KIGORIA

Offshore the Californian coast AHTS ‘Kigoria’ was engaged in seabed surveys utilising a Burial Assessment Platform. The B.A.P. is used to localise irregularities of the seabed by means of a computer detected gyro. If required, the cable track is diverted to avoid large incaves in the seabed which will eventually damage the cable. The contract was performed for account of Houston based Oceaneering. After completion of the California job, Captain Gerrit Verweij steamed the ‘Kigoria’ north again to execute surveys of the Alcatel submarine cable deploying Oceanweavers R.O.V. The operation started near Oregon and stalled the vessel again up to the Whittier area. Surveys were taken at random at the locations wherever there was suspicion about the laying and burial.

In September the Canadian Scientific Submersible Facility chartered the ‘Kigoria’ for local gas line inspection work in the Georgia Straits in an ROV supported operation. Captain Gis Dijkdrenth and his crew also tackled this job professionally.

KCIGORIA

November 1999

With Archer Marine Transportation Ltd. approaching its sixth anniversary, the close co-operation between the two major operators is well established. Tailor made transportation contracts are performed like clockwork, not only due to its versatile tug and barge fleet, but also thanks to a customer conscious attitude, professionalism and operational flexibility. A third joint presentation at the Eurotug exhibition in Amsterdam emphasized that ITC and AMT give their clients more than two good reasons to entrust their valuable cargoes to them.

TC and AMT combine their resources on a regular basis to provide a turnkey operation in the transportation market. After adding the ‘AMT Carrier’ to its fleet last year, the eight AMT barges together with the ‘Seacamel 393-12’ form a significant transport fleet, specialised in long haul operations. In combination with ITC’s seven 100 tons barge tugs, the joint force continues to compete favourably with the self-propelled units.

The possibility to add the tug only when required provide an economically attractive option for the Charterer. The excellent performance record has resulted in a significant reappraisal of the risks leading to competitive rates for cargoes transported by ITC tug and AMT barge compared with those for the heavy lift ships.

Recently the co-operation was highlighted again when three ITC tugs teamed up together with barges AMT ‘Trader’ and AMT ‘Discoverer’ to move Kvaerner built production and wellhead decks for the Sable Island development from its Teesside facility to the production location off Newfoundland for account of Sipam UK (Canada).

Earlier the large Italian contractor deployed the Anglo Dutch fleet to transport jackets and modules from Durban to offshore Angola. Three tugs and three barges simultaneously performed the transportations in an operation emphasizing the joint force potential.

With Anchor Marine Transportation Ltd. approaching its sixth anniversary, the close co-operation between the two major operators is well established. Tailor made transportation contracts are performed like clockwork, not only due to its versatile tug and barge fleet, but also thanks to a customer conscious attitude, professionalism and operational flexibility. A third joint presentation at the Eurotug exhibition in Amsterdam emphasized that ITC and AMT give their clients more than two good reasons to entrust their valuable cargoes to them.

TC and AMT combine their resources on a regular basis to provide a turnkey operation in the transportation market. After adding the ‘AMT Carrier’ to its fleet last year, the eight AMT barges together with the ‘Seacamel 393-12’ form a significant transport fleet, specialised in long haul operations. In combination with ITC’s seven 100 tons barge tugs, the joint force continues to compete favourably with the self-propelled units.

The possibility to add the tug only when required provide an economically attractive option for the Charterer. The excellent performance record has resulted in a significant reappraisal of the risks leading to competitive rates for cargoes transported by ITC tug and AMT barge compared with those for the heavy lift ships.

Recently the co-operation was highlighted again when three ITC tugs teamed up together with barges AMT ‘Trader’ and AMT ‘Discoverer’ to move Kvaerner built production and wellhead decks for the Sable Island development from its Teesside facility to the production location off Newfoundland for account of Sipam UK (Canada).

Earlier the large Italian contractor deployed the Anglo Dutch fleet to transport jackets and modules from Durban to offshore Angola. Three tugs and three barges simultaneously performed the transportations in an operation emphasizing the joint force potential.

TC and AMT combine their resources on a regular basis to provide a turnkey operation in the transportation market. After adding the ‘AMT Carrier’ to its fleet last year, the eight AMT barges together with the ‘Seacamel 393-12’ form a significant transport fleet, specialised in long haul operations. In combination with ITC’s seven 100 tons barge tugs, the joint force continues to compete favourably with the self-propelled units.

The possibility to add the tug only when required provide an economically attractive option for the Charterer. The excellent performance record has resulted in a significant reappraisal of the risks leading to competitive rates for cargoes transported by ITC tug and AMT barge compared with those for the heavy lift ships.

Recently the co-operation was highlighted again when three ITC tugs teamed up together with barges AMT ‘Trader’ and AMT ‘Discoverer’ to move Kvaerner built production and wellhead decks for the Sable Island development from its Teesside facility to the production location off Newfoundland for account of Sipam UK (Canada).

