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MAGAZINE



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DETOUR OVER SWITZERLAND

van de
Wetering
BOAT & SPECIAL TRANSPORT



VAN DE WETERING IN BRIEF

Van de Wetering has been a specialist in the field of yacht transport and exceptional transport for more than 98 years. Van de Wetering ensures that your valuable cargo will arrive safely and on time at the place of destination, with specially designed vehicles and experienced staff.

UNIQUE EQUIPMENT

Van de Wetering has been designing its own equipment for many years, specifically adapted for the transport of boats and other higher, longer and wider loads. These vehicles make it possible to transport a higher and larger load than you might think at first sight. Van de Wetering has a large fleet of unique trucks and low-loaders with which every transport can be carried out with a quality that meets the highest standards.

KNOWN ON ALL ROUTES IN EUROPE

The European road network holds no secrets for Van de Wetering. Because the escort cars continuously collect data on the routes, Van de Wetering always has up-to-date information. This is how the smartest route is determined, without surprises on the road.

EXPERIENCED DRIVERS

The drivers at Van de Wetering are all experienced in the transport of yachts and special cargo. They like a challenge and they are familiar with the problems that can occur along the way. Based on their many years of experience, they know exactly how your valuable cargo must be loaded and unloaded. <



Tjalk 2 - 1231 TW Loosdrecht (NL)
Tel. +31 (0)35 582 55 50
sales@vandewetering.nl

In this first issue of 24/7 Magazine we take you to Ireland, France and Switzerland. Transport companies must comply with strict rules, but the romance of our profession has not yet disappeared.



PREFACE **CHALLENGE**

This is the first issue of our 24/7 Magazine. From now on we will keep you informed twice a year about developments within our company through the 24/7 Magazine. What can you expect in this issue? We are traveling with Sander ten Bosch from Kampen to the heart of Ireland. On his way to Ireland, Sander defies the high waves on the Atlantic Ocean. Along the way he is filming dolphins that accompany the ship on the final leg to the port of Dublin. It gives an idea of the work of our drivers. You have to comply with many rules in our work, but the drivers enthusiasm has not yet disappeared. In another article Gerard Heus brings a broad fire extinguisher from Zeebrugge to Romanshorn, a city on the Swiss side of Lake Constance. Why the long detour for a ship that could easily sail to Lake Constance by itself? That has everything to do with the complex regulations in Europe. Our job is to find a suitable route. Ultimately, the ship fitted under all viaducts and we delivered the ship within the financial budget.

ON THE WAY

We also try to make you part of our world. If I'm driving on the highway, I see large numbers of trucks on the right lane. Some are supplying grocery stores, others with concrete elements and there are also some tank trailers. On the road everyone has his own specialized transport. Our segment in that large transport world is very small: we transport yachts. That is the activity with which we have built a name in Europe. Less known is that our equipment is also suitable for a large variety of wide, high or long loads. We have often developed or adapted these vehicles together with our suppliers. I hope that with this 24/7 Magazine we can share some of our enthusiasm for exceptional transport with you. Call or email us if you have any questions, because we see each difficult transport as a challenge.

Alex van de Wetering

REPORT

ON THE ROAD TO IRELAND WITH SANDER TEN BOSCH

Sander ten Bosch is driving a very unique DAF CF truck. Only six trucks in this version exist worldwide with a steered, driven rear axle. Sander: "With my truck it is possible to transport two yachts at the same time, while other transporters can often only load one yacht. The nice thing about this DAF is that we can also transport all kinds of exceptional loads. This time it is four lock gates that have to be transported from Kampen to Roscommon in Ireland."

LONG SEA VOYAGE

Sander: "On 23 September I loaded the four lock gates at Wijma in Kampen. The doors are approximately 5.5 meters wide and together they weigh 24 tons. The load was not loaded on the floor, but with shims at about 60 centimetres above the floor. In this way we are less bothered by crash barriers and fences. This is especially important in Ireland, because the last part of the journey we follow small roads with gates on either side. The first part of the trip was a night drive from Kampen to the Cobelfret terminal in Rotterdam. We were stopped by the police in the middle of the night. Everything was exactly right, but it is always a problem to find a parking space for a check. When loading in Rotterdam a brief discussion arose about the stormy weather on the Atlantic Ocean. Fortunately the inspector thought that my cargo was properly secured and then I was able to board the brand new RoRo 'Laureline' ferry. The voyage takes two days. The storm was eventually not too bad, and at one point the ship was escorted by dolphins. Beautiful of course! Those are the beautiful moments of our profession. In Ireland the transport was accompanied by the police. They are friendly and experts in their work. At Albert Lock it is not possible to unload the doors directly at the lock. That is why a pontoon is ready a few hundred meters away, onto which the doors are transferred. After releasing the doors, it was my job to manoeuvre

