

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 158



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Above seen the ZP CHANDON captained by Capt Bart Bosch and the ZP MONTELENA seen in action as a salute to Capt Bart Bosch from shippingnews contributor Reinier Meuleman.

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IN MEMORIAM

De redactie van de shippingnewsclippings ontving het droeve bericht dat op vrijdag vrijdagavond 22 juni op 77 jarige leeftijd is overleden aan een slopende ziekte die hij op bewonderenswaardige en positieve manier heeft gedragen.



PAUL DE SMIT

Voormalig hoofd bemanningszaken Smit-Lloyd B.V. Rotterdam

Paul is thuis, alwaar geen bezoek. Geen bloemen.

Ter herdenking van zijn leven zal een afscheidsbijeenkomst plaats hebben op woensdag 27 juni 2007 om 13.30 uur in het Ontmoetingscentrum, Bospolderstraat 10, 2912 PD Nieuwerkerk aan den IJssel.

Daarna zal de begrafenis in besloten kring plaatshebben op de begraafplaats "Essehof" te Nieuwerkerk aan den IJssel.

Vanaf 14.45 uur is er gelegenheid tot condoleren en om elkaar te ontmoeten in Restaurant Johannahoeve, 's Gravenweg 347, 2905 LB te Capelle aan den IJssel.

Namens alle lezers van de shippingnewsclippings wens ik Neeltje, Paul's familie en vrienden veel sterkte met dit verlies.

Een citaat van Paul uit de laatste "Smit-Lloyd 13" was:

"Je kan een vriend duizend mijl vergezellen, maar eenmaal moet je afscheid nemen".



The **OCEANA** seen moored in Bergen - Photo : Reinier Jansen ©

EVENTS, INCIDENTS & OPERATIONS

Beached Australia ship may be broken up

A 40,000-tonne coal ship stranded on an Australian beach after fierce storms two weeks ago may be broken up for scrap rather than refloated, a newspaper report said on Saturday.

The head of a salvage team working on the ship told the Daily Telegraph that the cost of refloating the ship and fixing its damaged hull was so close to the vessel's A\$41 million (\$46.05 million) replacement price that it was not financially viable.

The ship, the **Pasha Bulker**, was swept on to a beach near the huge coal port of Newcastle north of Sydney on June 8 in a fierce storm. Though empty of cargo, the ship was carrying some 700 tonnes of fuel, raising concerns of environmental damage.

Those fears have abated after the ship withstood subsequent storms, and calm weather returned to the area. Its crew were all rescued during the initial storm.

The salvage team leader said breaking up the ship would take more than six months. The ship's 11,000 to 12,000 tonnes of steel, which would fetch several million dollars, could then be melted down and recycled, he said.



The tug **ABRAMIS** seen in Trondheim (Norway)

Photo : Huib Lievense ©

Brand in Otapan geblust

De brand in het schip **Otapan** is geblust. De brand brak waarschijnlijk rond kwart voor acht in de avond uit. Binnen een uur was de brand onder controle. Dit maakte de brandweer bekend.

Het schip lag in de Rotterdamse Waalhaven wegens schoonmaakwerkzaamheden. **Otapan** bevatte voorheen veel asbest. Deze werkzaamheden zouden eind juni klaar zijn. Volgens de brandweer was zaterdag al op het schip geen asbest meer aanwezig.

Slave Voyage

A replica of the 19th Century slave ship, **Amistad**, is beginning a 22,500km (14,000 mile) transatlantic voyage retracing the route of the slave trade. The trip commemorates the 200th anniversary of the abolition of the slave trade within the British Empire.

The Freedom Schooner **Amistad** will set sail from the US east coast and stop in Europe, Africa and the Caribbean.

In 1839, 53 slaves mutinied on board the **Amistad**. They were captured, but won freedom in a historic legal battle.

The story was depicted in the film **Amistad** directed by Steven Spielberg in 1997.

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The replica of the **Amistad**, whose name in Spanish means "friendship", will set sail on its 16-month trip from New Haven, Connecticut, at 1800 GMT. The ship will arrive in London in August to commemorate the 200th anniversary of the abolition of the slave trade in Britain.



It will then sail to Lisbon, Madeira, Senegal and Sierra Leone, the West African home of the original slaves, before returning to the US in 2008 via the Caribbean.

