



HEADWAY



FROM THE BRIDGE



Gerrit Spekman (right) & Edwin van Buren

It is a privilege to serve three distinctive maritime markets, especially when results across the board testify to the value of our offering. By combining consistently high quality with an eye for innovation, we are clearly meeting the needs of our clients in the seagoing, inland shipping and yachting sectors. Those needs are in many ways divergent – operators of a giant tanker have very different demands than luxury yacht owners – and yet they all share a desire to optimise performance, manoeuvrability and fuel saving. Our cross-sector and multi-disciplinary experience, proven in practice over more than four decades, is appreciated by all.

In addition to being a major milestone for Van der Velden™, the recent sale of the 1000th BARKE® rudder reinforces this point. Initially developed for seagoing vessels, these sophisticated high-lift rudders are now being installed by many leading superyacht yards, customised to the unique requirements of modern cruising.

Innovation isn't only about creating completely new applications; it also entails leveraging existing know how for smart solutions in other markets.

Of course, we also love to push the envelope and develop brand-new solutions. Take inland shipping, for example. The first orders have already been received for our patented DYNA-CLIQ™ flexible coupling system, which improves the competitive position of push convoys and barge trains and makes extreme weather sailing possible, even on large open stretches. And, as you can read on page 3, our new Dolphin rudders are also proving a great hit. Half of our clients are already making the requisite changes to their installation in order to benefit from the 1.5 percent fuel savings on offer.

This Headway reports record order books for Van der Velden™ Barkemeyer in the seagoing market (see p. 9). And we are also making giant strides in the super-yacht industry, with a phenomenal amount of passerelle and side boarding ladder installations. More and more yards – and yacht owners - are requesting our rudder systems. With the launch of the EPS thruster (see p. 3), our commitment to the yachting industry over the past decade is really paying dividends. An excellent 24/7 back-up service is playing a key role, as is the case across the entire Van der Velden™ group.

This edition of Headway focuses on many practical applications of our solutions. We also talk to some leading lights in the maritime industry, including the founder of Vripack Naval Architects, and the pioneering Dutch fleet owner Ton Kooren. We hope you enjoy the read. ⚓

Gerrit Spekman & Edwin van Buren

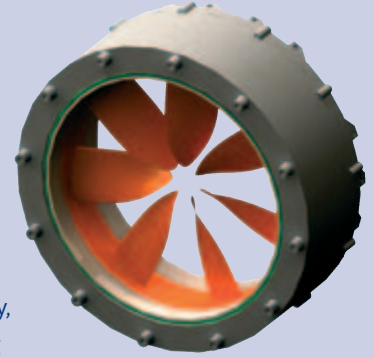
EPS: THE SILENT REVOLUTION IS UNDERWAY

There has been a great deal of interest from yacht owners and naval architects alike in the new EPS thruster, which is set to revolutionise the industry. The EPS is an electrically operated thruster system with no gear or propeller shaft: Its blades are connected to an outer ring rather than to a central hub. As the inverted propeller does not rotate in relation to the tube, a likely source of cavitation is eliminated, ensuring extremely quiet and comfortable operation. Other benefits include a good power-performance ratio, compactness, low weight, robustness and exchangeable blades.

"The development of the EPS as a bowthruster unit has now entered its first full-scale testing phase," explains Chris Maat, Research & Development manager at Van der Velden™. "Our initial engineering work on the EPS 800 has already resulted in a new seven-blade propeller design with a large blade surface for less cavitation and greater balance. Final tests are controlled by MARIN, the Maritime Research Institute Netherlands."

The standard EPS installation includes a frequency converter, control stick and alarm panel for the wheelhouse.

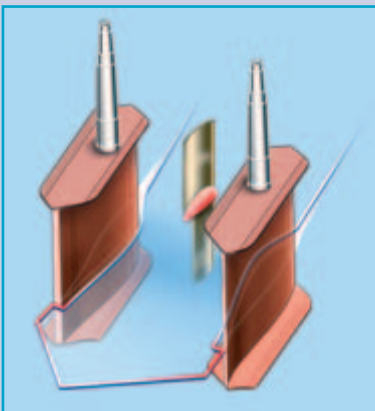
Optional schemes include the Comfort and Luxus systems with PLC control and touch screens for extra security, as well as options for the wing panels. "The different EPS system versions will become available progressively from the middle of 2005 to the beginning of 2006," continues Maat. "A completely new retractable version, the EPS-R, is now also being designed, and is expected to be ready some six months after the latest fixed design."



