

Boele-Bulletin



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BOLNES-HOLLAND

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Interesting conversions

Boele's Shipyards & Engineering Co. Ltd. is – apart from the normal repair and maintenance work – highly experienced in large conversions.

In the past, five heavy derrick vessels have been converted from existing tankers and bulkcarriers and several vessels were

converted into fire fighting, diving support and maintenance vessels for offshore purposes. Moreover 63 seagoing vessels were lengthened.

The last two conversions, executed by Boele Bolnes, were of a quite different nature.



Tanks disappearing into the vessel's interior.



“Maratha Elegance”

The 17,000 tons bulkcarrier “Maratha Elegance”, owned by Chowgule Steamships Ltd., Bombay, India, was mainly employed in the transport of sugar. The vessel had to be made suitable for the transport of phosphoric acid, solution of caustic soda and potash.

Four stainless steel tanks, each of about 22½ metres in length and a height of 12 metres, were prefabricated in one of the welding shops and installed in the holds.

Of course, all hatches, winchhouses, deckcranes and bulkheads in places had to be removed.

About 500 tons of stainless steel was used for this conversion.

The new deck line.

at Boele's yard

... as she came.

“Libra”

The peculiar vessel “Libra” was originally designed for a special job, namely placing large stone-blocks for the building of an embankment in Europort. After finishing this job “Libra” was laid up, looking forward to possible new jobs to come.

The job came, when a vessel was needed to drop thousands of tons of stone on the foundation of the 2800 metres storm-surge barrier in the sea-inlet Easter Scheldt, a gigantic civil-engineering construction, which has attracted the attention of the whole world.

The engineers asked Boele Bolnes to make a design for the modification of the vessel into a craft, able to transport and drop 1600 tons at a time. The design was accepted.

... as she went.



The main items of the conversion were:

- removing most obstacles on deck incl. the crane
- moving the wheel house abt. 9 metres astern

- making a heavy loading deck over the existing deck
- fabrication and installation of 2 x 3 hydraulically driven pushers, which will shuffle the deck cargo overboard.



Boele Bolnes welcomed a

Thousandth

The four floating drydocks at Boele's yard are all self built.

The no. 1 dock was commissioned in 1963.

Since then a constant stream of vessels has entered between her dockwalls. Recently vessel no. 1000 was welcomed. It was the American "NORDIC SUN", owned by Sun Transport Inc., Aston U.S.A.

Managing Director Mr. G. J. Boele handed an engraving of Rotterdam in the olden days to the Captain as a remembrance to this special occasion.



thousandth and a longest



Longest

The arrival of the Norwegian m.v. "LANGFONN" (Sigval Bergesen, Stavanger) was not an event of great impact when she moored alongside one of Boele's quays. However, in the 130 years of its existence, it enabled Boele Bolnes to welcome the longest ever vessel of 211.16 metres at the yard. She came for the installation of an inert gas system.



Appointment

We have pleasure in announcing that NEPTUNE SHIPMANAGEMENT SERVICES (pte) in SINGAPORE have been appointed to represent our yard and the port repair base D. v. d. Wetering B.V., in SINGAPORE, MALAYSIA, THAILAND AND THE PHILIPPINES.

The picture shows Mr. Toh Ho Hay, general manager of Neptune Shipmanagement Services, signing the agreement. Seated on the left hand side of Mr. G. J. Boele is Mr. Ricky Wong Yat Heng, regional representative.



A daughter who is ready to tackle anything

Deck repairs.



The worlds longest seagoing tug called at the Port Repair Base.