Earlier the large Italian contractor deployed the Anglo Dutch fleet to transport jackets and modules from Durban to offshore Angola. Three tugs and three barges simultaneously performed the transportations in an operation emphasizing the joint force potential.

KIGORIA

November 1999

With Archer Marine Transportation Ltd. approaching its sixth anniversary, the close co-operation between the two major operators is well established. Tailor made transportation contracts are performed like clockwork, not only due to its versatile tug and barge fleet, but also thanks to a customer conscious attitude, professionalism and operational flexibility. A third joint presentation at the Eurotug exhibition in Amsterdam emphasized that ITC and AMT give their clients more than two good reasons to entrust their valuable cargoes to them.

TC and AMT combine their resources on a regular basis to provide a turnkey operation in the transportation market. After adding the ‘AMT Carrier’ to its fleet last year, the eight AMT barges together with the ‘Seacamel 393-12’ form a significant transport fleet, specialised in long haul operations. In combination with ITC’s seven 100 tons barge tugs, the joint force continues to compete favourably with the self-propelled units.

The possibility to add the tug only when required provide an economically attractive option for the Charterer. The excellent performance record has resulted in a significant reappraisal of the risks leading to competitive rates for cargoes transported by ITC tug and AMT barge compared with those for the heavy lift ships.

Recently the co-operation was highlighted again when three ITC tugs teamed up together with barges AMT ‘Trader’ and AMT ‘Discoverer’ to move Kvaerner built production and wellhead decks for the Sable Island development from its Teesside facility to the production location off Newfoundland for account of Sipam UK (Canada).

Earlier the large Italian contractor deployed the Anglo Dutch fleet to transport jackets and modules from Durban to offshore Angola. Three tugs and three barges simultaneously performed the transportations in an operation emphasizing the joint force potential.

KIGORIA

November 1999

With Archer Marine Transportation Ltd. approaching its sixth anniversary, the close co-operation between the two major operators is well established. Tailor made transportation contracts are performed like clockwork, not only due to its versatile tug and barge fleet, but also thanks to a customer conscious attitude, professionalism and operational flexibility. A third joint presentation at the Eurotug exhibition in Amsterdam emphasized that ITC and AMT give their clients more than two good reasons to entrust their valuable cargoes to them.

TC and AMT combine their resources on a regular basis to provide a turnkey operation in the transportation market. After adding the ‘AMT Carrier’ to its fleet last year, the eight AMT barges together with the ‘Seacamel 393-12’ form a significant transport fleet, specialised in long haul operations. In combination with ITC’s seven 100 tons barge tugs, the joint force continues to compete favourably with the self-propelled units.

The possibility to add the tug only when required provide an economically attractive option for the Charterer. The excellent performance record has resulted in a significant reappraisal of the risks leading to competitive rates for cargoes transported by ITC tug and AMT barge compared with those for the heavy lift ships.

Recently the co-operation was highlighted again when three ITC tugs teamed up together with barges AMT ‘Trader’ and AMT ‘Discoverer’ to move Kvaerner built production and wellhead decks for the Sable Island development from its Teesside facility to the production location off Newfoundland for account of Sipam UK (Canada).

Earlier the large Italian contractor deployed the Anglo Dutch fleet to transport jackets and modules from Durban to offshore Angola. Three tugs and three barges simultaneously performed the transportations in an operation emphasizing the joint force potential.
In a recent co-operation, and after three Caribbean roundtrips carrying a large quantity of drilling equipment, ‘AMT Trader’ and the tug ‘Sandy Cape’ left for Baltimore to load three dump scoops, a spider barge and additional dredging equipment bound for Port Said, Egypt. The contract was awarded by Mr. Robert L. Kilander of Great Lakes Dredge and Dock Co. of Chicago, through Mr. Jim Stevens of High Seas Maritime Services of Houston.

Loading at Baltimore was supervised by AMT’s John Evans and, seven days after arriving, Captain Leen van Dijk navigated the ‘Sirocco’, which had replaced the ‘Sandy Cape’, out of Chesapeake Bay. The transport arrived at Port Said 25 days later after travelling at an average speed of nine knots, with 10.5 knots achieved during favourable weather. The convoy was met again by John Evans who used his diplomatic skills to deal with the authorities.

After discharge Captain van Dijk took the ‘AMT Trader’ to Flushing for fitting out for the Sable Island project. The ‘Sandy Cape’ was sent to Come by Chance, Newfoundland, where it met the ‘AMT Transporter’ to transport Ballast Nedam’s jackup working platform ‘Buzzard’ to IJmuiden. Loading was carried out by manoeuvring the barge underneath the jackup working platform after which the ‘Buzzard’ was neatly jacked down on the cribbing outlay. The reverse operation was used for discharging.