The first EPS thruster is delivered to a leading yard in Taiwan for a state-of-the-art 70-metre motoryacht, which is due for launch in the summer of 2005. We will have more details on this project and other EPS applications in the next edition of *Headway*. One thing is already certain, however: The EPS is going to have a major impact in a wide range of markets. ⚓

SAILING WITH DOLPHINS

Van der Velden™ Marine Systems has developed a new type of rudder system for the inland shipping market. Aptly named the Van der Velden™ Dolphin



rudder, this rudder system is designed especially for optimal propulsion efficiency. Its unique asymmetric profile considerably reduces fuel consumption or, alternatively, allows you to increase speed with the same fuel use.

Other benefits of the Dolphin rudders include their exceptional compactness and improved control of the slipstream, leading to enhanced speed and comfort. At the same time, the carefully developed rudder profile also reduces resistance. A unique production process means the solution is very economic in price and the Dolphin rudders are designed to smoothly and efficiently interface with Van der Velden™ steering gear. A special Dolphin spoiler allows further optimisation of propulsion qualities, with its unique, adapted streamline body and distinctive spoiler shape.

Since the introduction of the Van der Velden™ Dolphin rudders in November 2004, a large number of these systems have been ordered, for inland vessels such as *Lindos* (built by for Knossos BV, family Den Boer), *Lutin* and *Goblin* (VOF Lutin, family Vranken), *Fiducie* (family Eleveld) and *Oranje Nassau* (VOF Outcomb, Oudakker). We expect the Dolphin rudders to account for at least 25% of our total rudder system sales in 2005. ⚓

The Research & Development teams at Van der Velden™ are constantly on the look out for new ways of using the latest technology to improve performance. In doing so, they work closely with leading concerns in the maritime world. The practical experiences of skippers and engineers are also actively sought in order that new solutions are designed to meet everyday needs.

YACHTING

YOUR EXPECTATIONS: OUR EXPERTISE

Van der Velden™ Marine Systems is an expert in all types of hydraulic yacht engineering work, including technical specifications, drawings and classification. This provides clients with a wide range of services concentrated in one place and coordinated through a single project manager. Van der Velden™ installations seamlessly cooperate with each other based on the principle of integrated hydraulics, preventing any unnecessary duplication and ensuring that all our systems are optimised in every respect.

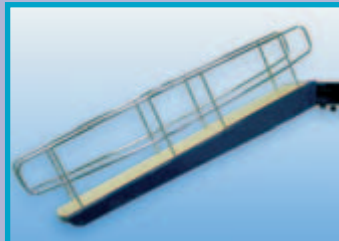
This, in turn, reduces the need for onboard space and cables. A recent example of how Van der Velden's comprehensive product range and cross-discipline expertise benefits customers came when we were contracted for the complete hydraulics, boarding equipment and cranes for a 58-metre European project. This offered clear technical advantages for the yard concerned as well as increased clarity in terms of the commercial transactions.

A specific advantage of Van der Velden™ steering equipment for yachts is the low noise levels during full-capacity operation. It is possible to further reduce noise levels to the bare minimum by using special insulation materials and adaptations. Rudders and steering gear can be delivered in a package together with a header box, completely tested and certified. Both our BST Steering Gear and Fully Redundant Steering System (FRSS) are based on the non follow-up function (NFU) and can be equipped with the follow-up function (FU). FRSS steering gear can also be provided with a Synchro system for electrical synchronisation and independent rudder function.

The unique Solutions Line concept (engineering, delivery, service) is geared to the future of yachtbuilding and the current demand from yards. Within the framework of the Solutions Line, Van der Velden™ remains responsible for the systems even after the yacht has been handed over to the owner. Specific wishes can also be discussed in advance and incorporated into the total concept. ⚓



BARKE® Rudder



Passarelle



Side Boarding Ladder



Steering Gear

THE ITALIAN JOB

A mutual commitment to superior quality and a passion for customisation have brought Van der Velden™ Marine Systems together with Italy's CRN Shipyard for two major new builds. CRN specialises in fully customised steel and aluminium superyachts from 30 to 70 metres, and semi-custom boats in composite from 29 to 43 metres. The yard and its clients commissioned Van der Velden™ for two large steel-aluminium displacement motoryachts. Naval architecture for both yachts was carried out by CRN Engineering, while the interior and exterior were designed by Zuccon International Project.

