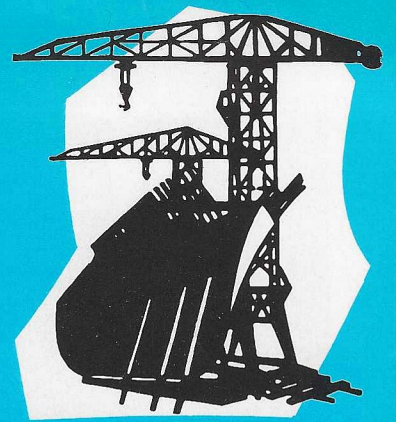


Boele-Bulletin



PUBLISHED BY BOELE'S SCHEEPSWERVEN EN MACHINEFABRIEK B.V.
BOLNES-HOLLAND

MAY 1979

125
YEARS

A green and white logo celebrating 125 years, featuring the number '125' in a large, stylized font above the word 'YEARS', all enclosed in a decorative, leafy border.



Pieter Boele (1827-1887), founder of the company.

Boele in the old days

125 years ago Boele Bolnes was established.

To be more precise: in May 1854. On that date an enterprising young man, named Pieter Boele, master carpenter of his profession, started under most primitive circumstances a shipyard on a piece of ground of 10 x 20 metres.

No doubt Pieter will have been looking proudly to those 200 square metres. His 200 square metres.

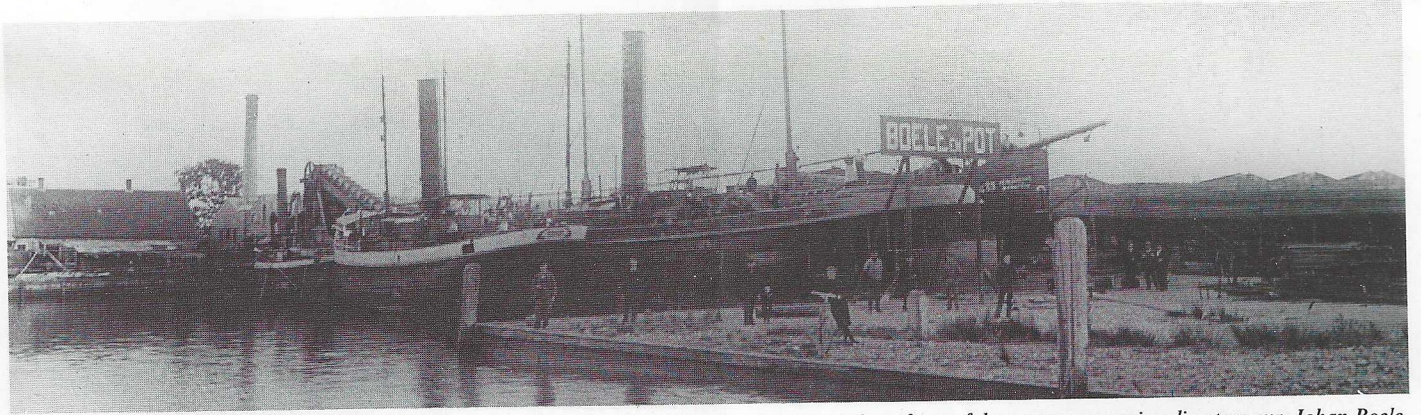
He could overlook his yard quickly in one glance. Not so easy for his descendants, the present fourth Boele-generation, because the yard has grown to 204.000 square metres. A thousandfold!

It would certainly be of interest to describe the historical development from 200 to 204.000, but it is of more importance to consider how the shipping world of today can take advantage of the services rendered by the 1400 employees on these 204.000 m².

This issue of Boele Bulletin will again give you an impression of the various activities. Besides a handful of highlights in the yard's history.

One of the first Boele-built vessels: wooden sailing vessel "Willemina", built 1857.