The tug and barge stayed together for the next contract which took them to Durban in South Africa where three newly built and valuable yachts were loaded for transportation to Holland for completion. Loading was performed by roll-on and the yachts were put on cradles for a safe ride with the barge. After a three months roundtrip covering a good 14,250 miles Captain Novero’s ‘Sandy Cape’ was back in the Netherlands.

Then it was ‘Solano’s’ turn for another trip around the Cape of Good Hope. After towing the barge ‘AMT Trader’ back to Holland, following the delivery of topsides at Sable Island, the barge was loaded at Rotterdam with four large LPG tanks and headed for Mombassa, Kenya. The contract was awarded by Van Seumeren.

Technical directors supervising loading and discharge operations, are used to travel. But John Evans has hardly been seen in the UK lately. Hopping around from Maracaibo to Baltimore to Come by Chance to Port Said to Flushing to Teesside to Sable Island to Durban to Rotterdam, John’s photocamera did accompany him all the time. The result is a well documented overview of AMT/ITC joint operations. Obviously, well appreciated by the NewsWaves editor.
In a recent co-operation, and after three Caribbean roundtrips carrying a large quantity of drilling equipment, 'AMT Trader' and the tug 'Sandy Cape' left for Baltimore to load three dump snows, a spider barge and additional dredging equipment bound for Port Said, Egypt. The contract was awarded by Mr Robert L. Kilander of Great Lakes Dredge and Dock Co. of Chicago, through Mr Jim Stevens of High Seas Maritime Services of Houston.

Loading at Baltimore was supervised by AMT's John Evans and, seven days after arriving, Captain Leen van Dijk navigated the 'Sirocco', which had replaced the 'Sandy Cape', out of Chesapeake Bay. The transport arrived at Port Said 25 days later after travelling at an average speed of nine knots with 10.5 knots achieved during favourable weather. The convoy was met again by John Evans who used his diplomatic skills to deal with the authorities.

After discharge Captain van Dijk took the 'AMT Trader' to Flushing for fitting out for the Sable Island project. The 'Sandy Cape' was sent to Come by Chance, Newfoundland, where it met the 'AMT Transporter' to transport Ballast Nedam's jackup working platform 'Buzzard' to IJmuiden. Loading was carried out by manoeuvring the barge underneath the jackup working platform after which the 'Buzzard' was neatly jacked down on the cribbing outlay. The reverse operation was used for discharging.

The tug and barge stayed together for the next contract which took them to Durban in South Africa where three newly built and valuable yachts were loaded for transportation to Holland for completion. Loading was performed by roll-on and the yachts were put on cradles for a safe ride with the barge. After a three month's roundtrip covering a good 14,250 miles Captain Nevin's 'Sandy Cape' was back in the Netherlands.

Then it was 'Solano's' turn for another trip around the Cape of Good Hope. After towing the barge 'AMT Trader' back to Holland, following the delivery of topsides at Sable Island, the barge was loaded at Rotterdam with four large LPG tanks and headed for Mombassa, Kenya. The contract was awarded by Van Seumeren.

Technical directors supervising loading and discharge operations, are used to travel. But John Evans has hardly been seen in the UK lately. Hopping around from Maracaibo to Baltimore to Come by Chance to Port Said to Flushing to Teeside to Sable Island to Durban to Rotterdam, John's photocamera did accompany him all the time. The result is a well documented overview of AMT/ITC joint operations. Obviously, well appreciated by the NewsWaves editor.
Øresund Project Completed

The arrival of the tug 'Solano' near Malmö, under the command of Captain Jan van Driel, with the final girder for the Øresund link approach bridges, marked the successful completion of 25 voyages over a two year period. The ITC tugs, 'Sumatras', 'Simoon', 'Suhaili' and 'Solano' towed the barges 'Giant 2' and 'Giant 4' loaded with totally 49 girders of 120 and 140 metres in length, from Cadiz to Malmö for account of main contractor Smit Transport BV.

Sumatras during one of the 25 voyages

The girders, fabricated by Dragados Offshore Cadiz, and skidded onto reinforced pontoons, will support the motorway's upper deck and the railway's lower deck.

Although the contract period comprised two winter seasons all transports were safely completed in spite of extremely bad weather the transports ran into. 'Simoon', under the command of Captain Kees Koops, was the first to leave in November 1997 and immediately ran into strong Northwesterly gales and was forced to shelter in Seine Bay. Captain van Driel ran out the tow wire which produced a steadier situation. The Dutch coast guard tug 'Waker' was on standby but was not required.

The success of the project was ensured by the high standard of cooperation with Smit Transport's project manager Maarten Versluijs and project engineer Hans van der Ster. In total 66,182 tons of steel and 157,304 tons of concrete were transported over a total distance of 97,413 nautical miles. Together with the required ballast, the transportable weight of each bargeload totalled 20,000 tons, requiring a bowing draught of 5.70 metres.

