

INTRODUCTION

We are pleased to present the 9th issue of NewsWaves. Two years have passed since we published the previous issue of our corporate magazine. During this period, we were faced with a somewhat depressed market, which prompted us to consider our spending carefully. Nevertheless our tugs performed their more or less usual number of towage work.

During the last quarter of 2004, we saw rates gradually increase. A development which continued into 2005 with emphasis on the Far East with both increased rates and days of employment. The high level of activity in the offshore installation projects combined with large dredging related projects in the Sakhalin area and the Arabian Gulf absorbed a good number of tugs and barges from the market. ITC was able to contribute in both with SUMATRAS working on the World project near Dubai and SIMOON and SUHAILI being active near Sakhalin towing rock barges.

We successfully completed the purchase negotiations for the 120 tons b.p. anchor handling tugs TYPHOON and TEMPEST, which will be handed over to ITC during the last quarter of 2005. With these vessels, which have proven their potential and quality already, we expect to increase our presence in the offshore construction markets.

The addition of these vessels, which brings the ITC owned and managed fleet to ten units, shows our confidence in the ocean towage and offshore markets and reconfirms ITC's dedication to maintain its front position as one of the largest globally operating ocean towage companies.

In this NewsWaves we highlight a number of major projects to which our crews and vessels contributed, which will give you a fair idea of the variety of our work and the projects we were proud to participate in. ●

Joop Timmermans

TYPHOON / TEMPEST

ITC has successfully completed the negotiations leading to the purchase of identical ocean going anchor handling tugs 'Smitwijs Typhoon' and 'Smitwijs Tempest'. The transaction has been accomplished through London based Offshore Shipbrokers Ltd. The tugs will be added to the ITC fleet during October / November 2005 in Singapore / Hong Kong and will be operated under the names of TYPHOON and TEMPEST.



During their lifespan, both vessels have mainly been active rendering round the clock anchor handling and towing assistance to the largest offshore lay barges. Presently both units are under charter with the U.S. contractor McDermott and operating in the Far East.

The tugs have accommodation for 20 persons. Crewmembers have specific anchor handling experience. Although it is the intention to employ the vessels mainly in the offshore market for anchor handling and support duties, the tugs will also be fully equipped for long haul ocean towage and salvage services. ●

The double drum towing and anchor handling winch is suitable for 2 x 1200 meters 64 mm wire in towing configuration. Propulsion consists of two SWD 6TM410 engines delivering 9,350 bhp to two controllable pitch propellers in kort nozzles. This results in a bollard pull of 120 tons. Both vessels carry an extensive range of salvage gear. Two water/foam monitors are installed on top of the wheelhouse, with TEMPEST fitted out according to FIFI 2.



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IN MEMORIAM JANRIC DOCTERS VAN LEEUWEN

In the evening of April 5th 2005, we received the shocking and devastating news that our long-time colleague and dear friend Janric Docters van Leeuwen has been killed in a road accident that afternoon. Riding his motorbike, he collided with a car and died almost instantly at the age of 58.

Janric started with ITC in the early days as a superintendent, supervising the loading and discharging of the submersible barges. Soon he joined the commercial department, where he was active all his thirty years with ITC, except for a short sidestep as operations manager.

During his many years with ITC, he has built an impressive record fixing ocean towages and dry transport and was heavily involved in the marketing of the self-propelled heavy lift vessel Sibig Venture. With the expansion of ITC and the commercial department, he focused on the Middle and Far East, an area he truly loved. Here he has made many per-

sonal friends, contacts which not only have been important for him personally, but which proved to be of tremendous value for ITC as well.

Recently, Janric was the driving force behind ITC's involvement of the rock transports, carried out on behalf of the Dutch dredging company Van Oord for the construction of the World near Dubai.

Janric will be truly missed by his friends in ITC and all over the world. Many of them have sent their heartfelt condolences which were highly appreciated. It will take a long time before we all will realize that he is not just away on a business trip, but that his desk will not be occupied again.



Janric leaves behind his wife Wilma, his daughters Arieke and Henrike and his son Joric. Our thoughts are with them. ●



FPSO FARWAH TOWED TO LIBYA

FPSO Farwah has been constructed at the Fene yard of the Spanish Izar Group. The 147,700 dwt Farwah is operated by Belgium Exmar Offshore on behalf of the TotalFinaElf affiliate Compagnie des Petroles Total Libya. ITC was contracted through Seascope Offshore for the towage from the El Ferrol yard to offshore Libya, where the vessel will be operating in approximately 90 meters of water.

