where the ‘Meranti 38’ was smoothly loaded. The operation was executed by ITC in close co-operation with Marine Heavy Lift Partners, Dutch specialists in heavy lift engineering.

Aboard Marine Engineering Dubai carried out the work. Under the supervision of ITC Superintendent Arold de Koning the work progressed well and the barge was finally drydocked and painted in Bahrain. After class inspection the work was approved and the new-look ‘Seacamel 393-12’ sets course for open sea.

The ‘Seacamel 393-12’ was drydocked and painted in Bahrain.

Separately, ITC was contracted to carry out the engineering and the loading of the landing craft on the barge, which took place at Jebel Ali due to restricted water depth in Sharjah. Local tugs towed the barge and the landing craft to Jebel Ali.

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Kigoria
As from July 1st, ITC was entrusted by Mr. Bent Lund Thomsen of Oslo’s operating office of SeaTankers (Cyprus) with the full commercial and operational management of AHTS Kigoria, a large variable 196 tons bollard pull vessel especially constructed for the offshore industry. The ‘Kigoria’ is certified highest ice-class and has proven its potential in Northern Canadian offshore operations. ITC will start a new tour of duty under ITC management - it is being chartered for three months with options by Oceaneering International Inc. for site surveys, grappling, trenching and cable laying operations.

Early July, the negotiations between Hyundai Merchant Marine and ITC resulted in the acquisition by ITC of two large ocean going tugs. An inspection by fleet manager Captain Jan Kikkers and Janric van Leeuwen, confirmed that the company’s 1976 and 1977 vessels would be ideal. Both double drum tugs joined the ITC fleet during August this year and have been renamed in ITC tradition ‘Sable Cape’ and ‘Sandy Cape’.

With their overall length of just over 70 metres and 13 metres beam, the vessels are larger than the familiar S-Wind Class of tugs. The engine outputs of 9,000 hp and 8,000 hp result in a certified bollard pull for the ‘Sable Cape’ of 110 tons and 86 tons for the ‘Sandy Cape’. The lower bollard pull implicates an extended cruising range of 20,000 nautical miles compared to 17,000 nautical miles for the other tug.

Except for the differences in propulsion, the ‘Sandy Cape’ and the ‘Sable Cape’ are almost identical. Although it is ITC’s intention to employ the double drum tugs on the worldwide towage markets, their speed of 15 knots in combination with an extensive range of salvage equipment, makes the tugs extremely suitable for salvage work.
**GMDSS**

The communication equipment of all ITC tugs will be updated in accordance with the requirements of GMDSS. ITC opted for an integrated system of Inmarsat-C combined with telex-over-radio as well as HF/MF radio and VHF. In addition, Satcom Mini-M will be installed giving tugs the possibility to send and receive fax messages and voice communication.

**New Look**

From the early days, the look of the ITC tugs was defined by the second wheelhouse, nicknamed ‘tea house’ by the crew. Gradually this familiar silhouette will become history after they have been removed. Presently only ‘Suhaili’ and ‘Solano’ are still sailing around in old traditional fashion after ‘Sirocco’ was next in line to have a new mast installed.

**Change of offices**

After more than 20 years at Kenaupark 5 in Haarlem, ITC will move to new offices next year. From 15 February 1999, the company will operate from Heemstede just south of Haarlem - moving into a former country seat named Berkenrode. Further details will be available shortly.

**Great Lakes**

Late June AMT’s John Evans and Alastair Mack finalized loading arrangements of a full cargo of dredging equipment including a dredger and dump scow, onboard their newly acquired 115 metres long submersible barge AMT Carrier with Great Lakes Charlie Maier. Having no ITC tug available, the towage from Pasajes, Spain to Puerto La Cruz, Venezuela, was carried out by a chartered tug. ITC/AMT obtained the contract from Mr. Kilander of Great Lakes Dredge & Dock Company through Jim Stevens of High Seas Maritime Services, Houston.
ITC has been awarded a major towing contract by Elf France Exploration and Production Manager Jean Paul Quillevere. It includes towing the floating storage unit ‘Serepca 1’ from its offshore site near Cameroon to the yard of Lisnave in Lisbon. The 137,160 dwt FSU with a total length of 284 metres, 44 metres beam and a capacity of 442 mt, its large liquid store capacity, its 360 degrees visibility wheelhouse and comfortable accommodation for 34 persons, including 22 single cabins and an engine output of 16,800 bhp, the double skin vessel offers the offshore industry a complete multi role support vessel.