The schooner's crew will be joined by 10 students from the US and UK, who will communicate with schools and museums around the world by e-mail and through web-casts. The voyage retraces the slave trade "triangle", which saw European traders export manufactured goods to West Africa, where they would be exchanged for

slaves from African merchants. The slaves were then transported across the Atlantic and sold for huge profits in the Americas.

Traders used the money to buy raw materials such as sugar, cotton, coffee, metals and tobacco, which were shipped back and sold in Europe. The chairman of **Amistad America**, the non-profit organisation in charge of the **Atlantic Freedom Tour**, said it was a "very exciting venture". "We believe that the **Amistad** story is a landmark case in American history and deserves to be told and recognised," William Minter said.

Capt William Pinkney, who will sail for part of the voyage, said the replica ship was a "touchstone to the past that rarely gets talked about". On 1 July 1839, 53 African captives on board the original slave ship mutinied off the coast of Cuba, killed its captain and attempted to sail back to Africa.

They arrived instead at Long Island, New York, where the schooner was captured by a US warship. The mutineers were imprisoned in New Haven and charged with murder. The Africans' cause was soon taken up by abolitionists and the case eventually went to the US Supreme Court in 1841.

The court upheld an earlier ruling, which the US government had appealed against, that the Africans were victims of kidnapping and had the right to escape their captors in any way they could.

In January 1842, 35 survivors arrived back in Sierra Leone.



World's largest ship is being built in Subic, says Arroyo

The Philippines is taking part in an audacious attempt to build the world's largest ship, President Gloria Arroyo has said. In a speech delivered on a visit to the Hanjin shipyard Arroyo said: "They are building the biggest boat in the world right here in Subic." Hanjin, one of the world's largest ship builders, is constructing 12 container ships in Subic for a Korean firm.

Hanjin officials declined to give more details but the Manila Standard Today point to undisclosed "sources" as saying it would overtake the current largest sea vessel in the world, the 260,851-tonne **Seawise Giant**, built by Japan-based Sumitomo Oppama Shipyard.

"Indeed, this shipyard of Hanjin will transform Subic into one of the four largest shipbuilding facilities in the whole world," Arroyo said. The Hanjin shipyard is expected to turn out some 60 ships worth \$60 million (Dh220.3 million) every year. The Korean firm has hired 2,400 Filipinos to build its dry dock and is expected to take in 30,000 more in the next five years. According to the International Shipping Federation, the country supplies 28.5 per cent of the total 631,500 seamen on board international vessels.

Now, it is vying to be one of the world's biggest shipbuilding countries, alongside Japan, Germany and Russia.



HAL's **VEENDAM** seen departing from the port of Dover

Photo : Jacques Verheijen ©

CASUALTY REPORTING



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FIRE ON TUG OFF CROMER

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A 30 metre tug is currently on fire approximately 2 miles northeast of Cromer. Yarmouth Coastguard received a radio call on channel 16 from the tug '**HT Blade**' at 8am, stating they had an engine fire with three crew on board.

The Maritime Incident Response Group (MIRG) was activated and Coastguard Rescue teams from Lowestoft, Cromer and Felixstowe were tasked as well as requesting the launch of the Cromer lifeboat to the scene. A Rescue helicopter from RAF Wattisham is transporting the MIRG crew and a cargo vessel '**RMS Riga**' is offering assistance in the area.

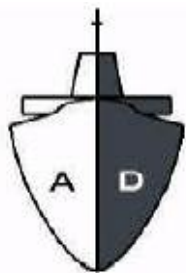
Glynn Young, Watch Manager, Yarmouth Maritime Rescue Coordination Centre, says:

"Currently the three crew are aboard the lifeboat and the tug is being doused with water by the lifeboat and the cargo vessel on scene. The MIRG team are on scene assessing the situation. I am pleased to say the three crew are safe and well and there is no danger to life at this time."

NAVY NEWS

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ESTEREL CLASS OF THE FRENCH NAVY



The 2002 built French navy tug **A 641 ESTEREL** seen operating in the port of Toulon

Photo : Cor van Niekerken ©

The two tugs of the Esterel class, named **ESTEREL** and **LUBERON** are ordered December 15th 2000. Intended to support the carrier **Charles de Gaulle** at Toulon. Have 50-ton initial bollard pull. The hull has five watertight compartments. Have a single firefighting water monitor forward.



