

ROYAL BOATMEN'S ASSOCIATION

Dyna mics



120
Innovation
meets
efficiency



THE ORIGINAL
KRVE

est.  1895

★ **KRVE** ★
MOORING

ROYAL BOATMEN'S
ASSOCIATION



An aerial photograph of the Port of Rotterdam, showing a large harbor area with numerous ships, cranes, and industrial facilities. In the background, the city of Rotterdam is visible, featuring a dense urban landscape with various buildings and a prominent skyline. The foreground shows a railway yard with several trains and a large area of tracks. The text "Welcome to the Port of Rotterdam" is overlaid in a large, white, cursive font across the center of the image.

*Welcome
to the
Port of
Rotterdam*



From static to dynamic

A glossy magazine to explain who we are and what we do. To be honest, I had to give this some thought. We are boatmen and have been so for 120 years already. And all that time, everyone in the port of Rotterdam has known exactly what we do. The boatmen moor and unmoor ships, move people within the port and arrange the transport of pilots. These important activities have always been - and still are - the core of our existence.

In 1895, five boatmen in Rotterdam joined forces to form the Boatmen's Association Eendracht. The Royal Boatmen's Association Eendracht - the Royal predicate was bestowed upon us in 1995 in honour of our respectable age - has a long and rich history filled with ups and downs. Around 1910, the boatmen commissioned their first motorised vessel. Then the First World War came along, followed by the crisis and the Second World War.

In Dutch, there is a saying: to row with the oars that you have. And that is just what the boatmen did all those years, both literally and figuratively. But despite the periods of turmoil, the port of Rotterdam continued to grow. And the boatmen did likewise. Nowadays, the association has more than 280 fully fledged members, 40 boatmen in training and a dedicated support staff. We have a modern fleet of 60 vessels and our own pension fund which is performing well at a time when pension funds all over are struggling.

We still perform the same tasks as we did when we started out 120 years ago and we still perform them well. But we do more nowadays, much more in fact. Using the same fervour and determination which have already characterised us for 120 years, the boatmen have evolved into a version 2.0 of sorts over the last couple



Content

Foreword

- 4 • From static to dynamic

Interview

- 6 • Erik de Neef, World Wide Vision
- 10 • Gerrit van der Burg, Multifunctional Boatman
- 14 • René de Vries, Harbour Master
- 18 • Raoul Platteschor, ShoreTension®
- 22 • Peter Budde, Poly Marine Service
- 26 • Chiel Redelijk, Merwelds Jachtbouw Rotterdam B.V.
- 32 • Johan Eerland, Offshore
- 38 • Martin van Es, ICT
- 44 • Ton Leenderts, ECT
- 48 • Cor Goudriaan, Boatman
- 54 • Alexander and Tim, Training

Report

- 30 • Martijn Breuer, Safety First
- 42 • Martin Brussé, Quality standards

More

- 36 • Publicity
- 52 • Innovations & Equipment

History

- 58 • Timeline starts from 1895
- 62 • Willem Abcouwer, Pensioner

of years. We now fly all over the world for projects; we advise, innovate and develop. We are a global example for the entire profession and an innovative partner for the maritime industry.

In a relatively short time, the KRVE has developed from a static to a dynamic company. The KRVE is rooted in the past, but has anchored itself in the future. All boatmen can take credit for that, because we still make up the association together.

This brings me back to the question whether we need a glossy magazine or not. We are boatmen and have been so for 120 years already. But the many activities of today's KRVE can no longer be summed up in one single sentence; something which we will therefore not try to do. Hence this magazine.

Erik de Neef
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*World
wide
vision*





CHAIRMAN

GLOBAL MARITIME STAGE

Erik de Neef, chairman KRVE

Is at the helm of the Royal Boatmen's Association Eendracht (KRVE). The KRVE is the umbrella organisation of Rotterdam's boatmen, who work day and night to moor and unmoor all the ships that call at the port of Rotterdam. And it is an organisation which over the years has developed into an essential player on the global maritime stage.

ERIK



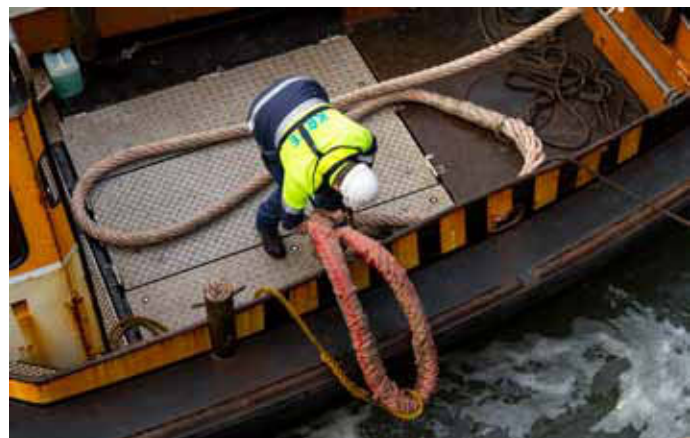
Shifting our focus to the world around us

As a 16-year-old boy, Erik de Neef joined the boatmen in Rotterdam. He wanted to moor and unmoor ships, like the boatmen have already been doing in Rotterdam since the 19th century. Now, he is in his forties and at the helm of the KRVE. An organisation whose mentality has remained unchanged. But also an organisation which is firmly rooted in the 21st century in terms of operations and ambitions. 'In the last century, Rotterdam was the largest port in the world. This century, Rotterdam wants to become the best port in the world. An aim which runs parallel to our own ambitions.'

Until a couple of years ago, the KRVE mainly focused on its traditional tasks. This however does not mean the association was stagnant back then. 'From the seventies on, we have experienced tremendous degrees of growth and professionalization,' says De Neef.

'Through our own vocational training, we have contributed to the establishment of a government-recognised curriculum for boatmen. We have come up with various products to help us in the performance of our duties, like the winch trucks developed by our very own 'inventor' Gerrit van der Burg, or the hawsers clamps on our boats, which were developed in-house. But it was not until 2006 that the KRVE really started changing. Since then, our focus has shifted from just the port of Rotterdam to the whole world around us.'

At the beginning of this century, the KRVE suddenly saw itself confronted with another operator in the port that offered similar services. That was a shock for the association which was the sole provider of mooring services in the port for decades. Within soon, however, the competitor proved no match for the expertise and the equipment of the boatmen. The event did serve as a wake-up call for the boatmen though. 'We have realised that we are in permanent competition with an invisible competitor. Every day, our clients



Raise the profession



compare both the quality of our services and our tariffs to comparable services in other ports.' The awareness was the nudge that the KRVE needed to embark on a more commercial and innovative course. De Neef: 'In 2006, we acquired a shipyard through our own pension fund: Merwelands Jachtbouw Rotterdam. A lot has happened since then: a second yard is now under construction, we have developed and marketed the ShoreTension®, we're at the basis of a new standard for fenders on heavy-duty vessels, started operating in the offshore industry across the globe and, through our development company, have developed and marketed a new buoy. And we have also taken the initiative to certify our entire profession.'

The course which the KRVE has been embarking on since 2006 is dynamic, international and entrepreneurial. A profile which fits the boatmen like a

glove. 'We are just as comfortable mooring vessels in the Rotterdam port as we are mooring giant platforms on submersible vessels off the African coast. And we are just as happy to share our knowledge with our own students as with local staff at a brand-new port in the Middle East.'

Despite all this, De Neef still feels the innovative side of the company has room for improvement. 'This is the KRVE today. Based in the port of Rotterdam but - due to its knowledge, skills and innovations - active all over the world. I hope that this development will continue. That we will collaborate even more with other ports in order to again raise the profession of boatman to an even higher level. And I hope that twenty years from now, the new activities of the KRVE will constitute an equally substantial part of our turnover and activities as mooring and unmooring.'



Innovation on the job



VICE CHAIRMAN

INNOVATIONS AND TECHNIQUE

Gerrit van der Burg,
vice chairman KRVE

Responsible for innovations and technique. Modified the technique of the association into a dynamic environment with many innovations, all related to the core business of the boatmen activities.

GERRIT



Multifunctional boatmen

The name of the Rotterdam association of boatmen KRVE may sound old fashioned: literally translated the acronym stands for Royal Rowers Association Unity. In reality, members of the boatmen association prove to be rather future-focused and customer driven than doing things the old fashion way. The association boasts many different innovative inventions in mooring and stabilisation on and offshore, including ICT solutions and the hydraulic mooring system ShoreTension®.

The 'out of the box thinking' started more or less early in the year 2000. KRVE's innovation specialist and the association's vice chairman Gerrit van der Burg tells about the background of this development: 'At the time we observed the increase in scale in the barge sector and elsewhere in the maritime cluster. These developments urged us to develop a suitable concept for the design of a small boat ourselves.'

The current state of affairs in KRVE's common practice is in 'innovation on the job' and in deploying a modern fleet of 60 mooring launches and newbuilding of future focused assisting vessels. When doing the work in hand the association's focus is on reliability, safety, environmental protection requirements and equipment on board; not only for its members' sake but also for KRVE's counterparts in Gent (Belgium), Amsterdam and Northern Netherlands.

Van der Burg adds: 'Since 2008, we have used our own modern shipyard to develop and build our boats and winch units. We also do work for external parties and commercial yachts. One example of a successful development from our shipyard is a new fender system that absorbs friction during the manoeuvring of ships.'

The fender has a wide range of applications and is used by windmill farms at sea, tugboats, pilot boats, etc. The shipyard also built two mooring launches for the Amsterdam-based boatmen cooperative society De Koperen Ploeg. It took delivery of a second new mooring launch, after earlier satisfactory experiences with the first new-build from Merweldens shipyard. The third one in line is expected to be delivered in April 2015.

