

**issue #23**

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 ROYAL  
**WAGENBORG**

# TIMES



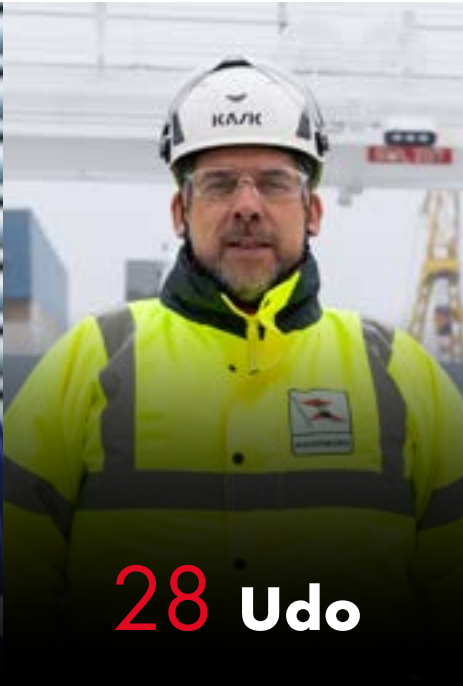
**PROGRESS, EVEN IN  
TIMES OF UNCERTAINTY**

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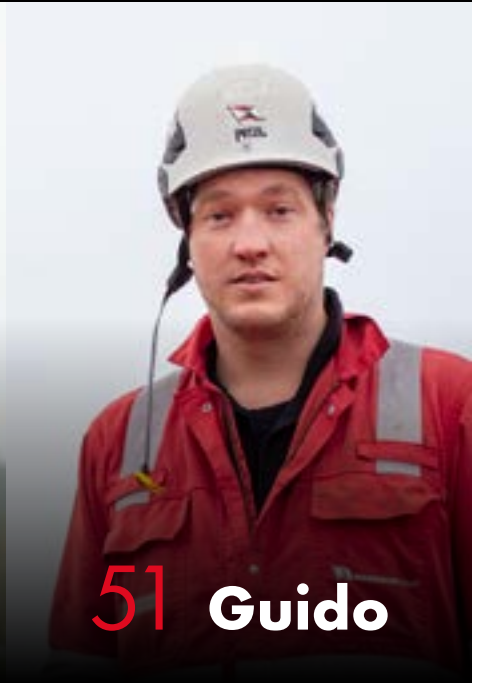
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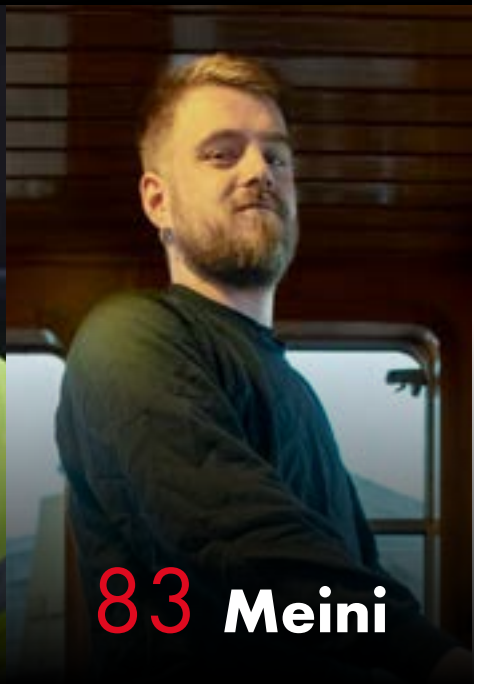
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welcome



# Progress we achieve together

*We live in unusual times. Sadly, this is the fourth year in a row that our 'familiar' life looks less familiar. First of all we had Covid and its lockdowns, restrictions on social contacts, and compulsory working from home. Then we had the Russian invasion of Ukraine with human suffering, refugees, high energy prices, and poverty for an unparalleled number of people. Right now, the situation in the Gaza Strip has an impact on global trading and has led to unsafe shipping routes in the Red Sea.*

*Some feel the consequences of these issues more than others. But all of us have to face more uncertainty than we'd like. The question is how you deal with that. How do we show our resilience as people, as a company, or as a society? How do we make good choices, despite the unpredictability of the future, and how can we move ahead together?*

*Progress, even in times of uncertainty is the topic of this edition of TIMES. You can read about it in the interview with Edwin de Vries, director of Wagenborg Offshore. He explains how 'contract-based offshore' will result in satisfied customers, despite uncertainties you cannot control.*

*The various reports on becoming more sustainable together describe wonderful examples of not throwing in the towel. Together with Metsä Group, Wagenborg has committed to ambitious CO<sub>2</sub>-reduction targets. As head of short sea chartering of Yara, Marc de Rijcke explains how the EU emission trading system actually produces operational improvements. Or the reason why Wagenborg takes measures regarding its passenger service in a dangerous shipping lane; with head and heart, so with full conviction and close involvement. This same passion comes across in the stories of Clyde, Udo, Victor, Kelly, Michael, Guido, Harbert, Joenamar and Meindert about their contribution to building the mv Amalia, our latest Easymax vessel.*

*In this first issue of the year 2024, it remains for me to wish you, the TIMES reader, a 2024 full of health and purpose. It is guaranteed to be a challenging year. But if we have each other's backs, I am convinced that we will yet again make progress together in more innovative and cleaner transport solutions.*

*Egbert Vuursteen*



## ACQUISITION OF MORE THAN 50 VESSELS GUARANTEES FLEET AVAILABILITY

Over the past months, Wagenborg has managed to acquire more than 50 vessels from affiliated owners. With around 120 vessels in full ownership, our 'own' fleet has never been this large.

For various reasons, affiliated owners chose to sell their ships. For Wagenborg and its clients, it is important to keep the entire

Wagenborg fleet up and running; flexibility provided by a large fleet of larger and smaller tonnages is one of the reasons why clients go for Wagenborg. It is also the reason why Wagenborg chose to acquire those vessels in consultation with the affiliated owners and the banks involved. It has ensured we keep this tonnage in our office and in our freighting.

In many cases the previous owner is remains associated with the vessel as manager.

With a total fleet of 160 relatively young vessels, Wagenborg will continue to provide excellent service to its contract partners for many years to come.



## SHORE POWER SUPPLY FOR WALK-TO-WORK VESSEL KROONBORG

In cooperation with NAM/Shell UK and with support from the Provincial Executive of Noord-Holland, Wagenborg successfully installed and commissioned a shore power supply for the KROONBORG.

In the broader context of actions to stop climate change, it is imperative to reduce emissions.

To minimise the environmental impact of our vessels in ports, it is essential to reduce emissions and noise. With the construction of the shore power supply, CO<sub>2</sub>, NO<sub>x</sub>, exhaust gas particles and noise are reduced. Wagenborg Offshore also has plans to expand such systems to other vessels in the offshore fleet.



## EASYMAX 3 TAKEN INTO SERVICE AS 'AMALIA'; EASYMAX 4 AND 5 UNDER CONSTRUCTION

Around the middle of January, the third EasyMax was completed and taken into service under its official name: Amalia. This latest sustainable vessel in the Wagenborg fleet successfully completed its maiden voyage. We wish captain Joenamar Bacuetes and his crew fair winds and following seas.

The fourth and fifth EasyMax are under construction with shipyard Royal Niestern Sander and will be launched at the end of 2024 and in 2025, respectively.



## REJUVENATION CRANE FLEET WAGENBORG NEDLIFT IN FULL FLOW

The long-term sustainable investment strategy that Wagenborg plotted in cooperation with Liebherr is on schedule. Rejuvenation of the crane fleet is at the forefront. In 2023, several older machines were replaced with new, modern and, above all, more sustainable cranes. They concern a Liebherr LTM 1150-5.3, whilst an

LTM 1150, LTM1230, and another three LTM1090 mobile cranes are also expected soon. All these new cranes have clean Stage V engines that generate much lower emissions. The ECOmode and ECOdrive also bring down noise emissions and fuel consumption enormously.

## PLENTY OF FLEET DEVELOPMENTS IN TOWAGE

In 2023, Wagenborg Towage invested in a high-quality fleet of diverse tugs. A second 80-tonne bollard pull ASD tug was acquired with the purchase of the WATERLAND.