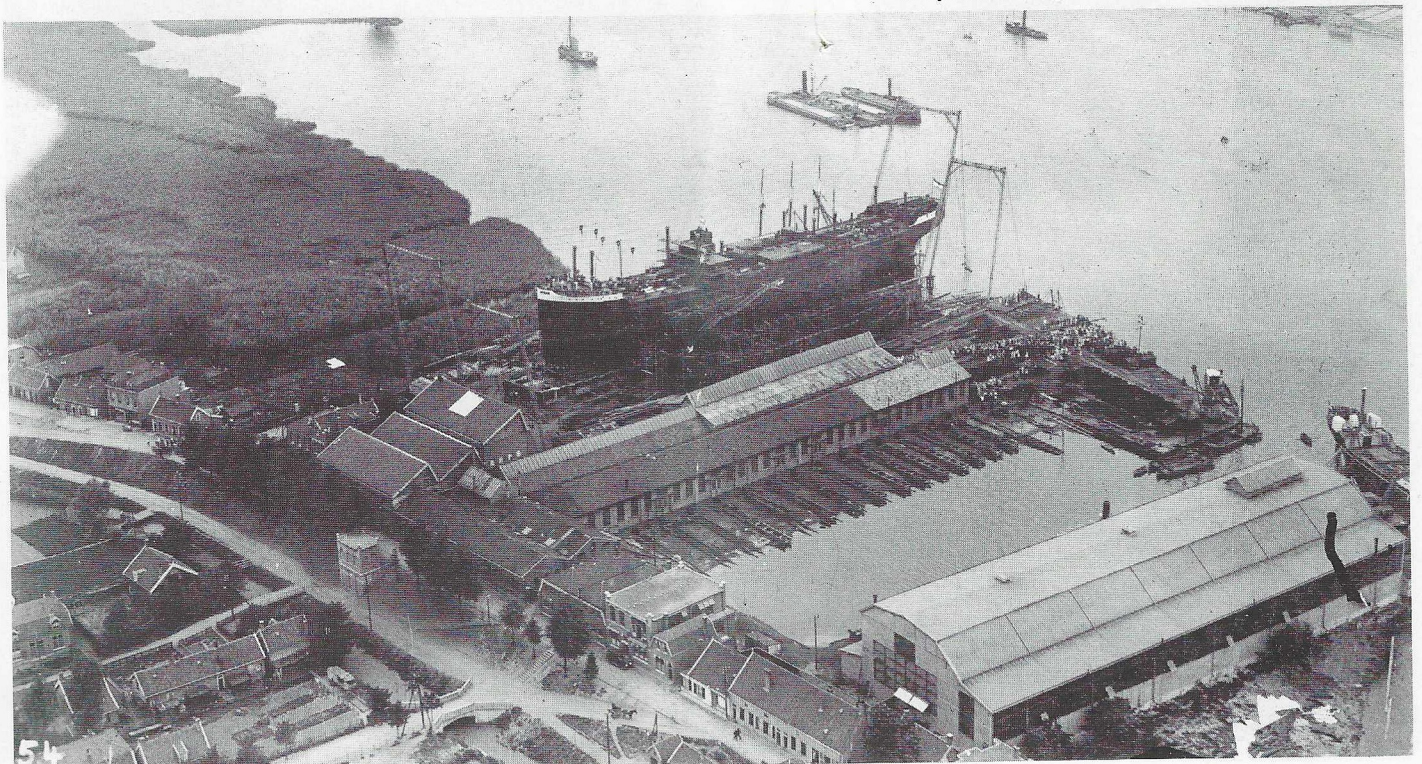


The yard in 1898. The boy with bicycle is Maarten Pieter Boele, grandfather of one of the present managing directors, mr. Johan Boele.



Boele-employees about 1895. Left Maarten Pieter Boele, right Pieter Cornelis Boele, sons of the founder Pieter Boele.

The yard in 1922, just before launching m.v. "Breedijk".



Boele today

"FORTIES KIWI" - the British fire-fighting and maintenance vessel in Dock I, undergoing extensive repairs at the same time as her helideck is being extended. The vessel was converted by Boele from the B.P. tanker "BRITISH KIWI".



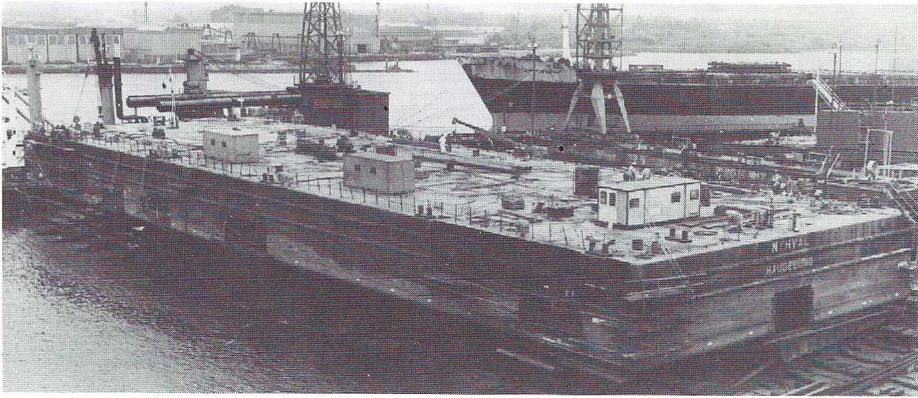
The present activities of Boele-Bolnes are on a very wide scale. However, since the Yard built its first floating dock in 1963, followed by three further docks in the next few years the repair department now accounts for 80 per cent of the Yard's capacity.

The four floating docks, together with three electrically driven side slips, enable the Yard to accommodate vessels of most types and sizes up to a length of about 600 feet. When a visit to the Yard is not necessary, special services can be rendered to vessels anywhere in the Europort or Rotterdam harbour area by Boele's subsidiary, the Port Repair Base, D. van de Wetering B.V. (see page 8).

Since the exploration and production of oil and gas started in the North Sea, Boele-Bolnes has taken a considerable part in supplying the offshore industry with special vessels for various purposes. These vessels are usually constructed from an existing craft. Because Boele-Bolnes is both a ship repair yard and a newbuilding yard, they are ideally suited for this type of work and, indeed, can be considered to be the specialists in the field of such conversions.

Bottom repairs to the Norwegian cargovessel "Tinnes" on sideslip II.



