**TYCOM**

For 10 weeks, tug SIROCCO assisted cable lay vessel DOCK EXPRESS 20 with the installation of the Tycom Global Network (GN) Northern Europe from Humberside to northern Netherlands. The first phase of this project will lay 70,000 km of fibre around the world. The initial footprint will extend across the Pacific, the Atlantic and throughout Europe touching on all major European cities. The SIROCCO was contracted by Tycom USA through Oslo-based R.S. Platou.

**ENSCO 52**

Contracted by Ensco Pacific Company, the SUMATRAS towed F & G L-798 jackup ENSCO 52 from its drilling location in the Gulf of Thailand to a Singapore shipyard. The move was coordinated by Dutch rigmaster Dirk Touboul.

**BOSKALIS**

The submersible barge AMT VOYAGER loaded a spread of dredging equipment at Antigua, for Boskalis, the largest piece of which was the cutterdredger ESAX, destination Nigeria. The tug EUROSUND was contracted for the transatlantic towage. ITC’s engineering department assisted with the loading and preparations of the transport.

**INTERMARE**

AMT / ITC were jointly contracted by Intermare Sarda SpA, Arbatax, to deliver a tug and barge to transport a 1,500-ton deck from Arbatax to the Foukanda project offshore Pointe Noire. Barge AMT DISCOVERER was loaded at Arbatax by the skidding method under the supervision of Dave Evans with tug SIMOON under the command of Captain Paul Mengelder joining up for the towage to West Africa. The commercial aspects of the contract were supervised by Saipem’s Mr Piero Regolani with Mr Mario Coghe of Intermare Sarde coordinating the operational matters.

**GIANT 2**

Under contract with Smit Transport BV, tug SOLANO towed barge GIANT 2 from Soyo, Angola to northern Europe. The cargo of empty cable reels was unloaded at Rosyth and Kalundborg, before Capt. Lean van Oijk redeployed the barge to Rotterdam.

**PERRO NEGRO 3**

ITC regular client Saipem SpA’s Sharjah branch office contracted ITC tugs SUHAILI and SUMATRAS for the towage of their jack-up rig PERRO NEGRO 3 from Dubai Dry-docks to a new drilling location offshore Mumbai. The contract was concluded through Fearnley Offshore, Oslo.

**PARESMAWARA**

SUMATRAS was awarded the contract by Mr Jeff Durham to tow jack-up rig PARESMAWARA, owned by Santa Fe Supraco, Indonesia, from Singapore to an offshore location off Balikpapan. This 6MC-300 type rig with 425-ft legs, was towed together with AHTS SYDNEY TIDE 2. Nobel Denton Ass. were involved as warranty surveyors.

**ATLANTIC CROSSING FOR SAFE BRITANNIA**

Fairly soon after the redelivery of BERTHEA, AHTS KIGORIA was contracted by Prosves Aberdeen’s rig manager Mr John Reid, acting for Navigare International, to tow the accommodation platform SAFE BRITANNIA from Norway to Ciudad del Carmen.

The modified Pacesetter design platform had an overall length of 121 metres and a widest beam of 74 metres. Warranty surveyor Mr Tore Strom of Matthews Daniel Int. Norge satisfied himself in advance of the condition and equipment of the KIGORIA. By mid-August, Capt. Gerrit Verweij arrived with his vessel near Haugesund and was asked to assist with the retrieval of the anchors of the platform before departure. The recommended routing led via the Azores and San Juan for refuelling and during the tow the KIGORIA would receive daily weather and routing advice from Ocean Routes. During the first part of the tow, AHTS BALDER VIKING had to assist whilst KIGORIA called briefly at Rotterdam for emergency repairs. Although there was a deadline for arrival offshore Mexico, the rig’s own thrusters were only required to assist during bunker calls, when KIGORIA went into port. The towage was completed utilising 70% of KIGORIA’s output making for an average of 9.5 knots. Again the KIGORIA proved to be a serious competitor for the largest towing vessels. John Colebrook, Offshore Shipbrokers Ltd, London, arranged the contract.
BISMIHITA

SUHAILI was chartered by Smit Pentow Marine to assist the 15,434 d.w.t. loaded BISMIHITA, which was abandoned by its crew after it took in water through cracks in the hull. SUHAILI proceeded with a Smit Pentow salvage party to the last reported position, about 500 miles west of South Africa.