When completed, in June 2000, the 16-km fixed link across Øresund will consist of a coast-to-coast four lane motorway and a double railway track. It will not only improve traffic links between Denmark and Sweden but will be of significant importance to a region of 3.2 million people.

Loading by float-on / float-off was supervised by ITC's Arold de Koning and Marine Heavy Lift Partners' Piet van Bruggen. ITC contracted the Chinese tug 'De Ping' through OSLLondon for the towage and put one of their chief officers onboard for communication purposes. The final approval was granted by Captain David Wells of NOAA's Dubai office. The spuds of the dredger could not be removed and stayed in place, however there was some concern that the motions expected during the towage to India during the monsoon would cause large moments to be generated at the base of the spuds. After completion of strength calculations, it was found that the resulting axial, shear and bending stresses were within acceptable limits.
The arrival of the tug 'Solano' near Malmö, under the command of Captain Jan van Driel, with the final girder for the Øresund link approach bridges, marked the successful completion of 25 voyages over a two year period. The ITC tugs, 'Sumatras', 'Simoon', 'Suhaili' and 'Solano' towed the barges 'Giant 2' and 'Giant 4' loaded with totally 49 girders of 120 and 140 metres in length, from Cadiz to Malmö for account of main contractor Smit Transport BV.

The girders, fabricated by Dragados Offshore Cadiz, and skidded onto reinforced pontoons, will support the motorway's upper deck and the railway's lower deck. Although the contract period comprised two winters seasons all transports were safely completed in spite of extremely bad weather the transports ran into. 'Sumatra', under the command of Captain Kees Koops, was the first to leave in November 1997 and immediately ran into strong North-westerly gales and was forced to shelter in Seine Bay. Captain Willem van Beek took a southerly course to avoid an area of low pressure while Captain Jan Nieuwhof aboard 'Simoon' had to fill empty aft bunker tanks to get more draught to ride out the storm.

The success of the project was ensured by the high standard of cooperation with Smit Transport's project manager Maarten Versluijs and project engineer Hans van der Ster. In total 66,182 tons of steel and 157,304 tons of concrete were transported over a total distance of 97,413 nautical miles.

Loading by float-on / float-off was supervised by ITC's Arold de Koning and Marine Heavy Lift Partnership's Piet van Bruggen. ITC contracted the Chinese tug 'De Ping' through OSLLondon for the towage and put one of their chief officers onboard for communication purposes. The final approval was granted by Captain David Wells of NDA's Dubai office. The spuds of the dredger could not be removed and stayed in place, however there was some concern that the motions expected during the towage to India during the monsoon would cause large moments to be generated at the base of the spuds. After completion of strength calculations, it was found that the resulting axial, shear and bending stresses were within acceptable limits. The dipper dredger was placed 5 metres in front of the stern of the barge in order to reduce necessary water depth for float on. After completion of the seawaterings tug 'De Ping' proceeded for the voyage to Tuticorin. The voyage was well executed given the still prevailing Southeast monsoon. After a successful discharge operation at Tuticorin both tug and barge returned to the Arabian Gulf for dry docking of jackup rig 'Kamikaze'.

COLBART

ITC was contracted by Mr Johan van Beek of Dutch Bos Kalis Dredging for the transport of the dipperdredger 'Colbart' from Jebel Ali to Tuticorin, South India, onboard the submersible barge 'Seacamel 393/12'.
The superintendent with the longest record in ITC is Orlando Dizon who joined the company as a second engineer in 1978 and made his first trip on the ITC’s first joint venture. This involved towing the barge ‘Sea camel 393-12’ from Japan to Dubai loaded with the jackup cutterdredger ‘All Wasl Bay’. Mr Dizon was promoted to Chief Engineer early in 1987, a position he held for five years when he was then appointed technical superintendent. His duties include supervising a large number of longer repair and overhaul periods as well as regular visits of inspection.

The Titan/ITC joint venture entered into an LOF 95 with SCOPIC for the salvage of mbc ‘Marimar’ of 24,000 dwt which had run aground in the approach channel of Massawa, Eritrea, carrying 21,955 tons of urea which posed a serious chemical threat to the environment. Immediately after the re-delivery of ‘Arabian Pride’, marking the first successfully completed Scopic salvage ever, the salvage team boarded the tug ‘Suhaili’ and sailed for Massawa, arriving on 9 May. Captain David Stirling was in charge of the salvage operations which were also attended by Captain Charles Blauff of Brookes Bell, on behalf of the UK P&I Club, and in his capacity of Special Casualty Representative.

The help and cooperation of the local Eritrean authorities in granting clearances, the ‘Suhaili’ was able to depart for Djibouti with minimum delay, arriving on 5 June. ITC was awarded the consecutive towage contract of the vessel to Dubai which was reached by Captain Arano and his crew nine days later.