The WATERMAN, WATERSTRAAT and WATERSTROOM – all three are 60-tonne bollard pull tugs – had their major overhauls during the periodic ‘special survey’ of the hull, machinery, equipment, and systems. These investments guarantee at least five more years of reliable tugs for our clients.

Finally, the long-serving tug GYAS has been modernised completely. For example, the old two-stroke diesel engine of the Gyas was replaced by an efficient new stage V engine.





## FIRST PLANS FOR A NEW STORAGE COMPLEX IN EEMSHAVEN TERMINAL

Early 2025, a new storage complex is expected to arise at the Wagenborg Stevedoring terminal in Eemshaven.

With the arrival of an LNG terminal, it became essential to demolish the existing terminals. Instead there will be new storage sites for the storage and transshipment of a range of break-bulk and bulk goods.

Matthijs Noordhoff, operations manager: *“The demolition of the terminals produced many logistics challenges and restrictions for our existing clients. In the long term, it will provide new opportunities for the storage and transshipment of larger tonnages in one go and opportunities to make full use of Eemshaven.”*

The terminals will be built on the basis of the latest insights. They will be more efficient in use, have a greater volume, and they are suitable for diverse flows of cargo. They will be built with sustainable materials, and the roofs are suitable for generating solar power.



## A WARM WELCOME AT THE WAGENBORG HEAD OFFICE IN DELFZIJL

After having had the same entrance to the Wagenborg head office in Delfzijl for almost 30 years, it was recently modernised and taken into use. Many of our guests have already been pleasantly surprised by the modern reception, the new special reception room, and the comfortable seating area.

Facilities manager Patrick Bakker explains: *“We chose to leave the original wood panelling and the stained-glass windows intact. It ensures the entrance retains some of our Wagenborg-history. We have chosen a blue carpet with sea effect. A fun fact is that the carpet is made of recycled fishing nets.”*

The colleagues at reception are also exceptionally pleased. Corina Groenendal says: *“The new desk is much more pleasant and comfortable to work at. We can be much tidier with processing all our incoming post and parcels, and that is much more comfortable for our guests.”*



**TRANSPARENT & SERVICE-LED**

# Create added value with contract- based offshore

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With the completion of KINGSBORG, Wagenborg Offshore director Edwin de Vries has five 'walk to work' vessels operational in the southern North Sea under a long-term contract within ten years. This success comes from the trust that offshore operators have in the transparent and service-led working methods of Wagenborg. "We're now seeing an interest in our vessels from other parts of the world", says De Vries.

Although at the end of the 1990s, Wagenborg Offshore started with a series of specialist vessels in the Caspian Sea, the focus of the youngest Wagenborg division has shifted. De Vries: "It was a significant decision to sell all the assets in Kazakhstan and to fully withdraw from that area due to the strong reduction in

activities. Our experiences there formed the foundation for later developments. Then we chose to focus on long-term contracts and to grow with 'dedicated' vessels in the 'walk-to-work' market. The Kroonborg, our first 'walk-to-work' vessel from 2013, was really important to us."

←  
The Kingsborg on its first mission at the Leman field in the southern North Sea.



Edwin de Vries: "We specialised in certain niches, such as 'walk to work', sailing in ice, in shallow waters, and with a contractor or our client on board, literally and metaphorically."



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### Specialist in a niche

After introducing the Kroonborg, Wagenborg managed to continue the intended growth. "We specialised in certain niches, such as 'walk to work', sailing in ice, in shallow waters, and with a contractor or our client on board, literally and metaphorically. Talking about our clients: they really see us as a specialist. Our fleet of 'walk-to-work' vessels is like a Swiss army knife for our clients. We are a hotel at sea: each day we have some 300 employees of our clients on board. Every day, we take these people to and from work. We also make sure they can carry their equipment and their tools. The systems on board the vessels are crucial to supporting our clients' operations - for example an Ampelmann gangway, a fully motion-compensated crane, or a 'daughter craft'. We are focused on 'hostmanship': our catering is fantastic, and we have excellent Wi-Fi on board. Comfort is everything."

### Intangible aspects

You'd think that most shipping companies could provide those kinds of technical solutions. Practice suggests otherwise. "The secret of our success is in the intangible stuff", comments De Vries. "Our people on shore and on board are truly one team. We will do anything for each other, we are clear to each other, and simply proud of our work, service, and our company. Quality and safety take top priority. That pays in practice: everyone in our company can

**Our people on shore and on board are truly one team. We will do anything for each other!**

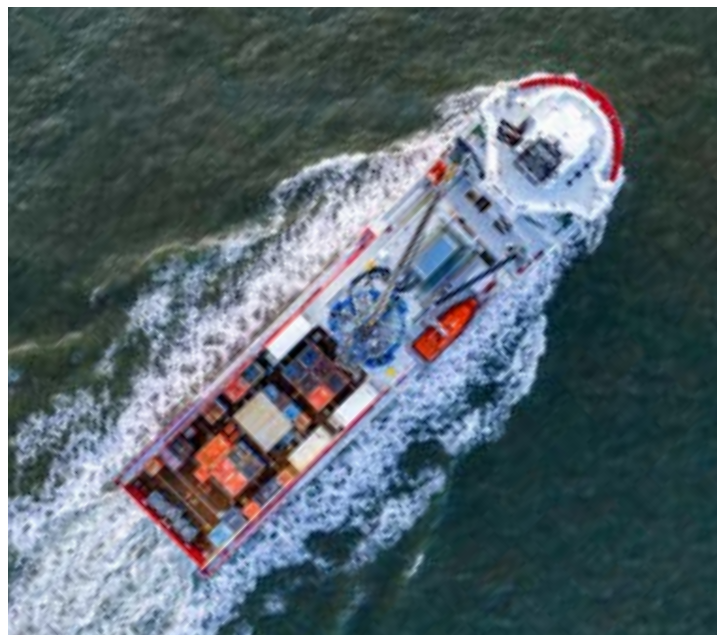
# We aim to start a new long-term contract every two years.

*empathise with the client and that means our clients are served to best effect. As a result, our clients can focus fully on their own business operations. That is appreciated, because oil and gas companies want to scale up their production in a responsible manner, in view of our times, and work more efficiently: with our vessel concepts we enable them to up their 'hands-on-tool time'!*"

## **Opportunities with the energy transition**

The energy transition is producing many opportunities in the offshore industry. De Vries explains: "We really notice a change. On the one hand, the oil and gas companies are trying to extract the maximum from their fields. On the other, offshore wind is a relatively new player in the energy transition, where investments are enormous and margins relatively small. We could provide much more added value in offshore wind if parties would enter into a partnership with us on the basis of 'operational excellence'. It is completely normal for us to share a totally transparent open-book calculation with our clients. It's the only way to create mutual openness and trust and to optimise the 'total cost of ownership'. I notice that there is a momentum in the market to see us as a partner and to discuss those types of cooperation for the future."

The energy transition also means that 'decommissioning' is becoming a more common topic of discussion. "Wagenborg Offshore has an important role to play there too", smiles De Vries. "Our vessels can just as easily assist with clearing up at sea. Consider oil and gas platforms, or wind farms at the end of their lifespan."



Our fleet of 'walk-to-work' vessels is like a Swiss army knife for our clients. We are a hotel at sea: each day we have some 300 employees of our clients on board. Every day, we take these people to and from work. We also make sure they can carry their equipment and their tools. The systems on board the vessels are crucial to supporting our clients' operations - for example an Ampelmann gangway, a fully motion-compensated crane, or a 'daughter craft'.

# It is completely normal for us to share a totally transparent open-book calculation with our clients.

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The Wagenborg fleet of specialised offshore vessels largely came about after a conversion project. All these offshore vessels have a proven track record of efficiency and logistics gains. Besides conversion options, Wagenborg also has several special designs available for any new builds.



→  
Our vessel concepts enable oil and gas companies to up their 'hands-on-tool time'! The average occupancy of the entire Wagenborg 'walk-to-work' fleet is well above 95%.