The shipyard also delivered two mooring launches to KRVE's namesake boatmen Gent De Eendracht

Out of the box thinking

in Belgium, one to boatmen association Delfzijl/Eemshaven in Northern Netherlands, and one to CVV IJmuiden.

Talking about these achievements, Van der Burg also talks about other ventures close at home and abroad. One of them is the development of the hydraulic mooring system that automatically keeps mooring cables tense in severe conditions.

The system is called ShoreTension®. This is our most complex invention and an example of pure innovation. As long as there have been ships, people have had to deal with problems caused by wind, suction, swell and waves. These natural forces also have an effect on a ship while she is moored. In extreme conditions, the tremendous pressure all this movement exerts on a traditionally moored ship can cause the mooring lines to snap – with potentially serious consequences.

The ShoreTension® system, however, prevents movement caused by strong winds, currents, swells or passing ships, allowing ships of any size to be more securely and safely moored to the quay or alongside another vessel. Because the ship is held more firmly in position, this also means that cranes can operate more quickly and constantly, enhancing the commercial efficiency of the terminal. What's more, this system requires no constant energy source – so it reduces both costs and CO₂ emissions.



ShoreTension® can present its proven performance in the Netherlands and abroad: Oman, Canada, Chile, Australia and New Zealand included. The message was certainly understood in Antwerp. KRVE was asked to deliver four ShoreTension® cylinders there in January 2015.

'Port authorities appreciate its added value', Van der Burg adds, knowing quite a number of ports that are confronted with periods at which swell occurs, have to stop operations within their ports almost half a year.

With the completion of the second Maasvlakte, the water surface has become larger. Also new regulations about electronic controlled vessels, we re-invented our mooring vessel, called the KRVE 80 or All Weather Vessel. We used the experience of our fast Ribs, which are proven to be highly stable. Those Ribs are equipped with a large Poly Marine Service fender. We now also used a big fender on the KRVE 80. It's buoyancy raised to 10 tons on each side. The KRVE 80 is a state of the art mooring, ready for the future!

Van der Burg underlines that all KRVE mooring management activities at home, offshore and abroad fit in its organisation culture. The common feeling about home base Rotterdam is 'it's for our port', although members of the boatmen association are not tired of going abroad. KRVE carries out at least one or two projects outside the Netherlands annually.

In conclusion talking about the need and necessity to be customer driven as an organisation, Van der Burg quotes his father who said (in Dutch): 'One has to listen carefully to the tunes the audience wants to hear you play.' KRVE members prove in common practice that they do.



Dare to stand out

HARBOUR MASTER

CLOSE RELATIONSHIP

René de Vries, Harbour Master

Appointed by the Board of Mayor and Aldermen of Rotterdam as Harbour Master and as such responsible for the safe and efficient handling of shipping traffic in the port of Rotterdam. It is therefore not surprising that he maintains a very close relationship with the boatmen.



RENE

Boatmen are the hands, eyes and ears of the port

'Formally, one of my tasks is to check whether the boatmen perform their duties accordingly, adhere to their license. But that's not how things feel in practice,' says René de Vries, State Harbour Master at the Port of Rotterdam Authority since 2010. 'The boatmen are always on the water. Not only are they the hands of the port, but effectively also its ears and eyes. And they never shy away from their responsibilities. You only have to call them and there they are.'

De Vries cites a recent incident to illustrate this. 'During a big storm, a container fell overboard from a ship into the river. That of course is a major hindrance to the other shipping traffic. The boatmen however showed up very quickly to get that container out of the water and take it somewhere safe. That may sound straightforward, but bear in mind that this is actually not part of their duties. But for the boatmen, these things simply go without saying.'

Besides their commitment to the port, De Vries also praises the pragmatic and innovative course the association - which has successfully held its own in Europe's largest port for 120 years already - has embarked upon. 'In 2007, we had a very serious incident here in the port. During a fierce storm, a ship broke loose from the quay; she started drifting and crashed right through the jetty of an oil terminal. Between the jetty and the shore lay a thick oil pipeline. It was a disaster.'



TIME
LINE

2008 2009 2010

Since 2009 there is collaboration between the Port of Rotterdam, the KRVE and the Seaport Police. The KRVE is now officially the hands, ears and eyes of the Rotterdam Harbour

Forward- Looking Attitude



Jetty destroyed, environmental damage, and so on. Although it was an isolated incident, we also recognised this as a potential danger for the future. We have been mooring vessels with hawsers for centuries, but ships are growing larger and larger; they are increasingly exposed to wind and the weather is becoming more extreme. The chance of incidents like this occurring more frequently was present.'

The Harbour Master at the time decided to approach the boatmen. De Vries: 'He asked them to use their wealth of experience to think about a solution to remedy this issue. An impossible request, one would think. But not for the boatmen. Eventually, they came up with the ShoreTension®. A brilliant and revolutionary device that can indeed be used to overcome this problem. And which now garners interest from all over the world. Wonderful, right?'

De Vries admires the innovations and developments the KRVE has done, and their flexibility in terms of transporting maritime pilots, as well. 'The boatmen have their own taxis to transport pilots. When the roads are busy, they will just as easily switch from road to water, using one of their fast vessels. One may say this is self-evident really, considering that they operate in the port anyway. But to me, there is nothing self-evident about the way the boatmen manage to find solutions for anything and everything, time and again.'

This hands on approach is typical of Rotterdam. 'The boatmen are not afraid to take risks to find new ways to do existing things better. In the process, they act according a long tradition the port community holds dearly. During the 19th century the then infrastructure designers and constructors persevered planning and constructing the New Waterway (Nieuwe Waterweg in Dutch), the shipping canal onto the port.'

At the time it was a huge risk to take, and it required a leap of faith. But it proved to be the prelude to an unprecedented growth of the port. The construction of the Second Maasvlakte could be respected in a similar manner. You need to be bold enough to attempt it. The boatmen are the same.'

Consequently De Vries hopes that the boatmen will continue to combine their professionalism and high work ethics with their forward-looking attitude in the future as well. 'We, for example, need to take into consideration the fact that European legislation will come into effect in the port. But I am confident that the boatmen will be just fine. They started out using wooden rowing boats and are now one of the most dynamic parties in the port of Rotterdam - anything but an easy achievement.'



NELCON

MSC NEW YORK

MSC

*Restrain
the force*



SHORETENSION®

TECHNICAL CHALLENGE

Raoul Platteschor, ShoreTension®

Already a boatman for more than a quarter of a century and, through his passion for engineering and shipbuilding, now right at home at ShoreTension®. A company established using the expertise of the boatmen and owned by the pension fund of the KRVE. Although each boatman loves to sail, the technical challenges of ShoreTension® mean that Raoul Platteschor doesn't miss being on the water.



RAOUL

ShoreTension[®] eliminates problems

Every boatman knows all too well that water is capable of releasing tremendous forces. It is their job to curb them, to secure ships in such a manner that they can no longer move. Yet, sometimes the water will literally push a ship around. 'Our ShoreTension[®] puts an end to this,' says Raoul Platteschor.

The ShoreTension[®] system was invented in-house, conceived and developed to keep even the largest ships firmly moored against the quay. This large hydraulic cylinder which can fully extend and retract without requiring energy - like a shock absorber - was developed by Gerrit van der Burg in 2010. The ShoreTension[®] is positioned on the quay in the longitudinal direction of a vessel. Via a bollard, the hawsers of the ship are attached to the ShoreTension[®].

'As a result, the movements of the ship are substantially dampened. The ShoreTension[®] absorbs all the energy peaks and reduces motion,' explains Platteschor, who assembles the ShoreTension[®] on a daily basis at the hangar of Merwelands Jachtbouw Rotterdam BV. 'Furthermore, the ShoreTension[®] is energy-neutral and not dependent on an external power source. It only has a solar panel used to power a small internal computer which relays all the information to the bridge of the ship, the harbour master or any other relevant party. This makes the device interesting for virtually every location and every port.'

There are several factors that could cause a ship to exercise great pressure on its mooring lines, explains Platteschor. 'The wind a ship is exposed to or a passing vessel which causes suction in the water. But the largest and most constant source of

pressure on moored vessels is swell: the continuous thrust of water in a certain direction. This is especially prevalent in ports situated directly on the ocean. The amounts of energy released by water which has been pushed across an entire ocean are tremendous.'

In order to cope with these kinds of dynamic forces, sea-going vessels often make use of tension winches, bollards capable of pulling in or letting out mooring lines. Platteschor: 'When a ship is moored using tension winches, the slack on the hawsers is increased or decreased depending on the forces the ship is exposed to. But this system is not always fool-proof. When another ship passes, the moored vessel for example tends to follow the suction created by that ship. Due to

Project Swell

The harbour of Cotonou, Benin, the West Coast of Africa suffers from swell. Two large container cranes had to be unloaded of the semi-submersible 'Tern'. The ship had to stabilised within the margins of ± 5 cm. The current lines were not sufficient. With 4 ShoreTension[®] systems we managed to keep the vessel in position, within the required margins, so that eventually the cranes could be unloaded without damage. With this huge success, ShoreTension[®] conquered the world stage.



Dynamic mooring system

the pressure this exercises on the hawsers, the winches on one side of the ship will loosen a little. The winches on the other side of the ship however detect that the ship is loose and will tighten their hawsers. The result is that a ship starts 'creeping' alongside the quay. As a result, the berth can shift two metres just like that.'