The Izar Group is responsible for the design, engineering and assembly of the hull and the engineering interface with turret and topside modules. Paris-based Doris Engineering acted as subcontractor to Exmar for the engineering, procurement and construction of topside facilities and turret. Doris is also responsible for the pre-installation of the nine legs of the mooring system and for the offshore hook-up of the

FPSO to the mooring system, flexible raiser and power cable. The turret has been built in Scotland and the topsides have been constructed in France. The vessel - with a length of 210 meters and a beam of 44 meters - towed by ITC's 110-ton bp tug SABLE CAPE, together with chartered tug VB Artico owned by Boluda. The latter is ITC's former Shamal. The 900,000-barrels storage capacity Farwah is featuring an external turret at the forward

end of the bow. Due to the two-tugs concept, this didn't interfere with the towing arrangements, supervised by Dutch Bureau Vogtschmidt. After a fortnight the convoy did arrive offshore Libya at the Al Jurf oilfield. The development consists of a platform with ten production wells to be connected to the Farwah, capable of a production of 40,000 barrels a day. The SABLE CAPE assisted during the anchoring of the Farwah. ●



GHOST SHIPS OVER THE ATLANTIC

The US Maritime Administration (MARAD) has decided to dispose of a number of the vessels in the United States Defence Reserve Fleet. About seventy of these vessels, also known as the Ghost Fleet, are moored on the James River. Because of dismantling in the USA is costly, MARAD has removed the regulatory barriers preventing overseas scrapping. Thirteen older craft were to be towed to England for dismantling at the Able UK yard at the Teesside. ITC has been awarded the towage contract, mainly in double tows. London-based Offshore Shipbrokers Ltd have acted as intermediaries.

Able UK owns and operates probably the largest purpose-built facility for the recycling of redundant marine structures. The facility complies with health, safety and environmental regulations.

On the James River the vessels were inspected by the MCA (UK Maritime Coastguard Agency), the US Coast Guard, warranty surveyors Mr John Waite and Mr Alyn Fife and ITC's tow master to ensure the safety and seaworthiness of the vessels during the ocean towage. The preparations included the lock-

ing of steering gear, the closing of all deck openings and watertight doors, the mooring arrangements, the installation of pumps, generators and SARS beacons and the inspection of rivets of the vessels. Detailed risk assessments, passage and contingency plans for emergencies were prepared and approved by all parties, including the US and UK governmental agencies. Following discussions with French, Irish and Belgian authorities, UK SOSREP Mr. Robin Middleton cleared the way with MARAD to start the towages. SUHAILI started with the first pair: Canisteo and

Caloosahatchee, two auxiliary oil tankers. Obtaining permits caused a delay in departure of about four weeks and consequently the convoys were hit by the autumn Atlantic storms. During the 4000-miles voyage of SUHAILI, its crew experienced ten days with wind forces of over 7 Bf.

Tug SABLE CAPE, captained by Jan Nieuwhof, followed after ten days with the submarine tender Canopus and Compass Island, a converted research ship. The towage started during favourable weather and sea conditions, only to be hit later by



storms of up to force 10. Tugs and tows did cope very well with the adverse weather, confirming the pre-departure opinion of all experts involved that the general condition of the tows was very much seaworthy.

Environmentalists on both sides of the Atlantic have protested bitterly against the project, claiming that the vessels are carrying large amounts of toxic substances. However, the UK Environmental Agency approved the decision to bring the ships to Britain, stating: "it is a better solution for the environment than disposing of the vessels in other countries where scrapping is taking place in a much less controlled way"; a submission that is now generally accepted. Protest groups painted the matter for the general public in a coloured way, not shying back for untrue statements, like 'ships being towed for scrap are commonly lost at sea' and 'double tow operations are so dangerous that they are not allowed

by the US Navy'. Double tows of scrap vessels date back to the early fifties, when the Second World War flattop aircraft carriers were towed for scrap. Since the seventies double tows of scrap vessels are commonplace and the loss ratio for first rate towing companies like ITC is almost nil.

The media gave the towages massive media attention, including daily progress reports by BBC news and a live interview with SUHAILI master captain Ruben Gayo.

As planned before departure, the tows were split between the Azores and the entrance of the Channel, and continued as single tows. The chartered tug Englishman took one of the SUHAILI tows, whilst ITC tug SOLANO was assisting SABLE CAPE. After handing over the tows to Tees harbour tugs, ITC completed the routine tows which made front page news. Eighteen months after delivery of the four vessels, Able UK is



still awaiting permission for break-up work to begin. The legal hurdles have delayed the arrival of the remaining nine vessels, which are still moored on the James River. ●



FOLLOWING THE TRAIL OF AMUNDSEN

EnCana Oil & Gas called upon the almost 200 tons bp of KIGORIA for a move of the Arctic drilling platform SDC partly because of its icebreaking capabilities. Captain Gijs Dijkdrenth was in command of the ITC managed icebreaking AHTS KIGORIA and he experienced the beauty of an exceptional voyage through the ice of the NW Passage in the arctic environment.

Although the project was undertaken some time ago, we should like to share this extraordinary experience sharing through Capt Dijkdrenth's story and pictures. This story is a summary. The complete report can be found on our website 'news'.

The SDC, a shallow-water drilling caisson, had to be towed from offshore Prudhoe Bay to Herschel Island, after having drilled an exploration well for EnCana. The departure had to take place before the start of the Alaskan whaling season in mid August. Coordinating onboard the SDC was Northern Offshore's installation and tow master Captain Don Connelly.