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On 13 April, ‘Simoon’ started to tow the ‘Serepca 1′ from its long time location and once clear of the fixed offshore installations, the ‘Shamal with Captain Gayo’, connected up and both tugs continued the voyage to Portugal.

Early in May the transport arrived off Lisbon, but due to the unavailability of the tank cleaning facility, it had to stay outside for some days, and ran into bad weather. Approximately one month after departure, the vessel was delivered to the yard.

Later this year, two ITC tugs will tow the ‘Serepca 1′ back to its West African waters.

The above capabilities, combined with an experienced and highly motivated all-Dutch crew captained by the Visser brothers, resulted in a performance appreciated by the local managers Joop Steenwijk of Van Oord ACZ, Dredging International’s Niek de Bruyn and Theo Blum of Bos Kils International BV. The ITC has been awarded a major towing contract by Elf France Exploration.

Since the arrival of the Damen Shoalbuster type multi-purpose vessel ‘Elizabeth’ in Singapore late last year, the vessel has been continuously employed in the Singapore area, with a short detour to Indonesia for specific anchor handling work on behalf of Oceaneering Singapore. With its shallow draft and excellent manoeuvrability, combined with its powerful propulsion, double drum towing/anchor handling winch, sternroller, a 65 tons hydraulic crane and 50 m² covered free deck area, the ‘Elizabeth’ is the ultimate workhorse for the dredging industry.

The ‘Elizabeth’ was designed to handle the largest floating objects such as semi submersible drilling rigs and the largest FPSO’s and FSU’s. Further detailed specifications can be obtained from ITC.
One week after departure of the 'Simoon' from Rio de Janeiro, it took Captain Ruben Gajo and his crew four long days of hard work before the 'Simoon' could be navigated through Rio de Janeiro’s Baia de Guanabara with the 'Itaquatia' and the 'Itapage' in tow. Both vessels were prepared for the towage with pumps and emergency gear. The main towing connections were installed under the supervision of fleet manager Captain Jan Kikkers and staff engineer Orlando Dizon, to the satisfaction of Captain Pieter Potgieter, representing warranty surveyors Bureau Vogtschmidt.

Meanwhile, the Mississippi barges were connected three to each other, after which the next layer was stacked by large floating cranes followed by the third layer. Thereafter the four lots were coupled till one large single raft of 33 barges in three tiers was ready to be loaded. The huge package was towed down the river to a position where ‘AMT Trader’ was submerged and waiting for the cargo to be floated on. During loading the Mississippi River reached its all-time high January water level resulting in an unusually fast current.

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After completion of seafasten- ing, ITC’s tug ‘Solano’ connect- ed up for the towage, which was uneventful and took only 35 days to the River Plate, Brazil. After John Evans boarded the tug at Recalada, another 120 miles journey up river was necess- ary to reach the offloading location for redelivery of the 33 Parana barges.

The transport was fixed by Mr. Hal McWhorter of Dean Maritime Ltd Houston. It is believed that this is the largest number of Mississippi barges carried in a single shipment.
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ITC’s tug ‘Sirocco’, commanded by Captain Willem van Beek, took over ‘Smitbarge 2’ and ‘Smitbarge 5’ from tug ‘Smit New York’ for onward towage from Bay de Seine to Houston, where both barges were loaded with offshore equipment for the Zafiro offshore field near Equatorial Guinea. The ‘Sirocco’, now with Captain Arano, took over the loaded ‘Smitbarge 5’ and towed it across the South Atlantic with the tug ‘Smit Curacao’ following. After a successful discharge operation, the ‘Sirocco’ towed both barges back to Rotterdam.

