

FOR THE RECORD

At the ISU's September 2002 annual meeting ITC managing director Joop Timmermans was elected President of the International Salvage Union, succeeding Jean Labescat of the French salvage company Les Abeilles. Timmermans has been a member of the ISU's Executive Committee since 1999 and had been appointed ISU's vice-president during 2000.

Speaking at the Barcelona Shipping Law Forum December 2002, Joop Timmermans presented on behalf of ISU a 10-point plan for more effective ship casualty response. The plan includes a proposal for an advanced European 'Casualty Response Database', which enables real-time tracking of large salvage tugs and other

key salvage assets. Another proposed measure is adoption by the EU of the UK Command and control model, based around a ministerial representative, named SOSREP.

Joop Timmermans explains: "The bigger the risk of pollution is, the higher up the political ladder the decision making should be. The top of that ladder is very far away from those who understand ship casualties and salvage. In the UK approach only two individuals are involved: the salvage master who gets on with the actual salvage job and the ministerial representative who understands salvage and represents the public interest. The latter can intervene if he is not satisfied. This is a rational basis for quick and sound decision making".



ISU President Joop Timmermans.

MAN OVER BOARD

During the towage of AMT TRADER carrying the ISKEN captain Ray Abagatnan took some pictures of one of the monthly safety drills.

In the 'drowning person who fell over board during extreme weather conditions', and was quickly and professionally rescued by his fellow crewmembers, we recognise 2nd officer Manolo. Judging by the looks of the rescuers they would have preferred catching some real fish....



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CAMILLA SALVAGE

The long lasting co-operation between ITC and leading US Salvor Titan Maritime Industries Inc. received a further boost when the two companies joined forces in the salvage operation of the Finnish operated ro-ro carrier CAMILLA. The ship had developed a heavy list in the roaring and icy waters of Newfoundland. Titan's vice-president Dan Swall, who also travelled to St. John's as member of the salvage team, reports:

On January 23rd, having experienced main engine failure and being at the mercy of storm force winds and seas, the crew of the 7,598 dwt ro-ro vessel CAMILLA requested the Canadian Coast Guard to evacuate them from the ship by the Coast Guards Cormorant helicopter fleet'.

'The evacuation was being performed without incident and the crew of 17 was safely transported to St. John's, Newfoundland. Winching 17 men from the deck of a storm tossed ship in the North Atlantic isn't a simple task. The Cormorant helicopter had to

refuel from oil platforms off the Canadian coast.

ITC managed salvage/icebreaking tug KIGORIA (16,800 bhp) was already underway to the casualty from its salvage station north of Bermuda. Having worked together with Titan on many operations, ITC asked Titan to join forces and the combined capability of Titan/ITC was offered to the owners under the terms of a Lloyds Open Form (LOF) 2000 contract including Scopvic. Titan immediately mobilised a four-man strike team, consisting of a salvage master, an assistant salvage master, a salvage engineer and salvage

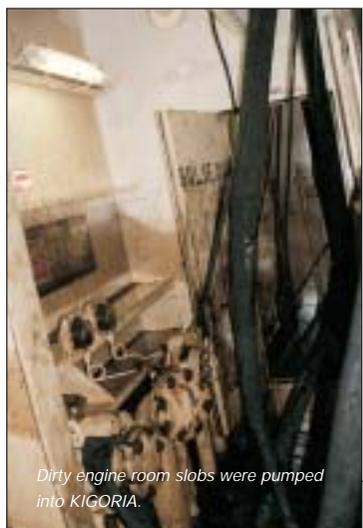
emergency medical technician, to St. John's, Newfoundland. There they met ITC's salvage master captain Jan van Driel and naval architect Alexander Gorter. The team intended to fly to the CAMILLA by helicopter to make a towing connection to the KIGORIA and for stabilising the CAMILLA. However storm force winds blew the CAMILLA more than 300 miles east of the Canadian coast, to the Flemish Cape, outside the range of available commercial helicopters. The strike team had to board from the water now.

Continued on page 2



Water level touching portside main deck of heavily listing CAMILLA.