Whereas it took Amundsen three years to complete his trip, KIGORIA did the round trip

within a month. Together with Christa, my wife, I boarded in St. John's Newfoundland to take over the command. Ice pilot Captain Clive Cunningham boarded the KIGORIA as well. We left St. John's and headed for Davis Strait on July 16th. Halfway Davis Strait Jim Kilabuk and Alex Gordon joined to follow KIGORIA through the ice. While we were navigating Baffin Bay, the weather cleared and we could see the most beautifully shaped icebergs. Having sunlight 24 hours a day, we had a beautiful view at nature. Near Griffith Island and into the South of Peel Sound, we were promptly confronted with heavy first-year ice, so KIGORIA could show what she was worth and we continued with a reasonable speed through the ice. At Franklin Strait we hit regularly heavy ice of four to six meters thick. The

KIGORIA shook heavily while cutting through the ice. Larsen Sound was filled with land ice, which came straight from the North Pole. It looked nice and smooth, but the pressure on the ice was enormous. Some forty meters behind us the open water closed and the two ships behind us were locked-in again. Through the fog-clouds we also could enjoy the beautiful view of the 'Smoking Hills', where smoke permanently rises from the ground, because of slowly burning asphalt-holding stone. At Tuktoyaktuk we dropped anchor for custom clearance, after which we proceeded to Prudhoe Bay to meet our tow. In the dense fog it loomed like a monster.

We connected our towing-line to the bridle chain of the SDC and the de-ballasting of the SDC could start. After we got the



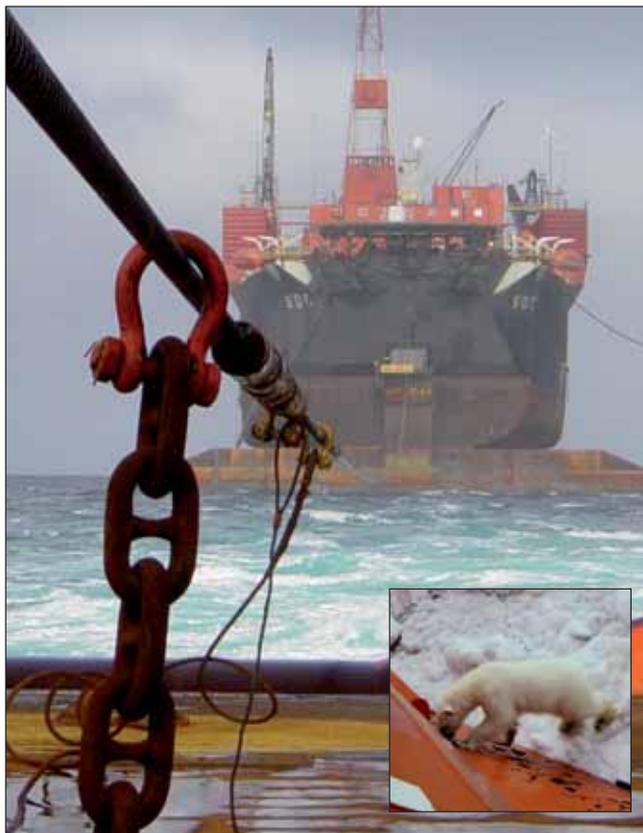


green light from the authorities, we slowly got an 80% load on both engines. Next day Jim Kilabuk connected up as well and the towing speed increased from two to four knots. The Alex Gordon was sent forward to locate ice and to put buoys near Herschel Island. Three days later Jim Kilabuk

was disconnected, because of ice conditions. The single tow went well and we were able to make three to five knots. Some ice formed in front of the SDC, giving the pontoon a kind of streamline which resulted in a higher towing speed. The 218 meter long and 110 meter beam mat of the SDC is square at bow

and stern, and it was beautiful to see how its enormous mass moved through the ice. On August 14th we shortened the towline, and we connected both other vessels at the aft to serve as a brake and to assist during positioning. Exactly at noon the SDC was on its location near Pauline Cove, at the East coast of Herschel Island. Ballasting was started immediately. The same day the tugs could be disconnected, completing a successful tow. Unfortunately it marked the end of the ITC management of the vessel, which lasted for over five years. KIGORIA was sold by her owners and continued its activities named Talagy.

For ITC the KIGORIA had been a rewarding experience. With this powerful and versatile vessel ITC had re-entered the towage market of rigs and very large objects. Ever since the AHTS had been moved into the Atlantic region, ITC could keep the vessel working at attractive rates in spite of its disadvantage of burning MDO. Speaking for myself and my colleague Gerrit Verweij, we have found our time on board of the KIGORIA, together with a motivated crew, a valuable experience. We wish the Talagy and its crew a safe sailing. ●



Captain G.C. Dijkdrenth.

AMT TRADER TRANSPORTS CASSIA B

Barge AMT TRADER had been selected for moving the 8000-tons Cassia B topside from the Morgan City-based McDermott yard to the Kapok Field development offshore Trinidad and Tobago. Contracted by Anchor Marine Transportation Ltd., ITC's 110-tons bp tug SABLE CAPE towed the loaded barge from the Morgan City sea buoy, via Port of Spain, to the installation site.

