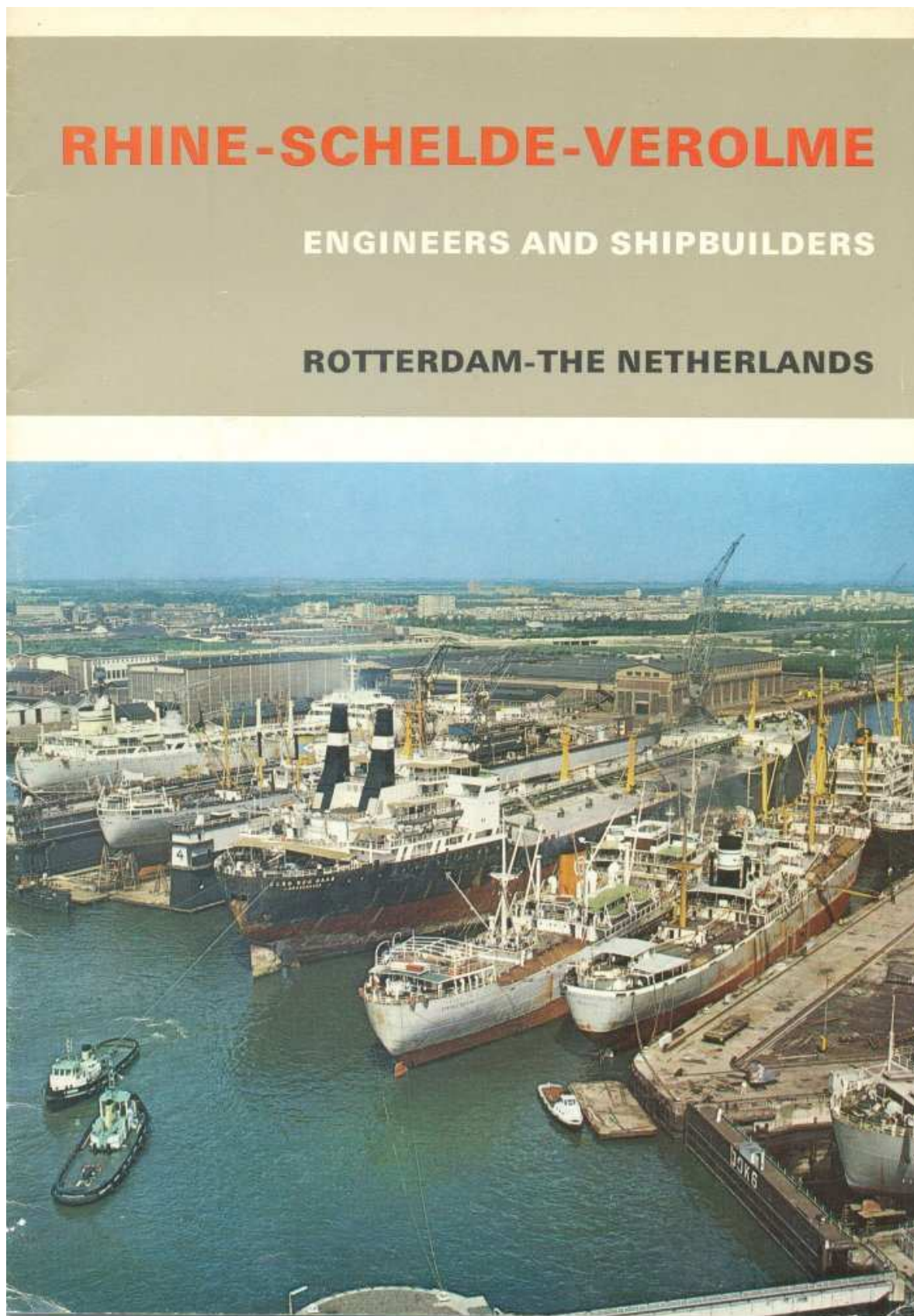


“Rhine-Schelde-Verolme, Engineers and Shipbuilders”, ± 1970.

Ontvangen van Bas van Raamsdonk, Spijkenisse.