The first contract involves the delivery of the Yachting FRSS steering gear and NACA profile rudders (including a header box) for the 54.20-metre *Y.N. 119*, due for launch late 2005. The second delivery is for CRN's 60-metre *Y.N. 120*. Here, the captain opted for sophisticated high-lift BARKE® Rudders for unmatched manoeuvring and course-keeping performance, as well as smooth operation and comfort. The rudders will be provided together with a header box, and the manoeuvring system will be topped off with Van der Velden™ Yachting FRSS steering gear. This yacht will be delivered in 2006. ⚓

The dedicated yachting product range includes different types of (high-lift) rudders, rudder trunks, streamline bodies, steering gear and steering gear foundations, passarelles, MCA cranes, side boarding ladders, bowthrusters, hydraulic components, silent EPS thrusters and anchor winches (Maxwell).

DICK BOON: SUCCESS DEPENDS ON TRUST

Few men alive today know more about yacht propulsion and design than naval architect Dick Boon, the founder of Vripack Yachting International in 1961. Today some 60 vessels originate from Vripack's drawing boards each year, and the company offers much more than design alone. It is the only naval architect office in the world capable of handling complete projects for yachts larger than 24 metres, from design and engineering to piping and interiors.


Van der Velden™ Marine Systems and Vripack share a desire to pioneer new technologies that enhance the overall boating experience. Their partnership started in the mid 1990s with the expedition vessel *Jasmin*, built at the RMK Shipyard in Turkey. "Van der Velden™ delivered the steering gear for this project and made a huge impression," recalls Boon. "The calculation methods and know how were impeccable, the product quality was excellent, and the pleasant personal approach impressed both myself and *Jasmin's* owner. Since then, Van der Velden™ has always been a preferred supplier for steering gear in Vripack specs for 24-metre-plus vessels. We have also found the BARKE® high-lift rudder and Van der Velden™ NACA profile rudders very suitable for various applications."

Boon is also very interested in the new EPS thruster (see p. 3). "I believe that the EPS will be a very successful innovation and an ideal solution for electric propulsion in the future. The issue of noise is increasingly crucial on superyachts and the EPS offers significant advantages in this respect. Moreover, sailing yachts with a retractable EPS unit functioning as a propeller will benefit from having no resistance when underway."

Although naval architects rarely have a say on items such as manoeuvring & boarding equipment, marine cranes and capstans, Boon is very aware of Van der Velden's complete product portfolio. "Having seen at first hand the standards of quality and reliability the company offers in other areas,

I am sure Van der Velden™ would be an excellent single source supplier."

Vripack has also leveraged Van der Velden's decades of experience in the inland shipping sector. "This proved its value yet again last year with a 30-metre river barge, built at Hakvoort Shipyard to Vripack's naval architecture and engineering. Van der Velden™ delivered two Hydro Dynamic high-lift rudders, which offered superb manoeuvrability in shallow inland waters. The accompanying hydrospoiler increased the vessel's range by saving up to five percent on fuel consumption."

"In all my years in this industry, the most exciting projects have always been those for enthusiastic clients that require innovative solutions and have high demands," Boon concludes. "Nonetheless, however good the design is, ultimate success depends on being able to implicitly trust the equipment suppliers. Van der Velden™ has never let me down." 



Yachting references: Feadship, JFA Shipyard, Moscow Shipyard, Kuipers Woudsend, Moonen Shipyards, Heesen Shipyards, Pendennis Shipyard, Amels, CRN, Codecasa, Vripack Yachting Naval Architects, Amels Shipyard, Sensation Yachts, Setzer Design Group, Proteksan, RMK, OceAnco, Kusch Yacht Agentur, HDW Nobiskrug.

INLAND SHIPPING

TON KOOREN: A TRUE PIONEER



Ton Kooren has had a long and distinguished career at the helm of the Dutch shipping industry, constantly raising the bar when it comes to quality of operation and service. A loyal customer of Van der Velden™ Marine Systems for many years. Headway looks back on a lifetime of entrepreneurship and innovation.

Born in 1944, Ton Kooren started his career skippering tugboats and push tugs. At just 24 years of age he founded the shipping company Ant. Kooren in Rozenburg. The business flourished, steadily increasing its fleet of towboats (both pushers and tugs) for cargo transportation, and later expanding into tankers and freight.