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After being refloated from its grounding site near Kingston, Jamaica, tug ‘Solano’ was contracted by Samuel Stewart & Co, London, for the towage of the loaded 27,953 dwt container vessel ‘Amerikanis’. In the port of Philadelphia, U.S.A., Captain De Mik received the signed redelivery certificate after a smooth and fast voyage.

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ORESUND PROJECT

When completed, the Oresund fixed link will connect the Swedish town of Malmö with Copenhagen by a combined bridge/tunnel with a total length of some 17 km. The largest part will be the 7,845 metre long bridge resting on pylons up to 60 metres in height.

From September 1997, ITC’s tug ‘Sumatras’ was contracted by Smit Wijs Rotterdam to tow Smit Transport’s barge ‘Giant 3’ between Cadiz and Malmö. The ‘Sumatras’ was joined on this regular route from December 1997 by ‘Suhaili’ which was responsible for the barge ‘Giant 4’.

Transport on its way to Oresund.

On the voyage from the Southern Spanish port of Cadiz, the barges carried two 120 metre long, 25 metre wide and 11 metre high sections of the approach bridges. Hydraulic jacking systems are used to load the 5200 ton segments being manufactured by Dragados Offshore. The first load arrived in Malmö after a 19-day tow on 20 November 1997. Since then, both ITC tugs under command of Captains Dijkdrenth, Koops, Verweij, Van Beek and Starrenburg have made a monthly return trip. Despite some bad weather the tows progressed smoothly.

The project is co-ordinated by Smit Transport’s Maarten Versluijs.

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After over 22 years of service, ITC’s tug ‘Shamal’ has been sold to the same buyers who, in 1997, took over the ownership of the ‘Santania’. As the second of seven S-Wind Class tugs to be commissioned, ‘Shamal’ started employment with ITC towing the jack-up rig ‘Edna Star’ from Japan to Dubai and was engaged towing rock barges between Jubail and Ras al Khaimah until mid 1978. ‘Shamal’ performed numerous long distance towages and salvage jobs. The toage of semisubmersible ‘DB 100’ from Korea around the Cape of Good Hope to New Orleans with the tug ‘Sirroc’ was of particular noteworthiness.

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MEN ON THE JOB

One of the most important assets in any company is its experienced staff. There is little doubt that in the ITC organisation one of its most valuable members is Mr. Janric Docters van Leeuwen.

Known simply as Janric van Leeuwen, he joined ITC in 1976 as a superintendent. In this capacity he supervised loading and discharge operations during the early days of dry transport by the traditional tug and barge method.

Leaving the Amsterdam ITC office for several weeks in Douala where ITC tug ‘Sinni’ and ‘Seacamel 393-10’ delivered the jackup Western Polaris F from Singapore, he returned to the new Haarlem offices after the barge loaded mat-supported jackups ‘Ocean Patriot’ and ‘Ocean Liberty’ which were delivered to the Caribbean. It was the first time two such large rigs were transported simultaneously.

Shortly after this, Janric van Leeuwen joined the commercial department, where he has remained until today, apart from a two year tour of duty as ITC’s operation manager. His combined operational/commercial knowledge and experience proved to be valuable during the Petroflota project when tugs ‘Santania’ and ‘Sumatras’ were chartered to assist VLCCs at the SBM buoys. Janric spent several weeks in Mexico putting the organization and logistics in place.

Being educated as a master mariner on cargo ships and bulk carriers, he has supervised the lightering and refloating of fully loaded vessels ‘Rodrigo Torrealba’ near Jeddah and ‘Dynasty Utheem’ from the Maldives. During the ‘Villar’ saga, Janric co-ordinated the re-delivery activities in Colombo.

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His diplomatic skills were of special benefit during the negotiations with Hyundai Merchant Marine resulting in the new addition of ‘Sable Cape’ and ‘Sandy Cape’ to the ITC fleet.

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IT’S A MAN’S JOB!

Nobody will question the tough nature of the job. Working on relatively small vessels under often bad weather conditions requires a special breed of men: knowledgeable and courageous. But for preparation of towing for the high seas something additional is essential - man power!