FOR SHIPREPAIRS – NEWBUILDING – TANKCLEANING

contact one of the shipyards of the

RHINE-SCHELDE-VEROLME GROUP

THE ROTTERDAM DOCKYARD CO., ROTTERDAM
WILTON-FIJENOORD, SCHIEDAM
VEROLME DOCK- AND SHIPBUILDING CO. LTD., ROTTERDAM
NETHERLANDS DOCK AND SHIPBUILDING CO., AMSTERDAM
ROYAL SCHELDE, FLUSHING

NEW WATERWAY SHIPBUILDING CO., SCHIEDAM
P. SMIT JR's SHIPBUILDING AND ENGINEERING WORKS, ROTTERDAM
VEROLME SHIPYARD ALBLASSERDAM LTD., ALBLASSERDAM
VEROLME SHIPYARD HEUSDEN LTD., HEUSDEN
WAALHAVEN SLIPWAY AND ENGINEERING COMPANY, ROTTERDAM

For carrying out voyage-repairs in the port of Rotterdam including Botlek and Europoort region: Wildock Service

36 Repair drydocks:
Capacity ranging from
1,500 to 500,000 dwt

Night and day service, also during week-ends



Front Cover Page

Overall view of one of the yards of the Group where many vessels undergo repairs. The photographer made this shot at the very moment a large tanker was being towed away. On the left hand side one of the five floating repair docks capable of accommodating vessels up to 90,000 dwt.

The RHINE-SCHELDE-VEROLME Group is a strong industrial combine of six major Netherlands companies and their subsidiaries, operating in the fields of General Engineering, Shipbuilding, Shiprepairs, Tankcleaning, and Electrical Engineering.

Geographically situated in the heart of the world's most important seaport area, RHINE-SCHELDE-VEROLME is the largest industrial concern in this field in the Netherlands.

Activities include: construction, repairs and maintenance (including tankcleaning) of ships and machinery (Diesel- and oil engines, turbines, marine propulsion gears, marine boilers, crank- and propeller shafts), components for conventional and nuclear power stations, oil-, gas-, chemical- and petrochemical installations for projects all over the world. The group is also specializing in the manufacture of all kinds of forgings, a.o. rudderstocks, rudderpintles and propulsion shafting.

The shipyards and their affiliated companies maintain in total 36 repair drydocks with a capacity ranging from 1,500 to 500,000 dwt. The numerous modern facilities necessary for repair work also include tugs and floating cranes. The largest of these cranes is a selfpropelled unit with a lifting capacity of 200 tons.

The repair work is not restricted to ships, but also includes engines. Moreover, various types of engines, machinery and boilers are made under licence. For this purpose the yards have their special facilities.

The yards would not be complete without their modern newbuilding docks and slipways for the construction of different types of ocean-going vessels and other craft as well as for the building of drilling rigs and other offshore installations. Ships up to any size can be built.

The group is in a position to render any required service to all ships entering the port of Rotterdam. But the activities are not restricted to this area.

In the port of Amsterdam for instance, ships up to 75,000 dwt can be drydocked and repaired. The yard in this port has all facilities at its disposal for the building of the most modern ships. Tankers up to a deadweight capacity of 220,000 t can be constructed in two parts by adopting a special method.

Flushing, at the gateway to the large port of Antwerp, in the south-west of the Netherlands, can accommodate vessels up to 40,000 dwt for drydocking and up to 200,000 dwt for repairs afloat. The local yard is situated most conveniently for the sea-borne traffic to and fro the port itself and the port of Antwerp.

The engineering works — Thomassen-Holland at the Steeg and Engineering Works 'Breda' at Breda — as far as the land-activities are concerned, concentrate themselves on the manufacture of compressors, electrical and regulating engineering plants, lifts, engines, escalators, steam boilers, packaging machines, etc., and they are in addition engaged in the field of components for the building industry.

It is through the concentration of all these industrial and technical potentials that the RHINE-SCHELDE-VEROLME Group constitutes a strong combine, which no doubt can render important services to clients all over the world.

◀ Night and day service at one of the yards of the Group.



Besides being fully equipped for speedy routine repairs the Rhine-Schelde-Verolme yards are also specialising in carrying out extensive damage repairs and conversions in record time.

Floating docks at one of the yards, where a 210,000 dwt tanker is being repaired afloat.



Machining a propeller shaft.



Ships in drydock for repairs.





A mammoth tanker under construction.