## Dreams

In other words, there are plenty of developments and if it were up to Wagenborg, we'd move with the times. De Vries: "My dream is for us to hold an important position in the energy service market. More specifically that means that we will have to grow to an average of 10 vessels. To achieve that, we aim to start a new long-term contract every two years. I'm absolutely certain that 'contract-based offshore' has a future for Wagenborg. I would also be proud if we are still the team we are today on shore and at sea: people who want to work for each other, who try to improve together, who haul in new contracts, who have fun together, and who help our clients to become more productive. And if I look at myself: I hope that I will not have to leave Wagenborg in 10 years' time, but that I'm still a part of it, whatever the role. Wagenborg is a fabulous Groningen family business and that is something we need to cherish, protect, and expand together. And with our contract clients."



### SOV 60N

Service operating vessel  
40-60 POB  
DEKC design



### SOV 100N

Service operating vessel  
60-100 POB  
Wärtislä design



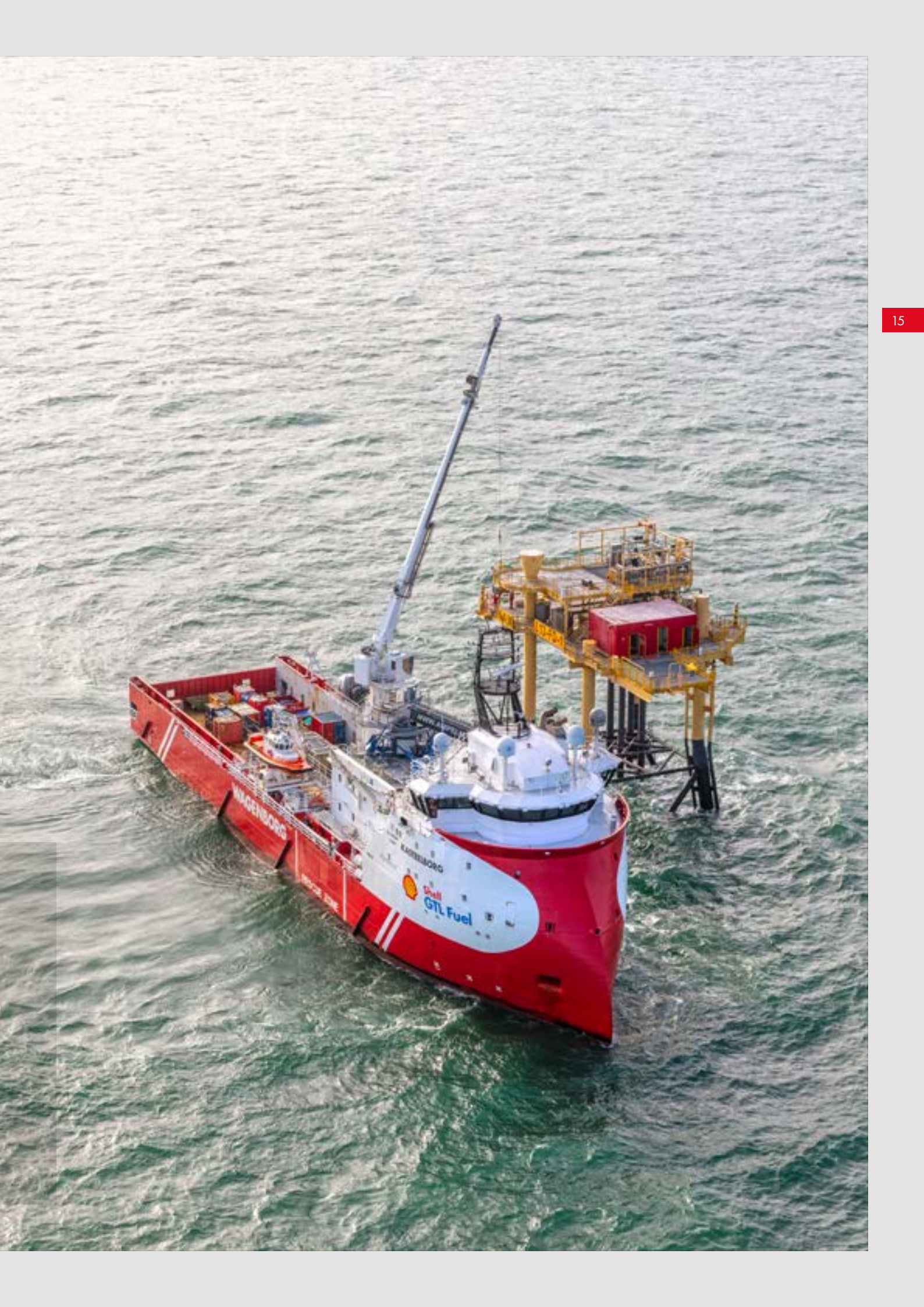
### SOV 80N

Service operating vessel  
60-80 POB  
Skipsteknisk design



### SOV 180N

Service operating vessel  
150-180 POB  
VARD design



## CLYDE DE HAAS

Welder

*"My contribution to the Amalia? I worked on her for a year and made a lot of welds in that time. Sadly, I couldn't be at the launch, I had the flu. I did watch it on the live stream. When you see a vessel like that in the water, it really makes me feel proud. Sometimes I google to see where "my vessels" are sailing. It is fantastic to think that a vessel you worked on sails all over the world.*

*When I was 14, I discovered the welding machine in the technology class. I quickly mastered the art, and the teacher said I excelled. Even so, I ended up in construction at first but it really wasn't my thing at all. I wanted to get back to metal, and went to the MSO (Metal Shipbuilding Education). When I obtained my diploma, I ended up as a metal worker with Niestern Sander through a temping agency in 2018. I was quickly offered a contract.*

*A year ago, I asked my Supervisor Harbert Bruggers if I could be retrained as a welder. I already had some welding diplomas and by now I have a few more. I have not regretted my change for one minute. With a true crime podcast in the background I continue to urge myself to make even more beautiful welds, by now on the fourth EasyMax."*

**I continue to urge myself  
to make even more  
beautiful welds**





# How 'Progress' has a special place in the Wagenborg story

**A STORY ABOUT ENTREPRENEURSHIP, TRADITION AND JUST GETTING ON WITH IT.**



In the early 20th century, many Dutch people worked in the neighbouring German port of Emden. That produced a need for a good commuting route between the Netherlands and the German port. Both ports are separated by the wide river Eems. The most ideal form of transport was a passenger service between Delfzijl and Emden. Although there were Dutch and German passenger services on this route, they were largely for seasonal pleasure trips. Egbert Wagenborg – the founder of the family business Royal Wagenborg - identified a need for



The purchase of the second 'Vooruitgang' was to define the familiar logo of the shipping company with the shipping company flag and the black chimney with two white bands.

a regular, reliable connection throughout the year. In 1905, there was a perfect opportunity when he became a partner in a new tug. After the purchase, the crew facilities on the tug were simply used as passenger accommodation. This produced a passenger craft that sailed under the name 'Anna Meika'.

The 'Anna Meika' could transport one hundred passengers, partly below decks in a front and aft saloon and partly on deck. The passenger service between Emden and Delfzijl sailed there and back two to three times a day. Starting in 1907, following the success of the Emden service, Egbert Wagenborg decided to use the same 'Anne Meika' on the route to Borkum three times a week.

During that same period, an increasing number of seagoing vessels docked in the port of Delfzijl. That created a significant fleet of tugs in the northern Dutch port that assisted vessels with entering and leaving the port. Even so there was a lack of tugs

in Delfzijl, as the wood supply to Delfzijl increased during the same period. Needless to say that the ever-inventive Egbert Wagenborg spotted the opportunities. In the few hours that the passenger vessel 'Anna Meika' was not in use, he had it used for its actual purpose: towage. The consequences were inevitable: gaps appeared in the scheduled service to Emden. So Wagenborg decided to realise a long-cherished dream by purchasing a real passenger vessel. In 1908, Delfzijl was introduced to this new acquisition: this steel steam passenger vessel was taken into service under the name 'Vooruitgang I' (Progress I).

The capacity of the 'Vooruitgang' was relatively large and it was extremely suitable for putting groups of people across or for prebooked pleasure cruises. A report in the local paper of 1910 read: "This summer, the passenger steam service of the company E. Wagenborg will be expanded. The company will not only sail to Emden, it will also operate a scheduled service to Borkum in the summer."

↓ In 1908, Delfzijl was introduced to the steel steam passenger vessel under the name 'Vooruitgang I'.





A scheduled service could only work with the help of spare materiel, and shipowner Wagenborg was looking for a second vessel. Three years after purchasing 'Vooruitgang I', the 'Vooruitgang II' was acquired. The purchase of the second 'Vooruitgang' was to define the familiar logo of the shipping company.