The loading at Morgan City was supervised for AMT by John Evans, and for HMC by former ITC naval architect Hans Frohlich. Because sailings in July and August can be confronted by tropical cyclones, the weather was closely monitored. The convoy had to deviate for Claudette, which crossed the contemplated route. Tug and barge had to wait for some time in Port of Spain before Heerema Marine Contractors big crane barge Hermod was ready at location to perform the lifting and the installation.

BP's Bombax and Kapok expansion project to develop



gas resources from the east coast of Trinidad and Tobago is basically a 63 km loop within an existing pipeline system. With a diameter of 48 inch, it's BP's

biggest diameter pipeline in the world. A new production platform hub, Cassia B, has been designed, as part of the development.



25,000 MILES TOWING WITH BARGE GIANT 2

Early September ITC tug SIMOON took in tow barge Giant 2 for a voyage that would be prolonged to seven months. It covered a total distance of 25,000 miles under contract with Smit Transport BV. The 24,000-tons dwt capacity submersible barge was to transport jack-up rig 'Perro Negro 5' from West Africa to Sharjah, and lay barge Saibos 355 from Sharjah to Port Gentil, both for the account of Italian offshore giant Saipem.

Since SIMOON was towing crane barge Rambiz from Zeebrugge to La Rochelle, Giant 2 was delivered by Belgian tug Fighter offshore of La Rochelle. SIMOON towed the barge to West Africa, where ITC's tug SABLE CAPE took over. SIMOON was fixed to towing the general cargo vessel Aqua Sierra from Monrovia to Alang. After having arrived near Port Gentil, we were informed that the transportation of the rig was cancelled. Capt Jan Nieuwhof was instructed to proceed to Sharjah with Giant 2.



Passing the Cape in the most favourable season, the voyage was uneventful and the barge



reached Sharjah to be prepared for loading of Saibos 355.

Since there would be over a month waiting in Sharjah, SABLE CAPE proceeded to offshore Mumbai for towage of a Semco barge to Singapore. SIMOON was re-united with Giant 2, after delivering the Aqua Sierra in Alang. After extensive preparations, guided by warranty surveyors Noble Denton Middle East, loading and sea fastening was completed under supervision of Smit's Maarten Versluijs.

Supported by favourable conditions, Capt Andrey Kruglov of SIMOON reached the discharge location early March, achieving an average speed of just over eight knots. Some additional fuel was lifted from a shuttle tanker offshore Mozambique. After a smooth discharge operation, the tug and barge went underway again for a third passage of Cape of Good Hope. This time it was heading for Batam, where the barge was redelivered in late April, marking the end of an intensive and pleasant cooperation.

THE WORLD

Dredging and Marine Contractor Van Oord ACZ has been awarded the construction of Globe Island in the coastal waters offshore Dubai by UAE's premier real estate developer Nakheel, which company also developed the famous Jumeirah Palm Island. Van Oord ACZ approached ITC for moving the required rock, utilising one of its 100- tons bp S-Wind Class tugs, for towage of the flattop rock barges.

After completion, the World will consist of as many as three hundred artificial islands, representing the seven continents of the world. Hotels, apartments and villa's are to be built on the islands. The oval shaped group of islands measures approximately seven by nine kilometres, and will cover almost six hundred million square feet, including over ten million square feet of beach. The land reclamation and construction of the islands require some 32 million tons of rock and include two marinas. About three million cubic meters of sand is reclaimed every week from nearby offshore quarrying areas by ten trailing suction hopper dredgers with capacities ranging from 4,500 to 20,000 m3. They include the Rotterdam, the Volvox Terranova and the Amsterdam. Cutter dredgers will carry out the shaping of the islands. Each of the islands is being built-up from a depth of up to sixteen meters. Upon completion of the World, by the end of 2007, a total of 325 million cubic meters of sand will have been dredged.

Various types of breakwaters, with a total length of 25 kilometres and incorporating thirty millions tons of rock, will surround the World. The leeward breakwater is designed as a submerged reef. The main breakwater, called the Shamal reef, will be raised above water, offering protection from the long and cross-shore waves. For the construction of the breakwaters, side stone dumping vessels are utilised to install the first layers



of rock, ranging from 10 to 500 kilos. At a later stage, bigger rocks in different layers will be put on top. Extensive testing of the breakwater design has taken place in one of the world's leading hydraulics laboratories in Delft, the Netherlands.

ITC tug SUMATRAS had started towing the 10,000 tons rock barges from the port of Al Hamra for the 60 nm towage to the construction site and placed on pre-laid anchor buoys for discharge on side-dumping vessels. The rock is being transported from various quarries in the mountains surrounding Ras Al Kaimah and is being stockpiled near the loading site of the barges. It is scooped up by large shovels and placed on dumper trucks carrying 60 tons each, which drive onto the barges and dump their loads on deck. Big shovels pile-up the material utilising the full capacity of the barges.