The 2002 built French navy tug **A 642 LUBERON** seen assisting the **Charles de Gaulle**
Photo : Cor van Niekerken ©

Technical details ESTEREL CLASS

D: 510 tons (670 fl) S: 10 kts Dim: 36.30 (33.00 wl) × 11.45 × 5.00

Electronics: Radar: 1 Furuno . . . nav.

M: 2 ABC 8DZ1000.179 diesels, electric drive; 2 Voith-Schneider vertical cycloidal props; 5,120 shp

Electric: 465 kw tot. Range: 1,500/10 Crew: 8 tot.

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Sri Lanka dockyard wins more tug boat orders from India

Colombo Dockyard Ltd. (CDL), Sri Lanka's sole listed ship builder, has got more orders from a new Indian customer to build anchor-handling tugs, a top official said.

The total value of all four orders from the Indian firm, Greatship (India) Ltd. is 65.5 million dollars, Chief Executive Mangala Yapa told the launch ceremony of the first tug Friday.

The orders would ensure a steady revenue stream in the next 2-3 years. The yard, is already building two tugs for the customer, Greatship (India) Ltd., a unit of the Great Eastern Shipping Company, which provides services to India's growing offshore oil and gas industry.

"We have got a repeat order for two anchor handling tugs from Greatship," Yapa said. The order for the second two boats was signed at Friday's ceremony with Greatship managing director Ravi Sheth.

The two boats in the new contract, worth 35.5 million US dollars, are to be delivered in 2009. Keel laying for the first of these tugs is scheduled for December this year and the second in February next year.

Yapa said the tug launched on Friday was the biggest vessel built by the yard and also the first time a vessel was built in the dock. Previous vessels had been smaller and built and launched from the yard's slipway.

The tugs are meant to supply offshore oil rigs with crew and provisions, handle rig anchor laying and also rig towing.

Greatship India now had orders to build vessels with yards in Norway, Singapore and Sri Lanka, Yapa said. CDL has built a range of tug boats for both local and foreign customers. It has been building and maintaining tugs for the Sri Lanka Ports Authority in Colombo and other ports in the island.

The yard has just completed delivery of the third and last tug for A. A. Turki Corporation of Saudi Arabia.

CDL is a subsidiary of the Onomichi Dockyard Co. of Japan, which provides management and technical expertise to the yard. The yard's profits have been growing in recent quarters because of a good order book, for both repair work and new buildings.

Colombo Dockyard reported a 50 percent increase in net profit for the first quarter ending March 31, 2007, largely owing to repair work. Net profit rose to 200 million rupees in 1 Q2007 from 133.6 million rupees in the same period last year while consolidated revenue increased to 1.98 billion rupees from 1.71 billion rupees.

C&G Boat Works Gets \$44m Navy Order

C&G Boat Works, Inc of Mobile, Ala., has been awarded a contract to build up to five YP-R class Training Patrol Craft for the United States Navy. This contract was won in a contested design and cost competition, where the Navy evaluated the proposed design, the technical proposal as well as the price. The contract for 2 vessels plus three optional vessels can make the contract value reach approx \$44m. C&G's partner in this proposal is Technology Associates, Inc (TAI) of New Orleans, La. TAI prepared the proposal for C&G and will be in charge of performing the Design, Program Management Support and Integrated Logistics Support (ILS) functions for C&G.

The YP-R will be the new generation of Training Vessels to be used by the United States Naval Academy to train Naval Officers. The vessels are 116 Ft long and 27.9 ft wide. They can accommodate up to 40 officers and cadets and perform a variety of training functions including seamanship, navigation and engineering training. The vessel has class rooms and electronic training spaces where all navigation and control functions can be simulated. The cadets can also practice live training. The vessel can be out at sea for extended periods of up to 5 days.

China's yards build to DNV rules

DNV is the classification society of choice for offshore projects in China, the company says. Current projects include involvement with Cosco Shipyard, Dalian Shipbuilding, Hantong Shipbuilding, Shanghai Waigaoqiao, and Yantai Raffles.

Sevan Marine's FPSO unit is under construction at both Yantai Raffles (two units) and Hantong Shipyard (one unit). Yantai Raffles is building two circular Sevan FPSO units for completion this year. The Sevan 300, with a storage capacity of 300,000 bbl can process and treat 30,000 b/d of oil and 3.6 MMcm/d of gas.