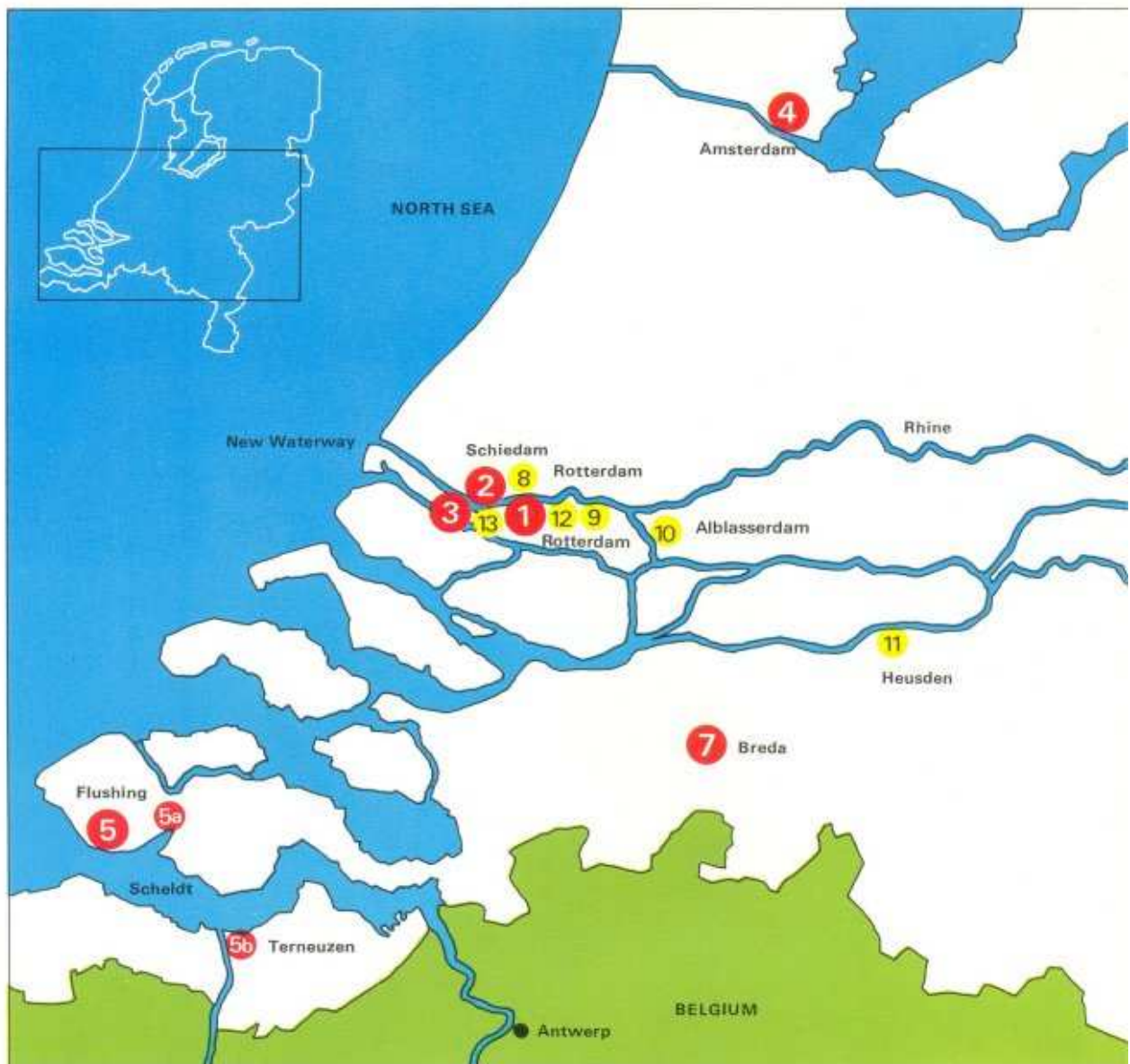
Fitting a bulbous bow to a mammoth tanker under construction.

Ship drydocked for repair of collision damages.