Under the name Ant. Kooren Holding, Ton branched out into numerous other businesses. These included Vinotra, a shipping office for bunkering in seaports with 45,000 tons of cumulative cargo capacity; Wiljo, a bunkering company based in Antwerp; Argos, an oil trading and supply business; and Moseltank, a shipping company that operates *Navira*, among others.

LONGSTANDING RELATIONSHIP

Van der Velden™ Marine Systems and Ton Kooren go back a long way: Practically every vessel commissioned by Ton has been equipped with Van der Velden™ steering gear, including *Titan*, *Sirius*, *Antonie*, *Navira* and *IJsselmeer*. “I worked with Van der Velden™ Marine Systems from the earliest days of my business,” recalls Kooren. “The choice was a no-brainer: Installing Van der Velden™ rudders meant that a boat that usually moved 3,000 tons could handle 5,000 instead, and without compromising on manoeuvrability and speed. Obviously, this saves a great deal of time and money.”

The most recent launch offered a fitting epitaph to Ton Kooren’s famously high quality standards. The ship *Megan* was christened on 2 April 2005 by Ton’s two-year-old granddaughter Megan Kooren. This 86-metre A type-C tanker, based upon an entirely new design for oil transportation, has seven tanks offering a total capacity of 2,650 cubic metres. The hull was built in Poland and *Megan* was finished by Smits Machinefabriek en Scheepsreparatie from Krimpen aan de Lek to Bureau Veritas specifications. She is equipped with a Van der Velden™ steering system, comprising twin Hydro Dynamic high-lift 220 rudders, 2 DWK 6080/35 steering gear and an SP 2000 electric hydraulic steering installation.

“I have enjoyed a highly satisfactory cooperation with Van der Velden™ throughout the years,” says Kooren. “They are extremely customer-friendly and their products and service are always of the highest quality – both essential considerations to us. And, after all this time, I remain truly impressed by the company’s steering systems. gear. Take the trial sail of *Megan* for instance: The Dutch Shipping Inspectorate prescribes that the tested ship is to be steered full speed ahead, followed by full speed astern, and then immediately steered in the opposite direction, followed by turning starboard at a right angle and then port in the same way. I find it astonishing that Van der Velden’s steering gear is powerful enough to make this manoeuvring so easy – in fact, it was no problem at all.”

EFFICIENCY AND SAFETY

Much has changed in the tanker trade over the past two decades. One exciting development has been the appearance of nitrogen installations. Such installations lead to more efficient, safer and faster operation, thanks to a mechanism that eliminates vapour in the space above the loaded liquid or the empty tank using oxygen-free or oxygen-poor nitrogen. This means that the load is freed of gas residue, and any risk of exploding consequently disappears.

Our inland shipping portfolio includes steering gear, steering systems, all types of rudders, hydrospoilers, marine cranes, thrusters, hydraulic coupling winches, DYNA-CLIQ™ coupling system, manoeuvring nozzles as well as hydraulic components and system engineering for deck equipment.

INLAND SHIPPING

Many large corporations today – including Shell, Dow Chemical, and others – demand that a ship used for loading at their facilities be gas-free, for instance by means of an onboard nitrogen installation.

Such ships are also allowed to stay in port after being unloaded and wait for their new cargo, while ships with no nitrogen installation have to leave right away due to the explosion risk. Obviously, the ability to immediately reload a ship leads to very definite advantages in terms of time and money. The fact that nitrogen installations are featured on three of Kooren's ships (*MTS Antonie*, *Megan* and *Sirius*) is yet another testimony to his career-long pursuit of the most efficient and safest solutions.

LEAVING A LEGACY

While everyone agrees that he will leave an unrivalled legacy, Kooren is feeling the pull of the things that matter most in life. "Starting from the end of 2005, I plan to wind down," he explains. "My son Erik and brother Kees will take over the day-to-day business operation, while I keep a low-key advisory function in the background. I want to relax and concentrate on spending time with my grandchildren." A worthy notion indeed, and a well-deserved rest for this true pioneer of the shipping world. ⚓



Sirius, Megan and Titan.

SAFETY INSPECTIONS & SERVICE

The Dutch Council of Transport Safety recently carried out an investigation of accidents due to rudder defects. One of the most important recommendations of this study was to conduct regular inspections of manoeuvring systems, as these were found to often suffer from poor maintenance and sub-standard refits.