ITC firmly believes in the importance of superintendents as the link between tugs and office staff. Travelling all over the world is a significant part of the life of a superintendent as well as spending considerable time in hotel rooms.

Searching for the ‘Lady Belle’

Early in August the ITC managed 196 ton bollard pull ‘Kigoria’ left Victoria in Canada to assist the general cargo vessel ‘Lady Belle’ which had been abandoned in mid-Pacific by its crew following a serious engine room fire which also destroyed the accommodation. Meanwhile a charter plane with a Titan salvage team and additional equipment was sent to Midway Island, where the team boarded the locally chartered supply vessel ‘Midway’, starting the search for the ‘Lady Belle’ in anticipation of the arrival of the ‘Kigoria’. Despite an extended search by the ‘Kigoria’ with air surveillance by the US Coast Guard, the ‘Lady Belle’ was not found. The P&I Club decided not to continue the search so Captain Gijs Dijkdrenth returned to base.

Since these services were carried out on Lloyds Open Form with SCOPIC invoked, mobilisation and demobilisation of the tug, salvage team and equipment was reimbursed according to SCOPIC rates.

FURTHER SCOPIC SALVAGE CONTRACTS FOR TITAN/ITC

The recently announced co-operation between ITC, with its fleet of large ocean salvage tugs, and Titan Maritime Industries (USA) was confirmed by two further joint salvage contracts on LOF 95, both invoking SCOPIC (Special Compensation P & I Clause).

SCOPIC is a new system under which salvors are rewarded in accordance with a tariff for the salvage team and equipment. It represents an attractive option for salvors to assist relatively low value vessels and cargoes which are posing a pollution risk or environmental hazard. The clause is to be specifically agreed and incorporated into the Lloyds Open Form, no cure - no pay contract.
The superintendent with the longest record in ITC is Orlando Dizon who joined the company as a second engineer in 1978 and made his first trip on the 1996 mission involving towing the barge ‘Seacamel 393-12’ from Japan to Dubai loaded with the jackup cutterdredger ‘All Wasl Bay’.

Mr Dizon was promoted to Chief Engineer early in 1987, a position he held for five years when he was then appointed technical superintendent. His undisputed technical knowledge and motivating leadership make him a vital link between his countrymen aboard and the office staff, respected by both.

FURTHER SCOPIC SALVAGE CONTRACTS FOR TITAN/ITC

The recently announced co-operation between ITC, with its fleet of large ocean salvage tugs, and Titan Maritime Industries (USA) was confirmed by two further joint salvage contracts on LOF 95, both invoking SCOPIC (Special Compensation P & I Clause).

The Titan/ITC joint venture entered into an LOF 95 with SCOPIC for the salvage of mbc ‘Marimar’, of 24,000 dwt which had run aground in the approach channel of Massawa, Eritrea, carrying 21,955 tons of urea which posed a serious chemical threat to the environment.

Immediately after the re-delivery of ‘Arabian Pride’, marking the first successfully completed Scopic salvage ever, the salvage team boarded the tug ‘Suhaili’ and sailed for Massawa, arriving on 9 May. Captain David Stirling was in charge of the salvage operations which were also attended by Captain Charles Blauff of Brookes Bell, on behalf of the UK P&I Club, and in his capacity of Special Casualty Representative.

Before the refloating attempts were made heavy fuel was transferred from the ship’s double bottom tanks to the topside tanks and marine diesel oil and water were transferred to the ‘Suhaili’ to lighten the ‘Marimar’ as much as possible. Some 3,850 tons of urea were transferred to a chartered vessel.

On 26 May the 102 ton bp tug ‘Suhaili’ pulled the vessel free and, after an underwater inspection showed little damage to its bottom plates, the ‘Marimar’ was towed into Massawa where the lightered cargo was backloaded.

With the help and cooperation of the local Eritrean authorities in granting clearances, the ‘Suhaili’ was able to depart for Djibouti with minimum delay, arriving on 5 June. ITC was awarded the consecutive towage contract of the vessel to Dubai which was reached by Captain Arano and his crew nine days later.

The superintendent with the longest record in ITC is Orlando Dizon who joined the company as a second engineer in 1978 and made his first trip on the ‘Simoon’. He recalls that this involved towing the barge ‘Seacamel 393-12’ from Japan to Dubai loaded with the jackup cutterdredger ‘All Wasl Bay’.

Mr Dizon was promoted to Chief Engineer early in 1987, a position he held for five years when he was then appointed technical superintendent. His duties include supervising a large group of personnel in the field, and the office staff, respected by both.