The vessel deteriorated and after consultation of the appointed SCR, it was decided by the owners of the vessel – P&I Club and Hull & Machinery Underwriters – to have the casualty scuttled. Potentially polluting substances were transferred to the tug, after which SUHAILI proceeded to the indicated position where the BISMIHITA was scuttled in a controlled manner by the salvage team.

The transport was instructed by SAMSA to keep well clear of the coast and not to approach any port. Shelter was sought and found off the Namibian coast. Submersible pumps from the tug were transferred in addition to Smit Pentow's extensive range of salvage equipment.

All efforts to get permission to enter a South African or Namibian port of safety were in vain and with the condition of the vessel deteriorating and after consultation of the appointed SCR, it was decided by the owners of the vessel – P&I Club and Hull & Machinery Underwriters – to have the casualty scuttled. Potentially polluting substances were transferred to the tug, after which SUHAILI proceeded to the indicated position where the BISMIHITA was scuttled in a controlled manner by the salvage team.

The vessel was listing about 35 degrees to port. It was established that the vessel had not lost any fuel oil. After the salvage party had boarded, Captain Kees de Ru took the vessel in tow from the stern and proceeded slowly towards the mainland. Soon the weather deteriorated to WSW force 9 with a high and rough sea causing the casualty to yaw seriously.

Promptly after redelivery of the LB 200, towing vessels KIGORIA and SABLE CAPE were contracted for tanker tows to Europe.

TANKERS IN TOW FROM US GULF TO EUROPE

The 115 tons bp SABLE CAPE connected up with the 35,000 d.w.t. FALCON LEADER at Port Arthur for the tow to the Bulgarian Black Sea port of Varna. The length of the total transport (tug, tow wire and tow) was such that the Turkish authorities insisted that local tugs be utilised during the tow through the Turkish Straits.

Captain Arano completed the voyage averaging close to 9 knots. Laid up for more than 10 years after having been employed by the US Military Sealift Command during the Gulf War, the tanker was to be renamed SABINE EAGLE after completion of its refitting. The contract was concluded through Offshore Shipbrokers Ltd. London. The KIGORIA was awarded the towage of the 61,500 d.w.t. BERTHEA from Houston to Hamburg by the Norwegian Hull Club, on behalf of Bergshav Management As Norway. The 4,500-mile tow took the KIGORIA, commanded by Captain Gerrit Verweij, just 31 days, during which the tug never utilised more than 70% of its power. In Hamburg, the 1987-built BERTHEA was delivered to Blohm + Voss GmbH for repair of the vessel's main engine. Marint Offshore Services UK was instrumental in concluding the towage contract.
Near Cape Verde Islands, the tug SABLE CAPE took over submersible barge AMT TRADER from the tug SIR MICHAEL for onward towage to Lome, where the barge was to load mid-supported jack-up rig ODIN LIBERTY.

This type of rig had been carried aboard AMT TRADER before and, based on previous experiences, the naval architects were careful concerning the condition of the mat. Working on the assumption that the mat could be emptied, the water depth at Lome would be barely sufficient to load the 7,000 ton rig. The equipment aboard the rig, in combination with mud inside the mat, increased the weight by 2,000 tons and in spite of all creative efforts, her draft could not be sufficiently reduced. An alternative loading location with deeper water was found off the isle of Malabo. A locally operated tug towed the John Evans with his spread of equipment impatiently awaiting the rig.

Sable Cape towed Odin Liberty on own keel to Malabo.

Barge, with a total of 107 metres of cribbing laid and stoppers stowed aboard the barge, from Lome to Malabo, while the tug SABLE CAPE wet-towed the rig to the new loading location. With 16 metres of water available, AMT TRADER smoothly loaded the rig at a 4.5-degree trim – an operation supervised by AMT’s John Evans and attended by ITC naval architect Alexander Gorlier. A total of over 50 stoppers of 225 tons each were used to absorb the governing forces in transverse and longitudinal directions, and additional cribbing was installed between mat and rig. It was late October before the SABLE CAPE could depart with the barge and rig. Bunkers were lifted offshore Abidjan before Capt. Novero started the Atlantic crossing. The 6,900 miles to Galveston were covered at an average of 8 knots. Next to its excellent transportation capabilities, the submersible barge with its 25,000 tons cargo capacity can also be used as an efficient and economical dry-docking facility, which was recognised by Hilers project coordinator Hal McWorther of Dean Maritime Inc. Houston. The rig remained aboard the barge for repairs till late January 2002.