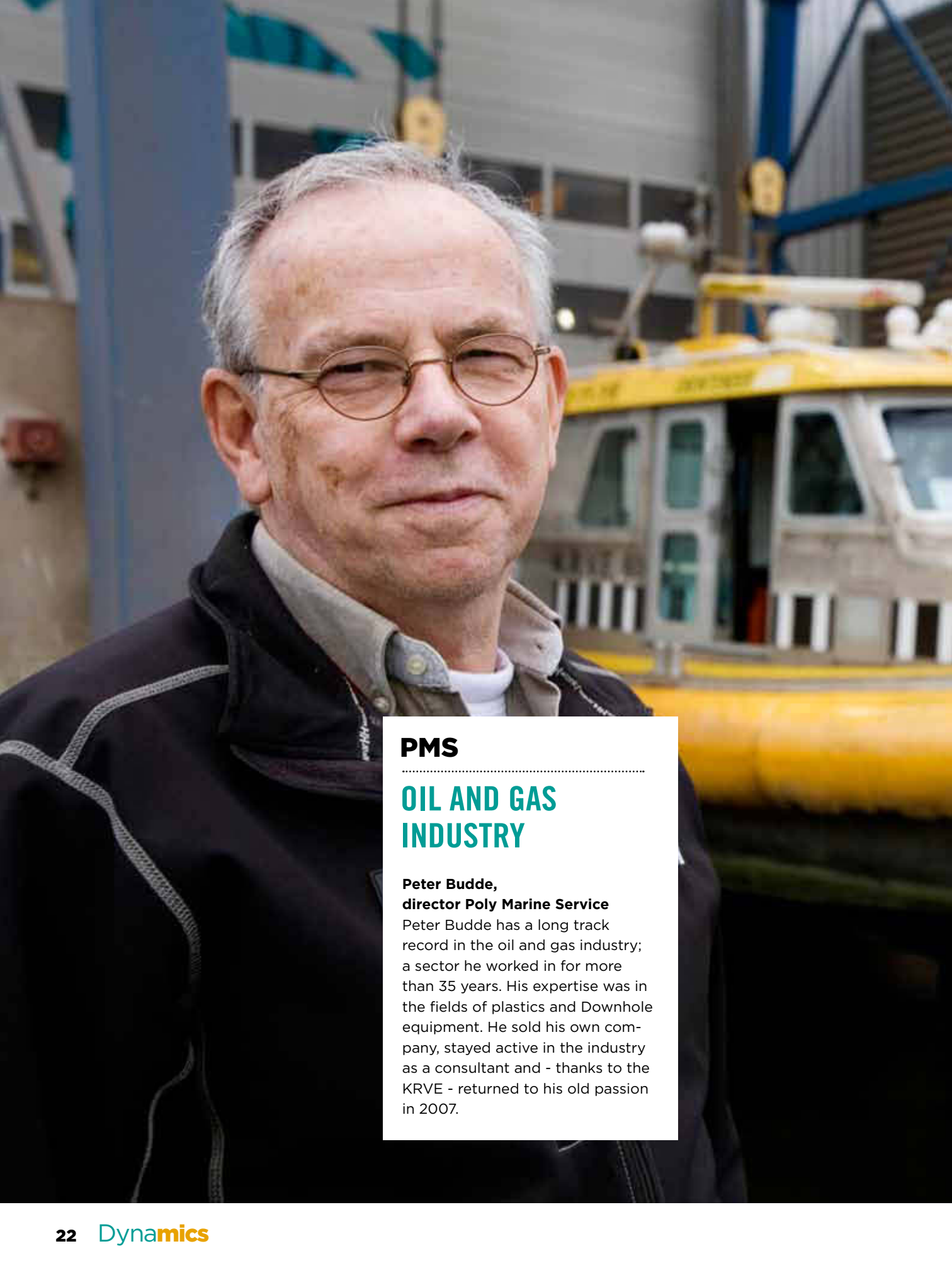
That may not seem significant, but the impact can be tremendous. Today's container vessels are so huge that the pilothouse is often situated higher than the cranes on the quay. 'If a ship of this magnitude shifts two metres during loading operations, then the cranes may no longer be able to reach the cargo. But it is also possible that the pilothouse hits a crane.' For this reason, ships are

no longer permitted to deploy tension winches in certain ports. Instead, they are only allowed to moor tightly against the quay using mooring lines. The winch is fixed and tension is no longer applied automatically. But this may expose the hawsers to so much pressure that they snap. 'ShoreTension[®] eliminates all these problems,' Platteschor concludes.

That is not just a slogan. Developed in 2010, this invention of the KRVE is already reigning in vessels on almost every continent, and the number of orders continues to grow.

Wonder how the hydraulic system works?
Please scan this QR code





PMS

OIL AND GAS INDUSTRY

Peter Budde,
director Poly Marine Service

Peter Budde has a long track record in the oil and gas industry; a sector he worked in for more than 35 years. His expertise was in the fields of plastics and Downhole equipment. He sold his own company, stayed active in the industry as a consultant and - thanks to the KRVE - returned to his old passion in 2007.

Yellow fenders



PETER



Joint effort results in ultimate fender system

At the start of this century, the KRVE decided to try something new: to experiment with very fast boats, the Waterjet-powered Rigid Inflatable Boats (RIB). The hull of the Valentine-type vessel will be supplied by the Royal Netherlands Sea Rescue Institution (KNRM), which has already been using these boats for a number of years. The upper half of the vessel will be produced by the boatmen themselves, specifically catered to their own needs and requirements. But then a problem arises: the fendering.

K

NRM boats have fenders around, filled with air,' explains Peter Budde. 'A light and fast solution for rescues at sea, but completely unusable for the rough operations in the port, where vessels continuously collide with hard objects and obstacles. The existing fenders in the port are either made up of car tyres or are very heavy rubber fenders which have a layer of hakorit: way too hard. These solutions are useless for RIBs. Moreover, they are dated. Car tyres may no longer be used on new ships and hakorit rubber is so hard that it doesn't protect a boat but in fact even damages it.'



STRONG & ENERGY ABSORBING FENDERS

It stands to reason that KRVE expert Gerrit van der Burg has been approached. 'Conceive and develop a heavy-duty fender for this type of vessel which cannot break,' has the assignment he has been given. That is easier said than done. The search for this floating egg of Columbus consequently has proven difficult, until Van der Burg meets Budde and his wealth of knowledge about offshore and plastics. Budde has exactly the knowledge and contacts Van der Burg has looked for. In consultation with the KRVE Budde set up a new company in which KRVE participated: Poly Marine Service. That happened in 2007.

Thanks to KRVE's aim to innovate, combined with the entrepreneurship of Budde and the affiliated partnership with KRVE in the new company, a new standard has been set for heavy-duty fenders. It could be materialised through KRVE's own pension fund.

Budde: 'We make light fenders capable of absorbing a lot of energy, so that the vessel is protected and the fender remains intact. These properties also hold the advantages of lower fuel costs and reduced maintenance costs because these fenders can be replaced much easier and faster.'

The fender components are made with the help of moulds and are modular. As a result, the middle segments can be easily replaced. The hollow bumpers on the inside consist of polyurethane foam on the outside. The fender is attached to the ship, using an in-house developed fender cabinet as well.

'Through joint effort and strength, we have truly developed the ultimate fendering system,' says Budde proudly. That has not gone unnoticed



in the maritime world. It's not just the KRVE fleet and their affiliated shipyard Merwelands Jachtbouw anymore being interested in Poly Marine Service fenders, but many other yards as well. Budde: 'Those thick yellow bumpers are ours: that is our trademark. In the Rotterdam port, you now no longer only see our fenders around the boatmen vessels, but also around pilotage and tug vessels and ships of the Port Authority. You will find them elsewhere too. In the ports of Amsterdam and Delfzijl, for example, but also in Ghent and even in Russia.'

The success of the collaboration has left both the KRVE and Poly Marine Service wanting more. 'We will continue, because the story of our success is spreading and new markets keep on emerging for us. Our major challenge at this very moment is in the sector of the wind farms at sea. The ships navigating there for maintenance are experiencing tremendous problems with their fenders. The boats are hugely damaged by those large wind turbines. Together with ship owners and yards, we see this as yet another great challenge to develop a proper solution.'

Masters in Steel





MERWELANDS

DIVERSITY AS A STANDARD

Chiel Redelijk,
company director Merwelands
Jachtbouw Rotterdam B.V.

Started his career at the Technical Service and worked his way up to his current position at Merwelands Jachtbouw Rotterdam. He is now responsible for managing the staff and the daily operations at the yard and is accountable to the Board.



CHIEF



Our strength lies in cooperation

The ties between the KRVE and Merwelands Jachtbouw Rotterdam B.V. have always been close. For many years, the shipyard has already been performing maintenance on the ships of the boatmen. This cooperation was further professionalised in 2006 when the KRVE also took a financial stake in the yard and commissioned the construction of a new hangar. A commercial adventure, that was embarked upon with one permanent staff member and a handful of temporary employees. Six years and one economic crisis later, Merwelands boasts 25 employees, a full order book and the prospect of a second hangar.



Merwelands' success may be due to the same willfulness that is also prevalent among boatmen. 'When the new hangar was completed in 2008, we were still using DAF engines,' says Redelijk. 'But DAF has gone out of business, which meant we had to look for an alternative. We found this in John Deere engines. These are actually American engines for agricultural machinery, but we put them in ships. We do this ourselves.

We order the barest variant and completely customise it. We make all electronics according to our own design and in-house. Today, we are the largest buyer of John Deere engines in the Netherlands.'

The future, however did not always look so bright for Merwelands. When the new hangar was delivered in 2008, there were two orders for the construction of yachts. But then the crisis threw a spanner in the works: both orders were cancelled. Redelijk: 'Fortunately, we were able to get to work on the maintenance of our 'own' KRVE vessels. That is the advantage of belonging to a party which has a fleet of sixty ships. In the wake of that, we now carry out many repairs to ships owned by third parties, as well.'

The KRVE was able to realise the shipyard through its pension fund on the basis of all the work that could be guaranteed through the association's fleet. But in addition to employment, the KRVE also brought in a lot of expertise to the yard and high turnover in terms of completion and materials. 'Because the KRVE intensively uses many boats, we have a lot of maintenance work and knowledge. Due to the many orders, we have all spare parts in stock. Even when an engine fails, we can have the ship on the water again in no time. We even have new engines in stock fit for installation.'