The KIGORIA, under command of captain Gerrit Verweij arrived at the drifting vessel in the late evening of January 25th. The



Dirty engine room slabs were pumped into KIGORIA.

tug's crew spent on January 26th the whole day attempting to board the heavily listing CAMILLA for establishing a connection, but was fought off by the severe weather. During one attempt a crewmember of the KIGORIA was lost over the side, but fortunately quickly recovered from the freezing North Atlantic waters.

The tug RYAN LEET (8.850 bhp), owned by Secunda Marine and hired as a subcontractor to Titan/ITC under ISU-sub, had departed from Halifax to assist the CAMILLA. The RYAN LEET arrived on the scene in the late evening of January 27th. The weather conditions had by then improved

far enough for a boarding attempt. The crew of the RYAN LEET was able to launch their Fast Rescue Craft and could put two men aboard the CAMILLA to attach the KIGORIA's tow bridles. Listing 25° to port and rolling 45°, the CAMILLA was now under tow by the KIGORIA and making 3-4 knots towards St John's. The RYAN LEET also headed west at full speed to St. John's to pick up the Titan/ITC salvage team.

The team, aboard the RYAN LEET, met the KIGORIA/CAMILLA tow in the early morning of January 30th, 160+ miles east of St. John's. Using the RYAN LEET's FRC, the Titan/ITC salvage team, headed by



KIGORIA's main deck as working platform with salvage gear.

Titan's salvage master captain Rich Habib, boarded the CAMILLA for a full inspection. If boarding a listing and rolling vessel is already challenging, making one's way through the ship while inspecting the engine room and cargo holds adds another dimension and requires a lot of skill and experience. During the initial inspection the team found the engine room

flooded and water on the lower cargo deck and the ro-ro deck as well. These findings forced Titan/ITC to invoke SCOPIC under the terms of the LOF. Anticipating to the developing situation Titan mobilised seven more salvage staff and had 45,000 lbs of additional equipment flown in by a chartered Boeing 727 aircraft from Florida to St. John's.



On February 1st the Canadian Coast Guard allowed the CAMILLA, under tow by the KIGORIA, to enter the sheltered waters of Conception Bay to enable the salvage team to stabilize and empty the ship. The 'sheltered waters' became a real safe haven as force 12 winds, freezing spray and blizzard conditions quickly developed. In the meantime the appointed SCR Alan Bloor of BMT Marine Consultants also arrived at St. John's to supervise the salvage operations on behalf of the P&I Club Gard.

Adequate measures were immediately taken against possible pollution of the environment. An oil boom was placed and detergents were kept ready. After 12 days of toiling, patching, pumping and preserving machinery between storms - the engine room slob of the CAMILLA was pumped into one of KIGORIA's tanks - the CAMILLA was delivered in St. John's to the owners, afloat and safe.



KIGORIA approaching CAMILLA for connecting up.

ARCTIC EXPERIENCE

In July and August 2002 the ITC managed icebreaking AHTS KIGORIA of 196 tons bp was engaged in the towing of Arctic Drilling Platform SDC near the north coast of Alaska. Together with the icebreaking tug KALVIK the 146,780 grt unit had to be moved to a new drilling location near Prudhoe Bay. Besides the ocean towage KIGORIA had to take care of ice management for which purpose the experienced ice master captain Clive Cunningham was onboard.

The SDC is reinforced with one-metre concrete and extra supports and is able to operate year round in ice conditions. It has a two-metre long box type skirt covering its whole base in order to provide sliding resistance in the weak clays, common in Arctic regions. The mat allows the SDC to operate in a water depth from 25 ft to 90 ft and in soil conditions ranging from loose unconsolidated clay to stiff clay and granular soils. The drill unit is managed by Seatankers Management Co. Ltd. Extensive storage capability enables the unit to drill two 16,000 ft wells before it needs new supplies. A comprehensive

computer layout for monitoring weather, ice and geotechnical conditions is onboard the SDC.

In late June 2002 captain Gerrit Verweij unmoored the KIGORIA from the Vancouver quay side and proceeded to Nome to pick up the pilot for Port Clearance. Warranty surveyors Noble Denton Associates' captain Peter Dunderdale joined the SDC and inspected the tugs before departure. Due to the navigational conditions specific warranty requirements were met. Special permission for the operation was obtained from the Alaska Department of Environmental Conservation. Whale watchers were onboard

the KIGORIA during the whole operation. Project coordinator Don Connally sailed on the SDC supervising the operation.