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One week after departure of the 'Simoon' from Rio de Janeiro, sister tug 'Shamal' arrived from Port Gentil with Captain Noveroto to tow the two remaining vessels 'Itanage' and 'Itape' to their final destination. On passage from South America to Cape of Good Hope, crew members of the 'Shamal' found water in the engine room during a routine inspection. Submersible pumps were rigged, but the level decreased only slowly. After some days it was found that one of the ballast tanks was leaking into the engine room. Crew members of the 'Shamal' stayed onboard the tow till the situation was under control. En route bunkers were lifted offshore in Durban and near the Comores.

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ITC has been awarded a major towing contract by Elf France Exploration and Production Manager Jean Paul Quilevere. It includes towing the floating storage unit 'Serepca 1' from its offshore site near Cameroon to the yard of Lisnave in Lisbon. The 137,160 dwt FSU with a total length of 284 metres, 44 meter beam will undergo extensive maintenance and cleaning.

ITC also had to organise and carry out the unmooring operations before departure and to bring the vessel back safely on its 12 anchors again, after the return tow from Portugal to offshore Cameroon later this year, which was a pre-qualification demand. For the unmooring operation ITC subcontracted Marine Heavy Lift Partners BV for engineering and Dams Marine Service for site supervision.

The unmooring started with the release of tension of about 40 to 45 tons on each of the mooring chains until a minimum tension level of about 13 tons was obtained. The twelve mooring lines were disconnected in a sequence determined by the requirement to clear the adjacent tripod and to avoid the mooring lines coming into contact with subsea pipelines and cables. Each mooring line was laid back and connected to a buoy. During the unmooring operation, two anchor handling tug supply vessels were engaged, whilst leading tug 'Simoon' under command of Captain Gerrit Verweij, was already connected up to bow the 'Serepca 1' when the final mooring line was released.

Calculations accepted by the warranty surveyors Orcal, were made to establish operational criteria and extensive manuals were prepared to cover all eventualities during the unmooring and towage.

Weather information was supplied by Meteo Consult BV of the Netherlands. On 13 April, 'Simoon' started to tow the 'Serepca 1' from its long time location and once clear of the fixed offshore installations, the 'Shalimar with Captain Gayo', connected up and both tugs continued the voyage to Portugal.

Early in May the transport arrived off Lisbon, but due to the unavailability of the tank cleaning facility, it had to stay outside for some days, and ran into bad weather. Approximately one month after departure, the vessel was delivered to the yard.

Later this year, two ITC tugs will tow the 'Serepca 1' back to its West African waters.

Since the arrival of the Damen Shoalbuster type multi-purpose vessel 'Elizabeth' in Singapore late last year, the vessel has been continuously employed in the Singapore area, with a short detour to Indonesia for specific anchor handling work on behalf of Ocean Energy Singapore. With its shallow draft and excellent maneuverability, combined with its powerful propulsion, double drum towing/anchor handling winch, sternroller, a 65 tons hydraulic crane and 50 m flexible pipeline, the 'Elizabeth' is the ultimate workhorse for the dredging industry.

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The communication equipment of all ITC tugs will be updated in accordance with the requirements of GMDSS. ITC opted for an integrated system of Inmarsat-C combined with telex-over-radio as well as HF/MF radio and VHF. In addition, Satcom Mini-M will be installed giving tugs the possibility to send and receive fax messages and voice communication.

During the 13-days tow both masters carefully spotted the typhoon Rex which was threatening to cross their planned routing but fortunately this tropical depression headed in a different direction. High Seas Maritime Services, Houston was instrumental in obtaining the towage contract.

From the early days, the lock of the ITC tugs was defined by the second wheelhouse, nicknamed ‘tea house’ by the crew. Gradually this familiar silhouette will become history after they have been removed. Presently only ‘Suhaili’ and ‘Solano’ are still sailing around in old traditional fashion after ‘Sirocco’ was next in line to have a new mast installed.