When the 'Vooruitgang II' arrived in its new home port, it had three white bands on the black chimney. Soon, one of the applied rings lost its battle against the rust and hit the deck. Egbert Wagenborg, faced with the choice of what to do next, surveyed the situation and then concluded that two white bands were 'plenty nice'. On the photo you can see that two white bands were then also applied to the chimney of the 'Vooruitgang I'.

In those days, the Wagenborg vessels sailed under the flag of the shipping company. In this flag the Delfzijl colours red-white-red are divided into diagonal sections. The white left and right sections were decorated with the letters EW and DZ, which stood for E. Wagenborg Delfzijl. The black chimney with the two white bands now acquired a dominant place in the middle of the flag from which the letters had disappeared. The beautiful logo of the Wagenborg shipping company, which was to become famous nationally and internationally, was born.

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# WAGENBORG GOES FOR THE WORLD'S FIRST 60-TONNE HYBRID MOBILE TELESCOPIC CRANE





## HOW THE QUEST FOR A SUSTAINABLE CRANE LED TO A WORLD FIRST FOR WAGENBORG.

The Wagenborg Nedlift fleet comprises 100 cranes of a number of European brands. In 2023, that was changed for the first time. The first fully electric telescopic crane in the up to 60-tonne class was delivered to Nedlift from China. Was the choice of a crane from the XCMG factory completely unexpected? No, not if we consider the history of this process that played out behind the scenes over a period of four years. Then you see that this advanced and future-proof crane is the result of highly successful cooperation between the Chinese XCMG and Wagenborg Nedlift.

At the end of 2019, Jan-Ebe Boerema, at that point still in post as head of the Technical Service of Wagenborg Nedlift, issued a tender in which he asked specifically for a solution for a future-proof, sustainable crane in the class up to 60 tonnes. Boerema looks back: *"I only received conventional solutions that did not answer my question. More and more clients were asking for sustainable solutions, but they were not available. So, we took the lead. By complete coincidence I came into contact with the co-owner of a company in top-quality hydraulic components in Groningen. A company with a close link with XCMG. And the ball started rolling."*

Early 2020, Boerema was to fly to China for an introduction but Covid-19 spoiled the fun. The first contacts were by email. XCMG proved to be looking for a partner who could help them find their way in the West-European market. When Boerema shared his requirements, there was a meeting on Teams. Nedlift was represented by the managing director Gerard Bastiaansen, Sander Wolters (senior mechanic) and Brian Geerdink (crane driver). When the connection was made, they were looking at a sports hall with 50 Chinese XCMG employees who literally wrote down everything that was said.

*“XCMG had already produced a small, fully hybrid, 25-tonne crane. I said that that was exactly the type of crane we were looking for, but as a 60-tonne version that complied with all the requirements for the European market”, explains Bastiaansen. “In 2015, Nedliff acquired the first electric compact crane but not as a series. We learned a lot from that, and so were able to explain what we expected from a machine in detail. And that is a hybrid machine that is produced as a series, CE certified, and TCVT tested. It is also important that we do not confine ourselves to running on electricity. Our work takes place in the middle of nowhere and when the battery is empty, the driver still needs to continue. A larger crane needs more batteries but there was no ready-made solution for that. My solution was to incorporate the batteries in the ballast and they started with that.”*

The cultural differences appeared to produce a gap, and contact was at a low ebb. *“Until we suddenly received a call just before Bauma 2022. That hybrid crane we had talked about was at the trade fair. With a diesel engine from Germany, and hydraulics from the north of the Netherlands”, says Bastiaansen.*

During a trial period, the hybrid XCA60\_EV was fully incorporated in the Nedliff fleet. Wolters: *“During all those months, there was not a single fault or problem. A lot had to be improved, certainly, our requirements are high. But we were truly enthusiastic about the machine we had. We ran loads of tests in Hengelo, with the people of XCMG and Aboma. Improvement points were in the comfort for the driver and the operation of the machine. Dutch drivers perform various actions at the same time, which is highly unusual in China. So, the XCA60\_EV was adjusted to the ‘Dutch’ way of working. Operations also changed in the workshop with the arrival of hybrid cranes.*

*We are working with battery packs and high voltage, courses need to be attended, and you need to track the developments. Not to mention that working with high voltage means there is no margin for error. None whatsoever.”*

Whilst crane driver Brian Geerdink tested the machine comprehensively, all the findings were shared directly with China. At the end of the test period, XCMG already had a mark 2.0 ready and waiting. Geerdink is enthusiastic: *“This really is a luxury crane that can be used anywhere at all. I can work on it all day in construction and pick up an extra job on the way back. That is a fundamental difference with existing cranes that are converted, because they cannot do that. When you work with this crane, you have total silence. Diesels often produce an irritating low humming noise. The construction workers have also complimented me on the low-noise operation.”*

Boerema is equally enthusiastic: *“I consider myself to be pretty conservative when it comes to machine building, but I have been amazed by what this crane can do. Our starting point is that we will not convert ourselves or instruct anybody else to do so. We want a crane that can be built in series, so that we can respond quickly when the market demand for these cranes goes up. XCMG were the only ones who could meet that requirement. The cranes comply with all the requirements of the West-European market. They have EN13000 certification for the top part of the crane, and are RDW tested for the bottom part. Due to our cooperation, which closely involved Aboma and Blue Sky Equipment B.V. in Lichtenvoorde will become the importer for all hybrid XCMG telecranes in Western Europe, we now have a machine that meets all the requirements, including ours. With those we can serve a market that increasingly asks for sustainable machines.”*



# With the XCA60\_EV machine we can serve a market that increasingly asks for sustainable machines.

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Twence in Hengelo is building a large-scale CO<sub>2</sub> capture system that will capture 100,000 tonnes of CO<sub>2</sub> from flue gases a year. An innovative sustainability project that makes an important contribution to reducing CO<sub>2</sub> emissions in the region and to making the chain more sustainable.

The construction of the new CO<sub>2</sub> capture system started in the spring of 2023. Various Wagenborg cranes were used for this project. For example the 'grand-old lady' of the Wagenborg Nedliff fleet - the 700-tonne Liebherr mobile crane - positioned a column of 43 metres long. The new hybrid 60-tonne XCMG crane was used for other crane work.

# HARD WORK & INDUSTRIOUSNESS

## 125 YEARS OF WAGENBORG IN BRIEF

For 125 years, Wagenborg has been managed from the head office in the Dutch city of Delfzijl. We are a family business by origin, incorporated by Egbert Wagenborg in 1898. He was able to provide for his young family by starting up his business. That sense of responsibility makes us recognisable and, above all, reliable. More than 3,000 determined professionals achieve stand-out solutions across the globe with their expertise and their down-to-earth resoluteness.



*Between 1888 and 1898, Egbert Wagenborg sailed the waters with his wooden tjalk 'Broedertrouw'. It meant he was able to purchase his tjalk free of encumbrances and move on shore with this young family. 'Hard work & industriousness', still characterises Wagenborg in the year 2024.*

*In the early 20th century, the port of Delfzijl was a hub of activity as the port started to acquire a name as a seaport.*





Wagenborg has always been synonymous with 'hard work & industriousness', rolling up your sleeves, and looking after family and others. It still sets the course of Wagenborg today. Be as good as your word and go straight after your target. Resolute professionals grab opportunities with an open mind, go the extra mile, and are proud of the result. A mix that produces that one masterful solution. The result of a down-to-earthly nature, know that it's Wagenborg. That is the nature of our family business, specialised in logistics on land and at sea.

We look back at some high points.

**1898 - 1910**

Having sailed his tjalk 'Broedertrouw', Egbert Wagenborg moved on shore. That saw the start of the company 'E. Wagenborg scheepsbevrachter Delfzijl'. The focus was fully on unloading seagoing vessels and transport to and from local traders. Egbert Wagenborg developed a broad range of commercial activities, including a passenger service between Delfzijl and Emden and to Ameland and schiermonnikoog.

**1910 - 1920**

During the World War I, there was limited shipping across the North Sea to Antwerp, Rotterdam, and Amsterdam. As a result of increasing wood shipments in the port of Delfzijl,

the Stuwadoorsmaatschappij N.V was founded in 1917.