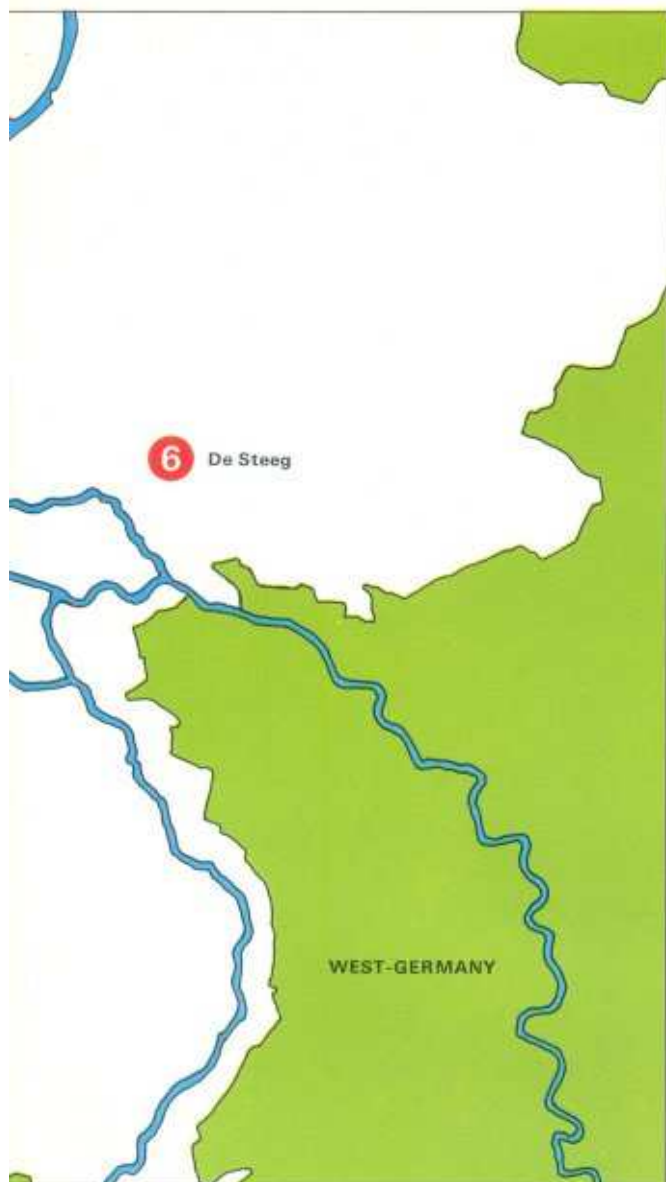
Greek tanker in drydock for repairs.





Manufacture of a 9 RND 90 Schelde-Sulzer engine.

Manufacture of gearings for the propulsion plant of a turbine driven vessel.



RHINE-SCHELDE-VEROLME GROUP

- 1 The Rotterdam Dockyard Co.
- 2 Wilton-Fijenoord
- 3 Verolme Dock- and Shipbuilding Co. Ltd.
- 4 Netherlands Dock and Shipbuilding Co.
- 5 Royal Schelde*
- 6 Thomassen Holland
- 7 Engineering Works "Breda"

and subsidiaries, amongst which the following shipyards:

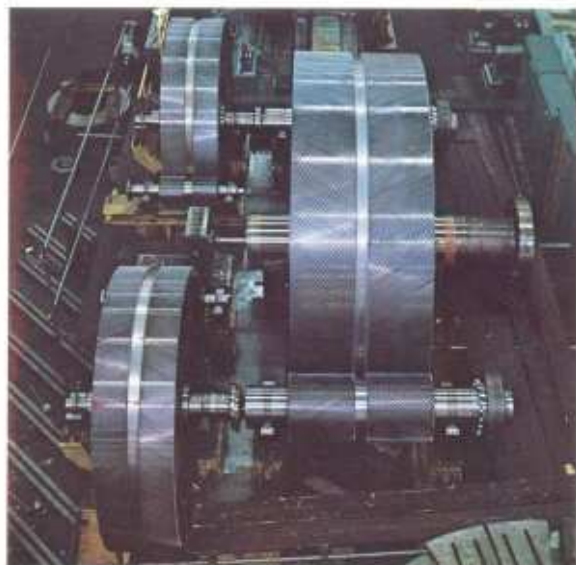
- 8 New Waterway Shipbuilding Co.
- 9 P. Smit Jr's Shipbuilding and Engineering Works
- 10 Verolme Shipyard Alblasserdam Ltd.
- 11 Verolme Shipyard Heusden Ltd.
- 12 Waalhaven Slipway and Engineering Co.