The first loads of the barges Atlas, Hadi and Core were on their way behind the SUMATRAS at the end of March. Directed by Van Oord ACZ's



transportation supervisors, Mr Roeland Franssens and Mr Jan Verwijs, captain Jan Nieuwhof and his crew acted as pilot. This resulted in a comprehensive clockwork operation, ultimately involving five to seven large tugs and twice as many barges. The daily operations demanded

an exceptionally high level of logistic coordination. The loading of the barges took place at Stevin Rock, south of Mina Saqr, increasing the towage distance for the SUMATRAS. Two Micelyn barges were added to the fleet. ITC captains Leen van Dijk and Gijs Dijkdrenth have been rotating on two-months-shifts onboard the SUMATRAS. Also ITC Captains De Ru, Vewej, and Starrenburg have been active at the project, which has been managed for ITC by Janric Docters van Leeuwen until his fatal accident.

According to Mr Saeed Ahmed Saeed of MD Projects of Nakheel, the construction of The World is right on schedule. After less than six months, the island



representing the UAE was the first to emerge. In addition, work is progressing rapidly on the islands of North America and Asia, which have also broken the sea's surface.

A rock transportation project is

not new for ITC. During the mid and late Seventies, four S-Wind Class tugs have been towing 20,000 tons rock barges from Ras Al Kaimah for the Jubail port development. In a three year period nine million tons have been transported over 360 nm. ●



BENGUELA BELIZE

ITC's tug SIROCCO had been contracted by Anchor Marine Transportation Ltd. to towing barge AMT Carrier - carrying the living quarters and drilling support module from Houston's Delta Yard - to offshore Cabinda. After discharge the barge had to be towed back to the US Gulf.

Chevron Texaco are developing the Benguela-Belize Field, offshore Angola, through their wholly owned subsidiary Cabinda Oil Co. Ltd. Benguela Belize is located 50 miles offshore in 1250 feet of water. Daewoo (DSME) has been awarded the contract for engineering, procurement and construction. Heerema Marine Contractors has been selected to perform the transportation and installation of the components that comprise the Compliant Plied Tower with its full drilling and production topside facilities. At 1280 feet (394 meters) when completed, the tower will be among the world's tallest manmade structures.

The compliant tower is a bottom-founded offshore structure, designed for development in deepwater. The tower is flexible as it has to mitigate the changing conditions of wind, waves and currents around the facility.

The arrival of the various components in correct order was a challenging job. Two heavy lift vessels - both carrying decks and topsides - were on their way from Korea. Simultaneously, four barges towed by ocean tugs, were en route from construction areas in the US Gulf.

Mid February Capt Gerrit Verweij of tug SIROCCO presented his Notice of Readiness. Before departure from Houston, Mr Dough Lathrop, of Chevron Texaco Shipping Corp., inspected the tug and witnessed a trial run. With daily routing forecasts, the towage went smoothly and uneventfully. Offshore St.



Eustatius some additional bunkers were lifted, before the transport proceeded directly to the installation site off Angola. It looked as if the convoy could arrive right in time for the modules to be lifted by Heerema's huge crane vessel Thialf. However the long swell of the south Atlantic spoiled the well-coordinated operation.

As soon as the swell subsided, one of the transportation units went alongside the Thialf to get rid of its cargo. SIROCCO and AMT Carrier were last in the queue. After one month offshore, the cargo was lifted off and tug and barge could start their return voyage, under command of Capt Paul Mengelder by now. ●



SANHA CONDENSATE PROJECT

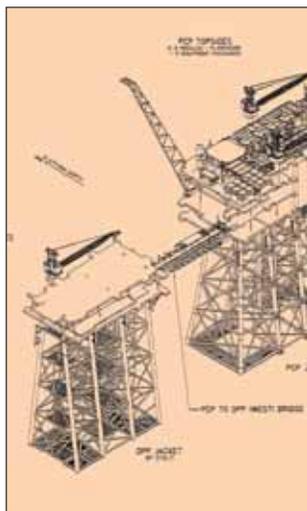
ITC's tug SIROCCO had been contracted by Stolt Offshore SA for the towage of launch barge CBL 103, loaded with the DPP jacket for the drilling and production platform. On the second towage with the WPA, it carried the jacket for the wellhead platform of Central Sanha Field, offshore Cabinda, Angola.

The Chevron/Texaco-operated development will be producing condensate for processing on the world's first LPG FPSO. The focal point of the project will be a new platform complex within central Sanha Field. Stolt Offshore SA and Daewoo are jointly handling the contract for the platforms and interconnecting pipelines. Stolt's subsidiary Paragon performed the engineering for the project. The Dragados yard at Cadiz has built the 2,900-metric-tons drilling production platform jacket and the 2,500-metric-tons wellhead platform jacket.

Before the transport started, the ITC head office and the tug had been screened in depth for safety procedures and marine emergency response policies by Mr Doug Lathrop of Chevron Texaco Shipping Co and Capt Robert Weeks of Woodbridge

Marine. Capt John Mitchell of LOC has been involved as warranty surveyor for the transportation. Throughout the whole project, close contact has been maintained with Stolt's project director Andre Damecour, transportation and installation coordinator Eric Deman and Chevron Texaco's Jim Rentschler.