Great variety at the Port Repair Base

Boele's daughter company D. van de Wetering B.V. can boast great flexibility. Whatever kind of shiprepairs in Rotterdam harbour area are needed, Wetering Port Repair can tackle them. The workforce at Port Repair Base consists of highly skilled hull- and engine repairers and other specialized craftsmen. For that reason the "work done list" always shows a great variety of jobs executed either somewhere in the outstretched Rotterdam harbour area or in the workshop. Some examples:

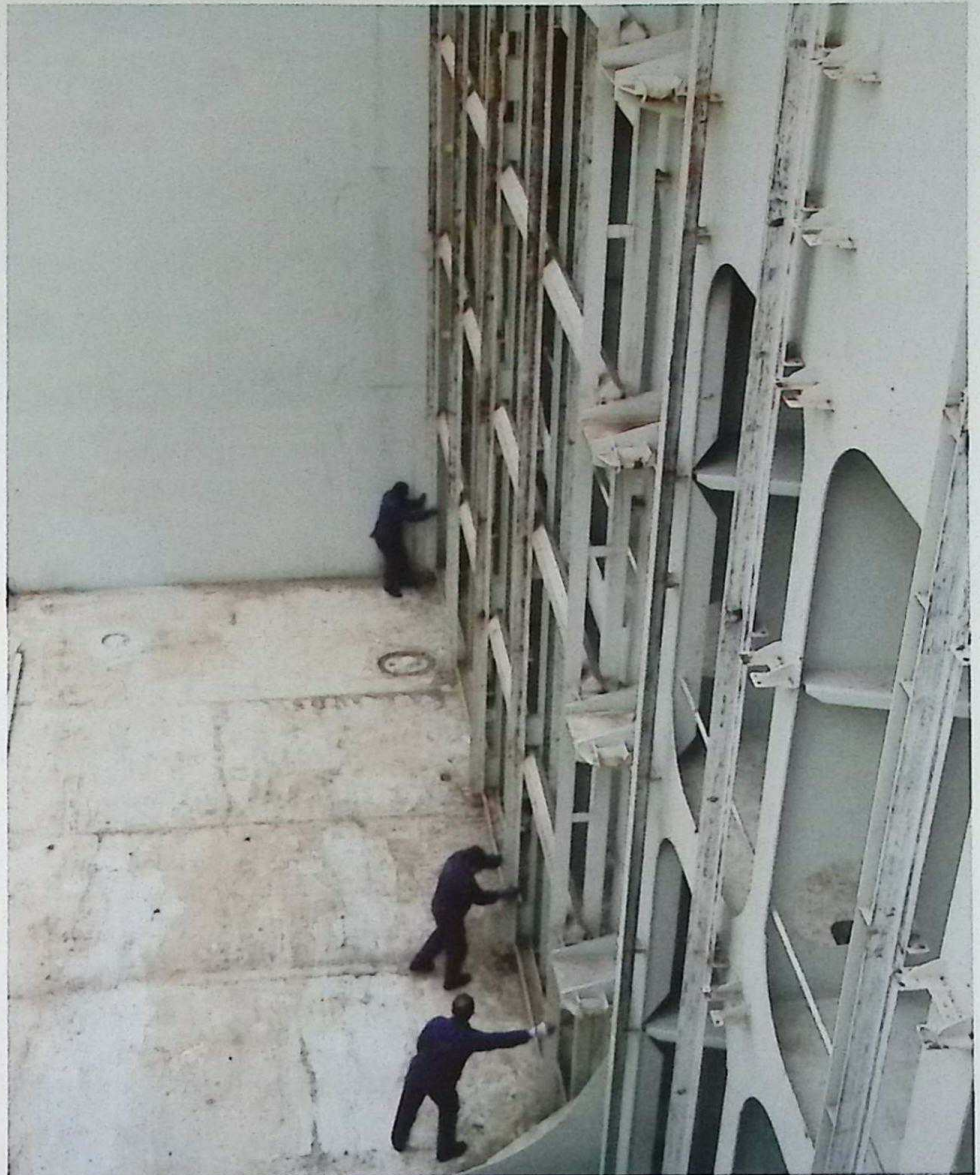
Harbour area

M.v. "FALMOUTH BAY" (Overseas Containers Ltd., London) had a very quick job to be done because all of a sudden her container capacity had to be changed from 20 feet to 40 feet containers. With the help of three cherry-pickers the container guides were modified in the short time available. On the m.v. "MAIRANGI BAY" of the same owners three auxiliary engines were removed in order to replace two crankshafts and to grind a third one. Moreover two bedplates were renewed and a third one boared out.