AMT TRADER TAKES ODIN LIBERTY TO US GULF.
ITC and Singapore-based Semco Salvage & Marine Pte Ltd teamed up to tow FSU SOORENA from Singapore to offshore Iran. A Semco spokesman remarked that it was an obvious choice to turn to ITC when the need arose for a second tug.

The 330-metre long, 56-metre wide FSU went smoothly, despite headwinds encountered during the entire voyage, mostly force 6. Hyundai Heavy Industries also contracted the SUMATRAS together with Semco tug SALVI-GOUR departed from Singapore for the 3,600-mile trip to Dubai, where the final preparations of the SOORENA were to be carried out before proceeding to the installation site, 50 miles WSW of Kharg Island. The 30-day tow with the tug SUMATRAS together with Semco tug SALVI-GOUR

PICTURES WANTED

AMT’s Capt John Evans is NewsWaves principal supplier of quality pictures. Being responsible for all loading and discharge operations next to the technical maintenance of the AMT barges, John is a frequent traveller and always has his camera with him. Every issue of NewsWaves contains a number of quality pictures made by John. He is also a collector of pictures of (former) British tugs. Four former UK-flag tugs are now working in the Philippines and any pictures of the PAGBILAO 1 and 2 (now owned by IDHIPorts and Shipping Corp.) and GERONIMO (owned by Malayan Towing) as well as GERONIMO TWO (Owners Transpacific Towage) are considered a valuable addition to John Evans collection.

FOR THE RECORD

Over 50 stoppers of 225 tons each were installed.

For the fourth consecutive time, Anchor Marine Transportation Ltd and ITC jointly hosted a stand at the large maritime exhibition Europort in Amsterdam. At this very well attended event, operational and sales representatives of both companies welcomed a large number of clients and contacts. With glass in hand, past and future cooperations were discussed in a relaxed atmosphere. Thanks to the special shoe shine boxes we handed out, all our visitors left their homes the next morning with well-polished footwear!

FOR THE RECORD

Sumatras and Salvigour towing SOORENA in Malacca Strait.

AIR TRAVEL

All those involved in shipping, whether on board or on shore, are regular customers of the world’s airlines. Although the comfort enjoyed might depend on the airline, the fare and the flight attendants and on smoothening being allowed, one main objective is to arrive safe and sound at your destination, in whichever shape. In some areas of the world, air traffic is considered a bit more of an adventure. Near the airport in Lisbon, Alexander Goufer was confronted with this beauty. It’s just a matter of cleaning windows and – let’s face it – it landed in one piece and a plant in the window always looks nice!...
CHAMPION parted, leaving the VARYAG adrift in the Greek Archipelago. With little time left before stranding, the HAVILA CHAMPION managed to make an emergency connection. Also SANDY CAPE, stationed off Crete, was sent to aid the transport. When weather and sea conditions had improved sufficiently, the main bridle of the tow was retrieved and a secure towing connection was made. During the hand over of this towing connection to SOLANO, a serious accident occurred aboard HAVILA CHAMPION, which very regretfully cost a seaman his life. SANDY CAPE managed to connect to the starboard side emergency connection and the next day SOLANO was replaced by the Russian tug NIKOLAY CHIKER. At Chios, SANDY CAPE took bunker, NIKOLAY CHIKERS’s turn was at Las Palmas, and with both tugs fully bunkered the voyage continued towards the Cape of Good Hope. The VARYAG was unwilling to go to China it seemed. But both rudders pushed over to starboard by the swell, she was trying to steer her own course, resulting in poor manoeuvrability and loss of speed. Riding crew and tug crews managed to reposition and re-secure the rudders when the swell died down enough to permit safe boarding of the tow.