the combination backwards over the narrow road. At the top of the bridge, make a slight turn backwards for a moment and then a two-hour ride to Dublin. Waiting for the next ferry, I will enjoy Ireland and the Irish hospitality."

ALBERT LOCK

The lock gates produced in Kampen are intended for the renovation of Albert Lock, situated in the Jamestown canal in Ireland. This canal cuts a bend in the Shannon River. The lock chamber of Albert Lock is very small by Dutch standards, only 30 by 3 meters. But at the opening in 1848, the lock marked a major improvement for the navigability of the river. The Shannon is the longest river in Ireland and it winds its way from Shannon Pot, just a few miles from the border with Northern Ireland, to Limerick. The river then flows into the Atlantic Ocean. Jamestown Canal was in the 19th century, one of the many improvements that made Shannon



River more navigatable. Today, many of the water ways are protected as monuments of the Industrial Revolution. The canal is now popular for pleasure boating.

WIJMA: SPECIALISTS IN HARDWOOD

Wijma Kampen BV trades and processes tropical hardwood. This hardwood is harvested in a very nature-friendly manner in West Africa. By using Reduced Impact Logging (RIL), as little damage as possible is done to the forest and the safety of felling is also taken into account. Wijma's products are used in all sorts of places, from home construction, hydraulic engineering - such as mooring posts, piling and lock gates - to trailer construction and garden timber. For some products, such as lock gates and wooden bridges, Wijma produces in its own workshops in Kampen, for other end products only the wood is supplied. Maarten Sluiter, planner at Wijma: "We use a lot of Azobé hardwood, mostly from Cameroon, for lock gates. Processing this wood requires a lot of knowledge and skill. In addition to the lock gates, we also use this wood for bridges. The best example of this is the 'Botter' bicycle bridge over the A28 at Harderwijk. The pylons of the bridge are each made from one tree trunk. For the transport of the doors for the Albert Lock, we contacted Van de Wetering ourselves. They have experience with applying for exemptions and police assistance in Ireland. In addition, they can transport four doors at the same time, where other carriers would have to carry out transport twice. Van de Wetering has previously transported lock gates to Ireland for us and that went smoothly. The costs are neatly within our financial budget. All the more reason to approach Van de Wetering for other transports." Another major project for Wijma is the construction of the Blue Carpet, an 800-meter bicycle and pedestrian connection between Winschoten and Blauwestad .

Sander: "At Van de Wetering, no ride is the same as the previous one. I will not say that the transport of the lock gates to Ireland is a holiday trip,

because it is just hard work. Yet we experience much more than a driver who supplies stores in the Netherlands. The very different destinations make our work so much fun. Of course it is not a party every day, because a furious police officer or a puncture can just cause a day's delay. Fortunately, everything went exactly as planned for this trip to Ireland." <



SANDER TEN BOSCH



TRIP REPORT

FROM BELGIUM -VIA SWITZERLAND- TO GERMANY

The province of Baden-Württemberg ordered four Kewatec multifunctional ships in Finland to replace the 40-year-old fire boats on Lake Constance. The first two ships were delivered in 2019 and the next two will follow in the spring of 2020. At the beginning of July the first boat was ready for delivery. After a trip by sea from Finland, Gerard Heus of Van de Wetering was ready on July 5 in Zeebrugge for a trip through France and Switzerland to Romanshorn on Lake Constance. For the real delivery, the ship then had to sail to Friedrichshafen, on the German side of the lake.