The departure from Port Clearance to Prudhoe Bay was scheduled for mid July. In the evening of the 13th the convoy departed for the new drilling site. On departure KIGORIA served as steering tug. One day later the KIGORIA was connected on a single chain to the bow as well. The two tugs together – capable of over 400 tons bollard pull - were able to tow the 218 metre loa and 110 metre beam unit at 3,5 knots, while the KIGORIA was hardly using half of its engine power.



Towing between ice flows in Arctic waters.

At 80 percent of the power of both engines a towing speed of 4 knots could be maintained, which is excellent considering the traditional speed of 2 knots achieved with 350 tons bp. The tow was initially carried out under excellent conditions. For the crew who were operating during 24 hours of daylight under beautiful skies, this was an unforgettable experience. After one week the convoy met

was unconnected for ice reconnaissance and breaking duties. By then fog conditions had created a completely different operating environment.

On the 25th of July the Arctic rig was set down on McCovey Drilling location. The KIGORIA transferred MDO to the KALVIK, and its crew were being thanked for its services. KIGORIA was then instructed to proceed to the Northern port of

Tuktoyuktuk to load drilling pipes.

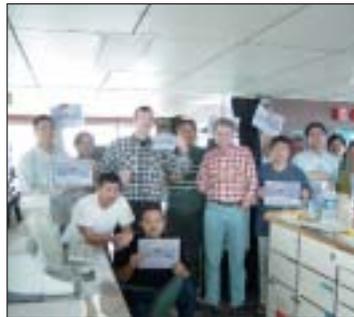
During the return trip to the drilling location, several one-year ice fields were broken. The enthusiastic cries of the crew members when they noticed the polar bears on the ice-flows made the animals run away. KIGORIA's long serving chief engineer Richard Laniecki made an interesting video of the operation and the stunning scenery.



McCovey drilling site.

Back at the McCovey drilling site the KIGORIA continued its ice management duties whilst the rig was being prepared for the winter, which was completed in mid August. For environmental reasons the operations were not planned to start before the next summer.

That didn't conclude the Arctic experience. The KIGORIA was committed to her next job to tow a work/accommodation barge from Gdynia to Cadiz, and proceeded through the North West Passage. Not many sailors have sailed those waters and captain Gerrit Verweij fully appreciated the exceptional



event and presented all crewmembers a certificate recognising the accomplishment. The ice pilot disembarked at Pond Inlet at the north east side of Baffin Island. In late August the KIGORIA passed the south point of Greenland

and left the Arctic waters. In rough seas the crew of the KIGORIA proceeded to Poland to continue the 'routine' jobs, after an experience which was well liked and appreciated by all who participated in the project.



KIGORIA making its way through spreaded ice flows.

TRAVELLING LIGHT

The ITC tug SIROCCO, contracted through Eugenio Bisio of International Shipbrokers Sarl in Italy, towed power barge OSAGYEFO from its building yard Navalmare near La Spezia towards Ghana. The project inspired tug master captain Paul Mengelder to put his experiences on paper.

Ever wondered where the electricity is coming from when you plug in your electronic gadgets? Ever wondered how to get a 32 by 66 metre power plant in your back yard if you don't have an electric plug for your electronic gadgets yet? If transport is needed, you can rely on ITC, since heavy transport sometimes means transporting light.

The power barge, a high tech independent power station driven by two gas turbines and built into an ocean going barge, is specially designed as a complete power plant in development areas. The only thing the power plant needs is fuel in order to deliver electricity and light.

The transport left the Navalmare Yard on the 19th of September 2002. Although not an especially large tow, the

barge itself was constructed for one time ocean passage only, from the building site to her final destination, with little freeboard to protect the topside equipment. Therefore the transport was limited by weather restrictions, and a network of ports of refuge was chosen along the route. However none of these ports was needed and under favourable conditions the 3800 miles long voyage could be completed in 24 days.

At regular times, the tug launched its Z-boat to take a boarding party to the tow for inspection of towing gear and equipment on board. On the 13th of October 2002 the transport arrived safely at Ghana's naval port Sekondi and was welcomed on arrival by a governmental delegation. For superstitious people, on Friday the 13th of October 1961 the tug's captain saw his first light.