In late December, the transport rounded the Cape of Good Hope, where the transport was joined by the Chinese tug JU JIU 201 as escort to China. Close to the south west shore of Madagascar a bunker barge for refuelling of the tugs met the transport. Some depressions developed into tropical storms and cyclones, but none came close enough to threaten the transport. A smooth Indian Ocean crossing allowed an early arrival at Singapore Roads, again for refuelling and this time also a crew change.

Capt. Jan Dieleman relieved Capt. Paul Mengelder for the final leg of the voyage to Dalian, China. In early March –627 days after the original departure - ending a period of long and intense negotiating, adjusting strategies and diplomatic efforts in a satisfactory fashion.

**VARYAG DELIVERED IN CHINA**

ITC’s involvement started with the arrival of tug SABLE CAPE in Nikolayev in May 1999 for the towage of the 306-metre long carrier to the Macao area. After 6 months of standby at the yard, the contract was cancelled due to complications involving the sales contract. Eventually, a second contract was concluded by ITC and in June 2000 tug SUSHANLI with the carrier in tow, sailed from Nikolayev for what was estimated to be a 60-day routine voyage via the Suez Canal.

The vessel was to be converted into an entertainment centre to be moored near Macao, but the purchase of the unfinished carrier led to speculations about her intended use. The VARYAG attracted wide public and media interest when the Turkish authorities refused permission for her passage through the Turkish Straits, basing themselves on the Montreux Convention of 1936, providing that only small naval surface vessels are allowed to pass. Additionally the total tonnage of navy ships in the Turkish Straits at any given moment should not exceed 15,000 mt, whereas the VARYAG alone displaces 35,000 tons. The Convention also empowers Turkey to deny passage to a vessel considered technically unsafe (VARYAG had no engines and no rudders). Intense Chinese diplomatic activity up to the level of the Prime Minister followed, and in late 2001 the Turkish authorities finally granted permission for passage on condition that a number of precautions were taken. These included that a single, highly manoeuvrable tug of 200 tons tp should tow the VARYAG through the Bosporus, Sea of Marmara and Dardanelles with a single 240 tons tp tug as brake on the stern in addition to four harbour tugs. Escorted by several other tugs and fire-fighting vessels, the transit took place on 1 November 2001 with massive media attention. ITC tug SOLANO escorted the vessel during the passage. Immediately after the passage, the transport encountered bad weather in the Aegean Sea. The towwire of the tug HAVILA CHAMPION parted, leaving the VARYAG adrift in the Greek Archipelago. With little time left before stranding, the HAVILA CHAMPION managed to make an emergency connection. Also SANDY CAPE, stationed off Crete, was sent to aid the transport. When weather and sea conditions had improved sufficiently, the main bridle of the tow was retrieved and a secure towing connection was made. During the hand over of this towing connection to SOLANO, a serious accident occurred aboard HAVILA CHAMPION, which very regretfully cost a seaman his life. SANDY CAPE managed to connect to the starboard side emergency connection and the next day SOLANO was replaced by the Russian tug NIKOLAY CHIKER. At Chios, SANDY CAPE took bunker, NIKOLAY CHIKERS’s turn was at Las Palmas, and with both tugs fully bunkered the voyage continued towards the Cape of Good Hope. The VARYAG was unwilling to go to China it seemed. But both rudders pushed over to starboard by the swell, she was trying to steer her own course, resulting in poor manoeuvrability and loss of speed. Riding crew and tug crews managed to reposition and re-secure the rudders when the swell died down enough to permit safe boarding of the tow.

In late December, the transport rounded the Cape of Good Hope, where the transport was joined by the Chinese tug JU JIU 201 as escort to China. Close to the south west shore of Madagascar a bunker barge for refuelling of the tugs met the transport. Some depressions developed into tropical storms and cyclones, but none came close enough to threaten the transport. A smooth Indian Ocean crossing allowed an early arrival at Singapore Roads, again for refuelling and this time also a crew change.