SEARCHING FOR THE ‘LADY BELLE’

Early in August the ITC managed 196 ton bollard pull ‘Kigoria’ left Victoria in Canada to assist the general cargo vessel ‘Lady Belle’ which had been abandoned in mid-Pacific by its crew following a serious engine room fire which also destroyed the accommodation. Meanwhile a charter plane with a Titan salvage team and additional equipment was sent to Midway Island, where the team boarded the locally chartered supply vessel ‘Midway’, starting the search for the ‘Lady Belle’ in anticipation of the arrival of the ‘Kigoria’.

Despite an extended search by the ‘Kigoria’ with air surveillance by the US Coast Guard, the ‘Lady Belle’ was not found. The P&I Club decided not to continue the search so Captain Olof Dijkstra returned to base.

Since these services were carried out on Lloyds Open Form with SCOPIC invoked, mobilisation and demobilisation of the tug, salvage team and equipment was reimbursed according to SCOPIC rates.

ITC firmly believes in the importance of superintendents as the link between tugs and office staff. Travelling all over the world is a significant part of the life of a superintendent as well as spending considerable time in hotel rooms.
Three topsides fabricated at Kvaerner’s Teesside facility were transported in July to the Sable Island offshore gasfields off Nova Scotia, employing two AMT barges and three ITC tugs.

Early in September the Venture topside carried by ‘AMT Discoverer’ was installed and Captain Charlie Jagolin returned with the barge to Europe.

The Sable Island Offshore Energy Project consists of six gasfields: Venture, South Venture, Thebaud, North Triumph, Glenelg and Alma. Together they contain about 85 billion cubic metres of recoverable gas reserves. The main installation contractor is Saipem UK (Canada).

Earlier mtug ‘Sirocco’ had towed both ‘AMT Trader’ and ‘AMT Discoverer’ from Flushing and Stein to the Tees. The Thebaud process deck, Thebaud wellhead deck, together weighing some 6,000 tons, and Venture deck were skidded onto the barges. The surveyors, London Offshore Consultants insisted on two tugs for ‘AMT Trader’.

‘AMT Discoverer’ was taken by mtug ‘Sirocco’ to the port of Halifax with the Venture topside after its Atlantic crossing to await discharge. The ‘Solano’ and ‘Simoon’, under Captains Willem van Beek and Jan van Driel respectively, towed ‘AMT Trader’ at an average speed of 10 knots to the discharge location to await the arrival of Saipem’s giant crane ship ‘Micoperi 7000’ to lift the Thebaud topsides.

On completion mtug ‘Solano’ towed the empty barge back to Holland to await its next assignment. Early in September the Venture topside carried by ‘AMT Discoverer’ was installed and Captain Charlie Jagolin returned with the barge to Europe.
The Sable Island Offshore Energy Project consists of six gasfields: Venture, South Venture, Thebaud, North Triumph, Glenelg and Alma. Together they contain about 85 billion cubic metres of recoverable gas reserves. The main installation contractor is Saipem UK (Canada).

Earlier mtug ‘Sirocco’ had towed both ‘AMT Trader’ and ‘AMT Discoverer’ from Flushing and Stein to the Tees. The Thebaud process deck, Thebaud wellhead deck, together weighing some 6,000 tons, and Venture deck were skidded onto the barges. The surveyors, London Offshore Consultants insisted on two tugs for ‘AMT Trader’.

‘AMT Discoverer’ was taken by mtug ‘Sirocco’ to the port of Halifax with the Venture topside after its Atlantic crossing to await discharge. The ‘Solano’ and ‘Simoon’, under Captains Willem van Beek and Jan van Driel respectively, towed ‘AMT Trader’ at an average speed of 10 knots to the discharge location to await the arrival of Saipem’s giant craneship ‘Micoperi 7000’ to lift the Thebaud topsides.

On completion mtug ‘Solano’ towed the empty barge back to Holland to await its next assignment. Early in September the Venture topside carried by ‘AMT Discoverer’ was installed and Captain Charlie Jagolino returned with the barge to Europe.
**VARYAG**

The tug 'Sable Cape' has been in Nikolayev, Ukraine, since May 1999, working on towage of the new hull of what was designed to be the aircraft carrier 'Varyag' but will now be a floating casino. ITC is contracted to tow the 306 meters long vessel from the Black Sea to Macao, near Hong Kong, to take up its new role. The departure was delayed for sale complications, but the 'Sable Cape' crew put the time to good use cementing relations with the Ukrainians.

**NORDANE SUCCESSOR**

MTug 'Sirocco' proceeded from its salvage station at the Bahamas to assist m.v. 'Nordane Successor'. The 16,000 dwt vessel was drifting with an engine breakdown in Yucatan Channel. Captain Leen van Dijk connected up for towage to Galveston, where the heavily sheering vessel was delivered three days later. The contract was fixed through Mr Siggi Sonnenberg of Fostrans Marseilles.