Even before the official delivery of the tugs ‘Sable Cape’ and ‘Sandy Cape’, both were contracted by Mr. Dave Beard of Noble Drilling Inc, Houston to tow their semisubmersible ‘Shelf 6’ from Wakamatsu (Japan) to Dalian. Noble Denton Ass. inspected the tugs and towage equipment at Ulsan and approved both for the tow. During the mobilisation Captain Charlie Jagolino of ‘Sable Cape’ and Captain Ray Abagatnan onboard the ‘Sandy Cape’ and their crews made themselves familiar with the units.

Late June AMT’s John Evans and Alastair Mack finalized loading arrangements of a full cargo of dredging equipment including a dredger and dump scow, onboard their newly acquired 115 metres long submersible barge AMT Carrier with Great Lakes Charlie Maier. Having no ITC tug available, the towage from Pasajes, Spain to Puerto La Cruz, Venezuela, was carried out by a chartered tug. ITC/AMT obtained the contract from Mr. Klander of Great Lakes Dodge & Dock Company through Jim Stevens of High Seas Maritime Services, Houston.

Holland’s National Towage Museum at Hoogstraat 1 in Maassluis, highlighted ITC’s silver anniversary by means of a special exhibition ‘ITC 25 Years at Sea’, which continues until early October this year. Scale models and a large number of pictures and other objects tell the story of ITC, giving an excellent idea of the wide variety of towage and salvage jobs performed from the early days.

The museum is open every afternoon except Monday and both its permanent and temporary exhibitions show the developments of ‘Hollandsch Glory’, as the Dutch towing and salvage industry is called.

After more than 20 years at Kenaupark 5 in Haarlem, ITC will move to new offices next year. From 15 February 1999, the company will operate from Heemstede just south of Haarlem - moving into a former country seat named Barkenveld. Further details will be available shortly.

Managing Director Joop Timmermans delivers the opening speech at the special ITC exhibition.
Following a major overhaul which included removing a large section of side shell plating and reinforcement of the cargo deck the submersible cargo barge ‘Seacamel 393-12’ rejoined the operational ITC fleet early in May.

Local tugs towed the barge and the landing craft to Jebel Ali, where the ‘Meranti 38’ was smoothly loaded. The operation was executed by ITC in close co-operation with Marine Heavy Lifting Partners, Dutch specialists in heavy lift engineering.

Laterwards Marine Engineering Dubai carried out the work. Under the supervision of ITC superintendent Arold de Koning the work progressed well and the barge was finally drydocked and painted in Bahrain. After class inspection the barge was obtained its full certification with ABS ‘Maltese Cross’ A1 barge.

From the Bahrain dockyard, the cargo barge was towed to Sharjah to enter into a contract with Lamprell Offshore, to enable the conversion of a large landing craft into a jackup work barge for Marine Offshore Qatar. ITC obtained the contract, which will keep the barge occupied for the remainder of the year, through Mr Tony Liverton of Bibby Line Ltd in Dubai.

Separately, ITC was contracted to carry out the engineering and the loading of the landing craft on the barge, which took place at Jebel Ali due to restricted water depth in Sharjah. Local tugs towed the barge and the landing craft to Jebel Ali, where the ‘Meranti 38’ was smoothly loaded. The operation was executed by ITC in close co-operation with Marine Heavy Lift Partners, Dutch specialists in heavy lift engineering.

Except for the differences in propulsion, the ‘Sandy Cape’ and the ‘Sable Cape’ are almost identical. Although it is ITC’s intention to employ the double drum tugs on the worldwide toage market, their speed of 15 knots in combination with an extensive range of salvage equipment, makes the tugs extremely suitable for salvage work.

As from July 1st, ITC was entrusted by Mr. Bent Lund Thomsen of Oslo’s operating office of Seatankers (Cyprus) with the full commercial and operational management of AHTS ‘Kigoria’, a large versatile 196 tons bollard pull vessel especially constructed for the offshore industry. The ‘Kigoria’ is certified high ice-class and has proven its potential in Northern Canadian offshore operations. It will start a new tour of duty under ITC management - it is being charted for three months with options by Oceaneering International Inc. for site surveys, grappling, trenching and cable laying operations.