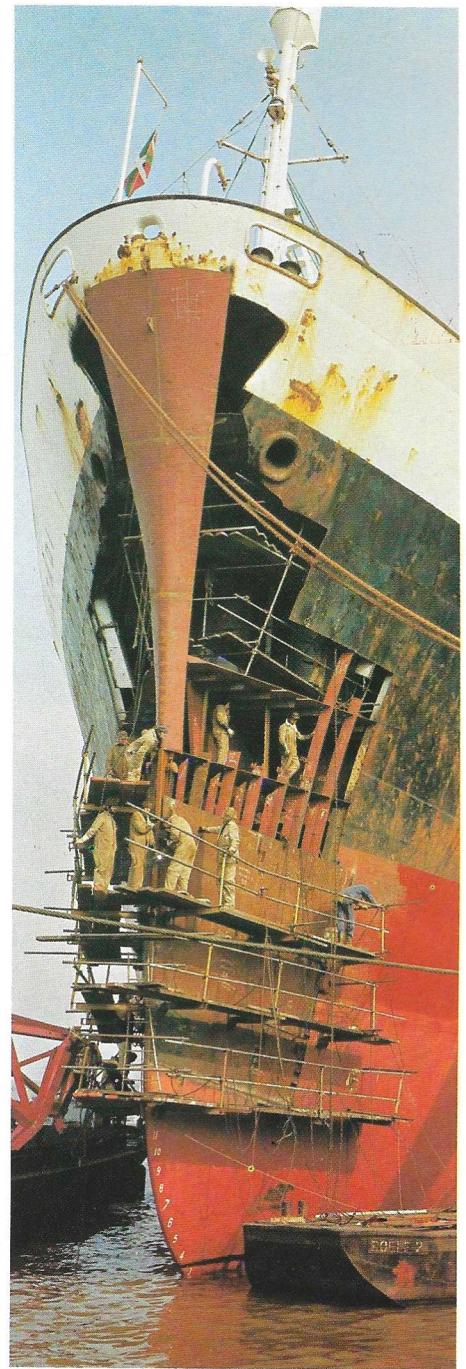


Sideslip II has been made suitable to take large barges.



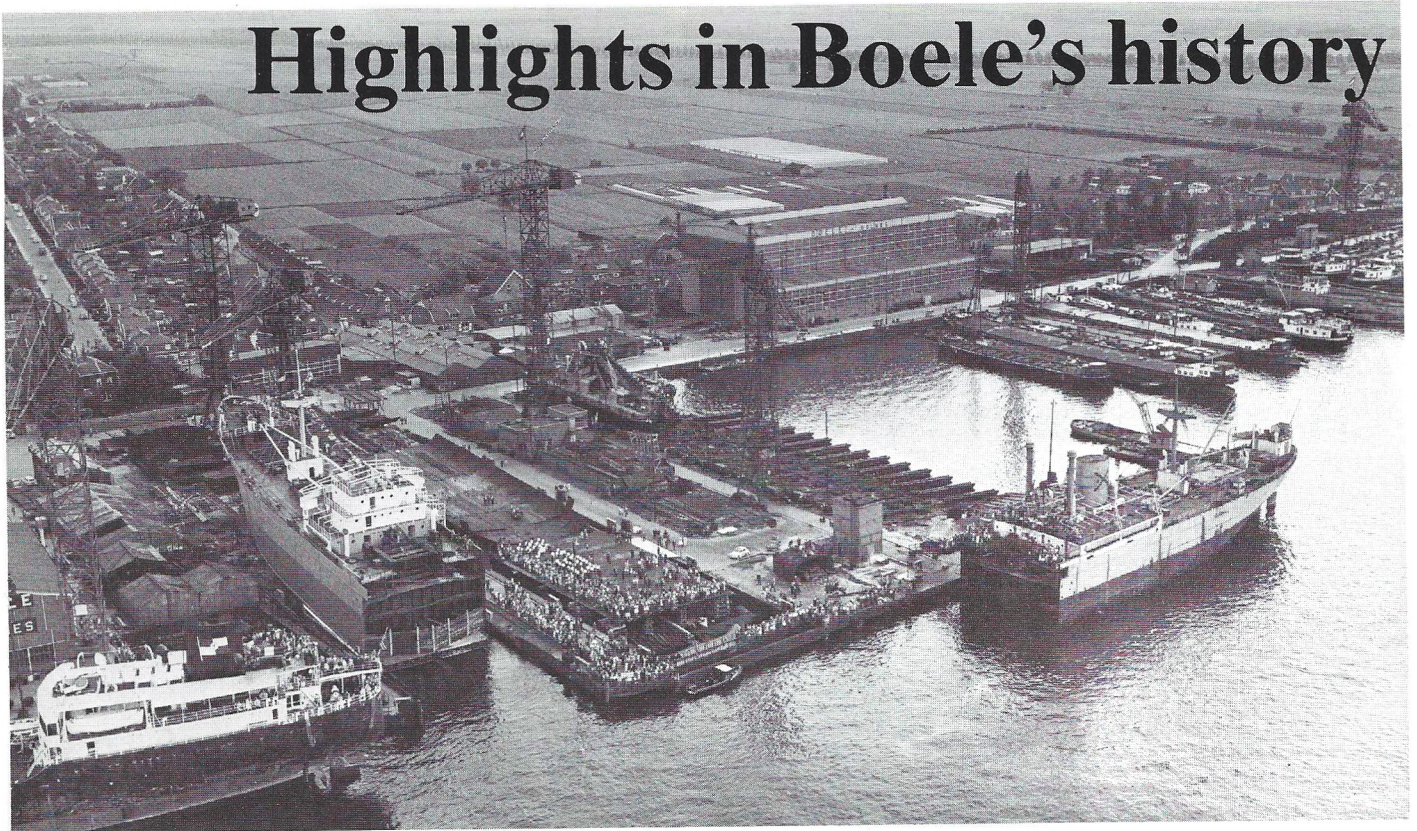
German m.v. "Polar Uruguay" in dock III.

The liquid gascarrier "Pascal", designed and built by Boele in 1976.