**1920 - 1930**

Wagenborg decided to make longer sea voyages. The first sea charter was concluded in 1924. From that point, the number of charters increased as each year went by. In 1927, the first motor vessel 'Fivel' was purchased. The number of charters and the arrival of motorised vessels made it possible to keep up sailing schedules.

**1930 - 1940**

Despite the economic recession of the 1930s, the company continued to grow with new offices in Amsterdam, Rotterdam, and Groningen.



The arrival of motorised vessels, such as the 'Fivel', make it possible to keep up sailing schedules



The first sea charter was concluded in 1924: a load of roof tiles with Daniël Pot's 'Weldaad'. Today - 100 years later - Pot shipping is still closely linked to the chartering of Wagenborg with several ships.



The new Wagenborg office had a look-out post on the roof. Shipping agents could see the vessels coming from afar and could organise the administration extremely efficiently as soon as the vessels were entering port.

### 1940 - 1950

In the 1940s, Wagenborg built a new shipping office in Delfzijl. Today, Wagenborg is still based in the same premises.

### 1950 - 1960

The 1950s was a period in which Wagenborg profiled itself a shipping company with a sizeable fleet of 500-tonne vessels. It proved difficult to find new names for vessels. Wagenborg decided to name the vessels after rivers and give them the ending "borg". At the start of the 1950s, the vessel 'Egbert Wagenborg' took up a special place amongst the vessels.

When an increase in passenger traffic became apparent, Wagenborg invested in a large passenger vessel with a capacity of 750 people: 'Rottum'.

### 1960 - 1970

Wagenborg started a new-build program to rejuvenate the fleet. This brought the fleet to 24 vessels, which represented 17,700 tonnes of cargo capacity.

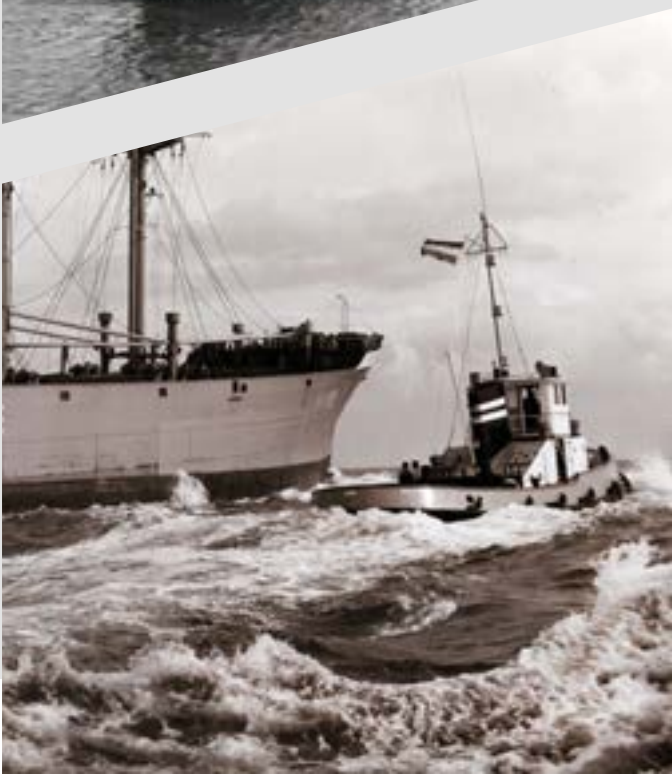
There were also developments in the towage sector. Wagenborg ordered two tugs, each fitted with a 750 hp engine. The first vessel was called 'Waterpoort' – it still sails today - and was accompanied by the 'Waterman' and 'Watergeus'.

### 1970 - 1980

In 1970, Wagenborg added the first vessel with a square hold to the fleet: the 'Scheldeborg'. That introduced a new generation of vessels for the wood trade.

### 1980 - 1990

After studying dry-cargo vessels, an impressive series construction started up in 1983: over a period of just two years nine 1,500-tonne vessels and three 1,300-tonne vessels were added to the fleet.





*The Ministry of Transport, Public Works and Water Management decided to sell off its maritime services. Wagenborg proved to be an obvious acquisition candidate, and this took shape in the form of Wagenborg Passenger Services on 1 January 1986.*



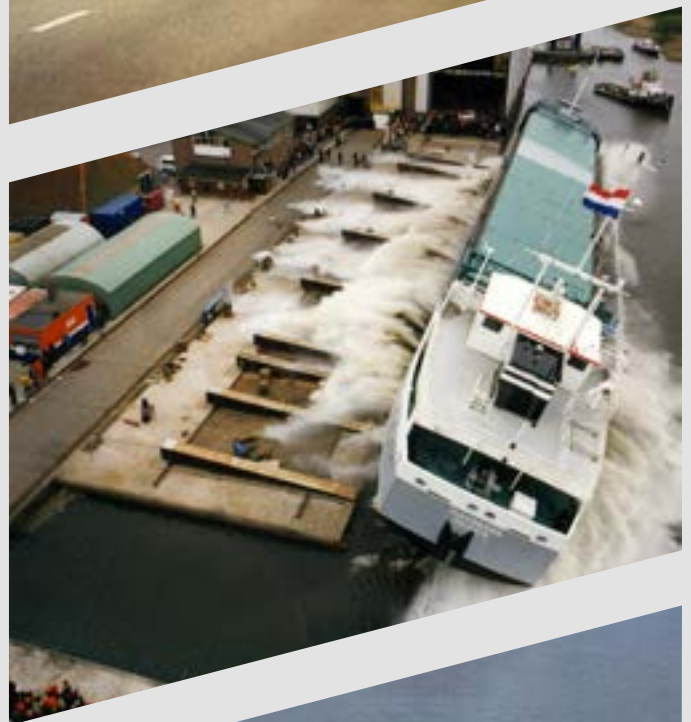
Wagenborg also acquired an impressive fleet of lorries, trailers, drainage vehicles, mobile cranes and a heavy transport division by acquiring Kramer Transport in 1985. In 1998 volume transporter Reining Transport B.V. was acquired.



**1990 - 2000**

The development of the Wagenborg land activities continued. In 1992, Lommerts KSM (cranes, special transport and assembly) was taken over. That made it possible to offer horizontal and vertical transport over land and water.

A comprehensive new-build programme was launched at the same time. During the period from 1992 to 1996, Scheepswerf Bijlsma delivered 17 coastal vessels, suitable for sea voyages and inland shipping, with a cargo capacity of between 2,200 and 2,500 tonnes. This was a cooperation between Wagenborg and captain owners. Six vessels of approximately 3,000 DWT with the highest Finnish ice class were added to the fleet, all built by Ferus Smit.



In the centenary year 1998, Wagenborg was awarded the designation "Royal".

**2000 - 2010**

The freighting activities of Wagenborg have reached well beyond the roots in Delfzijl. In 2001, Wagenborg Shipping Sweden was established in Malmö. Later, the Canadian branch of the company was opened in Montréal, the Greek branch started under the name Holland Hellenic Shipping Agencies in Pireaus, Wave Shipping followed from Spain, and Helsinki Chartering became a 100% Wagenborg subsidiary.



*The fleet of Wagenborg and the affiliated captain owners was growing rapidly. Between 2000 and 2010, more than a hundred vessels were added to the fleet.*



The recently commissioned mv Amalia is the third vessel in the EasyMax series. The latest generation Wagenborg vessels that is characterised by a large cargo capacity on the one hand and a small engine capacity and low fuel use on the other. Receiving the KVNR Shipping Award and an A rating for the Carbon Intensity Indicator underline the top spot in the EEDI rankings.



**2010 - 2020**

In recent years, more innovative and specialist vessels have been added to the Wagenborg fleet. For example, the largest vessel - with a cargo capacity of 23,000 tonnes - with an eco bow was added to the fleet. In 2017, Wagenborg developed the 'EasyMax' as leader in its segment in the area of sustainability and with a cargo capacity of 14,300 tonnes and extremely low fuel consumption. The vessel was given the prestigious KVNR Shipping Award.

In the offshore niche, Wagenborg also manifested itself as a prominent player. In 2015, the 'walk-to-work' vessel Kroonborg was launched and the offshore fleet grew to six vessels with a long-term contract.