Capt. Jan Dieleman relieved Capt. Paul Mengelder for the final leg of the voyage to Dalian, China. In early March –627 days after the original departure of the SUSHANLI – the VARYAG was safely delivered at Dalian, ending a period of long and intense negotiating, adjusting strategies and diplomatic efforts in a satisfactory fashion.
**SHAUNANDAR REFLOATED FROM CUBAN COAST**

Titan Maritime Industries Ltd USA was contracted by The London Steamship Owners Mutual Inc. to assist with the refloating of the 25,250 d.w.t. Panama flag tanker. The vessel was aground near the port of Fulton with 10,500 tons of hydrocarbons onboard, including bunkers and cargo. The Cuban salvors, who originally were contracted, required the assistance of salvage experts, equipment and a heavy tug. Titan engaged the 16,800 bhp KIGORIA that entered Port Everglades to take on board Titan’s salvage team and an extensive range of oil pollution control and salvage equipment. Special authorisation for the operation in Cuban waters was obtained from the US government. On arrival at the grounding site, KIGORIA’s master Captain Gijs Dijkdrenth noted that the casualty’s port bow was severely damaged. The KIGORIA with its large work deck and extensive workshop and deck crane proved to be an ideal salvage vessel accommodating the salvage team of Titan’s salvage master Captain David Stirling as well as SCR Nick Haslam. The SHAUNANDAR’s cargo was taken into an offloading tanker and ballast water was temporarily pumped in to prevent further damage at high water. The KIGORIA had to stay at some distance from the grounding site due to its draft, but with floaters connected to the toe wire and assistance from local craft, the connection was made. With all preparations completed and with the necessary anti-pollution precautions taken, KIGORIA started to pull and after gradually increasing to 130 tons the vessel was refloated after four hours.

Prior to the arrival of the tug, the barge was loaded with eleven tank barges, an operation carried out under control of AMT’s Captain John Evans. All 60-metre barges were loaded transversely onboard the transportation barge, resulting in a 14-metre protrusion on each side. The convoy was bound for a location well upstream on Argentina’s Paraná River, where the barges were to find continued employment after years of navigating US inland waters. In spite of the predominant countercurrent and headwinds, the total of 6,800 miles were covered at an average of close to 7 knots. At Recalada pilot, the tug was met by AMT’s John Evans and Alastair Mack for the upriver voyage to its unloading location. After unloading, SUHAILI and AMT TRANSPORTER sailed for Montevideo to load the floating grab crane AEGIR 30, destination Jakarta – a transport that was interrupted at Cape Town because the crane jib was damaged.

**TANKBARGES TO PARANA RIVER**

Early in May, Captain Kees de Ru with SUHAILI arrived at the Mississippi pilot en route to Chalmette to be reunited there with submersible barge AMT TRANSPORTER.

Prior to the arrival of the tug, the barge was loaded with eleven tank barges, an operation carried out under control of AMT’s Captain John Evans. All 60-metre barges were loaded transversely onboard the transportation barge, resulting in a 14-metre protrusion on each side. The convoy was bound for a location well upstream on Argentina’s Paraná River, where the barges were to find continued employment after years of navigating US inland waters. In spite of the predominant countercurrent and headwinds, the total of 6,800 miles were covered at an average of close to 7 knots. At Recalada pilot, the tug was met by AMT’s John Evans and Alastair Mack for the upriver voyage to its unloading location. After unloading, SUHAILI and AMT TRANSPORTER sailed for Montevideo to load the floating grab crane AEGIR 30, destination Jakarta – a transport that was interrupted at Cape Town because the crane jib was damaged.
ELIZABETH ACTIVE IN WRECK REMOVALS

For almost a year, the ITC-managed support vessel ELIZABETH was under contract of the salvor Titan Maritime Industries Inc to assist with the removal of two vessels from Far Eastern ports.

A t the end of February 2001, the ELIZABETH was contracted by our friends Titan Maritime (UK) Ltd. to assist with wreck removal operations in Port Klang, Malaysia, where the 15,000 d.w.t. MV AN TAI had sunk in 1997 alongside its berth and had been abandoned by her owners. The port authorities took over and contracted Titan Maritime Inc with a local partner to remove the wreckage. A cofferdam was installed over number 5 hold after which a barge was partially submerged under the floating stern. The stern section was pulled aboard a submersible barge by hydraulic pullers and the deballasted barge lifted the 6,500 ton stern section. This section was scrapped while on the barge. The remaining part was cut into two between holds 2 and 3, and both sections were parbuckled to the submerged barge, after which the barge was deballasted and the wreck cut to pieces and disposed of. The assistance rendered by the ELIZABETH involved moving barges, cutting the wreckage and disposing of the scrap.