Another innovative project is the DNV-classed rig, **SS Frigstad Oslo** based on the Frigstad D90 design, being built at Yantai Raffles. The rig will be the largest semisubmersible ever built and will be used in ultra deepwater environments to 3,658 m (12,000 ft), DNV says. The semi has a drilling depth of 15,240 m (50,000 ft).

CNOOC and ConocoPhillips China Inc. are completing a contract with Shanghai Waigaoqiao for a 280,000 dwt FPSO hull for the Peng Lai oil field in Bohai Bay. The \$200-million contract for the 310 m (1,017 ft) long, 60 m (197 ft) wide, 29 m (95 ft) deep hull, is the largest yet built in China and will have storage capacity of 2 MMbbl of oil, DNV says.

Another unique project is on order by MPF Corp. Ltd. at Cosco Dalian Shipyard – the hull of a floating, drilling, processing, storage, and offloading vessel (FDPSO).

There are also two harsh environment semisubmersible rigs for OffRig classed by DNV at Yantai Raffles, DNV says.

Court finds Austal breached copyright over hull design

The Western Australian based ship builder, Austal, has lost a key case in the Federal Court which was brought by a rival ship builder over one of its hull designs.

A Swedish shipping company known as Stena alleged one of Austal's 1998 hull designs had infringed its patent. The Federal Court agreed. In a statement to the Stock Exchange, Austal says it is reviewing the judgement with a view to appealing against the decision.

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Allseas **LORELAY** seen enroute Rotterdam – Photo : Arie Verheij ©

Omega books five tankers at Mipo

Nasdaq-listed tanker owner Omega Navigation Enterprises has signed up for five products tankers at Hyundai Mipo Dockyard.

The 37,000-dwt IMO II/III-type ships are set for delivery between March 2010 and early 2011 and will give Omega a fleet of 13 products tankers on order or in the water. Omega says two Hyundai Mipo-built units already in its fleet are very similar to the five just ordered.

The price per ship is \$44.2m with 10% payments in early July and mid-December but nothing more until mid-2009. The company says it does not expect its ability to fund its quarterly dividends to be affected. It will fund the early installments with debt or with debt plus internally generated cash flow.

Omega boss George Kassiotis said when he announced the deal that the company expected to put the ships on "long-term charters to high-quality charterers".

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In February, the company increased its tanker fleet to eight when it acquired contracts for two 73,000-dwt ice-class 1A products tankers under construction at STX Shipbuilding in South Korea for some \$64.5m each. The vessels were set for delivery earlier this year.

Omega holds options for two more ships at STX.



The **SMIT EUROPE** started trials in Turkish waters

Photo : Hans van der Ster ©

Bombs rip through Colombian port city, 23 hurt

Seven bomb and grenade attacks blamed by authorities on leftist rebels wounded 23 people in Colombia's main port Buenaventura yesterday and today, part of an intensifying drug war in the city.

The attacks were directed at a police station and commercial areas frequented by civilians. Seven of the victims were children. Another bomb was deactivated by police in the Pacific port city, which moves about half of Colombia's international shipments.

Police said the attacks began yesterday in The Oasis restaurant, which was destroyed by the blast. The last explosion happened at daybreak on Saturday. "The victims of this miserable, criminal, terrorist act were the poor people of Buenaventura," the provincial governor, Angelino Garzon, told reporters. "But we will not let this paralyse us."

Port operations remained open today.

Colombia, the world's biggest producer of cocaine, has received billions of dollars in US aid to crack down on the drug trade. Democrats in control of the US Congress are toughening conditions on that aid, saying the investment has not resulted in a slowdown of cocaine exports.

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The Andean country is in a four-decade-old guerrilla war involving Marxist rebels and right-wing paramilitaries. Both groups have grown rich on the drug trade while thousands of noncombatants are killed in the crossfire every year.

"Right now Buenaventura is Colombia's most strategically important hub for the export of drugs and the import of arms," said Pablo Casas, an analyst at Bogota-based think tank Seguridad & Democracia.

"The city is in turmoil due to a clash between guerrillas and paramilitaries fighting to control loads of cocaine leaving the country for Asia, which is becoming a large consumer, and the United States," Casas said.