- 13 Wildock Service: for carrying out voyage-repairs in the port of Rotterdam including Botlek and Europoort region

* 5a Scheldepoort: Royal Schelde's modern repair and maintenance yard in Flushing-East

* 5b Engineering works of Royal Schelde to render the quickest possible service to sea-going vessels

Propeller for a large containership. Three ships of this type are under construction at Rhine-Schelde-Verolme yards for Sea-Land Service Inc.





Every year numerous vessels are shifted and towed away by own tugs.



Many ships call at the yards for repairs.

Aerial view of the Rotterdam Dockyard Co. In the centre the passenger liner 'Carmania' accommodated in a drydock destined for ships up to 100,000 dwt. The super-tanker 'Evgenia Chandris' is berthed alongside the yardquay.





Fitting a bow section onto a damaged ship: invariably a spectacular sight indeed.



In order to ensure quick and efficient treatment of the submerged area of very big ships, a special apparatus has been developed, enabling two operations to be carried out, viz. washing down by high pressure water jet and automatic painting with spray guns. The picture shows the apparatus paint-spraying in a 160,000 dwt graving repairdock.

One stage in the lengthening of a ship at Scheldepoort, Flushing-East.





Aerial view of the Wilton-Fijenoord yard at Schiedam. The photograph was taken on a day, when vessels with a total deadweight of over half a million tons were accommodated in their basin for undergoing repairs.

The passenger liner 'Rotterdam'—flagship of the Holland-America Line—in a floating dry-dock.

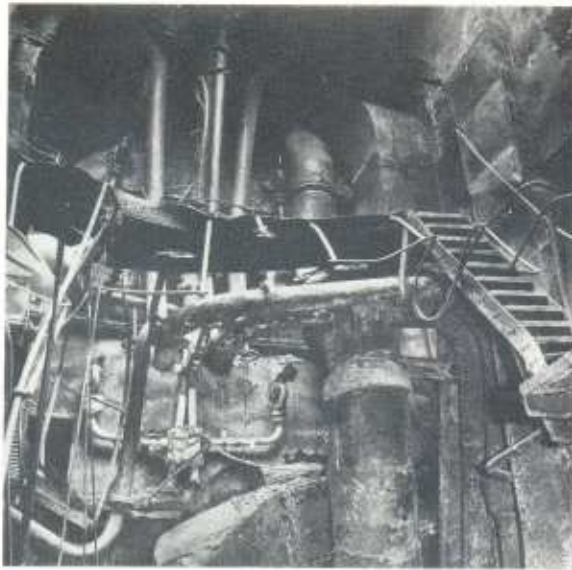




Aerial view of the Verolme yard, in which clearly visible the giant graving repair dock capable of accommodating vessels up to 500,000 dwt. In front the tankcleaning installation



At the Rhine-Schelde-Verolme group drilling rigs too can be built and repaired. Here one of them lying for maintenance work at one of the yards.



