

# Boele-Bulletin



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BOLNES-HOLLAND

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*The attack is the best defence* **Boele**



▲ A new plate shop of 117 × 30 metres.

Flame cutting machine with running track of 28 metres in the new plate shop. ▼



# Bolnes attacks

The front page of this issue shows a part of the interior of the lengthened welding shop. The lengthening of this hall, now  $110 \times 30$  metres, forms a part of an investment programme, which was realized towards the end of 1983.

This programme enabled the company to modernize its prefabrication facilities and to create a still more efficient production line.

A new plate shop of  $117 \times 30$  metres was built. A storage bay, served by a magnetic portal crane, opens the production line, ending up in complete fabrications like structures for offshore purposes, newbuildings, conversions and extensive repairs.

Furthermore the yard's repair capacity in the Eastern area has been increased by building a new 170 metres long jetty along which the existing dock no. 2 has been moored. Two new modern cranes are now serving dock no. 2 as well as the no. 3 dock.

This now realized investment programme has considerably increased Boele's capacity and will guarantee the continuation of the yard's characteristically service.

*Floating docks 2 and 3 served by two new cranes on a new 170 metres long jetty.*



# Many activities



▲ Modern bevelling of hull plate during extensive repairs on ro-ro vessel „Matina”, owned by UBEM S.A., Antwerp.

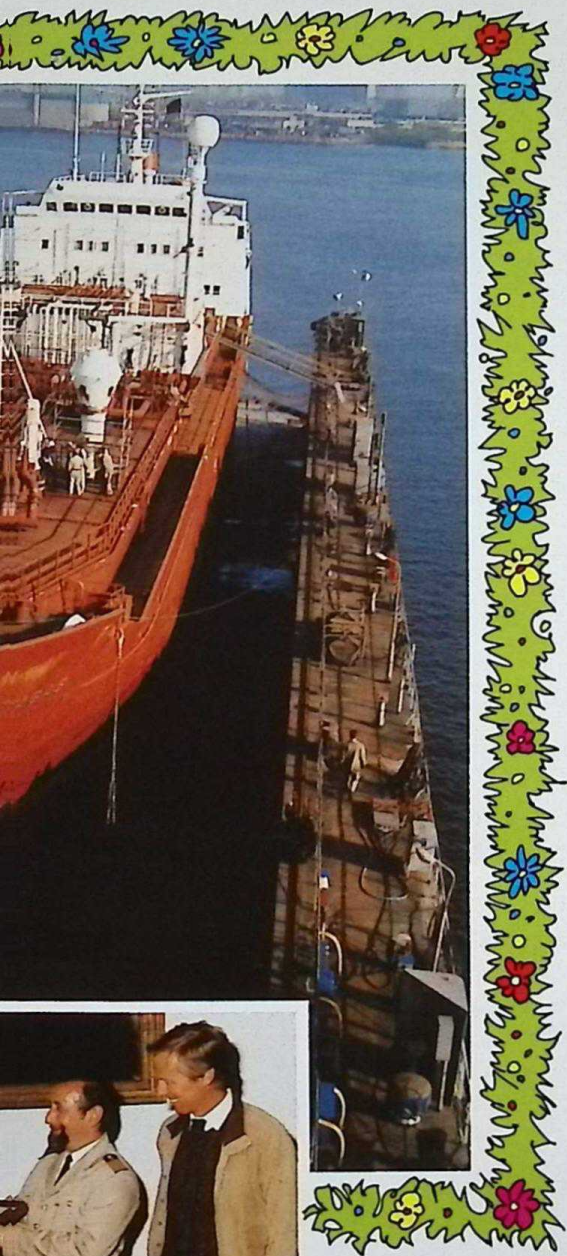


▲ After the recent lengthening of 4 identical vessels for the Dutch owner Seatrade, Groningen, Boele Bolnes can boast a total of 67 lengthenings of seagoing vessels.



▲ M.t. „Deltagas”, owned by Sloman, Bremen, was the 500th vessel to be lengthened. In remembrance of this occasion a special painting was made for the captain. At the right the superintendent.

# s and a festivity



—Neptun Schiffahrts A.G.,  
docked in no. 2 dock.  
Mr. G. J. Boele handed a  
Mr. W. Knaack, owner's



▲  
*Extensive wingtank repairs were executed on m.t. „Bow Cedar” – Rederiet Odffjell A.S., Bergen, Norway. For this purpose a strake of about 80 metres of hull plate had to be removed on both sides.*

*Two deck cargo barges of 91.5 × 27.4 × 6.1 metres were recently built for Arnt J. Mørland, Arendal, Norway. The photograph shows barge no. 7 on sideslip for welding of a butt.*





*The moonpool just fitted*



*The deck after finishing the job.*

# *ms* "Whitethorn" *converted once more*

m.s. „Whitethorn” was redelivered to her owners Messrs. Coe Metcalf Shipping Ltd., Liverpool, after a three months conversion period at Boele Bolnes.

The vessel, built 1963 in Great Britain, (79.5 × 11.8 × 6.4 metres) has served many a purpose through the years and this last conversion had to make her suitable for core drilling.

This meant the installation of a moonpool 2000 ×

2000 mm and a 21 m high drilling tower, the shifting of permanent ballast, installation of drilling rig supports, deck reinforcement etc.