**2020 - 2024**

These days Wagenborg works across the globe in a range of industries, and with more than 3,000 employees it provides logistics solutions for its clients. Exactly 125 years ago, the family business was incorporated because of Egbert Wagenborg's sense of responsibility; today caring for

family and others, our planet, and the next generations still sets the course of Wagenborg.

This is expressed in our contribution to setting up the LNG terminal in Eemshaven, the first shipments on biofuels, electric mobile cranes, the first shore power supplies on our vessels, and significant investments in new technologies on board to enable more fuel-efficient and economical sailing.



Wagenborg and Royal Niestern Sander developed Kroonborg, a Walk-to-Work Service Operation Vessel (SOV) specialised in the maintenance of offshore systems. The vessel was designed in-house and is the result of the knowledge and experience of the offshore industry and the versatility of Niestern Sander shipyard. The unique vessel design is fully focused on workability, comfort, and safety and was crowned as Vessel of the Year.

For geopolitical reasons, an LNG terminal was set up at record pace in Eemshaven in 2022. This success was partly brought about by the ability to act of Wagenborg and its towage services.





# To me, the biggest challenge is to have it all come together on time

## UDO BORGER

New building superintendent

*"As superintendent I'm the spider in the web during the construction of the EasyMax. From section construction in the halls to the tests on board, I supervise compliance with the specifications and the contractual obligations of the shipping company and the shipyard. In my daily work that means identifying non-conformities and making sure the vessel is built in line with the schedule.*

*In the phase just prior to completion, my biggest challenge is to coordinate everything and to have it all come together on time. Throughout the construction I'm proactive so I stay ahead of the game by avoiding mistakes and anticipating problems. Continuous monitoring of the timetable for completing specific steps - also known as the critical timeline - is an important element of my work. Due to my experience with previous new-build projects, I know when those moments crop up. And I know: 'Right, I have to be really on the ball now!'*

*The fascinating part of my work is to see a complete vessel take shape. The freedom and responsibility of my role are like running my own shop. At the same time that means I feel a massive responsibility because my work directly impacts the workplace of the future crew. You try to take that into account in the best possible way by taking on board the feedback and recommendations from the sister vessels Egbert Wagenborg and Máxima. That means every subsequent vessel is better. We cannot implement it all at the same time of course. Everybody has their own needs and wishes. As it said on a tile in my grandma's kitchen: 'There is no cook who can cater for all tastes.'"*



IN CONVERSATION WITH...

## ROGIER HAVELAAR

Innovation manager of Wagenborg Passenger services

# The future of island access



Wagenborg has been providing the ferry service to Ameland and Schiermonnikoog since 1903. Although Wagenborg will be providing the ferry link from Ameland and Schiermonnikoog to 2029 under the current concession, it is already considering what happens next. Even more so, because the sustainability requirements that are expected to be imposed by the next concession will exceed those that can be achieved with the current fleet. At the end of 2022, Wagenborg had already taken the initiative to develop a new transport concept together with advisory bodies, island businesses, residents, island visitors, and employees under the title 'Natural and Accessible, naturally!'.

We talk with Rogier Havelaar (innovation manager Wagenborg Passenger Services) about the importance of a future-proof transport concept.

*"It is my task to arrive at a transport concept with broad support," explains Havelaar. It is plausible that the current fleet composition will not comply with the sustainability requirements the government will impose on a new concession as grantor. Furthermore, future vessels are expected to be smaller; the dimensions of the shipping lane no longer permit the current larger vessels. The challenge is how to deal with vessels that become smaller in an area that is increasingly difficult to sail, whilst taking account of the increasing transport demand and all the social interests. "This is a project with a major social impact that needs to happen carefully and in cooperation. Therefore, we organised a themed week for all types of stakeholders from different sectors", says Havelaar.*

**This is a project with a major impact that needs to happen carefully and in cooperation**

### **Looking for ideas**

The themed week was held in March 2023 and brought up a range of ideas and requirements for good access. Havelaar: *"The results were overwhelming, with hundreds participating in these crucial discussions. The week ended with an 'Open Doors Day' for the islanders themselves. We also had separate input sessions on both islands. That input produced three types of answers: ideas for short-term improvement, user needs for the future, and insights for the future transport concept. Now we are waiting for the government's basic principles document for the next concession, which will set out expectations for sustainability and feasibility. That matters, because suppose we want to put an electric vessel in the water but the power supply in the ports is inadequate, then we've made matters worse."*

### **Feedback**

Although the original plan was to communicate all the wishes and scenarios to the community quickly, the urgency of short-term access changed the course. In 2023, an insufficiently safe and accessible shipping lane forced WPD to introduce far-reaching changes to the schedule. Havelaar: *"The measures brought by the insufficiently safe and accessible shipping lane produced many responses. That meant we did not think it was the right time to talk about long-term access with the community. Therefore, we started by focusing on comprehensive analyses of the transport data. That is a really interesting process, which produces an even better picture of the importance of the lifeline, our ferry service, to the islands."*



**The ball is in the government's court**

The Ministry of Infrastructure and Water Management is also studying sustainability and access of Ameland to define the principles for the next concession. "As a shipping company we want to be able to sail there and back in a stable and predictable shipping lane. As such it does not matter to us whether we sail from Holwert to Nes or from Ferwert to Nes. To the government I would say, state clearly what it is to be, and when you make a choice, make it a real choice.

# As a shipping company we want to be able to sail there and back in a stable and predictable shipping lane.



Wagenborg has been inseparable from the Wadden Islands for more than 120 years. As of 2004, Wagenborg has been providing the ferry service to Ameland and Schiermonnikoog for the State under a 15-year concession with ferries that were developed for this specific sailing area back in the day. However, silting up in the eastern Wadden Sea means that the shipping lane is silting up more and more; the access of the islands is under pressure. Current dredging efforts by Rijkswaterstaat do not provide a structural solution. As the shipping lane was rapidly deteriorating, Wagenborg believed it was no longer responsible and safe to stick to the scheduled service in early 2023. A number of measures were taken with consent from the Dutch government. With single use of the shipping lane, where ferries can pass each other in special places, reservations for people, and a less tight schedule, Wagenborg provides a safe and reliable ferry service and limits the social impact.

Recent soil surveys demonstrate that with current ferries and fast services it is becoming more and more difficult to sail the shipping lane safely, particularly at low tide.

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We would like to see improved reliability of the shipping lane, but it is beyond our control, it is not our shipping lane. This season we saw what can happen when the shipping lane is not in order. In future, we would like to prevent the unpleasant measures of this year”, says Havelaar.

### **Three possible transport concepts**

The government is likely to take decisions about the access of Ameland towards the end of 2025. However, the Wadden Sea doesn't wait with becoming shallower. “Despite the fact that many factors are beyond our control, with ‘Naturally and Accessible, naturally!’ we are working hard on preparations. On the basis of all the collected user requirements, the government policy, and the transport data, we expect to be able to present three possible transport concepts by the end of the first quarter of 2024. We ask all stakeholders for feedback: this underlines the transparent approach to the project, where the needs of the community are the priority. We would like Ameland and Schiermonnikoog to remain accessible to anyone in a sustainable and innovative way”, concludes Havelaar.