Colombia has focused its anti-cocaine efforts on destroying coca crops used to make the drug. But farmers have dispersed their coca plantations into smaller and better hidden areas, allowing production to remain as strong as ever.

The government estimates that 600 to 700 tonnes of cocaine are exported from Colombia every year.



Nordic buys new tanker for pool

A Danish owner has acquired a chemical-tanker newbuilding and has plans for a further three.

Nordic Tankers, which recently made its debut on the OMX Copenhagen Stock Exchange, has maintained its drive toward a younger fleet with the purchase of Minerva Marine's chemical tanker New Trader .

The newly built 12,800-dwt ship was only delivered last week and is set to join Eitzen Chemical's City Class pool, in which Nordic aims to have four 100%-owned vessels sailing in the foreseeable future.

It already has a couple of tankers in the pool, the 13,000-dwt **Sichem Copenhagen** and **Sichem Oslo** (both built 2005). Eitzen will receive \$27m for its 50% stake in the ships to give Nordic full control.

Nordic chief executive Flemming Sorensen confirms the Holstebro-based company, which raised DKK 156m (\$28m) from floating 35% of its share capital, is actively seeking to purchase another new chemical tanker to place in the pool.

At the same time, Nordic is selling its 84,000-dwt long-range-one (LR1) panamax products tanker **Difko Hanne** , which is 20 years old.

Nordic also has three newbuildings on order, a pair of 37,400-dwt chemical/products tankers at Hyundai Mipo Dockyard that are owned 50/50 with Italy's Zachello group and a 73,000-dwt LR1 coated tanker at China's New Times Shipbuilding.

"It is important for us to get the average age of our fleet down," said Sorensen.

Nordic began 2007 at an average of eight years but expects to finish this year at between two and three years.

Sorensen says there has been plenty of interest in the Burmeister&Wain-built **Difko Hanne** but no deal has so far been struck. Nordic is also selling to Eitzen its 50% stake in the 13-year-old, 10,300-dwt chemical tanker Sichem Pearl

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These sales will contribute to the cash chest Nordic needs to expand and modernise. In addition to the DKK 156m from its initial public offering (IPO), it can expect a further approximately DKK 25m from IPO manager Nordea's over-allotment option on 250,000 extra shares.

Nordic floated at DKK 85 on 11 June, reached DKK 95 on the first day and this week was trading at around DKK 91.

Sorensen says the launch price was acceptable, although it followed three or four days of falling stock-market prices and was at the lower end of expectations.

"We were not lucky with the timing," he said. More than 2,000 investors subscribed to the IPO, adding to the 5,750 existing shareholders. Sorensen says he has since been satisfied with the level of trading in shares given Nordic's size.

The owner is also interested in acquiring more handysize ships but no decision has been taken. The performance of the fleet in the first six months of this year has been good, says the chief executive.



The **SMIT TRAFALGAR** seen assisting the **CSCL FOS** in the port of Liverpool
Photo : Dan Cross – Mersey photographic ©

Le Havre in January - May 2007

In January-May 2007 the traffic via Le Havre was up by 6.5% year-on-year amounting to 32.8 mn tons (against 30.8 mn tons over the same period in 2006). The positive result is linked to the good performance of dry bulks and general cargo.

The upturn continues for general cargo (+20.9% to 10.9 mn tons as of end of May), particularly owing to the container activities which recorded a 23.6% growth to 10.3 mn tons. For the first time in Le Havre port history, the mark of a million TEU was passed in May (estimate of 1.039 mn TEU, or a 25.9% increase compared to the first 5 months of 2006).

Dry bulk rose in tonnage by 35.9% to 2.1 mn tons, all the cargo types of this traffic having increased. There is also a sustained activity in the coal trade (+37.5% to 1.2 mn tons), as well as for cement (+35.2% to 0.2 mn tons)

Liquid bulk was down to 19.5 mn tons against 20 mn tons at the end of May 2006 (-2.3%). Crude oil and refined product trades slightly decreased with respectively -2.4% to 13.9 mn tons and -3.2% to 4.8 mn tons during the first 5 months. However, there was a significant increase in other liquid bulk cargoes with +19.2% (to 0.6 mn tons) against the same period in 2006.

Sad sight of a superferry laid up due to soaring jet fuel bills

This impressive boat has been hauled up in Ulster - because it is too expensive to run.