Recognising that skippers sometimes live onboard with their families and often transport dangerous cargo, Van der Velden™ Marine Systems is critically aware of the importance of onboard safety. This is why our manoeuvring systems comply with all the quality standards set by classification and legal authorities. A Safety Inspection System for manoeuvring systems was developed and implemented at the company as far back as 1990.

Today, two experienced full-time employees are constantly busy with these inspections and the related maintenance. Van der Velden™ inspections also have to satisfy the most stringent internal procedures, with experts ensuring that the hydraulics, piping and electricity are properly installed. An approved ship is granted a Safety Certificate, valid for twelve months after the inspection date.

The final word on this subject goes to one of our expert mechanics. Jaco Bosschaart joined the company in 2002 at the age of 24, after obtaining all the relevant qualifications. "I work with an inspection checklist to examine vessels for safety regulation breaches," explains Bosschaart. "We repair small defects on the spot, while appointments are scheduled for larger ones. Working at Van der Velden™ is very interesting and versatile, and I really enjoy the atmosphere here." ⚓

Inland Shipping references: Lehnkering 16, VT Vlissingen, Tricolore, Century, Olympic, Charis, Katamaran I Bodensee, Katamaran II Bodensee, Oranje Nassau, Moinos, Kaapstad, Synthese 12, VT Vlymen, VT Vuren, VT Veendam, Lyn 1 & 2, Theodela, Orinoco

INLAND SHIPPING

INA: READY FOR THE FUTURE



Ina

After successful trials, the 105-metre dry bulk vessel *Ina* was christened in April 2005. The Dutch De Gerlien-Van Tiem shipyard in Druten, responsible for her construction, has been active in the inland shipping market since 1967 and has grown into a specialist in the field of ship repairs and finishing of hulls. Each year, many vessels built at this yard are equipped with Van der Velden™ steering systems.

For *Ina*, we supplied two Hydro Dynamic (HD) 195 profile rudders, DWK 6080/35 steering gear and a SP 2000 steering installation. The twin rudders are asymmetric in shape and specially designed to provide excellent manoeuvring capabilities for inland vessels. Rudder angles of 60° and 80°, respectively, provide optimal slipstream guidance for *Ina*. The DWK 6080/35 steering gear is extremely sturdy and especially developed to fit the HD profile rudders. Finally, the compact SP 2000 electro-hydraulic steering installation is fully integrated with the rudders and steering gear to ensure maximum reliability and durability. The elegant SP panels are compact and can be installed into smaller consoles.

The owners, Wim and *Ina* Sakko, chose for Van der Velden™ as they were determined to provide *Ina* with the highest quality equipment available on the market today. Besides dry goods, *Ina* will also transport containers in four layers. The worldwide demand for container transport is constantly growing, and a combination of high-quality boat and state-of-the-art equipment as seen here makes *Ina* perfectly positioned to reap major rewards in the future. ⚓

STAR BLENDER SHINES AGAIN

Van der Velden™ Marine Systems was recently commissioned to deliver a hydraulic steering system for the refit of *Star Blender*. This motor tanker was originally built in the Netherlands in 1962 and the time was therefore ripe for a complete overhaul. *Star Blender's* operator, Verbeke Bunkering of Belgium, trades in liquid petroleum products, and is specialised in delivering fuel to seagoing vessels. Four of its vessels are already equipped with Van der Velden™ steering systems.

Star Blender is a bunker ship with a length of 57 metres and a beam of 7.5 metres. She is powered by a 529 hp Scania engine, which offers a maximum speed of 21 km/h. *Star Blender* is used chiefly to supply fuel to seagoing vessels in Antwerp and Ghent (Belgium) as well as Flushing and Terneuzen (the Netherlands). The equipment supplied for the *Star Blender* refit consisted of two Hydro Dynamic 160 profile rudders, 2 DWK 6080/35 steering gear and an SP 2000 steering installation.