The 250 x 190 feet-based jacket, with a 45 feet overhang at both sides of the 100-foot-barge, made an impressive cargo for the CBL 103. But despite the huge dimensions and its consequential big wind surface, the SIROCCO made good speed, averaging close to eight knots. The Seaway Polaris installed the jacket in 325 feet of water on piles of 265 feet into the seabed. The SIROCCO was kept busy locally for 40 days by Stolt, towing several barges to and from Port Gentil. Afterwards the CBL 103 has



been towed back to Cadiz for the move of the second jacket, which started just before Christmas. The four-leg WPA jacket was a bit smaller and the safe right speed was achieved for the second voyage.

After a three-weeks-tow, the convoy met again with the Seaway Polaris for the installation at Bomboco field, where a mixture of oil and gas will be produced. After discharge, the barge was redelivered at Lobito, finalising a half-year-project, which was contracted through Mr Sonnenberg of Mammoot Fostrans Marseilles.

FROM EAST TO WEST WITH 15,000 TONS HULLS

ITC tug SABLE CAPE has been contracted by STIG of Nanjing, for towage of new building barge Saintry 2 from Shanghai to Rotterdam. The barge is fully loaded with sixteen new building hulls stacked in four layers with a total weight of over 15,000 tons.

The convoy sailed end of February from the Yangtze River for the 14,000 miles towage to Rotterdam passing the Cape of Good Hope. The large fuel capacity of SABLE CAPE enables the tug to continue towing with its full 110 tons bp for 70 days, just short of a non stop journey.

After a brief interruption offshore Singapore for minor repairs to the barge, the SABLE CAPE set course for Sunda Strait, which was passed with piracy alert. This route was selected in order to use the full advantage of the favourable conditions in the

south Indian Ocean. At a cargo inspection after passing Port Louis the tug crew found that the sea fastenings of the bottom layer of hulls were damaged and it was decided to head for Port Louis for thorough inspection and repairs of the sea fastenings. Logistic possibilities at Port Louis are limited and the stay at the port was longer than anticipated. End of June, the Cape of Good Hope was passed between depressions and once course was set northbound, the potentially bad weather was rapidly left behind. As already experienced during the first part of the towage, the Saintry 2 was following very well and speeds of

7,5 knots could be maintained. After passing Dakar, the speed was slowed down due to strong NNE-ly winds. Early August the convoy arrived at Rotterdam. Assisted by two harbour tugs of Kooren, the SABLE CAPE found its way up the New Waterway to the Heysehaven, where two more Kooren tugs connected up as well. SABLE CAPE departed from Saintry 2 after being together 165 days, half of which was spent in port strengthening sea fastenings.

The cargo was lifted off by floating sheerlegs Taklift 1 and 4. The hulls of the fifteen inland vessels and one coaster, were constructed



by several yards in the Yangtze-River delta and to be completed in the coming months at Dutch shipyards. Among the hulls are several dry cargo ships and tankers up to 135 meters in length.

The 135 x 40 meter barge meanwhile, has been purchased by Anchor Marine Transportation Ltd. UK, and renamed AMT Defender, a welcome addition to their already large barge fleet.

The arrival was witnessed by several tug spotters, who made a number of excellent pictures. Just enjoy the products of photographers Hans de Jong, Nico Ouwehand and Hans Lingbeek. ●



HAZIRAH WORKS

L. Visser & Sons' multi-purpose support vessel ELIZABETH has continuously been working on several projects in the Middle East. Under contract with Dredging International, the vessel has been supporting large dredgers at the Indian port of Hazira. The large Belgian dredging and construction company was to deepen harbour facilities at the new Shell Hazira LNG plant.

The Shell Hazira project is amongst the largest foreign energy investments in India. The LNG terminal will have a capacity of 2,5 million metric tons of LNG per annum, rising to about 5 million metric tons. ELIZABETH has been supporting cutter-suction dredger Castor. After completion of the project, ELIZABETH returned to Dubai, to be deployed for Travocean and NPCC on long-term contracts.



YOH0 DEVELOPMENT

Two ITC tugs were contracted by Boa Offshore AS through Rotterdam based LKL for towing their barges Boa barge 28 and Boa barge 9 from Morgan City and Malaysia respectively to Yoho field offshore Nigeria. Early January SUHAILI went on hire to move former H 115, (now named Boa barge 28), loaded with living quarters and YQ deck, built by South Port Houma and Dynamic Yard, New Iberia. A bunker stop was made offshore St Eustatius. Once out of the Caribbean, the convoy picked-up speed. On arrival at Yoho, the cargo was promptly lifted off by Saipem's Castoro Otto. Captain Kees de Ru handed the barge over to tug Salvage Champion and proceeded to Cape Town for his next employment.