FROM ZEEBRUGGE TO ROMANSDORF

The route through France is not unknown to the drivers of Van de Wetering. Gerard: "We loaded in Zeebrugge on Thursday and in the evening we were able to drive a short distance along the coast to the French border. On Friday and Saturday we were able to drive towards Dijon quite quickly. That is about 600 kilometres in a day and a half, because on Saturday the weekend driving ban starts at noon. On Monday we left for Belfort. Due to all driving bans, the Swiss border is approaching slower and slower. If everything goes well, it is possible to complete this ride well within one week, but in the summer it takes longer and a small setback costs an extra day. Finally, on July 12, the boat was hanging under the hook of the Welti Furrer crane in Romansdorf . "

WIDE IS DIFFICULT, TOO HIGH IS A PROBLEM

Gerard: "In the first instance, it might look a bit weird with a 4-axle tractor and a 2-axle low-loader. This low-loader has only two axle lines behind, each with 13,400 kg axle load. Boats are often much heavier at the rear than at the front. This Nooteboom Euro-58-02 can load almost 38 tonnes on the registration, but that is only possible if I use the maximum technical weight on the 5th wheel of 30 tonnes. In practice, the load capacity is

somewhere between 31 and 38 tons, depending on the weight distribution. The trailer is extendable twice, but it was not necessary for this Kewatec. The boat is 17.2 meters long and 4.9 meters wide. My entire combination is tailored to this work. For example, I can lower the trailer while driving. Height loads are always the biggest problem.



GERARD HEUS



With a wide transport you can often remove a traffic sign, but viaducts always remain the same size. Fortunately, most of the viaducts in France are more than 5 meters high.“

WHY NOT BY WATER?

Gerard: “You would think of course: why not just unload in Rotterdam and then sail the Rhine on its own? However that is usually not the fastest route. That has to do with various reasons. The most important consideration is that the boat - and the crew - must therefore immediately comply with all rules on the Rhine. Moreover, there is no accommodation for long-term stay on board and the owner of course wants to receive the ship as new as possible. In some cases, road transport is also cheaper.”

KEWATEC ALUBOAT

The Finnish company Kewatec builds lightweight aluminum workboats. The fire boats for Lake Constance weigh around 20 tons. Thanks to the low weight and the two 550 hp Volvo D8 engines, they can achieve a speed of 27 knots (50 km / h). The boats can not only extinguish, but are also fully equipped to clean up oil, help water sports enthusiasts in trouble and provide technical assistance. All four ships are equipped with a small, fast tender and a hydraulic crane. The first ships are stationed in Friedrichshafen and Konstanz, Radolfzell and Überlingen will follow next year. These ships are not cheap, because the total investment is approximately € 7.6 million, but they are very reliable. Nice day, nice freight and a nice route. What more could a driver want? Gerard and his companion Joey van den Berg are always up for a joke, except when the engine of the Volvo is started. From that moment on they suddenly get very serious. Many heavy transport companies work for regular clients and often with a known load. Not at Van de Wetering, where the freight and the route is different every week. If you like variety, there is nothing better than to become a driver at Van de Wetering. <

With the photos
In France, transport follows a
complex route through dozens
of villages and towns.



LOOKING BACK

ALMOST 100 YEARS OF HISTORY

The current owner and director Alex van de Wetering talks with enthusiasm about the history of his company. Alex: "My grandfather was Henk van de Wetering. He started his own company in 1921, at the age of 20. He was busy from early morning until late evening. He worked in his stable, traded pigs, had a taxi company and a truck. After the war, his son Nico started as a driver on the truck. He brought pigs to the slaughterhouse in the early morning and drove the taxi in the afternoon. He was a good acquaintance in the broadcasting world and he was able to talk beautifully about the artists he once transported in a taxi. In the course of the 1950s, Van de Wetering transported hay, straw, beer brush and peas."

THE FIRST YACHTS

Alex: "Years ago, dozens of yacht builders were located around the Loosdrecht Lakes. The shipyard of Willem Visser was our first customer for the transport of boats. Business went well and we received more and more assignments for international transport. My older brother Henk was employed as a driver in 1968 and in the following years he increasingly took charge of the company. Everyone here, whether your surname is 'Van de Wetering' or not, simply starts at the bottom in our company. Around 1980 my father thought that I could work in the workshop. That was very different compared to nowadays. Some trucks needed so much maintenance that they were in the workshop after every trip. We often worked at night and during the weekend. A few years

later I was allowed to take to the road as a supervisor and some years later I achieved my goal: I became an international driver."