It is now up to the large Italian energy company Ansaldo to complete the installation and start the operation of the unit. Bringing light to Ghana on the same date must be a good sign for the future of the power barge and certainly was an extra reason for celebration for the tug's crew. Eventually the barge will be installed as an inland power station in Ghana's coastal region of Effasu, bringing light and, more importantly, electricity for economical development and prosperity for the people of Effasu.

Transportation was a relatively small, though not unimportant part of the 'Osagyefo' project.

Tug SIROCCO and her crew were happy and proud to be part of that project and wish the people of Effasu good luck with the final installation and commissioning of their important power supply.



Alongside at Sekondi.

TWO DECKS FOR AMENAM KPONO FIELD

Under contract by Anchor Marine Transportation Ltd the tug SUHAILI picked up the barge AMT EXPLORER loaded with two living quarter modules for installation at Nigerian Amenam Kpono Field. The design, construction and installation contract of platforms, jackets and bridge was awarded to Stolt Offshore SA France. Anchor Marine Transportation was awarded the transportation contract through Siggj Sonnenberg of Mammoet Fostrans.

After delivering the laker ALGO RIVER, which was towed from Montreal to Aliaga, the SUHAILI was directed towards Gibraltar to take over the AMT EXPLORER from an unfortunate colleague. The barge had been loaded at the Eiffel yard Fos-sur-Mer and taken in tow by a tug which had sustained engine problems. During a short call at Gibraltar captain Leen van Dijk managed to get the SUHAILI prepared and supplied for the voyage and connected up offshore. After a three weeks tow the convoy arrived at the installation site awaiting crane barge POLARIS

for the offloading. During this time SUHAILI's 2nd officer Steven Asjee had the opportunity to take pictures of the offshore installation site.

The Amenam Kpono project is probably the largest shallow water development, situated 30 km offshore in a water depth of 40 metres. It is expected to produce about 600 million barrels of oil and 350 million barrels equivalent of gas over a period of 25 years, or 125,000 barrels oil and over 15 million cubic metres of gas a day. Two huge platforms will be installed to handle the production of three wellhead platforms. The start up is sched-

uled for the third quarter of 2003. The overall investment is estimated at almost two billion US dollars. The field is operated by Elf Petroleum Nigeria Ltd., full subsidiary of TotalFinaElf.

The SUHAILI transferred the empty barge to SIROCCO for towage to Rotterdam. On its way the tug ran into extremely bad weather near the Portuguese north coast, at about the same time the PRESTIGE disaster happened. However, tug master captain Paul Mengelder handled the situation extremely well and the barge was redelivered without any significant damage. ●



POLARIS lifts first module from AMT EXPLORER.

TWO BEAUTIFULL LADIES TO RUMANIA

During a couple of weeks captain Kees de Ru of tug SIROCCO had two luxurious inland passenger vessels under his protection: the A'ROSA BELLA and the A'ROSA DONNA. The ships had been transported on board the Smit Transport and Heavy Lift submersible barge GIANT 2 from the Baltic port of Rostock to Constanta at the Black Sea. SIROCCO's 2nd officer Steven Asjee showed his skills with the digital camera to share his experiences.

The SIROCCO took the barge in ballast from Rotterdam to Rostock, where the two 1940 ton vessels were loaded onto the submerged barge, guided by Smit's project manager Barend Mulder. Each of the vessels (125 by 14 metre) can accommodate 242 guests in luxurious fashion and both are destined for cruises on the river Danube. The vessels, operated by Seetours, have been built in

just one year by the Neptun yard of Rostock.

Because of the many large windows of the vessels the warranty surveyors didn't allow the convoy to continue during winds of over 5 Beaufort with limited sea and swell conditions. This prompted the convoy to seek shelter for two weeks in the Spanish port of La Coruna, awaiting better conditions. The convoy reached the Black Sea

uneventfully, after a smooth passage of the Turkish Straits. In Constanta both 'ladies' were relaunched by Smit's engineer Hans van der Ster. During the return voyage to Rotterdam two small tugs were carried on the stern of the barge. After a three months round trip the SIROCCO and GIANT 2 entered the port of Rotterdam again. ●



Transport in La Coruna port.