All of these advantages, as a result of the close ties between Merwelands and the KRVE, have not gone unnoticed by other companies in the port and by fellow boatmen in other ports. By now, Merwelands has already built about 14 boats. Two of these sail in Amsterdam, one in Delfzijl, two in IJmuiden and two in Ghent. Mooring vessels, phased out by the KRVE and refurbished again at Merwelands, are now sailing in Sohar (Oman), Saudi Arabia and Glasgow. 'Our strength lies in the special cooperation with the KRVE,' underlines Redelijk.

Each year, the yard builds approximately two mooring vessels for the KRVE and one or two for third parties. Redelijk: 'There are also the orders for the construction of four work barges, a crane barge, a tender for the port of Ghent and a RIB for the KRVE. In addition, we maintain and repair vessels of the Port of Rotterdam Authority and Loodswezen, as well as bunker vessels. We also assemble the ShoreTension® cylinders at the yard. Due to Merwelands well filled order book, the second hangar is highly desirable.'



*Dynamic
Shipyard*

Take no risks on the job

Martijn Breuer
safety & offshore manager

Albert Einstein was quoted as saying: a ship is always safe at the shore – but that is NOT what it was built for. That may be true, but in today's world everything revolves around safety. To ensure the safety of both its members and its customers, the KRVE strongly focuses on precaution in its operations. This for example becomes apparent in the mooring launch design, which includes a hydraulic clamp to drag mooring cables and wires of deep-sea vessels and the vice. Or in the notices to passengers to wear life jackets aboard the KRVE boats and the safety devices on the ShoreTension® hydraulic mooring system.





SAFETY
IS A
KEY
ASPECT

KRVE safety & offshore manager Martijn Breuer confirms that safety is a constant focal point: 'The KRVE has a safety committee in which members of every team are represented. They regularly work in the regions Stad (city centre), Botlek, Europoort and Maasvlakte and therefore have hands-on experience with all matter pertaining to safety.'

Safety is a key aspect in the equipment and tools that the boatmen use in their daily activities. Even appliances designed to gain speed can at the same time improve safety, as is the case for the poly marine fender of the all-weather mooring launch and other fast aluminium-hulled boats. Breuer: 'The fender has been applied to make the boat faster, but it also prevents damage to the hull. This invention was developed based on hands-on experience.'

Whilst performing their duties, the multifunctional boatmen also act as the eyes and ears of the port in terms of safety. They report potentially dangerous situations back to their home base, after which the KRVE's back office informs the terminal operator or others involved.

Breuer adds that safety is also focused on in other ways. 'Boatmen recently attended an awareness course given by the Port of Rotterdam Authority and the Seaport Police in Rotterdam. It provided more inside information about the detection of irregularities within the port. One example is that divers close to a vessel may imply drugs transport.

It is a matter of knowing whether or not the situation one observes is dangerous or crime-related.'

Establishing standards for port services is another way to raise safety levels. The KRVE considers it quite normal that its operations are ISO certified and externally audited. The association members and committee are considering whether it would be beneficial to set up specific standards dedicated to their own work. Similar standards have been laid down for maritime pilots in the ISPO Code: an international standard for pilots' organisations which among other things describes exactly what customers can expect from the pilots in terms of quality and safety.

Breuer underlines that all safety measures, on board mooring launches and work boats or on shore, are practice-driven. All are proof that security and safety are the name of the game in the prevention of hazardous situations.

Safety was not always the important focal point than it is nowadays. A clip on YouTube gives an impression of common mooring practices decades ago. You can see the boatmen climb from their mooring launch onto a dolphin. 'We feel like performing monkeys,' jokes one of them. Fortunately, these days both boatmen and their customers agree that safety is far from a laughing matter. And that is definitely a good thing.

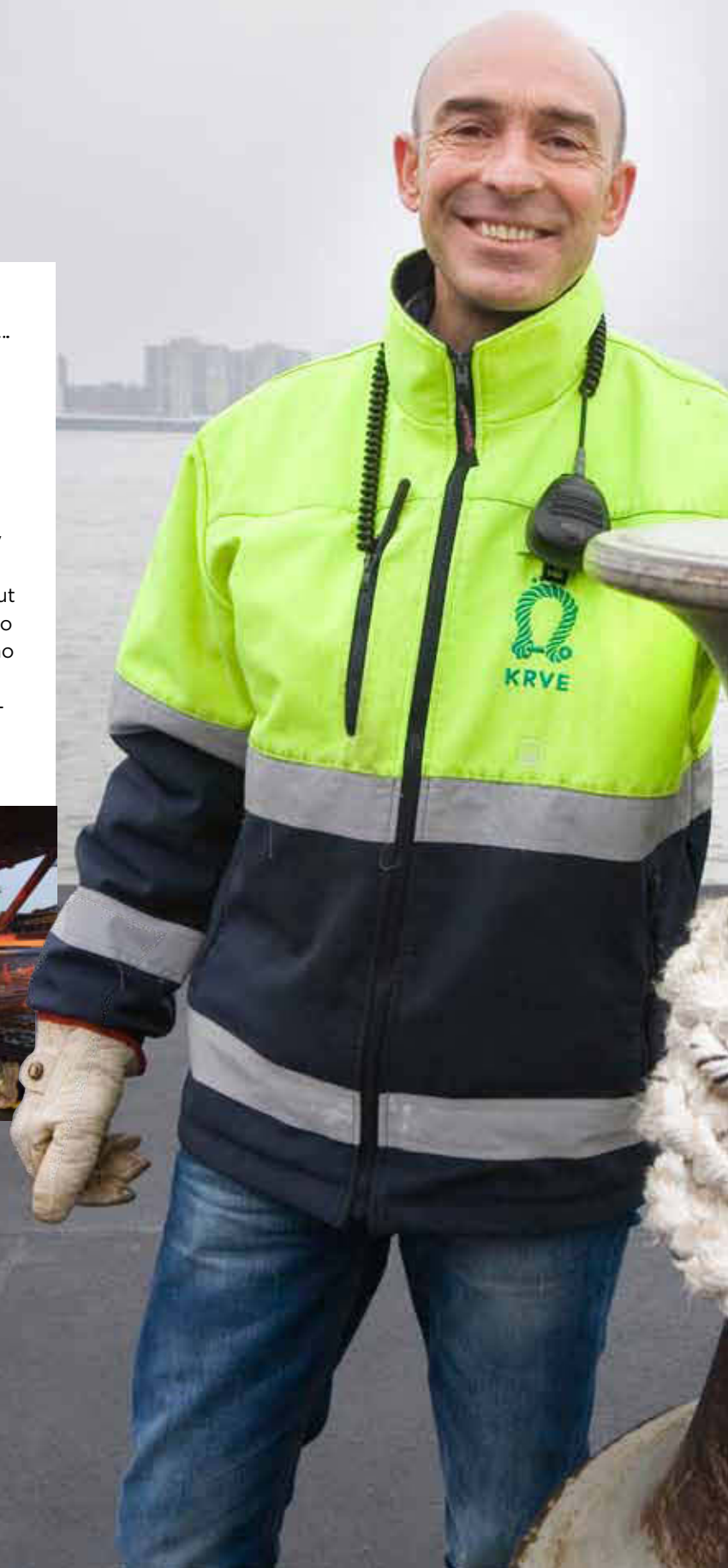
SAFETY

OFFSHORE

SHARING KNOWLEDGE

Johan Eerland, planner and offshore specialist

As a planner, Johan Eerland daily keeps track of all incoming and outgoing vessels and he sends out the boatmen on service. He is also part of the group of boatmen who are at all times ready to board a plane to solve problematic mooring and unmooring jobs across the globe



Hands on mentality



JOHAN



Cheaper through expertise, professionalism and swift action

In May 2006, a KRVE client had a problem on a FPSO vessel (Floating Production, Storage Offloading), the Dahlia, in South Africa. The KRVE was asked to go there, to see if the Rotterdam expertise could be useful in solving the problem. The KRVE passed this test with flying colours, marking the beginning of a professionalised marine offshore service.

7 In fact we have done this work of mooring and unmooring offshore for decades in this port,' Eerland says. 'That means we built up a lot of offshore expertise, although we had never used this overseas before. When the KRVE left for South Africa, we had four full days to finalise this project.'

Once they had arrived on the site, the Rotterdam boatmen did the job in four hours. 'Suddenly ship owners and multinationals could see with their own eyes that it may have been expensive to have KRVE flown in, but that in the end these professionals were cheaper than local professionals. It became obvious through their incredible

expertise, professionalism and swift action,' Eerland observes. From then on, KRVE has had about two large offshore projects each year.

'We are hired as deck crew for offshore projects abroad. That way we are allocated in Japan, Canada, North Ireland, Brasil and Singapore to mention a few, to moor oil platforms to submersible vessels. If an oil platform needs to go to a dock for maintenance, the platform is unmoored from the seabed and a submersible vessel is placed under the platform. Then the ship is slowly raised by pumping water out of it. That way the platform will finally stand on the deck of the vessel. It is then of course important that the platform, which is dozens of meters high, is standing firmly on the submersible vessel and will remain standing during sea transport.'

The boatmen are known for being very practical. Each problem occurring during operations is solved on the spot. And they come up with a solution for each new situation, with a clear 'can do' attitude when it comes to mooring vessels.

Because of this attitude, BP approached the boatmen a few years back for the Schiehallion, just like the FPSO Dahlia. 'FPSOs are ships that are used in the ocean to extract oil at large depths, process this on the spot and transfer it onto tankers. In fact these are floating refineries that are not made

for sailing,' Eerland says. 'That implicates that they were not meant for mooring as well.'