“There were two main reasons for choosing to commission Van der Velden™ for the refit,” commented Wilfried Burdock from the Technical and Maintenance department at Verbeke Bunkering. “Our previous experience with Van der Velden™ solutions was a major factor. The entire Verbeke team was very satisfied with the steering systems delivered for our vessels *Vigo*, *Dakota* and *Texas*. We have also enjoyed some excellent standards of service. And Van der Velden™ always has the necessary parts available in case of any unforeseen events.” ⚓



Star Blender

ON A ROLL: VAN DER VELDEN™ BARKEMEYER REPORTS RECORD ORDER BOOK

Recognising that there is no such thing as a single market for vessels at sea, Van der Velden™ Barkemeyer offers a customised service and has dedicated teams for Offshore Supply Vessels (OSV's), container feeders, research & navy vessels, Ro-Ro ferries, fishing trawlers and multi-purpose cargos. Significant drivers for growth within Van der Velden™ Barkemeyer include the enormous number of new builds in the European and Asian feeder sector, as well as offshore operators commissioning new OSV's and Anchor Handling Towing Supply Vessels (AHTSV's).

All of the above has contributed to the record order books currently being reported at Van der Velden™ Barkemeyer, with June 2005 seeing the delivery of the 1000th BARKE® rudder. On these pages, we look at some recent successful applications of our diverse solutions within the key markets.

CONTAINER FEEDERS

Van der Velden™ Barkemeyer's core focus in this sector is the supply of leading edge manoeuvring equipment to container feeders up to 20,000 DWT (larger versions are possible). We offer solutions for all systems, including different kinds of rudders and steering gear, both rotary vane and ram type.

In Spring 2005, IHDA Marine Service completed the 810 TEU container feeder *Maasstroom*, managed by shipping company Universal Marine. The vessel's hull was built at the Aker Tulcea Shipyard in Romania and the outfitting was carried out in the Netherlands by IHDA Marine Service. *Maasstroom* has an LOA of 141 metres, a capacity of 9400 tons and is built according to Ice Class and Lloyds Register specifications.

Suitable for worldwide shipping, this single deck container feeder now benefits from a fully customised Van der Velden™ Barkemeyer solution. *Maasstroom* has been fitted with course control and a compact electro-hydraulic steering gear (BST450 ram type), which controls the high-lift BARKE® rudder with two double acting cylinders and a tiller. Meanwhile, the German shipyard Cassens Werft has asked Van der Velden™ Barkemeyer to supply Timon flap rudders with BARKE® Steering Gear for six container feeders. We are also pleased to report that a number of repeat orders using the same layout are expected later this year.

Other major orders in the container feeders section include new builds for the shipowner Hartmann from Leer, Germany. The company ordered a complete package of ram type steering gear with BARKE® high-lift rudders for three 6,000 cbm capacity LNG carrier vessels.

The Pesaro Shipyard in Italy has received new orders for six 4,000 DWT LNG carriers for local owners. The yard has contracted Van der Velden™ Barkemeyer to deliver flap rudders blades of the Timon type. Finally, our Korean and Chinese representatives have reported orders for steering gear and Timon flap rudders for two chemical tankers. These will be delivered to the INP shipyard and Nanjing shipyards. ⚓



Maasstroom

Our complete manoeuvring packages for sea-going vessels include rudders (high lift rudders, BARKE®, Timon, Fish-tail and conventional rudders as well as TLT rudders with the twisted leading edge technology), rudder trunks, streamline bodies, steering gear (incl. foundations), nozzles and the new EPS thruster.

SEA-GOING

OFFSHORE SUPPLY VESSELS



J. Hugh Roff Jr

Two Anchor Handling Tug Supply Vessels were built by the Remontawa Shipyard in Poland for American shipowners Tidewater. Owning the world's largest offshore fleet, Tidewater is the undisputed leader in the workboat industry with around 700 energy-support vessels of various shapes and sizes.

Some 67 metres in length, the new 100-ton bollard pull vessels – called *J. Hugh Roff Jr* and *Big Joe Tide* - have been designed for shallow draft operation off the Nigerian shore and been chartered by Total Congo. Van der Velden™ was responsible for the vessels' entire manoeuvring system, which includes special high-lift fishtail rudders. Ensuring excellent manoeuvring, a long life-span and low maintenance, these type of rudders are very suitable for offshore operations, where precise positioning is key, especially in rough weather conditions and strong currents. This is why the rotary vane steering system is electronically synchronised for Dynamic Positioning, allowing the rudders to be controlled independently (a-synchronised) for exact positioning and synchronised in normal sailing conditions.