ITC tug SIMOON sailed from the SSE yard (Pasir Gudang), towing Boa barge 9, loaded with the ZBA deck and YB deck, piles and boat landing. After calling at Mauritius for fuel, the convoy was briefly deviated off South Africa, in order to avoid bad weather. Just before New Year's Eve, the tug arrived at Yoho and was instructed to await discharge. Two other loaded Boa barges, towed by the tugs Augustea Quattro and Salvage Champion, arrived around the same time. After almost three months keeping the loaded barge going at location, crane ship Castoro Otto completed the discharge and SIMOON took the empty BOA barges 7 and 9 in tow bound for the US Gulf, where Captain Gayo delivered the barges in time to spent the Queen's birthday in port.

SEACAMEL



After being part of the ITC fleet for over 25 years, SEACAMEL 393-12 has been sold to Mobile-based shipyard Atlantic Marine Corp. The yard will use the barge as drydock facility for drilling rigs. Early March SIROCCO departed with the barge from IJmuiden for a 25-days Atlantic crossing.

LARVICK ROCK

SIROCCO was contracted via MCS Rotterdam for an Atlantic return tow with barge Larvik Rock, the former H 401. Captain Leen van Dijk connected up off Morgan City. This time the weather was not that favourable, and near the Bahamas the convoy ran into bad weather, prompting the tug to look for shelter. The barge was delivered at Gothenburg.

FLOATING DRYDOCK

For account of the Yardimci Group, tug SOLANO towed a floating drydock from Haifa to Tuzla in Turkey. The large 222 by 45 meters dock faced some strong winds in the Mediterranean. Passing the Dardanelles, the authorities required a steering tug. The contract was fixed through Offshore Shipbrokers Ltd. London.



CB 27

ITC had been contracted by Stolt Offshore AS through Barry Rogliano Salles (France) to tow their new-built cargo barge CB 27 from Shanghai to Lobito. However, the nominated tug SABLE CAPE was delayed because of a salvage operation near Colombo. Asian Marine's tug Salvage Queen was chartered to perform the first part of the towage from Shanghai to Singapore. There the tow was transferred to the SABLE CAPE under command of Capt Jan Nieuwhof for the remainder of the 7,275 miles voyage. The journey was completed while averaging over 10 knots.

TAKLIFT 1



SUHAILI was contracted to towing floating sheerlegs Taklift 1 from Rotterdam to a rendez-vous position near the Azores, where the tow was transferred to one of Smit's owns tugs for onward towage to the Gulf of Mexico. When the convoy left the Nieuwe Waterweg, the KIGORIA just arrived. As always Capt Gijs Dijkdrenth had his camera within reach.

DRILLING TENDERS



Smedvig's tender rigs West Menang and T-8 have been towed consecutively from Cape Town to Point Noire by tug SUHAILI. The tenders have been transported from Malaysia to South Africa by Blue Marlin of Dockwise. After being made ready for their offshore operations, Captains Kees de Ru and Paul Mengelder each took care of one of the tenders in two consecutive tows. The submersible selfereciting tender West Menang had a four wells assignment with TotalFinaElf, estimated 440 days duration, with options for five more wells. The contract was fixed by Smedvig through Mr. Frederik Steenbuch. ●

MAERSK VERA CRUZ



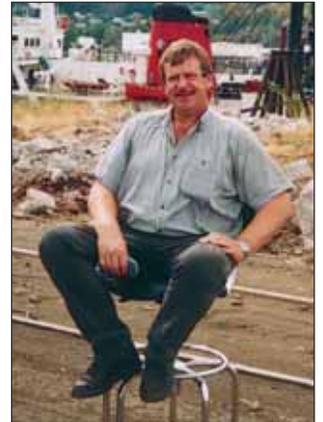
Immediately after redelivery of the dry dock, SOLANO proceeded to Mangalia for towage of a new-built hull of a container vessel. Contracted by Sietas Schiffswerft of Hamburg through Marint Offshore Services, the hull was towed to Rotterdam for completion. The transit of the Bosphorus was delayed by some large oil tankers which were to pass. After that a smooth voyage was made. ●

GIANT 3

Under charter by Anchor Marine Transportation Ltd, Smit's barge Giant 3 has been towed from Singapore to Port Harcourt for loading of offshore equipment. ITC chartered Zouros tug Virginia Star for towage of the ballasted barge. ITC tug SUHAILI took the loaded barge from West Africa to Malaysia around Cape of Good Hope, completing a 17,600 miles round trip. ●

PENI

Former tanker Benicia was towed by SANDY CAPE from Portland (Oregon) to the north Chinese port of Qinhuangdao. The 277 by 53 meters vessel was towed across the Pacific at a speed of well over five knots. The initial plan was to convert the tanker into a storage vessel. However, it was decided that the high steel prices would justify an additional tow to the scrap yard. Late 2004 it was again the



SANDY CAPE which towed the PENI from North China to Xinhui near Guangzhou. For both tows Bureau Vogtschmidt was the warranty surveyor. Fixtures were done through Offshore Shipbrokers Ltd. Capt Gerrit Verweij prepared the vessel for the towage before departure from Portland. When one travels to far locations, just make sure that you take your own barstool with you. ●