**DLB 1601**

Mr Jeff Zimmerman of J. Ray McDermott Inc. contracted mtug 'Sirocco' for the towage of derrick laybarge 'DLB 1601' from Vera Cruz to Corpus Christi. Three days later Captain Leen van Dijk presented the Certificate of Redelivery for the 34,125 grt unit after a smooth routine towage operation.

**PETROBRAS 47 TORNACADOR FIELD**

Following the modification of a tanker body into a Floating Storage Off-loading unit (FSO) in record time, the 'Petrobras 47' was handed over to its new owners, Petrobras of Brazil, by Astilleros Españoles in Cadiz. ITC was awarded the towage contract for the 329 meter long vessel from Cadiz to Rancador field in the ultra deep waters of the Campos Basin, some 70 miles offshore Rio de Janeiro, Brazil.

The P47, with a dead-weight capacity of 268,000 tons and a storage capacity of 1.8 million bbl, will be located in 815 metres of water while oil will come on stream from 26 wells. Phase 1 of the production is scheduled for the end of 1999 with the maximum of 180,000 barrels a day achieved in 2001. Each of the three installed pumps has a capacity of 3250 cubic metres giving a transfer capacity of oil to shuttle tankers of one million barrels in two days.

After a week in Cadiz Bay and stringent testing of all the systems on board, with the assistance of the ITC tug 'Bahwill' and 'Sumatra', the towage started in the first week of August following discussions on procedures and routing with the underwriter’s surveyor, Captain Phil Donaldson of Noble Denton Associates.

After an initial smooth towage the transport ran into a spell of bad weather at the destination which delayed the transfer to local tugs for anchoring the P47 in a pre-selected location. After the transfer was completed Captains Koops and Aranador proceeded to Rio de Janeiro for bunkers and stores.

At the same meeting the Executive Committee has approved the membership application from Titan Maritime Industries Inc. and proposed that be admitted as members of the ISU. The Annual Meeting went along with this proposition.
**PETROBRAS 47 TORNACADOR FIELD**

Following the modification of a tankerbody into a Floating Storage Off-loading unit (FSO) in record time, the 'Petrobras 47' was handed over to its new owners, Petrobras of Brazil, by Astilleros Espagnoles in Cadiz. ITC was awarded the towage contract for the 329 meter long vessel from Cadiz to Runcador field in the ultra deep waters of the Campos Basin, some 70 miles offshore Rio de Janeiro, Brazil.

After a week in Cadiz Bay and stringent testing of all the systems on board, with the assistance of the ITC tug 'Bahari' and 'Sumatra', the towage started on the first week of August following discussions on procedures and routing with the underwriter’s surveyor, Captain Phil Donaldson of Noble Denton Associates.

After an initial smooth towage the transport ran into a spell of bad weather at the destination which delayed the transfer to local tugs for anchoring of the P47 at a pre-selected location. After the transfer was completed Captains Koops and Aranador proceeded to Rio de Janeiro for bunkers and stores.

**NORDANE SUCCESSOR**

Mtg ‘Sirocco’ proceeded from its salvage station at the Bahamas to assist m.v. ‘Nordane Successor’. The 16,000 dwt vessel was drifting with an engine breakdown in Yucatan Channel. Captain Leen van Dijk connected up for towage to Galveston, where the heavily sheering vessel was delivered three days later. The contract was fixed through Mr Siggi Sonnenberg of Fostrans Marseilles.

**DLB 1601**

Mr Jeff Zimmerman of J. Ray McDermott Inc. contracted mtug ‘Sirocco’ for the towage of derrick laybarge ‘DLB 1601’ from Vera Cruz to Corpus Christi.

Three days later Captain Leen van Dijk presented the Certificate of Redelivery for the 34,125 grt unit after a smooth routine towage operation.

**VARYAG**

The tug ‘Sable Cape’ has been in Nikolayev, Ukraine, since May 1999, working on towage of the new hull of what was designed to be the aircraft carrier ‘Varyag’ but will now be a floating casino. ITC is contracted to tow the 306 meters long vessel from the Black Sea to Macau, near Hong Kong, to take up its new role. The departure was delayed for sale complications, but the ‘Sable Cape’ crew put the time to good use cementing relations with the Ukrainians.

**Petrobras 47**

The P47, with a dead weight capacity of 268,000 tons and a storage capacity of 1.8 million bbl, will be located in 815 metres of water while oil will come on stream from 26 wells. Phase 1 of the production is scheduled for the end of 1999 with the maximum of 160,000 barrels a day achieved in 2001. Each of the three installed pumps has a capacity of 3250 cubic metres giving a transfer capacity of oil to shuttle tankers of one million barrels in two days.

**Petrobras 47**

After a week in Cadiz Bay and stringent testing of all the systems on board, with the assistance of the ITC tug ‘Bahari’ and ‘Sumatra’, the towage started on the first week of August following discussions on procedures and routing with the underwriter’s surveyor, Captain Phil Donaldson of Noble Denton Associates.