BP was well aware of this problem when the Schiehallion had to be brought onshore for major maintenance after having been at sea for 16 years. 'We were approached at an early stage, so we could advise them about the best way to handle this,' Eerland says. 'We will not just moor a ship, but we make exact calculations about the power released on the hawsers and bollards of the ship, and about all that is required to make sure a ship this type will be lying there safely.'

This extended pretrajectory was not simply a luxury. It appeared that the Schiehallion didn't even have winches on board. 'You just try to moor a 243 meters long vessel without winches on deck,' Eerland says. 'In the end we brought aboard a team of boatmen to moor the ship temporarily, providing the opportunity to weld everything on the spot to moor the boat definitely. But welding on board an oil production platform must meet many safety regulations. In brief, it was a huge and complex task to get this ship moored in Rotterdam, but of course we made it in the end.'

And this gives Eerland great satisfaction. 'I enjoy sharing our expertise with others. This way the KRVE can teach this trade to boatmen from across the world.'



WE
PROVIDE
SOLUTIONS
ON THE
SPOT

Books



RVE 75

H. KLUNDER - 1970

75 years anniversary and summary of the RVE



Vast en zeker

H. BAAIJ - 1995

100 years anniversary and summary of the KRVE



Tussen wal en zeeschip

M. BEZUIJEN - 2000

Summary of the complete KRVE fleet till the year 2000

Media



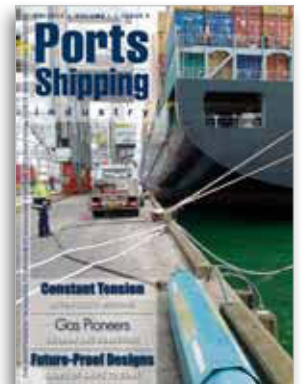
Groot Rotterdam 1934

First article ever of the RVE illustrated with pictures. The first publicity for the RVE.



Panorama 2011

Men's weekly magazine. Big article about the KRVE.



Ports Shipping 2012

Business to business magazine for international ports and shipping industry



Safe Mooring

H. SIJSBERDEN - 2007

Book about safe mooring and the role of the KRVE



Rondje Rotterdamse roeiers

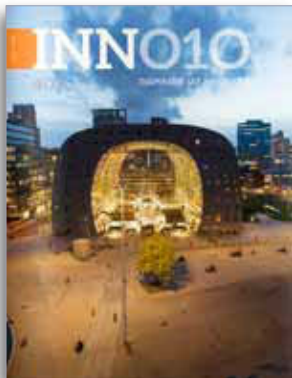
B. MAANDAG - 2010

115 years anniversary and summary book of the KRVE

Rotterdam Promotion Prize 2010



Ketelbinkie prize 1995



Inn010 2014/15

Business to business magazine which provides a stage for innovative companies in Rotterdam



De Sluiking 2014/15

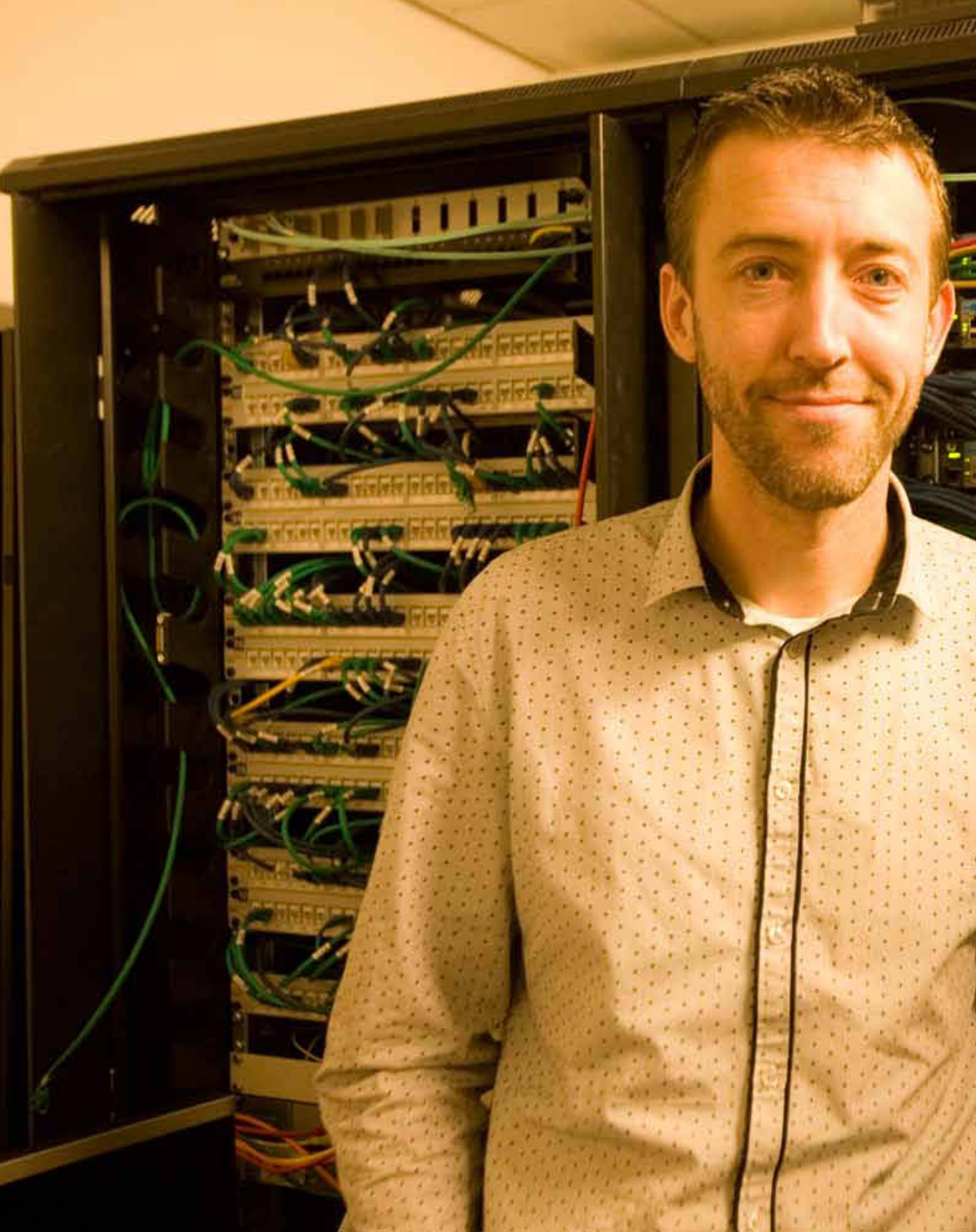
Staff magazine from the KRVE. A look inside the company.

Publicity activities of the RVE started in 1934 with a big article in a local newspaper. In 2010 the KRVE made a beautiful book about their business. They were spotted on national television and in articles in several magazines. They also have a professional staff magazine called 'De Sluiking'.

Several prizes were won in the category 'innovative companies'.

In Ports around the world, the KRVE is also spreading their knowledge and expertise in presentations, audits, and consultancy.

PUBLICITY





Digital Strength

ICT

24/7 DATASTREAM

Martin van Es, IT Specialist

Besides dealing with the constant stream of KRVE data, Martin and the IT team of the KRVE also process data from the Boatmen, the Port of Rotterdam Authority, the Pilots' Association and others. They are essential in the port communication chain. Martin and his colleagues may work behind the scenes, but optimum data streams are essential to the future of the KRVE.

ICT



KRVE IT team: Ronald Rhebergen, Martin van Es and Piet Bakker

Perish the thought: a world without laptops, desktops, tablets and mobile telephones. Ask KRVE IT specialist Piet Bakker what it looked like and the answer will be given: in the early eighties the desks at the back office were stacked with papers. The 'paper office clerk' from early eighties became IT expert in the mid-eighties. Today he works together with Ronald Rhebergen and Martin van Es in an ICT team of three. As it is, their habitat consists of the latest in IT, and their future focus is in continuously upgrading digital networks, web portals, tracking and tracing data, effective data exchange and many more digital inventions.

Martin van Es is aware of scepticism of 'old hacks' when it comes to need and necessity of the latest computer or smart telephones. They are likely to see only a couple of office workers tapping away on their keyboards, while constantly watching their screens. 'It is quite understandable, when you don't need to use computerised data or the latest in telecommunication. As it is, our team is in the forefront of the supply chain. As such, it is important to know details about the vessel calling the port, what does it carry and what is its destination within the port.

All these details and many more are issued by the Port of Rotterdam Authority. However, we don't necessarily need some three fourth of all data issued. That is why our team selects data our association really needs.'

KRVE is keenly interested in ETA (estimated time of arrival of vessels), according to which the job of mooring or unmooring can be allocated. 'The closer ETA reflects the real time of call, the better that is for us and other service providers involved in the supply chain', Van Es observes.

It is obvious that it is quite a job to select data really needed out of an information flow of some 30 messages per minute, 24/7. Besides processing its own data and information from the Port of Rotterdam Authority, KRVE receives data from the pilots' association Nederlands Loodswezen and others. All that has to be prepared for proper use in IT communication between KRVE boatmen, its customers and other service providers in the port.

Van Es mentions that the association is involved in the development of the latest update of the port



the name of the game



community system Portbase, for the benefit of smooth operation. 'Moving a ship from one berth to another was registered as one operation, but in fact it is about unmooring from one place to mooring to another. KRVE was one of the parties who made Portbase aware of that, after which Portbase registered the operation as two different actions.'

He confirms the observation that all involved in the supply chain are aware of the need to exchange data for the sake of a smooth operating port, but also that particular data is held close to the data owner's chest. It is done for fear that competitors would use these for their own good.

'Yet, we notice that demand for information has increased, especially since the past year. It really matters to know at what time mooring or unmooring has taken place exactly. For that e-mail can be a good means of communication, not only for that kind of information exchange between boatmen and customers, but also for sending other documentation.'

