

GRANATINA

IMO No: 9253105 TANKER 2003 / 94934 GT

COMPANY:

Stasco Ship Management, UK
(Shell Gas & Power)

YARD INFORMATION:

Daewoo Shipbuilding & Marine
Engineering Co Ltd
(South Korea) 2216

DEMOLITION:



Singapore 13/12/2006 © H. Rosenkranz www.rosenkranz-shipphotos.de (S. Wiedner collection)

2007: Sold to Golar LNG (incl. Shell charter).

2009: Renamed GOLAR ARCTIC.

2025: Reportedly sold to undisclosed interests (marking Golar's exit from the LNG shipping segment).

BASIC DATA:

LNG Tanker
GT: 94934
DWT: 72199
CBM: 137814
Loa: 279.80
Bmd: 43.40
Draft: 11.50
Engine: 1x Steam Turbine Kawasaki UA-360
Power: 23830 kW
Speed: 19.5 kn

OWNER & FLAG HISTORY:

GOLAR ARCTIC since 01/01/2009
GRANATINA since 01/12/2003
DAEWOO 2216 2001-06-12 LRF
Flag Date of record Source
Marshall Islands since 01/01/2008
Singapore since 01/12/2003
Registered owner Date of record Source
GOLAR LNG 2216 CORP since 10/01/2008
NATIONAL AUSTRALIA FINANCE since 15/12/2003
SHELL BERMUDA OVERSEAS LTD during 2003
Ship manager Date of record Source
COOL COMPANY MANAGEMENT AS since 26/08/2010
GOLAR MANAGEMENT LTD during 11/2009
WILHELMSSEN SHIP MANAGEMENT AS since 29/01/2009
STASCO SHIP MANAGEMENT 2008-02-25 LRF
GOLAR LNG 2216 CORP 2008-02-18 LRF
STASCO SHIP MANAGEMENT 2001-06-12 LRF

NAME HISTORY:

GRANATINA	2003-08	Shell Bermuda Overseas Ltd / National Australia Finance, Singapore
GRANATINA	2008-09	Golar LNG 2216 Corp, Marshall Islands
GOLAR ARCTIC	2009-	Golar LNG 2216 Corp, Marshall Islands

GENERAL VESSEL INFORMATION:

2003:

Shell Gas & Power recently took delivery of its newly built Liquefied Natural Gas (LNG) carrier 'GRANATINA' from Daewoo Shipbuilding and Marine Engineering Co Ltd (DSME) in Korea. 'GRANATINA' is the third in a series of four vessels commissioned by Shell Gas & Power to supply its growing number of receiving terminals around the world, including those in the US, Mexico and India. 'GRANATINA', with a capacity of 140,500 cubic metres, utilises the membrane containment system. In this double-hulled Gaztransport & Technigaz (GTT) design, the eight-sided polygonal shaped tanks have been tailored to maximise the vessel's cargo capacity. Shell Shipping Technology, the technical consultancy division of Shell International Trading and Shipping Co Ltd (STASCO), has closely supervised the vessel's design and construction. As with its sister ships, 'GRANATINA' will be operated by STASCO. GRANATINA' is named after the 'MITRA GRANATINA' shell found in marine protected waters in the Gulf of Oman in recognition of Shell's commitment to contributing to sustainable development.

(www.shell-me.com/english/apr04/news-world2.htm)

2007:

Golar has agreed to purchase the LNG Carrier "GRANATINA", built by DSME in 2003 which has a nominal capacity of 140,000 m3 and is a sister ship to GOLAR WINTER and METHANE PRINCESS. Golar expects to take delivery of the vessel in January 2008 and will charter the vessel back to Shell for a short period ending prior to December 31, 2008. During the charter back period the vessel will continue to be technically managed by STASCO.

(www.tradingmarkets.com - November 16, 2007)

Golar has plans to expand its FSRU division and recently purchased an LNG carrier, the GRANATINA, from Shell for future conversion into an FSRU (floating storage & regasification unit).

(www.seatradeasia-online.com - 27/12/07)

2023:

Splash
247.COM

Golar mulls options as Italian FSRU deal falls through



Adis Ajdin · August 11, 2023

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Tor Olav Trøim's Golar LNG is looking into options for the 2003-built steam turbine carrier [Golar Arctic](#) after its conversion plans with Italian energy company Snam did not materialise in time.

In May last year, [Snam signed up to convert the vessel](#) into a 140,000 cu m floating storage and regasification unit (FSRU) for an energy supply project in the port area of Portovesme, on the island of Sardinia.

The deal, worth €269m (\$283m at the time), was subject to Snam giving the green light for the conversion, which would have taken about two years to complete.

However, in its quarterly earnings report, Golar said that Snam's deadline for issuing a notice to proceed with the FSRU conversion expired during the quarter.

"This option lapsed in July and we are now reviewing alternatives for her, including long-term charter or asset sale," the company's chief executive Karl Fredrik Staubo told investors during the Q2 earnings call.

Golar had been exploring alternatives for the vessel even before the agreement with Snam, which would have ultimately been sold to the state-controlled gas grid operator. In June last year, Snam bought Golar's 2015-built FSRU [Golar Tundra](#) for \$350m which is serving as an import terminal in the Italian port of Piombino.

(<https://splash247.com/> - August 11, 2023)

2025:



Golar sells last remaining LNG carrier



Adis Ajdin · February 14, 2025

0 2,996 1 minute read

Floating liquefied natural gas (FLNG) specialist Golar LNG has marked its exit from the LNG shipping business with the sale of its last remaining gas carrier.

The Nasdaq-listed company is shipping out the 2003-built steam turbine LNG carrier, *Golar Arctic*, for \$24m.

The Tor Olav Trøim-backed company said the 140,000 cu m vessel should change hands in the first quarter, without naming the buyer.

Golar had been exploring alternatives for the *Golar Arctic* ever since its sale to Italian state-controlled gas grid operator Snam [fell through](#) in 2023.

The vessel was earmarked for a floating storage and regasification unit ([FSRU](#)) conversion in 2022 under a \$283m deal that did not materialise in time.

“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,” said Golar CEO Karl Fredrik Staubo, adding: “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.”

Last update: 19/2/2025