Sirocco's bosun Efen Sinoc.

TRANSSHIPPER ISKEN TRANSPORTED TO ISKENDRUN

Farnham based Anchor Marine Transportation Ltd has been contracted through Elephant Projects GmbH Hamburg to deliver the 5,500 tons transshipper ISKEN from Remontowa Gdansk Shipyard to the Turkish port of Iskenderun. The submersible barge AMT TRADER was made available, so was ITC tug SOLANO for the ocean towage.

Ordered by Reederei Oldendorff, the Remontowa yard at Gdansk completed the construction in about a year. In Turkey the unit will be used for unloading Panamax and Capesize bulkers with a maximum beam of 50 metres. Anchored two miles from port the ISKEN will unload the bulk carriers into two self unloading units of 10,000 tons each, which will carry the coal to the Isken consortium factory. Oldendorff was able to secure a 17-year



Additional supports for the 44 metre wide ISKEN.

contract. During each year up to 3,2 million tons of coal is expected to be transhipped.

The catamaran shaped ISKEN - with a length of 107 metre and a 44 metre beam - was loaded

onto the 25,430 tons carrying capacity submersible barge AMT TRADER under supervision of AMT's technical director captain John Evans. The operation took place outside the port where the water depth allowed the barge to

submerge to 14,5 metre. The 36-metre beam of the barge required additional supports for the floaters of ISKEN. Dutch based Marine Heavy Lift Partners performed the project engineering on behalf of AMT.

Due to the total height of almost 52 metres because of the three cranes on top on the ISKEN, the AMT TRADER was ballasted down during the outward passage to allow clearance of the main power line across the river. Later on this height allowed only minimal clearance of the Oresund bridge. Warranty surveyors Bureau Vogtschmidt required a reliable long-term

weather forecast and routing information during the complete voyage, both were obtained from Meteo Consult Holland. In late September captain Ray Abagatnan of SOLANO took the barge in tow and navigated the convoy safely through the Sound where the Oeresund bridge just gave enough clearance. The transport proceeded through the choppy waters of

the Bay of Biscay, proving that sea fastening design as well as installation had been excellent. After one month the transport arrived at the Turkish south coast where a smooth unloading was organised by captain John Evans. After taking in fuel in Piraeus the AMT TRADER was towed by ITC to Morgan City to its next commitment. ●



SOLANO towing AMT TRADER loaded with ISKEN enroute in English Channel.

INCREASED REPAIR FACILITIES DOMINICAN REPUBLIC

In early June 2002, the tug SUHAILI was directed towards the port of Stralsund in northern Germany to take the FLOATING DRYDOCK II to the Dominican Republic. The dry dock had been bought by the local company Ciramar Trading, which intends to increase its repair capacity in the region. The dry dock carried additional equipment, among which two pontoons and a 1,100 tons floating crane.



Loaded drydock being turned in Stralsund port.

The sale of the floating equipment had been realised through the intermediation of Klaus Heun Shipping Denmark, led by Mrs. Bente Clausen. This company also acted as a broker of the transport with ITC.

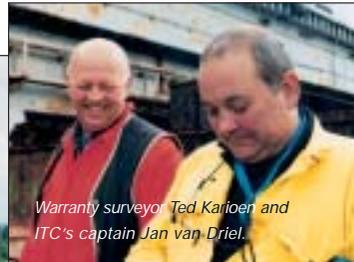
Preparations for the towage of the 145 by 32 metre dry dock were carried out under supervision of warranty surveyors Bureau Vogtschmidt and ITC's captain Jan van Driel. Ted Karioen of Bureau Vogtschmidt required sailing during a favourable weather window: a maximum wind of 5 Beaufort and a wave height not exceeding 1,60 metres. In mid June the convoy sailed from the Volkswerft in Stralsund and proceeded through the Storebelt and the Kattegat towards Skagen.

It passed the North Sea and the English Channel via the traffic separation systems.

Offshore Las Palmas the tug took in additional fuel for the Atlantic crossing. Since the warranty surveyors required a tug to be connected to the FLOATING DRYDOCK II at all times, a Boluda tug was called in during the time the SUHAILI went into port. Less than 24 hours later captain Jagolino connected up with the dock again and the con-



Departure of transport from Stralsund.