**We would like  
Ameland and  
Schiermonnikoog  
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innovative way**



# The tight stretches along the way make it quite a challenge at times

## VICTOR WIERDA

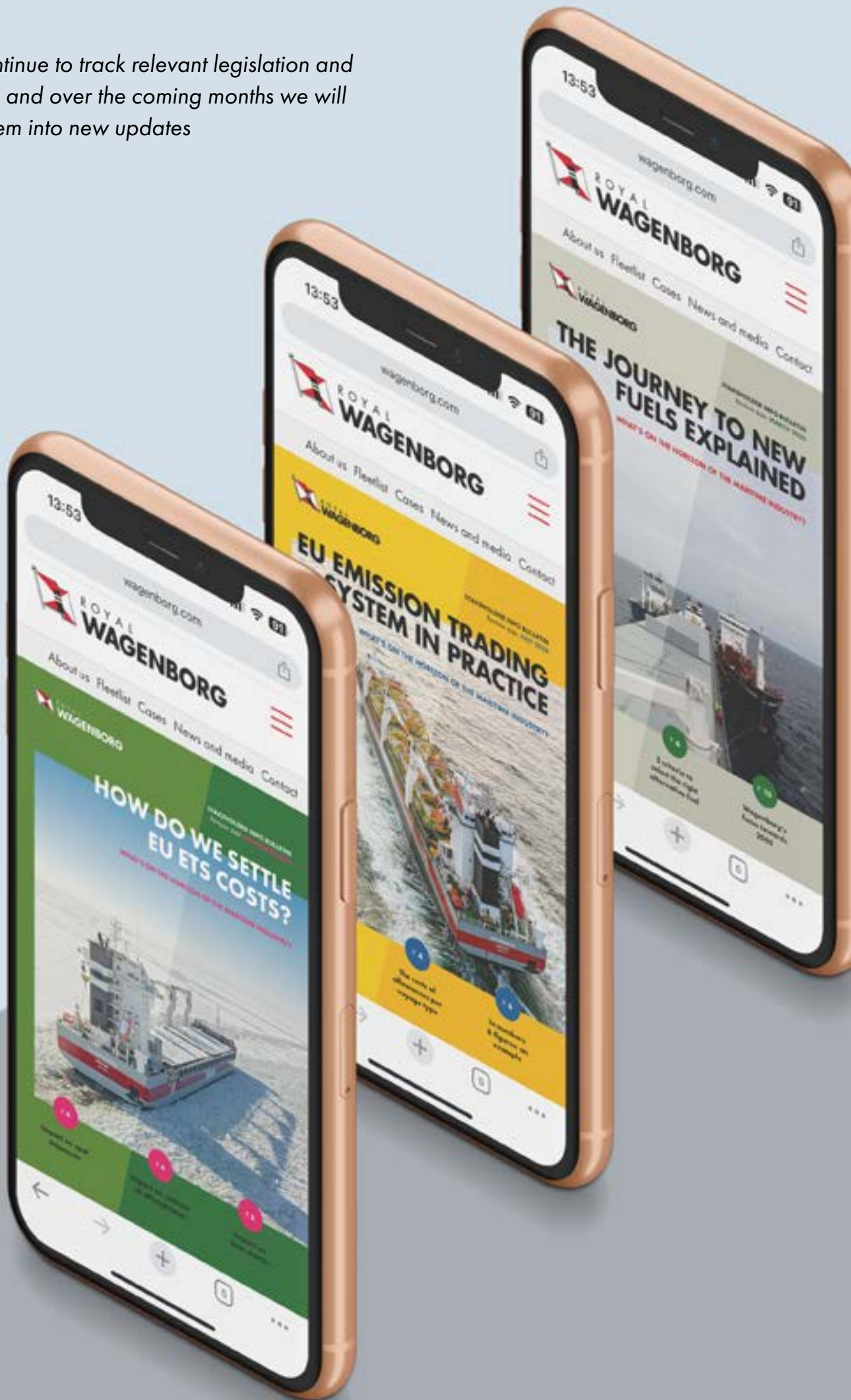
Foreman trailer operator

*"Together with a fixed crew, I helped with the transport of various sections of the Amalia. The sections had to leave the hall crossways. There was little room for manoeuvre, so we used SPMTs. They're kind of like carts with engines that we put under the section and link together. Then you use a kind of joystick to move them any which way. The tight stretches along the way made it quite a challenge at times, but it all went well. We had gained experience of course when we transported sections of previous EasyMax vessels.*

*Some 16 years ago, I came to Wagenborg as a trainee driver and over the years became Foreman Trailer Operator. I completed internal courses and a basic course in Germany, but I learned so much on the job from colleagues. You're still a driver, but the transports become bigger all the time.*

*I regularly come to the yard to help with transporting large and small components. Sometimes we use conventional rollers with a truck. We also do stuff outside shipbuilding. For example, in Germany we are often involved with infrastructure: we transport and position many bridges and viaducts. And otherwise pretty anything that is big and heavy. The variety means my work is always interesting."*

We will continue to track relevant legislation and regulations, and over the coming months we will translate them into new updates



# Are you in the loop?

Quick, accessible, and simple: that defines the Wagenborg periodic information bulletin about sustainability legislation.

CII, EEXI, MRV, EU ETS or Fuel EU Maritime: as logistics manager you will have heard it bandied about in the market. But what does it mean for you in your daily work of procuring maritime logistics? The Wagenborg periodic information bulletins are the quick, easy and convenient ways for you to stay up-to-date on relevant sustainability legislation. And always at a time that suits you!

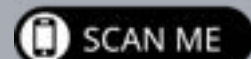
## EU and IMO regulations

The shipping sector is responsible for approximately 3% of global greenhouse gases. The International Maritime Organisation (IMO) and the European Union (EU) are introducing a host of new legislation in line with the Paris Accord climate targets to be climate-neutral by 2050. Where the EU has taken major strides in this direction with its emission trading system, the IMO's introduction of the 'Carbon Intensity Indicator' (CII) forces shipowners to make their vessels more sustainable.

## Take responsibility

The information bulletins are used widely and embody Wagenborg's image and position. *"We want to take the lead in our sector. We believe it is our responsibility to inform our clients in these turbulent times"*, says director chartering Koos Zumkehr. *"We're all familiar with the concept of newsletters. However, it really is a first to provide insight into the consequences for shipments for/by Wagenborg in a transparent manner. In October 2022, we disseminated the first information bulletin and received many positive and grateful responses from our clients. We're already on the fourth issue. We will continue to track relevant legislation and regulations, and over the coming months we will translate them into new updates"*, said Zumkehr.

Read our information leaflets on:  
[wagenborg.com/ESG](https://www.wagenborg.com/ESG)





**THERE ARE MORE PIECES OF THE JIGSAW. THERE ARE MORE CHOICES. IT'S MUCH MORE FUN.**

# Exceptional transport of two bullet tanks

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Wagenborg Nedlift is based at the Chemelot industrial park in Geleen. They received a request to transport two enormous storage tanks that had to be transported right through Urmond to the industrial park for an infrastructure project. The colossal bullet tanks of 53 x 8 x 8.5 metres (lwxhx) weigh 460 tonnes apiece.

Regional manager South, Pedro Gonzalez Serrano, engaged the assistance of colleague Arjan Bossers, project leader at Nedlift. A nice little challenge. Not just because of the combination of techniques and materiel, but also in view of Bossers' passion for transport, axle lines, and SPMTs. Rob Reefman, who works at the Engineering department of Wagenborg Nedlift, was closely involved with all the studies and plans in the preliminary process. During the weekend of 7 July, roads were closed, roundabouts cleared, signs moved, and

curious bystanders were kept at a safe distance behind red-and-white tape for this transport.

## **Wagenborg engineers' advice determines format of bullet tanks**

*"Our studies had to determine the maximum sizes of the bullet tanks that still had to be manufactured. Put simply: longer and smaller or shorter and wider", says engineer Reefman. No bend, roundabout, tree, kerb, traffic light, or lamp post en route was missing when he went to work in AutoCAD. "By*

←  
As expected, it was mighty busy en route.



*simulating bends and checking how much the materiel protrudes, we could calculate the maximum dimensions of the storage tanks. The manufacturer developed the bullet tanks on the basis of our information. With that information, we then determined the correct transport configuration: a dolly combination of 2 x 20 axle lines SPMT."*

### **Prepare and coordinate**

Bossers then started a period of meeting and coordinating with the authorities involved, including the Provincial Executive, Rijkswaterstaat, and the local authority. *"Although the route was only 4 kilometres long, it went straight through a built-up area and the convoy had to cross the A2 motorway. To get on and off the slip roads of this busy motorway, it was essential to organise a brief closure of the road with the Provincial Executive of Limburg",* explains Bossers. Traffic furniture and lamp posts had to be removed on other parts of the route. The entire plan was focused on limiting nuisance and traffic nuisance and to prevent damage to the public infrastructure. Traffic controllers guaranteed smooth progress, emergency services were informed, and the police kept an eye out.

### **Unloading from the vessel**

For the first part of the route, from Genk to Urmond in Limburg, the tanks were transported

by vessel. On arrival in Limburg, the Wagenborg project started with unloading the tanks. *"First we had to see whether there were ports and quays we could use. A few years ago, everything was changed in the place where the vessel was to moor. That meant a RoRo operation (Roll-on-Roll-off) was no longer possible",* said Bossers. As a result, quite a chunk of land at the intended unloading site had to be dug out and reinforced with rubble. According to Reefman's ground-pressure calculations, it was now safe to position two large 600-tonne crawler cranes to unload the tanks and to put them on the SPMTs.