The work took till late May 2001, after which the ELIZABETH returned to Batam – only to refuel, provision and sail to another exotic destination, Yangon in Myanmar. Titan Maritime Ltd was contracted to refloat ASEAN LIBERTY (8,656 d.w.t.), which sank fully loaded in Rangoon River and broke between holds 2 and 3. Originally, the plan was to pull the wreck to higher grounds by means of a 3,000 ton pulling barge, but this plan was abandoned. A revised plan to reduce the wreck to eight foot clearance over the top at MLW was developed and carried out. The ELIZABETH was tested to her limits and set out 24 units of 10 ton Delta anchors with heavy, 98 mm chains. At spring tide, the current in the tidal river reached 8 knots and when the anchors were lifted, the aft deck of the ELIZABETH repeatedly disappeared partly under water while the chains were stretched. In addition to anchor handling, the multipurpose tug and anchor handler carried out survey works, acted as diving support vessel and relocated the pulling barge. The job, by order of North of England P&I Ass., was completed in late January 2002, with the transfer of barge BRITOL I 43 to tug JAYA-HERCULES, which towed the barge back to Batam. David Parrot and Gordon Amos headed Titan's salvage team.

The ELIZABETH sailed to Dubai via Colombo for yet another contract for Van Oord ACZ. For two years, the vessel will be active near Dubai for the HAM Palm Island JV.
The previous issue of NewsWaves already reported this project. The flexibility of utilizing two tugs resulted in efficient and safe stops offshore Madeira and San Juan keeping one tug connected at all times. En route, KIGORIA also lifted some MDO from the laybarge. During this operation the SABLE CAPE continued towing whilst KIGORIA took position at short distance abeam the barge. The large fuel capacity of the 110 tons bp SABLE CAPE only required fuel replenishment for a relatively small (and in fact unused) safety margin. The anticipated towage duration from Haugesund to Fourchon was reduced significantly in spite of the fact that only 200 tons bp of the available 310 tons bp of the two towing vessels were utilised. On arrival, convoy commander Capt. Gijs Dijkdrenth could look back at a successful job – a feeling shared by our client Stolt Offshore Inc. and Marseilles-based brokers Mammoet Fostrans.

Early June 2001, Stolt Offshore’s semi-submersible derrick laybarge LB 200 arrived in the US Gulf in tow of AHTS KIGORIA and SABLE CAPE after a smooth Atlantic crossing. Towing recommendations were issued by warranty surveyors The Salvage Association, London.

The LB 200 TOGUPSTREAM PROJECT

Early June 2001, Stolt Offshore’s semi-submersible derrick laybarge LB 200 arrived in the US Gulf in tow of AHTS KIGORIA and SABLE CAPE after a smooth Atlantic crossing. Towing recommendations were issued by warranty surveyors The Salvage Association, London.
The uncertain destination required Capt. Franje to cross the Atlantic Ocean eastbound at about 20 degrees north keeping both options of destination open. Offshore Dakar, SOLANO was replaced by her sister tug SIMOON. During the stopover, a large number of locals repeatedly randomised the vessel. At one time the master reported about 200 men boarded the SEA from an armada of small vessels. Required assistance by police arrived too late. The unarmed tug crew was obviously unable to act against this number of looters. Later a number of them were arrested in Dakar in possession of the gambling chips stolen from the ship’s casino. These will probably become a new – and colourful – currency in Senegal. After inspection, while the tug crew again securedly closed all doors opened by the looters, the towage continued towards India.

Rounding the Cape of Good Hope during the South African winter, the transport ran into bad weather in spite of prearranged weather routing. The heavily rolling and pitching vessel developed a list to port, which rapidly increased to 30 degrees. The convoy headed for Port Elizabeth, but the authorities instructed the tug master to keep a distance of 50 miles from the coastline. Over the next few days, the weather deteriorated to a westerly force 9 with swells of 7-8 metres, which effectively made any salvage or even boarding attempt impossible. With a list increased to 60 degrees, SIMOON instructed the SIMOON to tow the unfortunate liner away from the coast to minimise any pollution threats. On 12 July, the SEA sank, marking a very unsatisfactory end to the towage. It was the first tow lost by an ITC tug in 11 years, during which over 500 objects were safely delivered. The water depth at the location was 4,000 metres. No pollution was sighted. ITC was contracted for the towage. Eichhardt Marine acting through Andrea Shipping of Denmark.