Van Es and his colleagues focus is on developing KRVE's web portal and mobile website as well:

both IT solutions dedicated for use for members of the association. Van Es presents statistics about current use of the mobile website. It shows that the average number of users a day is 220, the number of sessions per day is 900, and the number of pages (mainly information about voyages) downloaded is 8,000.

Figures also show that the use of smart phones meets demand: about 55% of the KRVE members use iPhone or iPad, 42% of them have Android, and 1% is Windows Phone user.

In fact these types of smart phones are an additional tool for boatmen, with the help of which they can take pictures of hazardous situations at berths. A few steps coming loose from the quay-side may be the least dangerous to report, but boatmen report them to home base anyway. The report and photograph of the situation is sent to those who need to know and asked to solve the situation. In fact ICT provides the boatmen association and its members with additional support in common practice. Besides doing their regular job, they act as the eyes and ears of the port community.

Quality standards provide the opportunity for distinction



Erik

Martin

FORMER CHAIRMAN

REGENERATION QUALITY STANDARDS

Martin Brussé, former chairman

Was chairman of the KRVE and the NBV between 2010 and 2014. Has now passed on the gavel to Erik de Neef. As the former chairman of the Dutch Boatmen's Association (NBV), the umbrella Organisation for all boatmen in the Netherlands, including those of the KRVE, he is advocating the adoption of the Dutch safety standard as a norm.

In recent years, Martin Brussé has been working hard to establish a national quality standard for the mooring vessels of the boatmen. Now that this task has almost been completed, he is focusing on the implementation of a safety standard for the whole profession with the same zeal. 'In our work, everything ultimately revolves around safety.'

The idea for a quality standard for mooring boats arose in 2012 and was actually due to the presence of the petrochemical industry and the ever-increasing safety requirements this sector bestowed on all parties in the port. 'This also includes the boatmen,' says Brussé. 'The petrochemical sector has very strict safety standards; standards which also impact all parties which indirectly deal with this industry. Each year, the sector would request lists of all our vessels to see if they were considered safe enough to transport people from Shell, BP or Vopak. All those companies were assessing our vessels using their own standards. But we also integrated safety and quality standards of our own for our equipment. That's when the board of the KRVE thought: we need to retain control of our own equipment and ensure that everyone knows what to expect when dealing with one of our vessels at the same time. In short, what we need is our own NEN (Netherlands Standardisation Institute) quality standard.'

Sooner said than done. Brussé convinced the other members of the NBV of the need for own certification and set the entire process together with a Group of experts in motion: risk assessments, inventory of the safety requirements of



NEN

third parties, but also verifying just how good and safe the KRVE's own boats are. 'For various aspects, our own assessment has also resulted in several adjustments to our own fleet; adjustments which have benefitted safety. But the most important thing is that this process has yielded a standard which will be adopted by the petrochemical industry. A standard which will soon have to be applied to all ships in Dutch ports in which the petrochemical industry is part.'

The success of the NEN standard for mooring boats led to a next step, one which is perhaps even more difficult: a NEN standard for the whole profession. 'The next goal is certification for the profession of boatman. This goal too is actually driven by the petrochemical industry. Talking

about this Shell said: this quality standard for ships is all nice and well, but as soon as someone disembarks one of those certified ships onto our quay, we actually have our next safety concern.'

That is why Brussé and his team of experts work towards a NEN standard for the profession of boatman itself together with the other boatmen's associations in this country. 'Not only would this make the Netherlands the first country to raise the bar very high for the profession, but also the first country to actually document the standards. As a result, everyone will know what to expect from a Dutch boatman, regardless of the port that he comes from. The adoption of such a standard will raise the threshold to become a boatman. But also the quality. Both in the Netherlands and beyond.'

A NEN STANDARD FOR THE WHOLE PROFESSION

The assumption is wrong that the ambitions of Martin Brussé have been fulfilled. As a follow-up on the certification of Dutch boatmen, he would also like to establish an international standard via the European Boatmen's Association. 'Ultimately, a European quality standard offers all parties involved the opportunity to distinguish themselves, just to provide quality and safety and elevate the entire profession to an even higher level. In that respect, the introduction of quality standards fits in perfectly with the developments the boatmen have already been going through for 120 years.'

MARTIN



ECT

CONTINUOUS IMPROVEMENT

Ton Leenderts,
ECT Operations Manager Delta Terminal

Besides operations, Ton is responsible for all projects related to Operations, for example: equipment, infrastructure and IT. Working at ECT for more than 30 years now. As manager he has been working together with the boatmen for many years. The last years accelerated by applying ShoreTension®.

Fixed and Secured





NOTION

A fine example of learning from an accident



It is a pleasure to walk down memory lane with old hacks such as ECT Operations Manager Delta Terminal Ton Leenderts, when focusing on the history of the port of Rotterdam. The talks about the development of the hydraulic mooring system ShoreTension® started with Leenderts' memories about a serious accident in 2007. That prompted thinking about a safer way to keep mooring cables tense.

7 actually saw a containership blown away from its moorings at our DDS terminal. Initially one cable at the stern remained fastened, but that broke as well. I saw the carrier drifting to the MOT jetty and strike this fully.'

The accident provoked the port community to think about designing a safe device to keep vessels moored firmly in stormy weathers. At some point the KRVE contacted Europe's largest container terminal operator ECT in an attempt to find a permanent solution to keep mooring cables tense in severe conditions. These are suction caused by passing ships, severe weather conditions and swell.

'The KRVE and me sat together regularly to develop the concept we had in mind, and to draw up a business plan. It took some time before trials could be run and the final version of the design

was adopted by the maritime market. Initially, ECT offered shipping lines the possibility to use ShoreTension®, in case wind force 7 or 8 is expected. Nowadays, they ask for help of the mooring system themselves.'

It is just one example of acceptance of ShoreTension® of terminal operators, shipping lines and port authorities, those in Australia included. Leenderts tells about another advantage of the use of the ShoreTension®: 'A ship is actually moored alongside the quay with much more stability. This allows our quay cranes to work more efficiently, it prevents damages and enables longer period of operational time. The ShoreTension® allows hawsers to be attached closer to the vessel. This saves about 40 metres of quay space per ship.' He added that all of that can make the difference between being able or not to accommodate an additional vessel alongside the quay.

Trials with large bulk carriers and container carriers, and real practice has proved testimonials right. Yet, there was some criticism on the part of the Port of Rotterdam Authority, that noticed damage on the quay bollard caused by mooring cables because of the tension controlled by ShoreTension®.

Leenderts: 'That provoked us to improve the slide blocks for the bollard. As it is, it is an ongoing process to improve every aspect of the design of the ShoreTension®. Today, there are two types: a long and a short ShoreTension®.' He is quick to mention another invention as well, that of the wireless controller on every ShoreTension®. It works on solar energy. The device enables the ship's master, the terminal operator and other relevant parties to remotely monitor the tension on the mooring cables in real-time. All parties involved can be notified automatically through SMS, whether the safe working load of a mooring cable approaches the pre-established limits and additional measures are required. Even the settings of the control unit can be adjusted remotely.

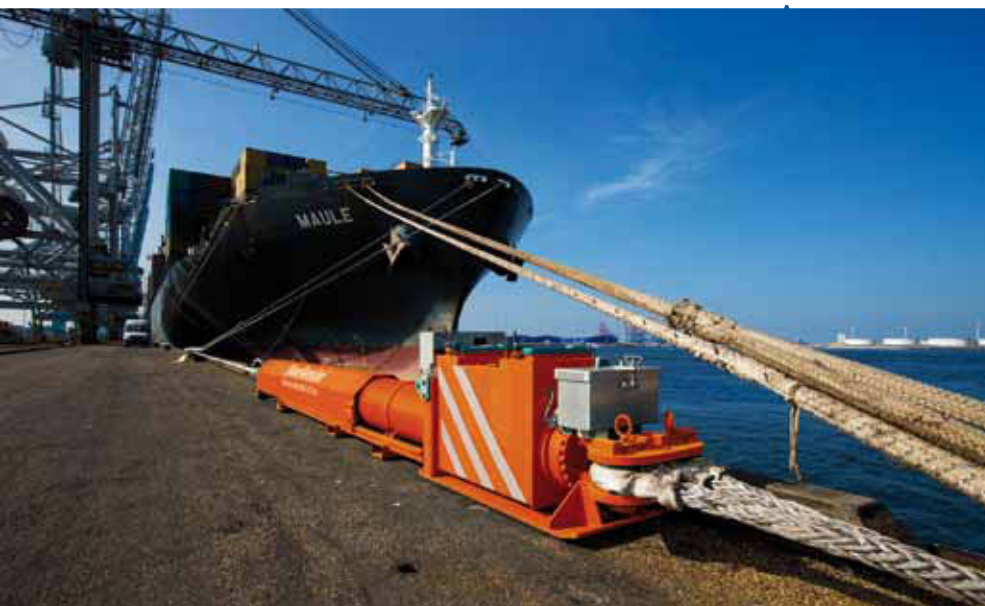
Those involved in constant improvement of the mooring system announced the development of an alternative ShoreTension®. A number of terminals asked for an option of a vertical ShoreTension®. It would mean that less space on the quayside is required. The mooring cable is to



be connected with the moving 'head' via pulleys. The vertical ShoreTension® can also provide easier placement on quay bollards or mooring dolphins.

Recently KRVE fully owned company ShoreTension® BV asked Arcadis Netherland to carry out a dynamic mooring simulation study. One of the simulations was carried out for a dedicated LNG terminal. The vessel involved was a membrane 266,000m³ LNG carrier. The carrier was subject to passing ships and severe wind and wave conditions.

Leenderts concludes to mention other viabilities, such as integrating the ShoreTension® in newbuild vessels and/or in the construction of new quays. 'One thing is certain: we believe in the success of production and use of the ShoreTension®, both at home and abroad.'