The **HSS Discovery** has been in dry dock at Harland and Wolff in Belfast for the past five months - despite being just 10 years old. The boat is currently up for sale, but finding a buyer in the current climate of rising fuel prices appears to be difficult.



The **STENA DISCOVERY** laid up in Belfast
Photo : Tommy Bryceland ©

HSS vessels are aluminium catamarans about the size of a football pitch. They revolutionised ferry travel when they were introduced in 1995.

The Discovery's sister ship, **HSS Voyager**, which is still sailing, reduced travel time between Northern Ireland and Scotland to just one hour and 39 minutes. The **Discovery** previously carried up to 1,500 passengers and 375 cars on its North Sea route from Harwich to the Hook of Holland. But the boat was taken off the water at the beginning of this year, sparking rumours that rising oil prices were forcing ferry companies to abandon their faster vessels.

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The HSS uses jet fuel and uses twice as much fuel as conventional ferries - making it much more costly.

A Stena spokesman said: "The **Discovery** has been in dry dock for five months now. "It was a commercial decision to take the vessel off the route and the issue of fuel costs on a comparatively long journey (three hours, 40 mins) was certainly a contributory factor."

The fear is that Ulster holiday- makers will have to take the slow boat if ferry companies decide to remove high speed vessels. they were built in the 1980s and 1990s when oil was a quarter of the price it is now. And now forecasters are predicting a further oil price rise from \$70 (£35) a barrel to \$100 a barrel.

A spokesman for Stena said: "The market between UK and the continent is also different compared with the market on the Irish Sea. "Stena Line operates two HSS vessels on the Irish Sea - the **Stena Voyager** on the Belfast- Stranraer route, which makes four round trips a day.

"This frequency has not be altered in the last number of years. "The **Stena Explorer** operates on the Dun Laoghaire- Holyhead route. In September 2006, it reduced the number of daily trips from three to two."

He also said a £40m investment at Cairnryan port is in the pipeline.

G E Shipping to Buy a Suezmax Crude Carrier

The Great Eastern Shipping Company Limited (G E Shipping) has signed a contract to buy a 1,47,092 dwt, modern (double hull) Suezmax crude tanker. The 2000 built ship is expected to join the Company's fleet during the second quarter of FY 2007-08. The decision to induct the said vessel is with the objective of modernizing the tanker tonnage and to enhance the Suezmax fleet.

The company's current fleet of 46 ships with an average age of 12.2 years aggregating 3.22 mn dwt comprises 34 tankers (13 crude tankers, 19 product carriers and 2 lpg gas carriers) and 12 dry bulk carriers. The outstanding new building order of \$239m constitutes 5 product tankers, aggregating 0.33 Mn dwt. to be delivered at intervals during the next 2 years.

MOVEMENTS



The **SAFMARINE MERU** seen in Cape Town
Photo : Ian Shiffman ©

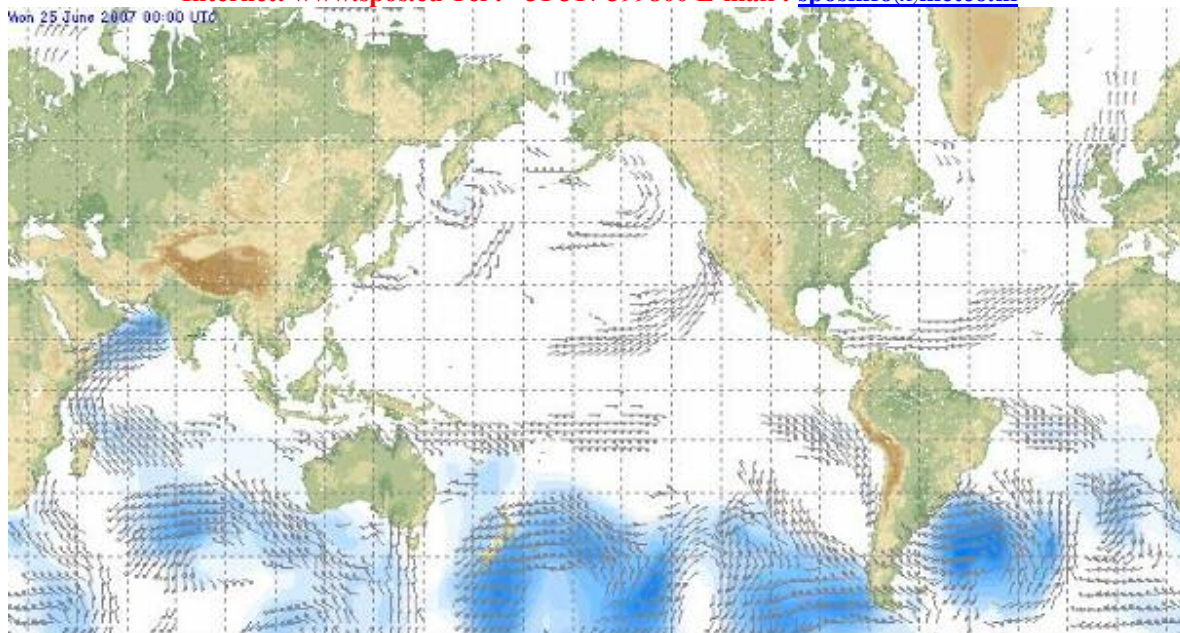
MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **STATSRAAD LEHMKUHL** seen in Bergen (Norway)
Photo : Peter de Decker ©