Furthermore the existing accommodation was completely refurbished i.e. renewal of wall panelling, overhead ceilings, electric wiring, renewal of furnishing, floor covering, sanitary articles and piping. Also a new central heating system was installed.



# Port Repair Base

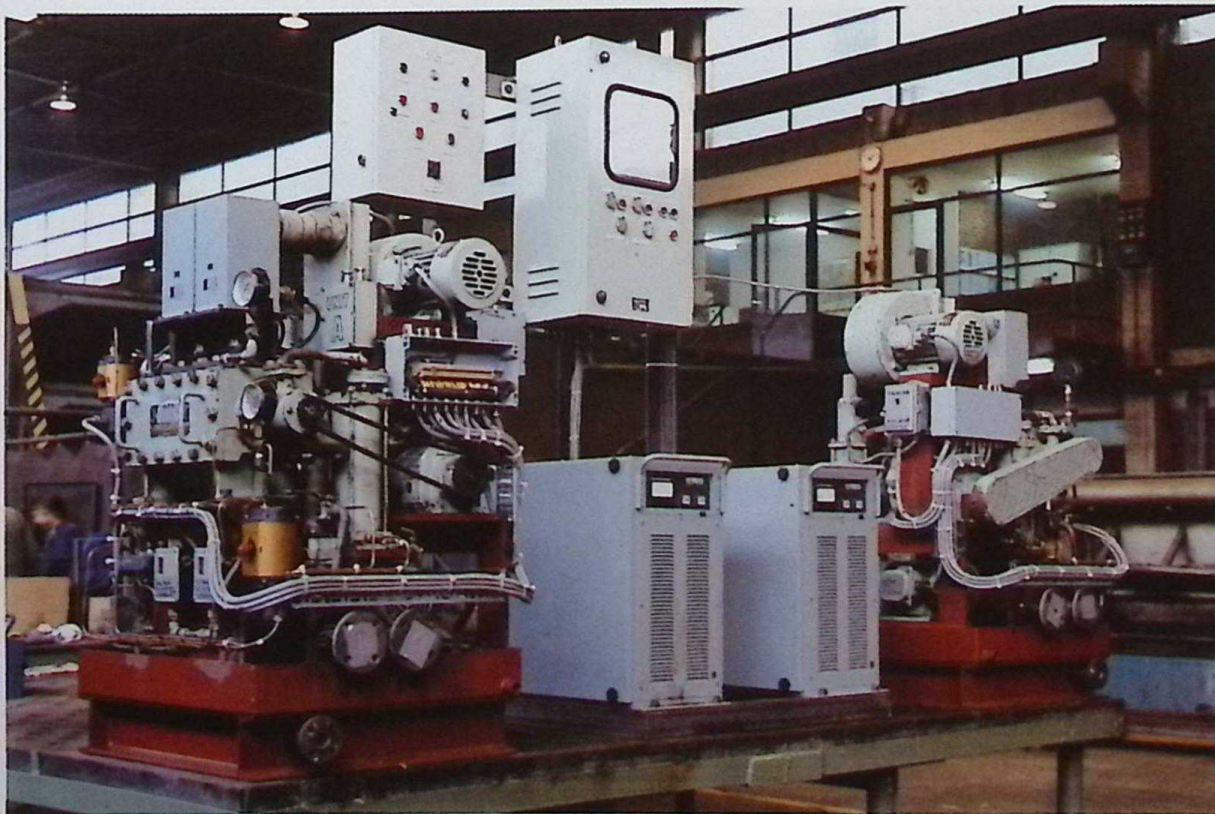
*not only for small jobs*

The 24 hours repair service to loading and discharging vessels in the Rotterdam harbour area can be considered as the main activity of the Port Repair Base D. van de Wetering B.V. Rotterdam.

Four workboats with all necessary equipment – among them the highly sophisticated workboat „Port Repair 1” – are always ready to speed to any place where repairs are needed. Hence the Wetering-slogan:

Don't despair – We repair!

However, this quick service does not imply that the activities are limited to smaller repairs. Both hull- and engine department can undertake major jobs as the photographs show.



▲ 100 square metres of hull plating were renewed on containervessel „Andes Trader”, owned by CP Bulkships, London.

▲ Two ultrasonic fuel oil reformers „Marisave” were assembled in the workshop for the bulkcarrier „Federal St. Laurent (Fednar Ship Management Ltd., London).

# Boele / Bolnes

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

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: G. J. Boele

Ir O. J. van der Vorm

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General manager commercial dept.

Deputy general manager comm. dept.

Commercial coordinator

Offshore department

Manager repair department

Manager engine department

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: G. Bovenhoff

: G. de Jong

: Ir. M. J. van der Wal

: J. L. Bijl

: P. C. van der Heyden

: Ir A. Kuiper

: R. J. M. Horsten

: J. Dekker

## 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

Two 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.

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Managing directors: C. J. Groen and P. A. den Hollander.

REPRESENTATIONS for spare parts and after sales service:

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- Pusnes - Deckmachinery  
- Hitma - Crosby safety valves

B. JAPANESE COMPANIES: - Daihatsu - Diesel engines

- Hanshin - Diesel engines

- Tanabe - Aircompressors

- Naniwa - Pumps

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Wilhelminakade, P.O. Box 5334, 3008 AH Rotterdam. Telephone: 010-846033, 846271. Telex: 28780 kegac nl.

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Casella Postale 671, 16121 GENOVA.  
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