Warranty surveyor Ted Karioen and ITC's captain Jan van Driel.

voy continued its voyage towards the Caribbean. Turbine problems required spares to be sent via Tenerife, after which the problems were quickly solved and the tow could proceed smoothly, averaging 6 knots over the 5,700 miles. The convoy was directed towards the Bahia de los Calderas, where the 7,500 tons lifting capacity dock found its new berth early August and becoming a valuable repair facility.

POLYCONCORD GOES TRANSATLANTIC WITH KIGORIA

Following the LB 200, Britannia and Ocean Whittington, AHTS KIGORIA towed semi submersible accommodation platform POLYCONCORD from Madeira across the Atlantic Ocean. Recently purchased by Prosafe ASA and to be renamed as SAFE HIBERNIA, the semi was contracted by Ocean Oil Construction and Services USA, to make its accommodation for 500 people available at the Cantarell field some 100 km offshore Mexico.

The POLYCONCORD was towed from the North Sea to a rendezvous position offshore Madeira by AHTS TORVIKING. The KIGORIA was employed offshore West Africa and unable to make the scheduled sailing date. In late March captain Gijs Dijkdrenth hooked up for a towage with a scheduled bunker stop at San Juan, Puerto Rico. The KIGORIA went into port for fuel and supplies. A local tug El Lobo Grande was left in attendance of the semi. On arrival the unit was brought to its anchor location, then the KIGORIA was released.

Using about three quarters of its capacity the KIGORIA was able to make 6 knots – sometimes peaking at 7,5 knots - towing the 108 x 76 metre POLYCONCORD. The contract was fixed through Peter Worden of Offshore Shipbrokers, London.

The Cantarell oilfield, located near the Yucatan Peninsula, is the largest offshore development project in the world. The estimated cost of the complex is over 5 billion US dollars. Canterell produces about a third of Mexico's total oil output, which is about 1,2 million barrels a day. Canterell's production rate is

made possible by a giant natural gas bubble which keeps the reservoir under pressure. Although the gas reserve is considered as a premium, nitrogen is being injected to pressurise the reservoir and enhance production. Canterell was discovered in 1996 and is presently composed of four major fields: Akal, Nohoch, Chac and Kutz. Eventually over 70 platforms will be installed.



Towing in fresh breeze.



Starting up again offshore San Juan.

TOWING SCRAPPERS

Towing of vessels at the end of their life to scrap yards around the world, notably to the destinations Alang, Chittagong, mainland China and Aliaga, has always represented a significant part of ITC's turnover. Although at face value these tows are not considered the major league of the business, they are not per definition the easy ones and require the same kind of planning and preparations as high value offshore tows.

The disputed position of single hull tankers, together with increasing steel prices, is resulting in quite a number of vessels becoming available for scrapping. Although the vast majority of these vessels arrive at their final destination under own power, vessels which have been laid up for prolonged periods are being moved under tow.

The 35,000 tons tanker PATRIOT had a fire in the engine room offshore Florida whilst on its way from Houston to New York in ballasted condition. A Titan salvage team extinguished the fire and brought the vessel into Charleston. Contracted through Regulus Shipping Services at Dubai, the ITC tug SUHAILI was directed to Charleston to take the 225-metre tanker in tow for delivery at the Indian subcontinent.

Before the 12,500 miles voyage could start, the tow had to be prepared to the satisfaction of warranty surveyors Bureau Vogtschmidt. ITC's captain Jan van Driel travelled to Charleston, together with warranty surveyor Ted Karioen. Apart from the fire damage to the engine room the vessel was found in very good condition. Soundings of all tanks were taken to establish the stability of the vessel and to calculate bending moments in order to determine the required ballast situation during the tow. The information is also important to the tug crew in case of unexpected problems during the voyage. On the basis of the

ship's drawings outboard valves were located in the unlit engine room and the vessel was checked for possible leakage.



During the bunkerstop offshore Dakar, the local population offered fresh fruits and vegetables for sale.



Departure from Charleston.