After an initial smooth towage the transport ran into a spell of bad weather at the destination which delayed the transfer to local tugs for anchoring of the P47 at a pre-selected location. After the transfer was completed Captains Koops and Aranador proceeded to Rio de Janeiro for bunkers and stores.

**NORDANE SUCCESSOR**

Mtg ‘Sirocco’ proceeded from its salvage station at the Bahamas to assist m.v. ‘Nordane Successor’. The 16,000 dwt vessel was drifting with an engine breakdown in Yucatan Channel. Captain Leen van Dijk connected up for towage to Galveston, where the heavily sheering vessel was delivered three days later. The contract was fixed through Mr Siggi Sonnenberg of Fostrans Marseilles.

**DLB 1601**

Mr Jeff Zimmerman of J. Ray McDermott Inc. contracted mtug ‘Sirocco’ for the towage of derrick laybarge ‘DLB 1601’ from Vera Cruz to Corpus Christi.

Three days later Captain Leen van Dijk presented the Certificate of Redelivery for the 34,125 grt unit after a smooth routine towage operation.

**VARYAG**

The tug ‘Sable Cape’ has been in Nikolayev, Ukraine, since May 1999, working on towage of the new hull of what was designed to be the aircraft carrier ‘Varyag’ but will now be a floating casino. ITC is contracted to tow the 306 meters long vessel from the Black Sea to Macau, near Hong Kong, to take up its new role. The departure was delayed for sale complications, but the ‘Sable Cape’ crew put the time to good use cementing relations with the Ukrainians.

ITC’s managing director, Joop D. Timmermans, was elected to the Executive Committee of the International Salvage Union (ISU) at the 1999 annual meeting in Cyprus. ITC has been a member of the International Salvage Union since 1983.

At the same meeting the Executive Committee has approved the membership application from Titan Maritime Industries Inc. and proposed Titan be admitted as members of the ISU. The Annual Meeting went along with this proposition.
KIGORIA
Offshore the Californian coast AHTS ‘Kigoria’ was engaged in seabed surveys utilising a Burial Assessment Platform. The B.A.P. is used to localise irregularities of the seabed by means of a computer detected gyro. If required, the cable track is diverted to avoid large incares in the seabed which will eventually damage the cable. The contract was performed for account of Houston based Oceaneering. After completion of the Californian job, Captain Gerrit Verweij steamed the ‘Kigoria’ north again to execute surveys at the Alcanal subsea cable deploying Oceaneering’s ROV. The operation started near Oregon and took the vessel again up to the Whittier area. Surveys were taken at random at the locations wherever there was suspicion about the laying and burial.

In September the Canadian Scientific Submersible Facility chartered the ‘Kigoria’ for local gas line inspection work in the Georgia Straits in an ROV supported operation. Captain Gis Gijtenbeek and his crew also tackled this job professionally.

In late July the ‘Elizabeth’ began work again in the Singapore area for Van Oord ACZ in connection with the Shell bundle pipeline project from Pulau Ular to Pulau Seraya. In September the Canadian Scientific Submersible Facility chartered the ‘Kigoria’ for local gas line inspection work in the Georgia Straits in an ROV supported operation. Captain Gis Gijtenbeek and his crew also tackled this job professionally. Further解读

TC and AMT combine their resources on a regular basis to provide a turnkey operation in the transportation market. After adding the ‘AMT Carrier’ to its fleet last year, the eight AMT barges together with the ‘Seacamel 395-12’ form a significant transportation fleet, specialised in long haul operations. In combination with ITC’s seven 100 tons barge tugs, the joint force continues to compete favourably with the self-propelled units. The possibility to add the tug only when required provide an economically attractive option for the Charterer.

The excellent performance record has resulted in a significant reappraisal of the risks leading to competitive rates for cargoes transported by ITC tug and AMT barge compared with those for the heavy lift ships. Recently the co-operation was highlighted again when three ITC tugs teamed up together with barges ‘AMT Trader’ and ‘AMT Discoverer’ to move Kvaerner built production and wellhead decks for the Sable Island development from its Teesside facility to the production location off Newfoundland for account of Sascan UK (Canada).

Earlier the large Italian contractor deployed the Anglo Dutch fleet to transport jackets and modules from Durban to offshore Angola. Three tugs and three barges simultaneously performed the transportations in an operation emphasizing the joint force potential.

With Anchor Marine Transportation Ltd. approaching its sixth anniversary, the close co-operation between the two major operators is well established. Tailor made transportation contracts are performed like clockwork, not only due to its versatile tug and barge fleet, but also thanks to a customer conscious attitude, professionalism and operational flexibility. A third joint presentation at the Europort exhibition in Amsterdam emphasis that ITC and AMT give their clients more than two good reasons to entrust their valuable cargoes to them.