BOA DEEP C 1 & 2



ITC has been awarded the towage of new-building hull of Aker designed offshore multi purpose support vessel Boa Deep C 1 from the Shanghai construction yard to Vigo for completion. ITC's SABLE CAPE performed the 14,350 miles with an average of just under ten knots. The highly sophisticated 12,741 grt vessel has been well received by the offshore market. With a large accommodation, moon pool, two ROV hangars and large lifting crane capacity of up to 250 tons and a bollard pull of over 260 tons, the vessel can perform a wide variety of offshore jobs. The success of the first vessel has resulted in the Boa Deep C 2, which has followed the same route, now behind the SANDY CAPE. Mid July the hull could be delivered in Vigo as well, following a 90 days tow from Shanghai, interrupted by a five-days stay at Port Elizabeth awaiting the weather to allow a safe passage of Cape of Good Hope. The contracts have been awarded by Boa Offshore AS, through LKL Oceantrade. ●

FINAL VOYAGE



After having completed some North Sea offshore towages with Ugland and Heerema barges, tug SIROCCO departed at the end of July from the British navy port of Portsmouth, towing frigate HMS Brave. The destination was an Atlantic location where the Brave was to be used as a target in a joint exercise of the Royal Navy and the Royal Air Force. An equal fate was awaiting frigate HMS Boxer and small auxiliary vessel Ironbridge, which were towed by tug Thorax. After the vessels have been sunk, they will serve as an artificial reef expected to be of large ecological value. The contract was fixed through Marint Offshore Services Ltd. ●



WEST AFRICA

SIROCCO has been working in West Africa for some time, assisting Vikingbarge 6, FSO Jamestown and towed jack-up rig Glomar Adriatic 9 of Global Santa Fe, from Douala to Port Gentil. The tug moved out of

this area, when Capt Paul Mengelder made up tow with lay/burying barge Midnight Brave of Torch Offshore, at Malabo for the Atlantic voyage to Cat Island, Louisiana. The tow was fixed through Mr Hal McWorther of Dean Maritime Inc. Houston. ●

Although the crew of SABLE CAPE just falls short of NBA level, daily practice should bridge the last gap. A backboard fixed to the cargo boom of the tug, enables the crew to play basketball when alongside. Because of the player's determination, Tony Parker, Tim Duncan and colleagues better watch out.



FOR THE RECORD

After 27 years of sailing for ITC, the SOLANO was sold to Bahrain Minerals Co. ITC retained the management of the tug, which was to tow brand new stone/sand barge Fatima for several Arabian Gulf projects. On its last towage for ITC, crane barge Kingpin (former Bugsier crane Roland) was towed from Bremerhaven via Suez to Aden, where the barge has been handed over to a tug of Kasel Salvage Ltd Singapore, which company also had purchased the Kingpin.



IN MEMORIAM

JAIME CHUA

On May 27th, 2005 the master of tug KARAR reported the shocking news that 3rd engineer Jaime Chua was found dead in his cabin, where he went for a rest after his duties on watch.

At that time KARAR was towing derrick / lay barge KUROSHIO from Batam to Japan. The manned barge had a doctor onboard who confirmed the death originating from natural causes. The tug was instructed to set course for Vung Tau, where arrangements were made to land the remains for transportation to the Philippines.

Jaime joined ITC tugs in 1981 as a messman and showed much interest and dedication to work onboard tugs. Many years he served onboard most of the ITC tugs as GP engine before being promoted in 1996 to 3rd engineer. We wish his wife Gemma and their three children a lot of strength with this untimely loss of their beloved husband and father at the age of 45 years.

MORETO ANGOSTURA NOEL MACABANTE

We learned from Pacific Seamen Services that Chief officer Moreto Angostura passed away in the Philippines after a brief illness and earlier medical treatment at the age of 52 years.

Moreto joined his first ITC tug in 1978 in the capacity of GP deck and continued to serve onboard the ITC tugs ever since. He showed that he was a true tugboat man and was promoted to bosun for his next contract, where he showed to be a valuable and reliable force on the working deck. But Moreto's ambitions were higher and he went back to school to return to ITC as an officer.

As from February 1992 he served as chief officer onboard all the ITC vessels including KIGORIA. Moreto is leaving behind his wife Leonarda and their four children. Our deepest sympathy goes to them all.

With much regret and deep sorrow we learned that on August 26th 2005 a fatal accident occurred onboard tug SIMOON, whilst moored alongside its tow in the port of Vostochnny, resulting in the death of 3rd Engineer Noel Macabante. Brave efforts of other crewmembers, especially of GP Abello Tumampas, who jumped in the water between tug and tow, succeeded in retrieving Mr Macabante rather quickly. First aid was given and he was taken ashore to hospital, where all efforts proved to be in vain and Mr Macabante passed away. Among the crew onboard the Simoon, also Ramon Macabante brother of the deceased served as AB deck.

Noel Macabante has been working onboard ITC tugs since 1996. Our sincere condolences are going out to his wife Cecilia and other next of kin of Mr Noel Macabante and we wish them a lot of strength in this difficult period.