

LNG from the US but up until now only Sabine Pass has received approval to export LNG to all countries including those without a free trade agreement (FTA) with the US. No other LNG-export developer has been given non-FTA approval for their export plans.

last week when it was selected as the preferred provider, over Belgium's Exmar and Sener Ingenieria y Sisternas of Spain, for the FSRU that will serve as Jamaica's maiden import terminal.

Exmar, working in partnership

operating a one-million-tonne-per-annum (mtpa) capacity LNG facility at Port Esquivel. First gas was to be delivered by the facility in September 2014 but it is now widely accepted that this schedule will slip.

ings (AET) had fixed two VLCC newbuildings for up to three years with Spanish oil company Repsol. However, AET tells TradeWinds that none have been fixed and it

Scarlet Star (built 2005) for another 12 months. The rate is said to be \$12,250 per day. However, it is not known why it will be earning more than the larger *Pomer*.

Chilean FSRU contract award delayed

Lucy Hine

London

Three bidders eyeing a floating storage and regasification unit (FSRU) project in Chile look set to wait another few weeks to hear if they have been successful after the contract award deadline was extended.

Chilean electricity generator

Colbun is not now expected to make its selection of the successful bidder until the end of the month. Excelerate Energy, Mitsui OSK Lines (MOL) and Hoegh LNG have all been shortlisted for the job. A decision had been expected in late July.

Colbun is seeking an FSRU of between 150,000 cbm and 170,000

cbm, which it plans to locate in Quintero Bay, close to the existing GNL Quintero land-based LNG-import terminal. Under its original schedule, Colbun had wanted to see the unit operational by 2014.

Last month, Golar won the contract to supply a FSRU to northern Chilean power outfit GasAtacama, beating rivals Hoegh and BW Gas.

Hoegh LNG looks at selling newly acquired LNG carrier

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Rumours have swept the market that Hoegh LNG is selling on a newly acquired LNG carrier.

Talk suggests the Norwegian owner has sold the 126,400-cbm LNG *Libra* (built 1979) at around \$62m to an undisclosed buyer. Brokers say this suggests a deal may be in the making but has yet failed to materialise.

In response to questions about the reports, a Hoegh spokesman said it is now considering various options for the use of the ship after its current charter ends early next year. He says options include the conversion of the vessel to a floating storage and regasification unit (FSRU), a new charter agreement or a sale.

"We are also open for combina-

tions of the above to the extent that this could be mutually beneficial for the potential parties," he added.

Hoegh bought the LNG *Libra* from Mitsui OSK Lines (MOL)-controlled BGT earlier this year for just over \$50m but only took delivery of it last month.

The spokesman says the company is "very satisfied" with the ship, which he describes as "an interesting asset for us and for the LNG industry".

The vessel is on charter to Australia's North West Shelf project for six months at a reported daily rate of around \$80,000.

HOEGH LNG: The "Hoegh Libra" is said to be leaving the fleet, which includes the "GDF Suez Cape Ann" (pictured).

Photo: Hoegh LNG



Photo: Joe Brady

SEALED: OSG is said to have locked its VLCC "Overseas Mulan" into a two-year time charter with Brazilian oil major Petrobras (left).

SALES

BULKERS

••• Brokers are divided on whether or not the 34,600-dwt bulker *Stella Alnilam* (built 2010) has been sold.

It is being suggested that Greek operator Meadway Shipping & Trading has paid \$18.35m for the SPP-built vessel, in a deal including a two-year time charter back to the sellers at \$9,300 per day.

However, Allied Shipbroking of Greece claims that the ship has not been sold.

It was reported sold in November last year at \$24.5m on sellers' subjects, which were finally not lifted, according to **Lion Shipbrokers**.

••• Adamar Denizcilik of Istanbul has sold the only ship under its management, the 16,800-dwt bulker *Ayyildiz-5* (built 1996).

The Tianjin Xingang-built vessel reportedly attracted \$4.1m.

The ship already is listed as **Ayyildiz** under the management of compatriot owner Statu Gemi Kiralama ve Ticaret.

CONTAINERSHIPS

••• The German-owned, 1,524-teu containership **Nordlake** (built 1994) is said to have been sold to Simatech of Dubai for a price "in the high \$3m".

In May, TradeWinds reported that the boxship had finally left India after a 15-month detention following a collision that sank a warship.

The vessel's owner, Klaus E Oldendorff, had provided a guarantee of INR 468.7m (\$8.91m at the time) — the value of the ship as of last April — to secure permission for its departure.

••• The 732-teu containership **OS Istanbul** (built 1997) is said to have been sold at auction for an undisclosed price.

The Yardimci-built vessel is listed as the only ship under the management of Istanbul-based Moliva Denizcilik.