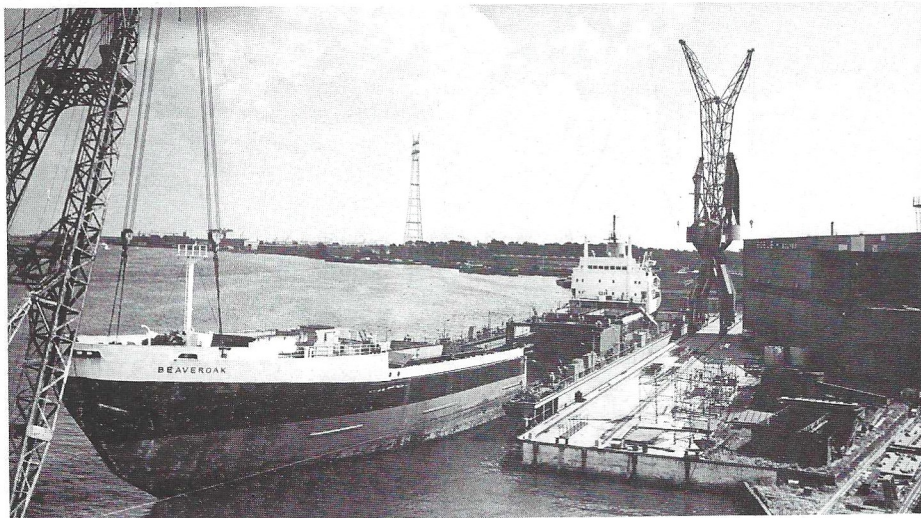


Since no working drawings were available when the heavily damaged m.v. "ARTADI" arrived at the Yard it was necessary for Boele to make the most of their flexible skills to solve the problem.

Highlights in Boele's history

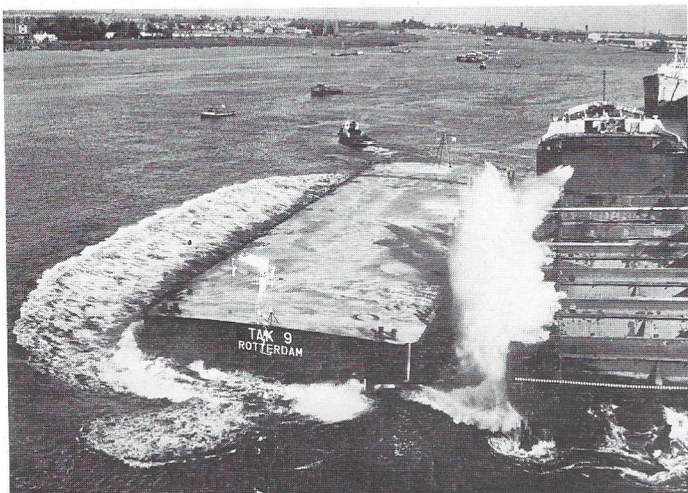


In 1959 a new foreship was built whilst the aftship was surveyed of the wrecked m.v. "NYON". Photo shows the aftship waiting for her new half to come. (Connection took place in drydock).



Boele's 50th lengthening of a seagoing vessel was carried out in 1970.

The 100th Anniversary of Boele, with all employees in 1954.



Launching a pontoon from a floating tanker - from which the pontoon was taken, was an event recorded by radio and television (1968).

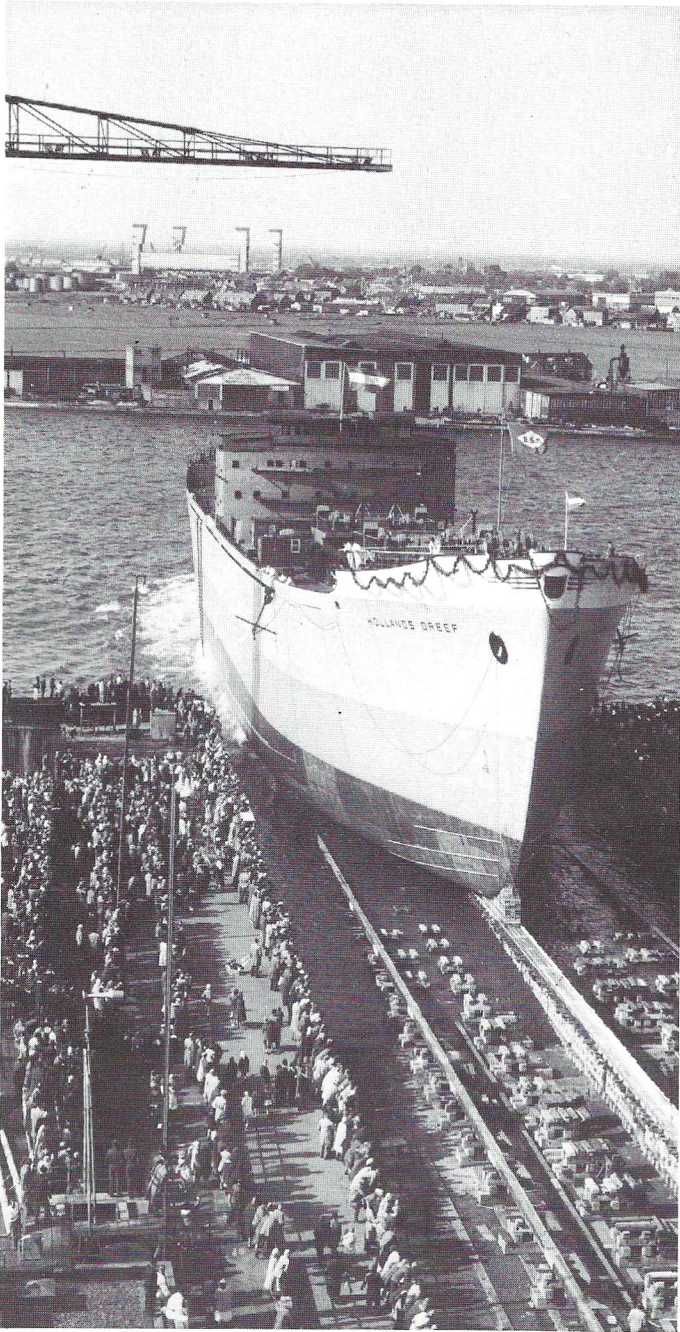


Highlights in the history of an industrial company like Boele-Bolnes, mainly relate to expansion, potential or output.