**AUTOMATIC
NOTIFICATION
THROUGH
SMS**



MOORING

HAPPY ON THE JOB

Cor Goudriaan, boatman

Started out as a deckhand in the merchant navy but has by now already been a boatman of the KRVE for more than thirty years. After all this time, still feels happiest when performing old-school mooring and unmooring activities on land or on water. Learned of the boatmen through his father. He also has a stepson who is now a boatman as well.



Tame large vessels

COOR

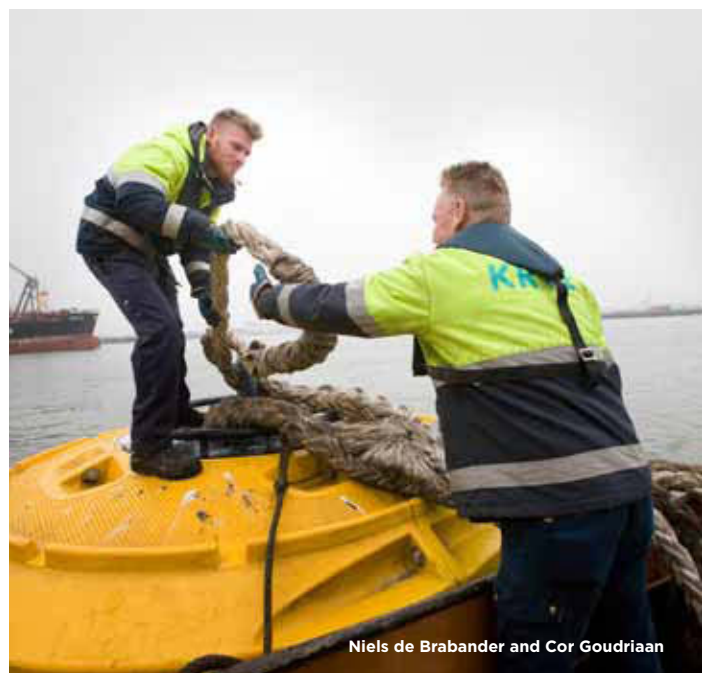


If I could do it all over, I would become a boatman again

Each time the boatmen head out by land or water to moor or unmoor a ship, they refer to this as a 'trip'. As if embarking on an adventure - which in a way they are. At some point, every boatman opted for the profession, for reason that they enjoy bringing large vessels into the port, to tame them with a couple of lines. 'I still think that I have the best profession in the port,' says Cor Goudriaan with sincerity.

While the Elan from Harlingen enters the Port of Rotterdam, Goudriaan puts on his life jacket and speaks into his radio to pass on some mooring instruction to the pilot onboard the vessel. Through the scratchy connection, the pilot confirms that he has understood the instructions and precisely steers the ship onto the berth in question. Expertly, Goudriaan and his stepson Niels de Brabander stand on one side of the ship to receive the cables lowered by the crew. The thick mooring lines go around the boulders, the crew tightens the hawsers and the vessel is firmly moored.

Just fifteen minutes later, Goudriaan is already behind the wheel of the winch truck, a car with a type



Niels de Brabander and Cor Goudriaan

OUR
APPROACH
SAVES
SO MUCH
TIME



of hawser winch in the back to reel in heavy hawsers, even in heavy bow waves. They are on route to the next quay, where one ship must be unfastened and another one fastened. Again, Goudriaan and De Brabander quickly get the job done, with the same expertise and pleasure as earlier. 'If I could live my life all over and were given a second chance, I would become a boatman again,' says Goudriaan.

The mooring and unmooring of ships is done both from the shore and on water. The manner in which the boatmen secure a ship on water may rightly be considered a trademark of the KRVE.

Goudriaan: 'We moor the ship while it is still manoeuvring. The technique isn't unique for the Rotterdam harbour, but the speed and smoothness of the performance definitely are.'

Once on water, Goudriaan demonstrates what he means. While the Esmeralda from homeport Valletta is entering the port, two mooring vessels approach the ship. One of them heads to the stern of the vessel, the other to the bow. As the Esmeralda approaches her berth, the boatmen have already taken receipt of the descending mooring lines and have secured them to the stern of their vessel. They take the hawsers back to the quay, where another boatman is waiting to receive and secure them. Once secured, the ship pulls itself to the quay wall. Within 20 minutes, the 150-metre + vessel is firmly anchored to the quay; the boatmen head back to their own port.



'Elsewhere, the ship first anchors alongside the quay. Once on the spot a start is made to secure the vessel,' explains Goudriaan the Rotterdam method. 'Our approach saves quite some time, sometimes up to an hour or an hour and a half. We are always at least half an hour to an hour faster than in Asia for similar vessels. Provided you would translate time savings into money, serious amounts would be involved. Being secured half an hour faster than usual can yield the ship costs savings up to 20,000 dollars, just like that. The master of a large ship is only interested in one thing: how quickly can I enter and leave the port? The port of Rotterdam isn't very cheap, but it is one of the fastest and most safe harbours in the world. And that's something all boatmen contribute to substantially, just like maritime pilots and tugboat captains do.'

Innovations

Snatch block

The new snatch block has been designed especially for heavy duty (mooring) operations in combination with the ShoreTension® dynamic mooring system. This new block has been certificated for heavy lifting applications, by Lloyds Register.

Friction free operation

During heavy swell conditions, the fast inward and outward movements of a ShoreTension® system causes high temperatures - especially - in the inner core of the mooring lines. With this new snatch block we have created a friction free operation and all systems are sold with this block. This innovation was developed in close cooperation with DSM, Dyneema and Gleistein GmbH.



Taxi

The taxi was not invented by the KRVE, but it shows that we only choose the best for our equipment. The first car the RVE ever bought was a Minor, followed by a Pontiac. Mercedes-Benz is the current brand of our taxi's. Our own mechanics take care of them, so that they are always in perfect shape, safe and ready to go!



Life jacket

Together with Besto and Hoenderop, the KRVE designed a brand new antistatic and flame retardant life jacket. The combination of 275kN together with an AIS beacon makes this jacket a real lifesaver.

Specifications

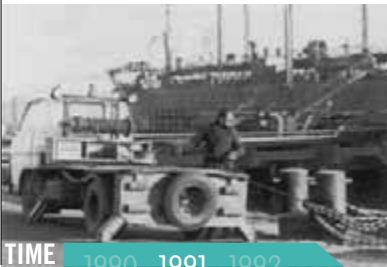
- 275kN Auto without armer
- Antistatic Wipe clean / Nylon cover
- AIS beacon
- Antistatic belts
- Flame retarding cover
- Pro Sensor + Window
- Comfort fleece neck
- Removable leg-belt
- Twin tunnel for repositioning collar
- Two reflection stripes on the cover



& Equipment

Winch unit

The winch unit has three operating units. One on the left, one the right and one on the backside of the unit. The winch wheel can be adjusted to stop at the maximum towing power. The spotlights on top of the unit help you to work easily at night. Together with the Mercedes-Benz Sprinter makes this unit a perfect combination.



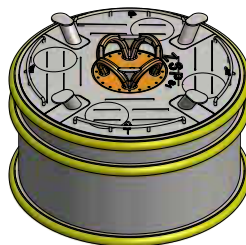
Buoy

This completely new developed buoy is now taxable up to 240 tons of workforce. Former buoy's were up to 60 tons. The buoy's are built by Merwelands Shipyard. The 'crown' of the buoy is made from massive steel. The buoy has two PolyMarine Service fenders (total of 110 meters) to absorb collisions from vessels.



Hydraulic Rope Clamp

With this KRVE hydraulic rope clamp you can clamp the mooring line and sail to the shore. In case of danger you can loosen the line immediately. All of our mooring vessels are equipped with this hydraulic clamp.



A man in a high-visibility yellow and dark blue jacket stands in the cockpit of a boat. The cockpit is orange and brown, with a steering wheel and various controls visible. The background shows a body of water and some buildings in the distance.

TEACHER

TO PAS EXPERIENCE

**Alexander Mooren,
boatman teacher**

Alexander Mooren has been a vocational instructor since 2011. Before this, he was a taxi driver with the KRVE, a planner and he sailed as a skipper on both the RIB and the pilot vessel. He enjoys that his current role enables him to pass on his knowledge and experience to new generations of boatmen.



APPRENTICE

EAGER TO LEARN

**Tim Leeuwenhoek,
apprentice boatman**

During his time at school he was already working in the transshipment industry in the port to make some extra money, but he was introduced to the KRVE via several boatmen from his football club. Initially he opted for an onshore career, but later he switched to the port in which he has felt at home right from the start.

Training

ALEX & TIM



Boatman is not a job but a skilled trade

The Netherlands is the only country in the world offering an official training course to become a boatman, recognised by the government. Next to vocational training, during the first three years the students also gain a lot of theoretical knowledge during their training. Once a week they follow classes at the Shipping and Transport College in Rotterdam. In the fourth and final year they only receive vocational training.

Hard, but very popular': That's what the training course is to be qualified as boatman. Tim Leeuwenhoek discovered that. He was one out of 190 candidates to apply for one of the ten apprenticeships. A well-informed choice as he broke off another training course to follow this one. After several talks, test sailing in the port and a medical examination, he was offered one of the apprenticeships. 'I was following a study in economics, I did traineeships with some organisations. Still I could not see myself doing this for forty years.'

Leeuwenhoek considers himself very fortunate to have been offered an apprenticeship. But he also realises that the real thing has only just begun.

Out of all guys starting the apprenticeship, only sixty to seventy percent make it to becoming a real boatman. Teacher Alexander Mooren, a boatman himself, explains: 'It takes more than just good study results to become a boatman. After four years, the students must be able to be fully operational independently, to take responsibility for mooring the vessel and return home safely. That is why the training focuses on many different aspects.'