A similar job was executed on m.v. "RESOLUTION BAY". Extensive deckrepairs were executed on "FORT FRASER" (Canadian Pacific) and on the world's largest seagoing tug "WOLRAAD WOLTEMADE" (South African Marine Corp.) a 150 tons winch was repaired, including the grinding of the shaft and renewing of bearings.

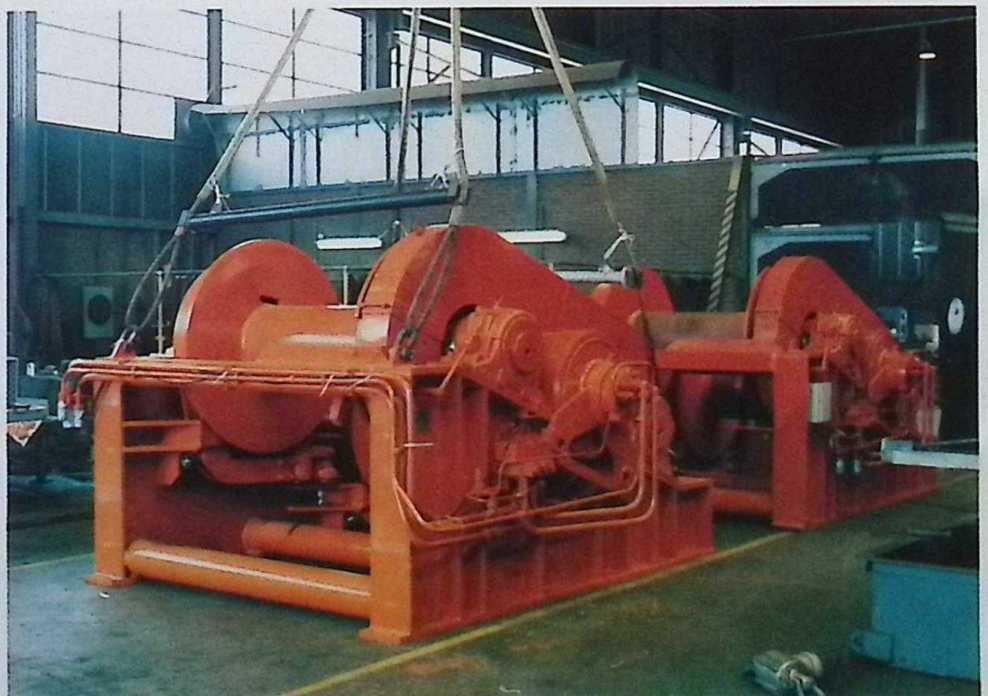
Workshop

Not only repairs were on the programme. An order was received for the fabrication of two double drum hydraulically driven winches with a capacity of 50 tons per drum – break force 75 tons – which are destined for deep diving operations in the field of the offshore industry. In five weeks the winches were delivered to the principals.



Changing the guiders.

Winches in workshop.



Boele / Bolnes

BOELE'S SHIPYARDS AND ENGINEERING CO. LTD.

Bolnes, Holland

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Telephone: 01804-18555

Telex: 20012 boele nl

Joint managing directors

Cables: Boele-Bolnes

: G. J. Boele

Ir O. J. van der Vorm

Deputy managing directors:

Technical

: Ir A. Kuiper

Financial

: G. Bovenhoff

Production

: G. de Jong

General manager commercial dept.

: Ir. M. J. van der Wal

Deputy general manager comm. dept.

: J. L. Bijl

Commercial coordinator

: P. C. van der Heyden

Offshore department

: Ir A. Kuiper

Manager repair department

: R. J. M. Horsten

Manager engine department

: 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.

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

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

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

REPRESENTATIONS for spare parts and after sales service:

A. EUROPEAN

- Thune Eureka - Pumps

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: 28780 kegac nl.

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Casella Postale 671, 16121 GENOVA.

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Telex: 213801 renige i att. mr. d'albertis.

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TLACOPAC, MEXICO 20, D.F.

Phone: 651.97.40. Telex 01771563

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