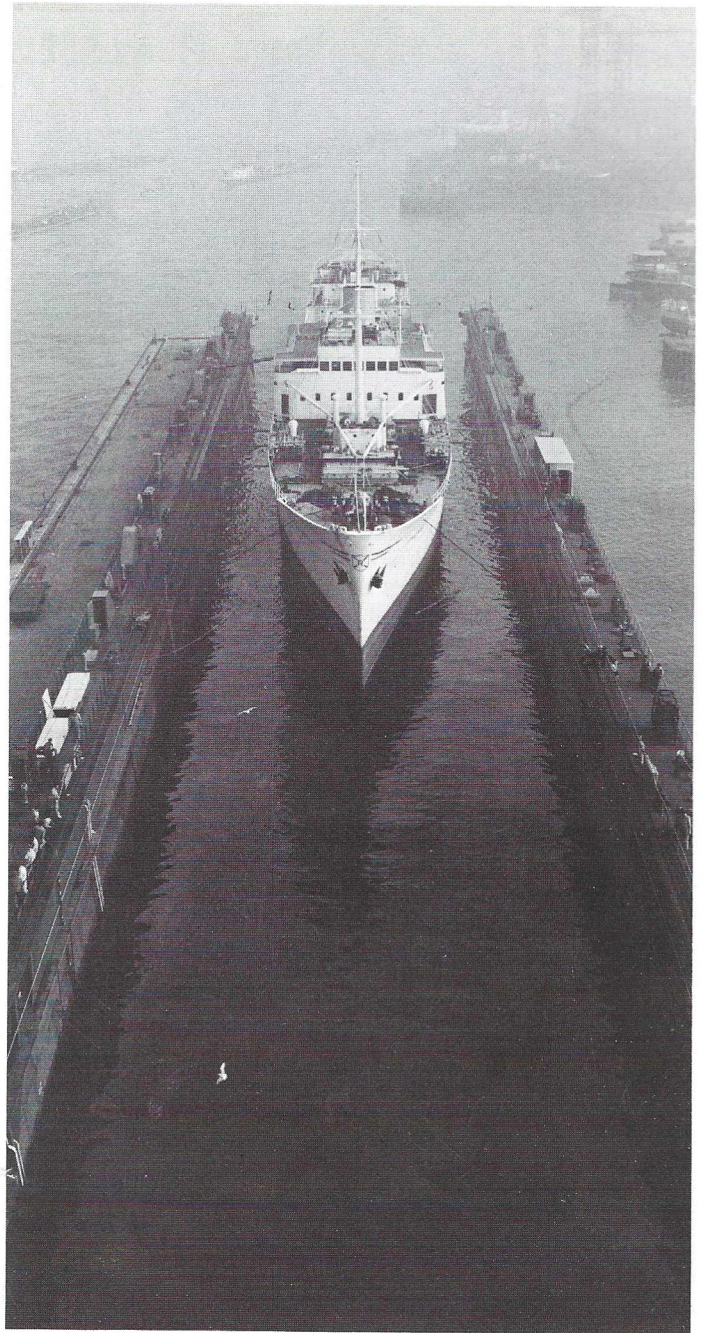
In spite of the many highlights which Boele can point to in this respect it is nevertheless important not to forget that all that has been achieved could only be done by team work.

Team work of employees who put their skill and energy into the service of the company and who know that both company and worker are dependent on each other.

This knowledge and this inter-relationship are one of the pillars on which the 125-years-old Boele Yard has been built.

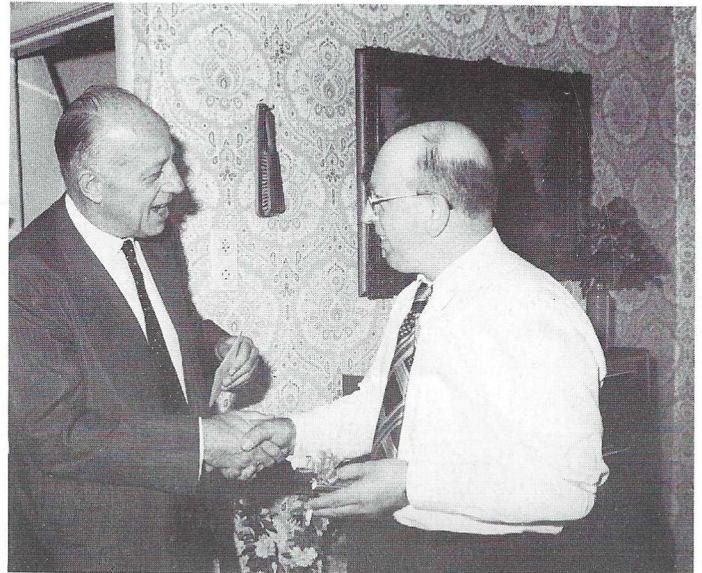


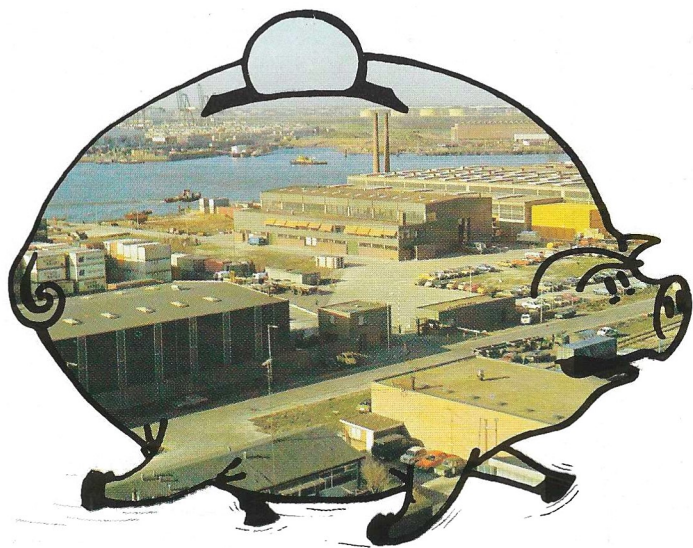
Launching Boele's yard no. 1,000 in 1962.