The PATRIOT was made watertight for the towage, the rudder was locked amidships. The forecastle was also in excellent condition and in this case the towage connection could easily

be made. Also due to the experience of both Ted Karioen and captain Van Driel the PATRIOT was ready for sea within four

days. Mid November SUHAILI departed for the 80-days voyage around the Cape of Good Hope to Mumbai with offshore bunker stops near Dakar, Walvisbay and the Comores.

SCRAPTOWS

A number of vessels have been towed to the scrap yards in Turkey by ITC tugs, all fixed by Chart Shipping UK Ltd. The 165 meter gcv ADAMAS was towed by SOLANO from Hull to Turkey. After 16 days tow the vessel was safely beached at Aliaga. Former Canadian navy tanker PROVIDER was towed from Halifax to Aliaga by the SIROCCO, which was able to make a speed of over 7 knots with the 268 meter long vessel. The SUHAILI performed a scrap tow from Canada as well. The 222 meter laker ALGO RIVER was taken from Montreal for the transatlantic voyage to Aliaga averaging 8,5 knots.

FPSO II

After major maintenance the tug SABLE CAPE proceeded to Rio de Janeiro where the former FPSO II was waiting to be towed to the Alang breakers. ITC's captain Jan Nieuwhof travelled to the departure port to prepare the vessel for the tow before arrival of the tug. The tow of the vessel (64,000 grt and 270 by 43 metre) proved to be hard, partly because of the mono buoy which remained attached to the stern during the towage. Particularly after rounding the Cape of Good Hope, captain Aranador ran into extreme weather. The buoy, pulled under water by the increasing swell, was making it worse. However the SABLE CAPE crew overcame the difficulties and the vessel was eventually delivered at Alang. The contract was fixed by Wirana Singapore.



BOA DEEP C

Fixed through LKL Rotterdam the new hull of a deep sea construction and support vessel was towed by tug SABLE CAPE from Shanghai to the Spanish port Vigo for completion and outfitting. The 10,000-grt vessel, owned by Boa Offshore, will be equipped for anchor handling and ROV operations. Apart from bunker stops offshore Mauritius and Walvisbay, captain Alexander Rimko performed a non stop tow, averaging over 10 knots.

BIBBY PROGRESS

Fixed through Paris based brokers Barry Rogliano, the SOLANO towed accommodation barge BIBBY PROGRESS from Naples to Tilbury.



BULK IRONY

The new bulk barge BULK IRONY was taken in tow by SANDY CAPE at the Chinese port of Nantong with destination Piombino, Italy. The tug refuelled at Singapore Roads for the voyage via the Suez Canal. Because of a spell of bad weather in the eastern Mediterranean captain Jan Dieleman couldn't make it to port before Christmas, but he arrived in time for New Years Eve. The contract had been fixed via Marint / Cambiaso Risso Genoa with Coeclerici Logistics Genoa.

GIANT 3

For some four months the SUMATRAS towed barge GIANT 3 from Singapore to Ulsan where the barge was loaded with five jackets constructed by Hyundai Heavy Industries. The jackets were to be installed in Qatar's Al-Shaheen field, operated by Maersk Oil Qatar. The total production capacity of Al-Shaheen, already one of Qatar's most productive offshore fields, will be expanded to 200,000 bbl/day by late 2004 with more than 70 wells drilled. Captain Kees de Ru reported his arrival at Al-Shaheen mid December and the latest jacket was lifted off early March before the convoy could return to Singapore. The fixture could be made thanks to the good relationship with Semco Salvage & Marine Pte Ltd of Singapore.

H 122

In mid December the SIROCCO left Rotterdam with Heerema barge H 122 at the towing line. The barge was bound for the Daewoo construction yard in Warri, where the barge was to be loaded with the flare tower, a lay down module and sales gas metering module. All equipment was to be installed onboard FPSO BONGA under construction at the AMEC Tyne yard.

The route from the open ocean to the Daewoo yard leads through the tidal system of the Benin and Escravos rivers. The convoy was all the time escorted by Nigerian navy personnel onboard the tug and barge and four navy ships. Members of the local tribes were involved to resolve any community issues. After a 30-days spell during which the barge was loaded, the convoy set sail for open sea again for the final destination Newcastle. ITC had been fixed through Mammoet Fostrans Marseille and co-brokers Shema Maritime France.