Van der Velden™ has also secured a significant order with Surf, an operator in Marseille (France), for anchor handling towing supply vessels. To be built by the Dayang Shipyard in China, these eight twin-screw propulsion vessels (four of 70 tons Bollard Pull, four of 80 tons Bollard Pull) will be equipped with Timon high-lift flap rudders. ⚓

GONE FISHING

Van der Velden™ Barkemeyer has supplied the complete manoeuvring system for two new trawlers built in Iceland - *Stjornan* (Osey Shipyard) and *Polarhav* (Thorgeir & Ellert Shipyard). Both vessels include the BARKE® Rudder (type BRB 19-31-12) with heel coupling and steering gear (type BST 039-45). The key driver behind the BARKE® rudder is its innovative and sophisticated flap-linkage design in a closed gearbox, offering both unsurpassed manoeuvring and course keeping performance as well as smooth operation and comfort. Both vessels are owned in limited partnerships. *Polarhav* is now fishing off the Faeroe Islands while *Stjornan* is staying closer to home. ⚓



Stjornan and Polarhav

Sea-going references: Merwede Shipyard, Aker Braila S.A. (member of Aker Yards), Yangzhou Dayang Shipbuilding Co. Ltd., Nanjing Shenghua Shipbuilding Co. Ltd., Fosen Mekaniske Verksteder A/S, Nordsee Werke, Damen Shipyards, Royal Schelde Shipyards, Bodewes Shipyard, Flekkefjord Slipp & Maskinfabrikk A/S, Cantieri Navale die Pesaro S.A., Ferus Smit Scheepswerf

RO-RO FERRY



Vlieland

In Summer 2005, FBMA Babcock Marine from the Philippines delivered the Catamaran-type Ro-Ro ferry *Vlieland* to Rederij Doeksen. Rederij Doeksen has a fleet of five ships (three Ro-Ro's, a fast catamaran and a catamaran cargo-ship) and operates the scheduled services to and from the Dutch islands of Harlingen and Vlieland. The ferry *Vlieland* is built for the

Harlingen-Vlieland route and has a capacity of 1200 passengers. Some 64.14 metres long, the vessel's hulls and car deck are built in steel, while the superstructure is from aluminium.

Van der Velden™ Barkemeyer delivered the highly sophisticated steering system, specially developed for high speed. The manoeuvring systems includes four propellers, two BARKE® Rudders and two profile rudders. The propellers are driven by four engines, each offering 630 kW. At full load, with the water at a depth of 10 metres, the ferry can attain speeds of 14 nautical miles (ca. 26 hp per hour with 85% capacity).

Rederij Doeksen is renowned for its philosophy of putting innovation and safety first. It was appropriate then that Van der Velden™ Barkemeyer should be commissioned for the manoeuvring system. ⚓



GLOBAL NETWORK SEA-GOING EXPANDS IN ASIA

The expansion of our global representative network continues apace, with an unrivalled group of experienced and enthusiastic people available around the globe. Asia, in particular, has witnessed significant growth recently.

- Our new representative for China, Vietnam and Hong Kong is BVI (Thomas Lang, langt@bvi-marine.com.hk, tel: +852 3181 7830).
- Our new representative in Malaysia and Singapore is Marine Projects Singapore (Yin Wai Kum, marine@marineprojects.com.sg, tel: +65 6220 8027).
- India is covered by Namrata Malik (Heinen & Hopman India, Nam_Malik@hotmail.com, tel: +91 2283 40923).
- Indonesia is represented by S.Y. Chan with Inter Oceanic Systems (sychan@interoceanicsystems.com, tel: +65 6221 4550).
- Finally, a new Van der Velden™ office was opened in Busan, South Korea in 2004 (Scott Oh; Sejeong@kornet.net, tel : +82 51 747 0518).

This global network map shows where Van der Velden's representatives are located. Please contact us for a full address list or see www.vdvelden.com



VAN DER VELDEN™ ON TOUR 2005

Norshipping, Oslo (7-10 June)
Inland Shipping Days, Antwerp (9-11 September)
Duisburg Schifffahrtmesse, Germany (20-23 September)
Monaco Yacht Show (21-24 September)
Kormarine, Busan (5-8 October)

Fort Lauderdale Boat Show (27-31 October)
Europort Maritime, Rotterdam (1-5 November)
Marine Equipment Trade Show (METS), Amsterdam, (15-17 November)
Work Boat Show, New Orleans (30 November–2 December)
Marintec, Shanghai (6-9 December)



Inland Shipping

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