Boele's first floating dock was commissioned in 1963.

The 40th and 50th Anniversary of Boele employees is a regular highlight both for the workers and the company.





Time is money

Port Repair Base D. van de Wetering saves on both

Boele's subsidiary company D. van de Wetering B.V., Rotterdam, is especially established and designed to render service to vessels in any part of the Rotterdam harbour area.

Quickly, very quickly is D. van de Wetering B.V., on the spot, when the loading or discharging vessel requires the help of skilful labour.

For road transport a number of cars, service vans and a 5 ton lorry are available. Four self-propelled working boats, equipped

with all the necessary facilities serve the Europort-waters, among them „Port Repair I". This floating workshop is equipped with a hydraulic crane, lifting capacity 8 tons, maximum lifting height 23 metres above waterline.

New workshops with up to date equipment and extensive storage constitute the central base from where labour, spare parts, tools, materials etc. are directed to any place in the harbour, including Europort, Dordrecht, Moerdijk etc.

„Port Repair I" arrives to relieve the sorrows of a princess.



Four extensive repairs on dredgers

In its 125 years existence Boele Bolnes has developed a wide range of activities. Very important is the increase to repairs on dredgers, which have become common practice in Boele's repair department.

However, it is still an exception to have four major dredger repairs simultaneously at the yard.



Among them two cutterdredgers:

"Ortelius", owned by Jan de Nul S.A., Belgium, was converted for deeper dredging and in consequence she was lengthened by 5 metres. Additional work involved supplying her with a new ladder and a new ladder gantry.

"Sliedrecht 33" owned by Koninklijke Volker Stevin, Rotterdam, collided in the Middle East. After salvage she proved to be heavily damaged. She arrived at the Boele-yard in "Docklift 2", the dockship herself being a client of the yard when she was lengthened by 24 metres last year.



A fifth order

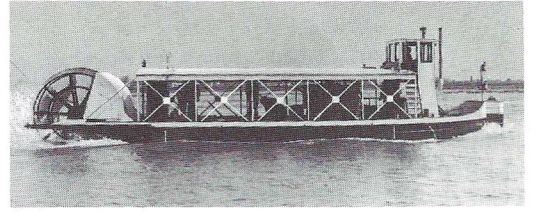
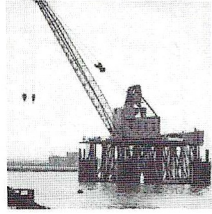
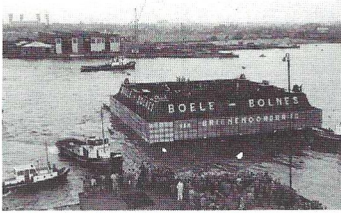
After carrying out extensive repairs to bucket dredger "Krammer" and hopper

dredger "Van Hattem en Blankevoort 20" (the other two dredgers of the four mentioned previously) Boele Bolnes was again awarded an important order.

It concerns the repair of the severely damaged Japanese cutterdredger "Alame-

da 2", which had a collision in the Suez Canal. The order includes

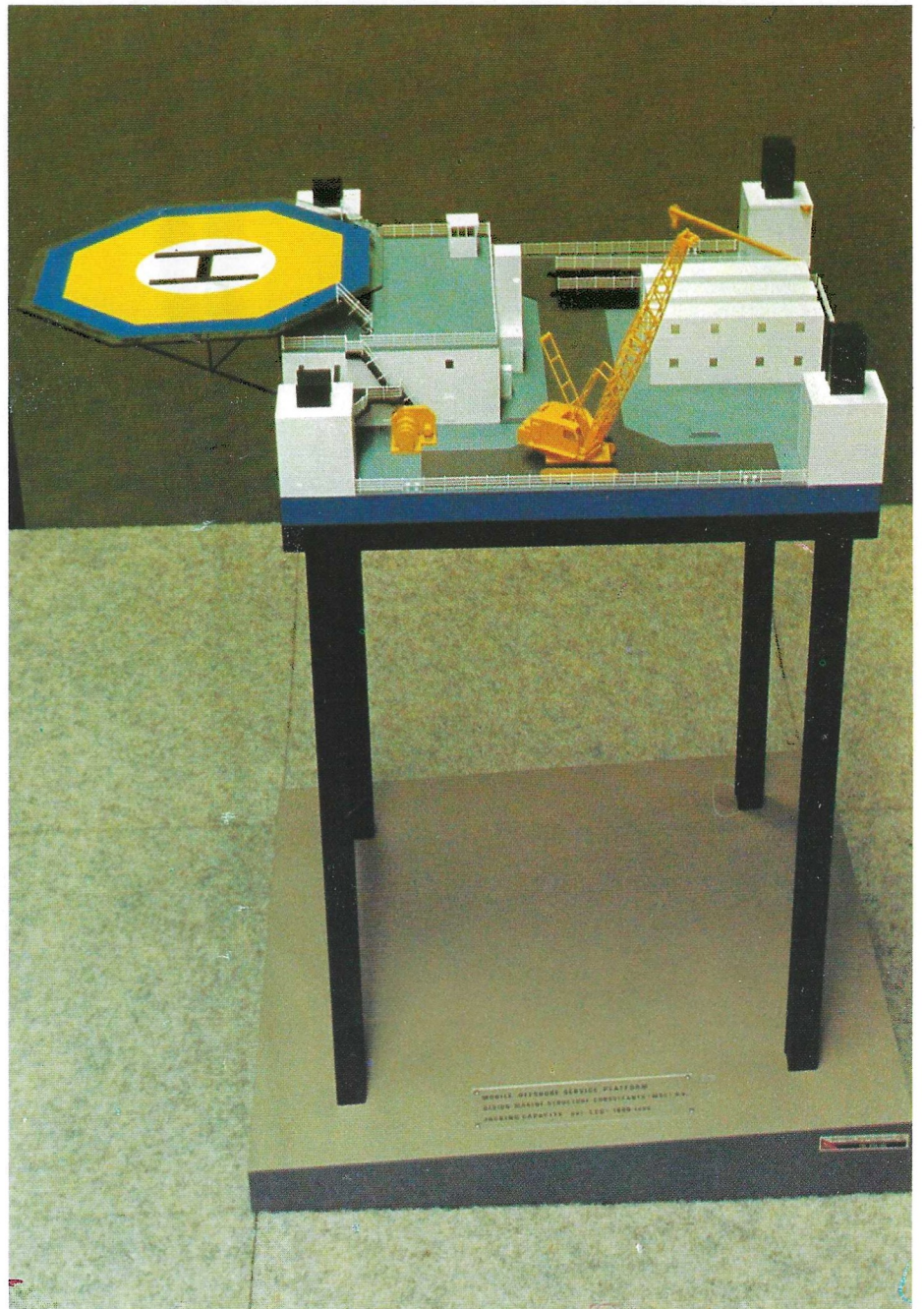
- renewing the ladder complete with cutter-drive motor, gear box and cutter drive shaft lines
- renewing the jib, spuds and spud gantry
- hull damage repairs



