent to 104.9 percent of the nameplate capacity (26.1 Mtpa), higher than September's 92.7 percent. Source: [www.lngprime.com](http://www.lngprime.com)

## **JAPAN'S FIRST LNG BUNKERING SHIP IN MILESTONE OPERATION**

Japan's first LNG bunkering vessel Kaguya has completed its 100th ship-to-ship fueling operation since October 2020. Japan's K Line and Central LNG Marine Fuel Japan Corporation announced the milestone operation in separate statements on Monday. Central LNG Marine Fuel Japan is a joint venture consisting of K Line, NYK, Jera, and Toyota Tsusho. On November 5, the 81.7-meter-long 3,500-cbm Kaguya supplied LNG fuel to NYK's pure truck and car carrier, Sakura Leader, at Japan's Mikawa port. This marked the bunkering vessel's 100th operation. In October 2020, Japan's first LNG bunkering vessel completed the country's first ship-to-ship fueling operation to a NYK car carrier. Last year, NYK's fourth LNG-powered PCTC, Wild Rose Leader, and Kaguya completed the first ship-to-ship LNG bunkering operation at Japan's Nagoya port. The LNG bunkering vessel is based at Jera's Kawagoe thermal power station and supplies LNG fuel to ships in the Chubu region. Central LNG Marine Fuel said it is striving to expand its bunkering service to meet increasing demand of LNG as marine fuel in the Chubu region, arising from ever-growing global fleet of LNG-fueled vessels. DNV's data shows that there are now 609 LNG-powered ships in operation and 632 LNG-fueled vessels on order. These statistics do not include smaller inland vessels or dual-fuel LNG carriers. Source: [www.lngprime.com](http://www.lngprime.com)

## **COOLCO SEEKS LONG-TERM EMPLOYMENT FOR TWO LNG CARRIERS**

LNG carrier operator Cool Company (CoolCo) is seeking long-term employment for its first newbuild LNG vessel, Kool Tiger, and its 2014-built TFDE vessel, Kool Glacier. Both vessels are currently subject to weaker rates in the short-term market. In August, Coolco said it plans to employ its first newbuild LNG vessel, Kool Tiger, on a shorter deal this winter as it works to secure a long-term charter deal from 2025. CoolCo has seven TFDE LNG carriers it acquired from Golar LNG and the four LNG carriers it purchased from its largest shareholder Eastern Pacific Shipping. Besides these vessels, CoolCo purchased two newbuild LNG carriers from EPS, and they feature GTT's Mark III Flex membrane cargo tank system, reliquification, air-lubrication, and shaft generators. The shipping firm exercised its option with affiliates of EPS Ventures in June 2023 to acquire newbuild contracts for the two 2-stroke LNG carriers scheduled to deliver in the fourth quarter of 2024. In May, CoolCo entered into a 14-year charter deal with India's largest gas utility GAIL for one of the newbuild LNG carriers currently under

construction in South Korea. CoolCo will deliver Kool Panther to state-owned GAIL in the Gulf of Mexico. The company said on Thursday it took delivery of the first vessel, Kool Tiger, during the third quarter. “She was delivered from the shipyard in October and repositioned to the Atlantic Basin for spot market employment on an interim basis, while pursuing a long-term charter,” CoolCo said.

### **Chartering activity subdued**

CoolCo said in the report that chartering activity in the third quarter was subdued, and this has extended beyond the end of the quarter. Moreover, CoolCo said long-term charterers have responded by pushing out their requirements in the expectation that nearer-term cargoes can be transported with vessels from the spot market. The LNG shipping firm said it has chartered its one TFDE vessel available in the fourth quarter on a spot voyage and anticipates continuing with similar employment until the vessel enters drydock in early February. This vessel will be upgraded with LNGe specifications and is scheduled to be in the yard for approximately 50 days, according to CoolCo. These upgrades include a high-capacity sub-cooler retrofit, a passive air lubrication system, and various smaller performance enhancements.

### **Drydocks**

CoolCo said its fleet maintained “strong” performance, achieving 98 percent fleet utilization in the third quarter, the same level as in the prior quarter. The minor off-hire period was due to the repositioning of a vessel between charters. CoolCo said both Kool Frost and Kool Ice completed their drydocks ahead of schedule in the third quarter, with average costs in line with estimates at approximately \$5 million per vessel. Additionally, Kool Husky entered drydock during September which was completed along with upgrades for LNGe specifications ahead of schedule in October, it said.

### **Results**

CoolCo generated total operating revenues of \$82.4 million in the third quarter, compared to \$83.4 million for the second quarter of 2024, due to three vessels undergoing scheduled drydocking during the quarter. The firm reported net income of \$8.11 million, compared to \$26.51 million in the prior quarter with the decrease primarily related to a loss in CollCo’s mark-to-market interest rate swaps. CoolCo said it achieved average time charter equivalent earnings (TCE) of \$81,600 per day for the third quarter, compared to \$78,400 per day in the prior quarter, primarily due to contribution from one vessel that recently started a higher rate charter. Adjusted Ebitda reached \$53.7 million, compared to \$55.7 million in the prior quarter. CoolCo declared a quarterly dividend of \$0.15 per share, payable to shareholders of record on December 2, 2024.

### **Q4 impact**

CEO Richard Tyrrell said the company’s contracted fleet and efficient dry-docking enabled CoolCo to reach the upper end of TCE guidance for the third quarter, despite a soft market backdrop that is expected to impact the company in the fourth quarter. “However, by design, our backlog from our remaining 10 vessels and one newbuild vessel, set for delivery in January, limits our exposure,” he said. Tyler said this winter’s market is expected to be impacted by “unfavorable” short-term trading dynamics