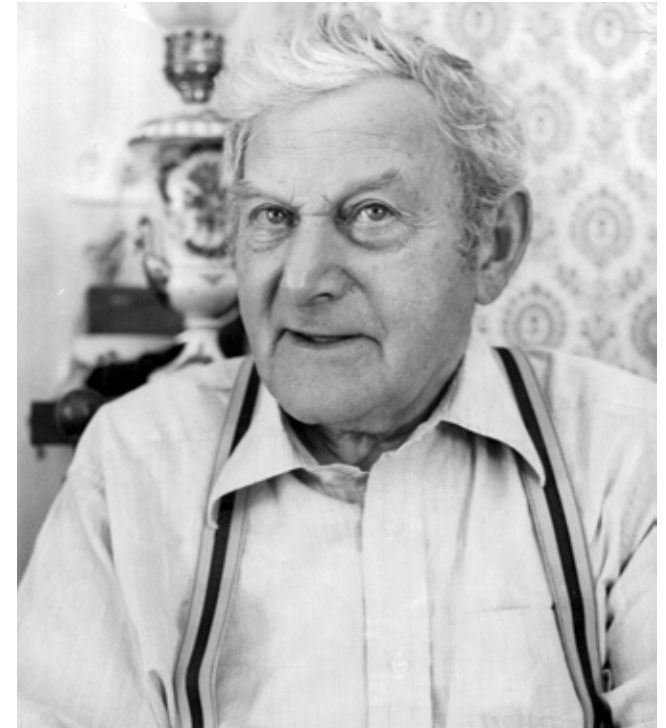
CHANGE OF MANAGEMENT

Alex: "Just like my grandfather, my father was an active entrepreneur. When he withdrew from the transport company, he bought an old brick factory. A number of areas were rented out to unemployed tenants. As long as they did not make any profit, they did not have to pay rent.

In this way he wanted to help unemployed people back to work. My father passed away in 1987. My brother Henk already owned 50% of the shares and I bought the other 50%. Together we saw international opportunities for our yacht transport. Until 1998 I gained experience as a driver, but after 1998 I had to work more behind a desk, sometimes against my will."

GRADUAL SUCCESSION

Alex: "The age difference between my older brother Henk and me is 12 years. From 1998 I became more and more involved in the management of the company, while my brother wanted to gradually reduce his working hours. During that time I learned a lot from my brother and in 2014 I finally bought the remaining shares in the company. In this way I became the owner of this wonderful company through a long route from mechanic to driver, planner and salesman."



FAMILY BUSINESS

Alex: "We owe a lot to all employees who have worked with us over the years. My grandfather started with one truck in 1921 and – starting with the first boat transport in 1965 and the first heavy transport around 1990 – our company grew to a fleet of around fifty trucks and seventy motivated employees. In addition to all those enthusiastic people, I am happy that our family is still interested in transport. The next generation has a new, fresh influence on business operations. My cousin Nico is operations director, Alinda is responsible for human resources and Tim takes care of the permits."

EASY SUCCESS OR PERSEVERANCE?

Alex: "In the 100-year history we have experienced long periods of prosperity and sometimes difficult years. The 2008 crisis affected our company. Sales in our most important activity, yacht transport, declined dramatically. At these moments you can see the best qualities of a family business because we do not give up easily. In times of crisis you have to examine the real qualities of your company. For our company: developing unique and self-invented innovations in trucks and trailers. In this way we can transport higher, wider and longer loads than our competitors. In our office we sometimes use the name 'wonders of the world' for all those 'weird' vehicles."

Alex concludes his story with a word of thanks to all employees. Alex: "From this place I would like to set all our employees in the spotlight. Everyone contributed to Van de Wetering Loosdrecht BV in his own way. Our company is at the same time traditional and ultramodern. Family atmosphere is still written here with capital characters. In that sense, we may even be a little old-fashioned. On the other hand, we develop the most advanced technical solutions in our own company. Just look at our newest DAF trucks, which we have converted in collaboration with Veldhuizen Wagenbouw. There is no second transport company with a similar concept of vehicles throughout the world. We exist for almost 100 years and we are entering our second century full of enthusiasm and confidence." <



CaptionsPhotos page 8: Henk sr. En Nico sr.
Photos page 9: top right Henk, under Alex and Nico