Exceptional newbuildings are no exception

125 years of Boele Bolnes means as far as newbuilding is concerned, the delivery of 8.5 vessels a year. Boele's newbuilding department recently booked the latest order under Yard no. 1068.

However, it is fair to say, that this impressive series of 1068 vessels does not only relate to large seagoing vessels. It includes craft for every imaginable purpose: from small to large, from functional to luxurious, from conventional to exceptional.



Newbuilding 1068

Yard No. 1068 - an order from Foxdrill, Holland, is a self-elevating pontoon, designed by Marine Structure Consultants, Hardinxveld, Holland.

This pontoon - 40 x 40 metres - is destined to execute repairs on drilling platforms. Placed next to the platform the pontoon will have access to it by means of a gangway.

The four legs have a length of 71 metres. Furthermore a helideck will be fitted.

Newbuilding 1067

Yard no. 1067 will be a kind of vessel, which has never been built before and, presumably, there will never be a second one. There was even no name for it, but this little problem has been solved.

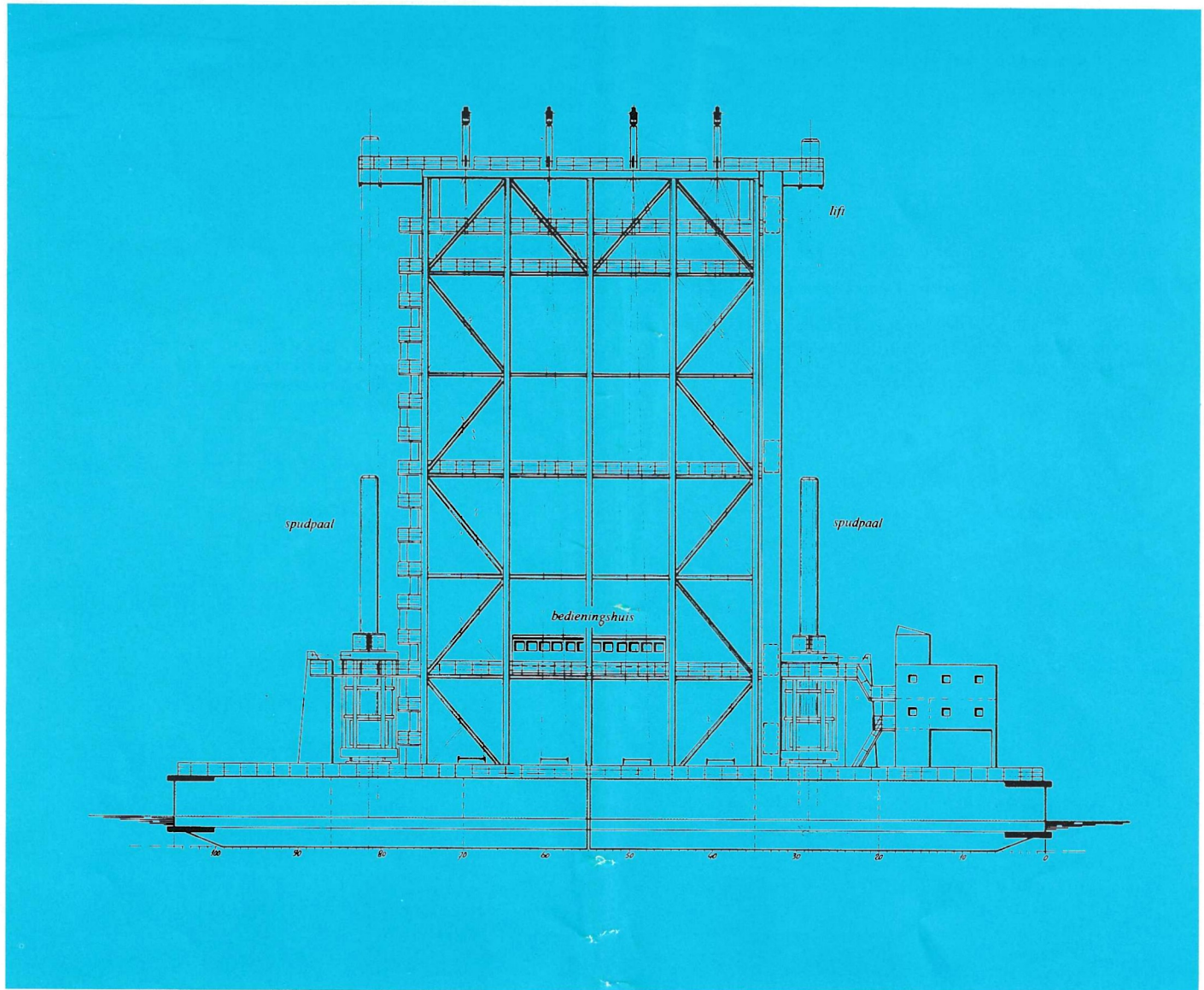
"Soil vibration vessel" is the name. Her task is to solve an other problem. A very big one.