You must be able to master all parts of the trade, but you should also have the right mentality and be dedicated. After the training course you don't choose a job, but you become a member of the organisation that has provided your training. You



ONLY
SIXTY
PERCENT
MAKE IT
TO
BECOMING
A REAL
BOATMAN!



become one of us. That is why we set the relevant requirements. Being a boatman is not a job but a skilled trade – in fact it is a choice for life.'

The KRVE has over 280 members, who are all independent entrepreneurs and equally share the organisation's profits and expenses. In addition, the KRVE has about forty boatmen in training who aren't full members yet. You become one once you have successfully completed the training. 'For me one of the reasons to become a boatman was the kind of organisation,' Leeuwenhoek says. 'I like running my own business, but what I especially appreciate is that everyone is considered equal and wants to work very hard. In the end we all benefit from this. For me that is very

different from the standard employer-employee relationship.'

Before they reach this stage, the apprentice boatmen firstly receive four years of training. At school they have classes in science and math. But they also get classes in navigation, meteorology, radar and they learn about dangerous substances. 'The theoretical component has grown substantially over recent years,' Mooren says. 'When I did my training almost thirty years ago, I received only nine months of theoretical training. Today this is three years, which tells you something about the level of this training course, and about the level of the Dutch boatmen since the training in Rotterdam also attracts boatmen from other Dutch ports. The Netherlands is truly unique in this. The only other place in the world where you can follow a training course to become a boatman is Belgium. But over there it is private education.'

'I still have a long way to go,' Leeuwenhoek says, 'but I am definitely enjoying it. During the first weeks I was exhausted after a day in the port. It is all about working very hard and many new things to absorb. But these days, I'm more used to the work pace. I enjoy going to work every day. After many long days I even have enough energy left to play a game of football.'



Fellowship

Establishment of the RVE,
Boatmen Association 'Eendracht'
(‘eendracht’ means ‘unity’)

First World War

1895 1896 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906 1907 1908 1909 1910 1911 1912 1913 1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925

Royal recognition
for the RVE

10,000th ship
enters the Harbour

The RVE sells 10 motorboats
to Smit Spidoservice
Steamship SS Rotterdam IV
transports thousands of soldiers
and ammunition from America
to Europe

Start build of
headquarter
Waalhaven



HISTORY

FREEDOM AND EQUALITY

KRVE

Throughout the years, the KRVE has grown together with the ever-expanding Port of Rotterdam. Initially just as the Boatmen's Association Eendracht: the predicate 'Royal' was not added until 1995. Through two world wars, the big flood of 1953 and several crises, the boatmen have always held their own. They never lost their urge to grow, innovate and improve.

Crisis in Holland, hundred thousands unemployed

First marketing activity. Big article in newspaper

Rebuild of headquarter Waalhaven after it was bombed during WW2

End of the rowing boat, start motorising all the sailing material

Second World War

1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957

The build of motorboat RVE 2

The build of motorboat RVE 3

Fastening regulation, only the RVE met the demands

Flood of Zeeland, RVE helped with their men and boats

The build of motorboat RVE 1

Foundation of the pension fund



120 years of mooring experience

It all started in 1863 when the Netherlands decided to excavate the Nieuwe Waterweg shipping channel. From then on, it was possible for ships to directly proceed to Rotterdam from the North Sea. The invention of the steam dredger made it possible to dig deeper and faster. In 1905, a start was made with the largest excavated port in the port, the Waalhaven. Later, the emergence of oil tankers led to the excavation of the Petroleumhavens. The boatmen grew along with the port, and now they are ready to serve the Second Maasvlakte.

Over the years more ships were attracted to the larger and larger port. As there were not enough berths at the time, the municipality positioned buoys. This was the start of the boatmen. They united in 1895 in the Boatmen's Association Eendracht. Their first office was within the building of the port pilotage service. Life was hard in those early days and the boatmen earned some extra money by selling liquor and beer. In later times, more and more ships called at the port. In 1912, it was the first occasion that the port welcomed the 10,000th ship.

After the Great War (a.k.a. the First World War), the boatmen were struggling financially. Their steam tug service was discontinued and the boats sold to passenger transport company Spido. This allowed the association to continue, but as it later turned out, the boatmen ended up selling their goose that had laid the golden eggs.

In 1924 the office at the Waalhaven was opened and in 1927 the first motor propelled launch was built. The reason was that it took an hour of rowing to get from the Waalhaven to headquarters at





Willemsplein. After the crisis in 1929, both the economy and the RVE finally started doing better and again the port could welcome the 10,000th ship to call that year 1938 was at its peak with 15,000 ships calling the port.

Then, the Second World War broke out. The port, the headquarters at Willemsplein and the office at the Waalhaven were all destroyed. The boatmen assisted in the reconstruction of the port and put their boats in the service of the government. With only one motorboat and several rowboats, operations were continued, supported by the Port Authority.

After the war, the association was able to purchase equipment through a donation from the National Support Fund, partly made possible by the two honorary members of the KRVE, Mr. and Mrs. Bijsterveld.

The office at the Waalhaven was rebuilt and became the association's new headquarters; the boatmen rightly predicted that the port would grow. This office was opened in 1949.

From that moment on, both the port and the boatmen started to flourish. Until 1955 rowboats were still used. Starting from that year, all floating equipment was motorised.

The unique organisation structure of the KRVE is also the reason that the company has been able to survive. Its core values: freedom, equality and fraternity. Each individual is the company. You take care of each other, because the work is not without danger. This concern resulted in an ever profitable pension fund and a proactive attitude. Nothing is too much. Versatility has always been the boatmen's strength, along with the joined up thinking and the urge to innovate. Things are always fit for improvement.

For this reason, the association started providing internal training, which has now been recognised by the ministry of education. It improved the communications and ships became faster and safer.

The pilothouses were painted yellow and fluorescent uniforms were introduced. The life jacket was introduced, as was the hydraulic rope clamp with which hawsers can be disconnected at all times. Now, innovations like the winch truck, the buoys, the fender systems, the offshore expertise and of course the ShoreTension® are also sold to other parties.

The port of Rotterdam is the fastest port in the world. This is due to the well-oiled supply chain within the port and the collaboration, the communication between all parties involved such as tugs, pilots, terminals, harbour master, agent, ship etc. The boatmen not only play an important role in this respect, but in fact they are also a vital link in the chain.

The profession of boatman is a truly unique one. Gone are the days when we were mostly diamonds in the rough. Today's boatmen are also qualified skippers and versatile professionals. A job to be rightfully proud of.

The KRVE's new course is wonderful!



PENSIONER

BOATMAN FOREVER

Willem Abcouwer

Became a boatman in 1970 and left the KRVE in 2003. Although he has retired a while ago, he still feels involved in the association and closely follows the developments of the boatmen. His motto: once a boatman, always a boatman.

Willem Abcouwer grew up in Schiedam, near the Merwede port. This is where he first came across the boatmen as a ten-year-old boy. He was walking back from school one day when a skipper asked him to help cast off his ship. When he had finished, the boatmen arrived; they felt he had just cost them a job. 'Obviously, they weren't very happy with me. But I really enjoyed the fact that I had unfastened such a large ship by myself. I think that is when my love for the profession was born.'

When asked about anecdotes from the past, Abcouwer definitely does not lack stories. Stories from the over thirty years that he was a boatman with the KRVE. 'As a young boatman, I once had to deliver Christmas turkeys to important customers, the shipping lines. I switched one of these large turkeys with my own turkey, which was much smaller. Well, at Christmas it turned out that the turkey was so large that it did not fit our oven!'

Although Abcouwer retired some time ago, his past as a boatman still greatly impacts his life. 'A while back, I was requested to sail De Buffel, a Dutch naval vessel from 1868, under supervision of some pilots from Rotterdam to Hellevoetsluis. I did this together with a group of former boatmen. When we arrived in Hellevoetsluis, there was a music band waiting and lots of public on the quay. What a wonderful moment! I really owe these kinds of opportunities to the fact that I was a boatman. For the very same reason, I once sailed a beautifully restored schooner, the Lady Thuraya, with my wife first from Genoa to Ville



I WAS BORN TWENTY YEARS TOO EARLY

franche-sur-Mer and afterwards from Cannes to Hellevoetsluis. An unforgettable experience, of course.'

Abcouwer still feels passionate about the work and the association. 'Once a boatman, always a boatman. I therefore regularly swing by the association. To see how things are going and have a cup of coffee with the boys.' During his visits, he likes to catch up on the innovative course the KRVE has started. Those new ships, the yard, the ShoreTenion®: wonderful developments. In that respect, I was born twenty years too early. I would have loved to be a part of all the developments the KRVE is now going through.'

'When I started as a boatman, we used slates to keep track of the assignments. When a job had

been completed, the slate was wiped clean and the next job was chalked up. This way of working would be unthinkable nowadays, but back then it was normal. It also added a certain charm to the job. In case you had to go from the Europoort to Pernis, you were gone for half a day and nobody knew where you were. Back then, we would pass through Rozenburg, where we would have a drink and a game of billiards at a bar. Not exactly done by the book of course, but everyone did it.'

In the late seventies, computers were first discussed within the association. Abcouwer: 'The board felt that we needed a computer. They were met with great resistance. What would we do with a computer? A computer could break down and wasn't as cheap as a slate either. And furthermore, we had already managed to perform our duties without a computer for almost a hundred years. But thankfully, the board persevered. If we had not taken that step back then, the KRVE may not have been around today anymore. Innovation was crucial to the future back then. And it still is today.'





KRVE EST 1895

THE ORIGINAL
KRVE

est.  1895
★ KRVE ★
MOORING

ROYAL BOATMEN'S
ASSOCIATION

ROYAL BOATMEN'S ASSOCIATION NAME - COTTON/COS/FRASCINE