75 YEARS OF EXPERIENCE



Many drivers at Van de Wetering have many years of experience in transporting boats and other exceptional cargo. On the photo Patrick Beun, Jan de Graaf and Ruud Vastenburg. Together they have 75 years of experience at Van de Wetering. For many customers these drivers are the familiar face of transport company Van de Wetering. Each of these three transport experts has covered at least 2 million kilometres. From the dusty and hot roads in Southern Europe, where the tires stick to the asphalt in the summer, to the snow-covered routes in Scandinavia, where a collision with a reindeer can surprise you. These are also the men, who - despite the enormous dimensions of the load - always deliver their cargo without damage and on time. That is why this first 24/7 Magazine is a suitable moment to put these three professionals in the spotlight. Professionals who know everything about European permits, customs formalities, the technology of their vehicle and they speak a number of languages quite good.

SHORT NEWS

SAM VAN DE WETERING

In a family business it is very normal for the next generation to knock on the door. Sam van de Wetering is the son of Nico. He is currently following a Motors & Vehicle Engineering course in Laren, but in his spare time he can of course be found in the workshop at Van de Wetering in Loosdrecht. Sam: "You learn a lot of theory at school, but it's also nice to see how everything works in practice. I just turned 16 years old and in the workplace I can do more and more independently. In a few years I can get my driver's license and I hope that I will be able to drive throughout Europe with one of our heavy trucks for a couple of years. But after that I would rather go to work in the workshop, because tinkering with a truck or trailer is more fun than driving."



NEW PLANNER



Patrick Blom joined Van de Wetering on 1 November to strengthen the planning department. Patrick: "In recent years I worked as a planner at various transport companies. Always with pleasure, but I am always looking for a new challenge. I have not yet gained much experience with exceptional transport. That is why I am happy that I can work at Van de Wetering, because transporting a wide load through different European countries is very different from transporting 20 pallets from Rotterdam to Groningen. The good atmosphere at the office in Loosdrecht was also a reason for me to switch to Van de Wetering. I could use some help from my experienced colleague's in the beginning, because I still don't know all the details about special routes and exemptions."

HENK VAN DEN ANKER



ERIK VAN WEENEN



TIM VAN DE WETERING



WELCOME

In the office of Van der Wetering we can meet experienced professionals, who are capable of steering everything in the right direction around special transport. The 24/7 magazine is a good reason to introduce the sales & planning department to you.

The first customer contact usually takes place with the Sales department. Wilbert van Horssen has been in charge of the sales team for more than twenty years. Wilbert is - next to his work in the office - often on the road as a project manager at complex transports. Léon van Verseveld learned his work as a driver, but he successfully made the switch to the sales department a few years ago. Wilbert and Léon are supported by Wilma van der Nooij, who manages all the paperwork.

When a project starts running, the employees of the planning department come into action. Henk van den Anker is head of planning & sales and he is assisted by Erik van Weenen. Erik has almost 40 years of experience and he knows how to find the right route for the most complicated transports. In the planning department Tim van de Wetering is responsible for applying for permits in different countries. That is a challenge, because all European countries have each year more demanding requirements for exceptional transports.

SALES & PLANNING

WILBERT VAN HORSSSEN



LÉON VAN VERSEVELD



WILMA VAN DER NOOIJ



WONDERS OF THE WORLD

DAF CF YACHT TRANSPORTER

Based on years of experience, Van de Wetering developed the most efficient truck for transporting sailing and motor yachts. The steered and driven rear axle makes these trucks unique. Only six of these exist worldwide. They all drive in the 'Van de Wetering' colours.

Technical details:

- > Slot in the floor for yachts with a keel
- > Asymmetrical drive between the engine and the rear axle
- > Multifunctional due to several floor variants (closed, trench or wheel wells)
- > Adapted second axle that makes it possible to load the keel above this axle
- > Deep V-shaped recess in the cabin roof
- > Maximum load on front axle: 10 tons

The advantages:

- > The keel of a sailing yacht can be transported up to 10 cm above the road surface
- > Suitable for multiple types of cargo, such as empty reels up to a diameter of 4.40 meters.
- > Exceptionally high load capacity: 17 tons
- > Optimum weight distribution
- > Very short turning radius
- > In many cases the combination can transport two yachts instead of one
- > Support for reels wider than 2.50 meters on the outside of the vehicle