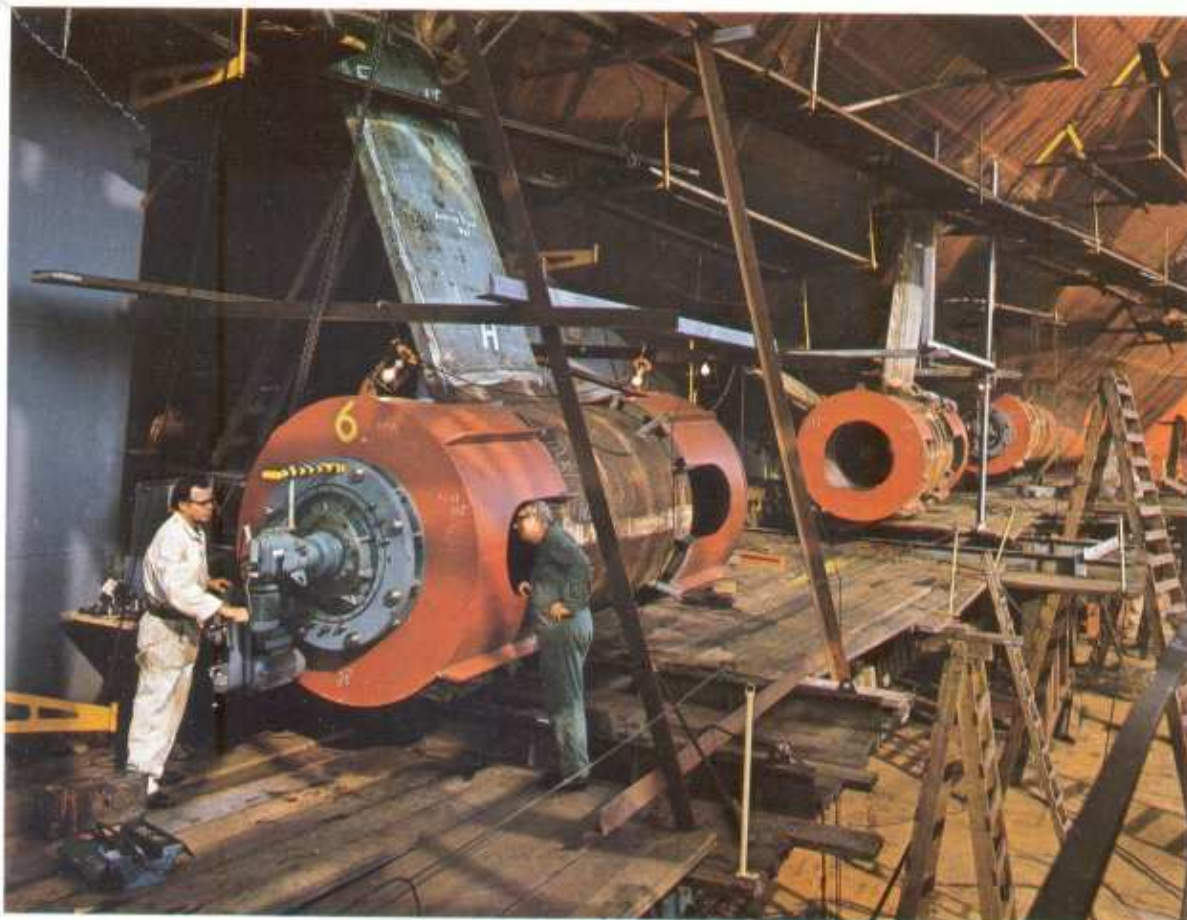
The interior of a badly damaged funnel before...



...and after the repair job.

Aerial view of the yard of the Netherlands Dock and Shipbuilding Co. at Amsterdam.





Modern equipment for boring out in situ stern tubes, rudderarms, etc.



Wildock Service, a subsidiary in the Group, situated in the Botlek area, specialised in carrying out voyage repairs. (Telephone: 010-161952, night and day service also during weekends)



The new floating crane 'Mammoet' with a lifting capacity of 200 tons is an important 'tool' for the repair-activities of the Group.

MEMBERS OF THE RHINE-SCHELDE-VEROLME GROUP:

THE ROTTERDAM DOCKYARD CO., ROTTERDAM. telephone 010-879111 - telex 22181

ROYAL SCHELDE, FLUSHING. telephone 01184-5555 - telex 55115

THOMASSEN, DE STEEG. telephone 08309-9111 - telex 45184

ENGINEERING WORKS "BREDAS", BREDA. telephone 01600-24281 - telex 54025

WILTON-FIJENOORD, SCHIEDAM. telephone 010-269200 - telex 21451/24436

VEROLME UNITED SHIPYARDS:

A. VEROLME DOCK- AND SHIPBUILDING CO. LTD., ROTTERDAM. Telephone 010 - 162500 - telex 21232/21210

B. NETHERLANDS DOCK AND SHIPBUILDING CO., AMSTERDAM. Telephone 020 - 61831/69821 - telex 12623

and subsidiaries, amongst which the following shipyards:

NEW WATERWAY SHIPBUILDING CO., SCHIEDAM. telephone 010-260380 - telex 22181

P. SMIT JR.'s SHIPBUILDING AND ENGINEERING WORKS, ROTTERDAM. telephone 010-193300 - telex 23076

VEROLME SHIPYARD ALBLASSERDAM LTD., ALBLASSERDAM. telephone 01859 - 3700

VEROLME SHIPYARD HEUSDEN LTD., HEUSDEN. telephone 04162-241

WAALHAVEN SLIPWAY AND ENGINEERING CO., ROTTERDAM. telephone 010-290411 - telex 24466