.....WHO IS WHO.....

In this section the contributors to the **SHIPPINGNEWS CLIPPINGS** will be introduced to the readers

SHIPPINGNEWS CONTRIBUTOR **ELS KROON** HONORED FOR EXCELLENCE IN TOURISM REPORTING

Awards Designed to Raise Awareness of Impact of Tourism in the Region

American Express, in association with the **Caribbean Hotel Association (CHA)** and the **Caribbean Tourism Organization (CTO)**, honored three outstanding members of the Caribbean press with the **5th Annual American Express Tourism Media Awards**, at a special awards ceremony at the opening of the Caribbean Hotel & Tourism Conference (CHTC) in Miami.

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The awards are designed to raise awareness about the impact of tourism throughout the region by fostering excellence in tourism reporting in the Caribbean. Winners were awarded and recognized for quality in professional reporting on tourism and tourism development issues in the Caribbean.

Gabriel Parra, a reporter with Caribbean Business, a Puerto Rico-based newspaper, was named **Travel & Tourism Writer of the Year**, a new award presented for the first time in 2007. **Claudia Gardner**, reporter for the Jamaica Gleaner, was awarded for **Excellence in Print Journalism**. **Els Kroon**, a freelance writer for the Curaçao newspaper Amigoe, received the award for Travel Features.

"These reporters and writers are doing an extraordinary job of bringing the world of tourism to the people of the Caribbean," said Dianelys Rodríguez, VP of Establishment Services - Latin America & Caribbean. "These issues that they are bringing to light provide an important awareness for the region as they help us all focus on the importance of travel and tourism which, in turn, helps to stimulate a better understanding of the industry."

Shippingnews contributor **Els Kroon**, a freelance writer for the Curaçaoan newspaper Amigoe, received the award for Travel Features for her series of articles promoting Curaçao and, in particular, windsurfing in Curaçao both locally and internationally. Her articles were printed in several languages, including English and Dutch, and promoted with vivid descriptions the wonderful water sports such as windsurfing and sailing with all the color that a talented writer possesses.

The **Caribbean Tourism Organization (CTO)** joined the **Caribbean Hotel Association (CHA)** and **American Express** to present the annual **Caribbean Tourism Media Awards**. CHA and American Express established the awards program in 2002 with the aim of raising regional awareness about the impact of tourism, by fostering excellence in tourism reporting in the region. CTO, having launched a worldwide travel writer awards program in 2003, has merged its Caribbean journalist awards into the CHA program to generate a stronger impact. The program is open to journalists in print, television, radio, and Internet outlets in the Caribbean. To celebrate the 5th anniversary, a fifth award category was added to recognize a feature article that promotes intra-Caribbean travel.

Criteria

Entries for the "**American Express Caribbean Tourism Media Awards**" are evaluated taking into consideration the following criteria: originality of the subject; quality of the investigation / research; quality of treatment; ability to relate tourism to social, economic, and environmental issues; and potential impact on the public and policy makers.

On behalf of all the readers, ELS congratulations with the award, and we hope that you continue with sending pictures to the newsclippings, they are as always appreciated by all the readers.

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