The last phase of closing off the sea-arms in the South-West of the Netherlands — known as the famous Delta Plan — is the building of a storm-surge barrier across the Eastern Scheldt. The sea bottom structure however is not sufficiently compact to carry the huge pillars. The task of yard no. 1067 will be to compress the sea

bottom. Four vibrating needles (length 42 metres) hanging in a construction, which is installed on a pontoon, can be forced into the sea bottom up to a depth of 35 metres. By means of this vibration the soil will be compressed.

The design consists of a main pontoon with four removable side pontoons, thus enabling the craft to pass narrow sluices.

The size of the pontoon in total: 68.20 x 32.90 x 5.50 metres.



Stainless steel decktanks

Just recently Boele-Bolnes received from Messrs. Panocan-Anco Ltd. an interesting order for the fabrication and installation of four stainless steel decktanks

of an advanced design for the carriage of special chemicals.

The four decktanks, of which two have a capacity of 350 cubic metres and two

have a capacity of 250 cubic metres, will be installed on the deck of the m.t. "ANCO SCEPTRE" this year.

This advanced design has been developed by Boele's engineering department in close co-operation with the Owners and Lloyd's Register of Shipping.

Boele / Bolnes

BOELE'S SHIPYARDS AND ENGINEERING CO. LTD.
Bolnes, Holland

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Telephone: 01804-18555

Telex: 20012 boele nl

Cables: Boele-Bolnes

Joint managing directors : G. J. Boele
Joh. Boele
Ir O. J. van der Vorm

Deputy managing directors : Ir A. Kuiper
G. Bovenhoff

Yard general manager : G. de Jong

General manager Commercial Dept. : J. Veldhuis

Commercial co-ordinator : P. C. van der Heyden

Manager Engineering Department : J. F. Stijve

Research and Service Department : G. J. Matthijss

CAPACITIES:

Floating dock I - 175 m x 25.80 m - (575' x 85')

lifting cap. 13.000 tons

Floating dock II - 160 m x 23.85 m - (525' x 78')

lifting cap. 11.000 tons

Floating dock III - 185 m x 33.50 m - (605' x 110')

lifting cap. 22.500 tons

Floating dock IV - 105 m x 19.20 m - (345' x 63')

lifting cap. 5000 tons

Three side slips for vessels up to 405 ft in length

Three newbuilding berths for vessels up to 550 ft.
max. breadth up to 150 ft.

Floating cranes up to 800 tons available.

REPAIR LICENCES:

Akasaka Mirrlees Blackstone

Burmeister & Wain Mitsubishi - UE

Doxford Kobe Diesel

Götaverken Semt. Pielstick

Grandi Motori Sulzer

Port Repair Base D. van de Wetering B.V.

Prins Johan Friso haven, Rotterdam. Postal address: Bunschotenweg 134, 3089 KC Rotterdam.

Telephone: 010 - 29 62 55. Telex: 28122 dwdw nl

Managing director: E. de Jongh. General manager repairs: P. A. den Hollander.

REPRESENTATIONS for spare parts and after sales service:

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COMPANIES: - Pusnes - Deckmachinery
- Hitma - Crosby safety valves

B. JAPANESE - Daihatsu - Diesel engines
COMPANIES: - Hanshin - Diesel engines
- Tanabe - Aircompressors
- Naniwa - Pumps

Port Repair Company Ketting-Muilwijk B.V.

Wilhelminakade, P.O. Box 5334, 3008 AH Rotterdam. Telephone: 010 - 84 60 33, 84 62 71. Telex: 25180 kegac nl.

Managing director: P. Muilwijk.

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G. C. Ridley & Co. Ltd., 15, St. Helen's Place,
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Phone: (01) 588-5125, 5126, 5127.

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Arthur Storey & Partners, St. Nicholas Chambers,
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Phone: (0632) 22446.

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Wilhelm Rump K.G., D 2000 HAMBURG 11, Buchheisterstr. 6.
Phone: (040) 319 48 41. Telex: 214059 rump d.

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Phone: (0421) 504604.

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Agence Maritime M. Auvray et Cie S.A.

22, Rue de l'Arcade 75008 Paris

Phone: (01) 265.95.46 Telex: 650226.

GREECE

Technomar Co. Ltd., 2 Efplias & Agiou Nicolaou Street,

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Phone: (05) 210093. Telex: 42027 fdco n.

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Falck Formco ApS, Gersonsvej 33, DK-2900 HELLERUP

Phone: (01) 628 511. Telex: 19550

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R.E.N.I. (Mr. B. A. D'Albertis), Piazza de Ferrari 4-70

Casella Postale 671, 16121 GENOVA.

Phone: (010) 298.710. Telex: 27060 pp ge a (italy) att.

mr. d'albertis.

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Overseas Shipyards, Inc., 21 West Street, NEW YORK,

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