SEA SUNK OFF CAPE OF GOOD HOPE

At Tampa, SOLANO connected up with passenger vessel SEA, which was built in 1957. The 200-metre liner was employed during its early days for transatlantic passenger traffic under the name of GLRONGHUL. Even during the first part of the towage, a new line as floating hotel in Stockholm was still under negotiation; however, the ultimate decision was made to head for Indian scrapers.

In the middle of May, SIROCCO proceeded to assist gcv ALEJANDRO I which was adrift off Freetown. The laden 6,000 d.w.t. vessel was towed to Sete, France, for discharge. Arranged by Marint Offshore UK.

SIROCCO

In the middle of May, SIROCCO proceeded to assist gcv ALEJANDRO I which was adrift off Freetown. The laden 6,000 d.w.t. vessel was towed to Sete, France, for discharge. Arranged by Marint Offshore UK.

While on salvage station off Port Elizabeth, SIMOON was contracted by ITC for the retrieval of a mbc KITSA, which was adrift 500 miles off the South African coast. Two days later, Capt. Jan Nieuwhof connected up for towage in a northerly direction, which eventually turned out to be Fujairah. The tug realised a speed of well over 6 knots with the laden 145,000 d.w.t. bulker, which increased to about 7.5 knots when ITC tugs SB408 joined the convoy. Marine Offshore Services were involved as brokers.

Another large vessel was assisted by Capt. Jan Nieuwhof and SIMOON when the tug was contracted through Marint Offshore Services to assist the laden VLCC FRONT LORD offshore Scabbing. The 285,000 d.w.t. tanker suffered a crankcase explosion resulting in serious injuries to some members of its engine room crew. SIMOON took spares and personnel from Singapore to the tanker. After their rendezvous, the tug rendered towing assistance to Singapore Roads.
OCEAN WHITTINGTON TO WEST AFRICA

Diamond Offshore contracted the 196 tons bp KIGORIA for towage of semi-submersible OCEAN WHITTINGTON from offshore Macae, Brazil to a location off the Namibian coast.

For the previous long-distance towage accomplishments, the KIGORIA again proved to be a serious contender for the top segment of the long-distance towage market. The award of the contract for the South Atlantic towage of the Avar H3 design OCEAN WHITTINGTON showed that the market had confidence in the performance of the vessel. During the first section of the towage, the transport encountered a continual force 5-6 north-easterly.

Following the previous long-distance towage accomplishments, the KIGORIA again proved to be a serious contender for the top segment of the long-distance towage market. The award of the contract for the South Atlantic towage of the Avar H3 design OCEAN WHITTINGTON showed that the market had confidence in the performance of the vessel. During the first section of the towage, the transport encountered a continual force 5-6 north-easterly.

AL BARAKA 1

By order of Pride Foramer Offshore France, the tug SIROCCO towed the drilling tender barge AL BARAKA 1 from Ras Al Khaimah to Abidjan.

After the previous long-distance towage accomplishments, the KIGORIA again proved to be a serious contender for the top segment of the long-distance towage market. The award of the contract for the South Atlantic towage of the Avar H3 design OCEAN WHITTINGTON showed that the market had confidence in the performance of the vessel. During the first section of the towage, the transport encountered a continual force 5-6 north-easterly.

KURSK

AMT CARRIER transported from Rotterdam to the site in the Barents Sea the equipment used for cutting off the heavily damaged bow of the submarine KURSK.

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.

KURSK

It was deemed to be too dangerous to attempt to lift the KURSK without removing the bow section as the condition of the remaining armaments after the explosion and sinking was unknown. This equipment included two specially constructed suction anchors, which were placed either side of the Kursk in line with the intended cutting position. AMT Carrier was used as operational base at the site for some six weeks under contract by the Mammoet Smit joint venture. As from April 13th till 13th October the Dutch National Towage Museum at Maassluis will host a special exhibition covering this prominent salvage operation.