### **Right through the village**

Early evening, the transport of the first bullet through Urmond got under way. As expected, it was mighty busy en route. Whilst the operators manoeuvred the SPMTs through the village at walking pace, hundreds of residents were at the side of the road. Around midnight, the A2 was crossed. After a problem-free transport, the first bullet tank arrived at the Chemelot industrial park. The second tank would complete the same route a day later.

### **Ground-protection plates**

A bullet tank of this size and weight cannot be taken on existing roads just like that. Damage to the road surface has to be prevented. That is where the Nedlift ground-protected steel plates

**You want to get the bullet tanks in the sand bed as efficiently as possible.**





**According to our calculations it was safe to have two large 600-tonne crawler cranes in the port of Urmond to unload the tanks and to put them on the SPMs for transport to their final destination.**

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*According to the vision of Chemelot, in 2050, Chemelot Industrial Park in Geleen will be the leading 'circular chemical site' of Europe and will be completely climate-neutral. Over the past decades, the chemical park has been transformed to achieve that target. In 2050, semi-finished products and products will be produced at Chemelot for every-day household objects, such as innovative synthetic materials for cars, carpets, food, or wind turbines. The main difference is that it will be based on reusable raw materials and sustainable processes. Major innovations, efforts, and investments are the foundations. It also requires modifications of the infrastructure and the factories.*

# It was special how everything came together to perfection. This really was one for the book.



department comes into play. On the basis of the engineers' calculations it becomes clear where steel ground protection mats, isotrack plates, dragline mats or combinations of all 3 have to be placed. As soon as the transport has passed, the plates are collected. They are put down again the next day, and removed again after the transport of the second bullet tank.

## **An obstacle on the route**

Before the bullet tanks could be laid in their sand bed in their final destination, they needed to pass one of many pipe bridges on site. "The height of this one pipe bridge meant it was not possible to drive the tanks on SPMTs under the bridge", recounts Reefman. "We wanted to put the bullets in the sand bed as efficiently as possible. We used to go for a crane, but these days we have several options. In the end we used carriage and jacking equipment. This phase took up an enormous amount of time. The client provided us with information about the maximum soil pressure for our calculations. We also needed to include weather conditions, the slope, any emergency stops, the stability of the bullet tanks, and the quality of the road

surface in our calculations. On the basis of these calculations, the top layer of the road surface was ground away and there was just enough room to get the bullets under the pipe bridge."

The Engineering department jacked the bullets down one by one, and then manoeuvred them under the pipe bridge on a carriage, absolutely to plan. Then they were jacked up again and loaded on the SPMT that was ready and waiting. After a 90-degree turn, the bullets were positioned in exactly the right position in the sand bed with jacking equipment combined with turning rollers.

## **There are more pieces of the jigsaw. It's much more fun.**

"This project was special because of the size of bullet tanks and the combination of all the different techniques. Add the conditions that had to be taken into account and the number of parties involved, and you have a sizeable project. It was special how everything came together to perfection. This really was one for the book", concluded Bossers.



# It's people who make my work fascinating!

## **KELLY BUURMEIJER- WIERGENGA**

HSEQ Coordinator fleet

*"There is no doubt that the complexity of the vessels themselves is one of the most challenging aspects of my work. There are countless systems and procedures that have to dovetail to perfection for a safe and efficient work environment for the crew. So the crux is that you have to be extremely eagle-eyed. You cannot afford to miss anything at all. It is also essential to coordinate information and to make sure everyone involved is in the loop. Close cooperation between the various departments really helps. Feedback from the crew makes our reference works more complete and better. That makes them real 'living documents'.*

*It's people who make my work fascinating. When you step on board, the world changes to give or take 150 metres of steel. That's where it all plays out and for the crew it really is home-from-home. Many vessels have a more or less permanent crew. That's when you get vessels that are twenty years old but simply look fantastic. A crew who act like: "This is mine, this is my boat." Yes, they really do feel ownership. That's fabulous to see.*

*HSEQ has always had its attractions. That's how I ended up here. I got stuck in with an open mind! The development I have seen in my first year at Wagenborg, provides plenty of opportunities. Sometimes you can accelerate something by actually slowing down. Take a step back at first, so that everyone clearly knows: "What are we going to do, how are we going to do it?" And then you start. When everyone is aware of the dangers, when everyone knows what could go wrong, you can simply work much more safely."*

# Wagenborg DNA as foundation for the future

*"If you want to move ahead as a company, you need to give employees room to develop." That is the strong conviction of Corporate HR Manager Simone ten Doesschate and Learning & Development Advisor Marloes Pals. A conversation about loyalty, needs, leadership and DNA.*

## **WHY IS IT SO IMPORTANT TO GIVE EMPLOYEES ROOM TO DEVELOP?**

Ten Doesschate: "We are a family business, with loyal employees who have many years of service. We love it and invest in it. At the same time, there is a hidden risk in many years of service, in that people start to work on autopilot and you get ingrained habits. We need to guard against that."

Pals: "We need to make sure that our services continue to match the developments in the world around us, and we also need to look at how we can do things smarter or better, and how and where we can stand out. That

last bit is expressed nicely in our brand story: 'Entrepreneurship is nothing more than: you need to see it and you need to have the courage'. Personal development is a prerequisite for that."

## **HOW DO YOU MOTIVATE COLLEAGUES TO DEVELOP THEMSELVES?**

Ten Doesschate: "Motivation is often not necessary, most colleagues have a wish to develop anyway. They are often intrinsically motivated by the passion for their work, and love to be challenged like that. That also comes back in the surveys about job satisfaction. Development also means that people remain employable and

sometimes it produces opportunities to grow into a new role or position."

Pals: "Some colleagues are proactive in stating their needs, but not everyone is. That's where managers are essential, it's up to them to find out the needs of those colleagues and to get them on board with the what and why."

## **WHAT DO YOU DO WITH THE NEED?**

Ten Doesschate: "Together with the manager and the colleague we look at how we can bring the development needs of the organisation and the employees together. Then we look at how we can work that out."

*Pals: "We're often quick to consider training or courses, but there are other solutions too. For example different activities or more responsibility in the department or a secondment in another division. We offer a Personal Development Programme with the aim of increasing the impact in the existing role or to prepare for a next role. We also offer group training that is in line with the*

*strategic aims of the organisation, and this year we will start again with training for our managers."*

**WHAT IS THE TRAINING FOR MANAGERS ABOUT?**

*Pals: "That depends, again we meet the need. For example, training about holding meetings or situational leadership. How to you get the best out of different employees and your team in different situations?"*

*Ten Doesschate: "The role of managers is so crucial. It starts with real interest in their team; who are they, what drives them, how are they doing. But sometimes you need more to use team members to best effect."*

**HAS THE ROLE OF MANAGERS CHANGED IN WAGENBORG?**

*Ten Doesschate: "Our vision of leadership has been the same*

**We are a family business, with loyal employees who have many years of service.**



for years: lead yourself, lead others and use that as a platform to lead business and change. That has not changed, but the role has become less about professional content and more about coaching to get the best of your people and your team. We have really seen managers grow. That makes us feel proud."

**THERE ARE VARIOUS SUCCESSION ISSUES IN THE COMPANY. HOW DO YOU DEAL WITH THOSE?**

Pals: "For all our vacancies we always look internally first to see if we already have the successors in house. Every year we sit around the table with the Board of Directors and the Management Teams to talk about succession issues."  
 Ten Doesschate: "We try to have at least one successor in house internally for the critical positions. We don't always manage and sometimes that works out fine. It can be good to get someone from outside, someone who comes with their own knowledge and experience, and who sees the operations with fresh eyes. The Wagenborg DNA gives us strong foundations we can build on. Whilst not losing sight of issues, such as freedom, responsibility and trust that have made us successful for more than 125 years."



**We always try to have at least one successor internally for critical positions.**



**The most beautiful time of  
the construction is when  
the ship enters the water.**

## **MICHAEL FABER**

Metalworker

*"I have put an awful lot of components in the Amalia. Small cabinets, frames, coolers, you name it, all over the vessel. I also took on part of the coordination. That is a hectic role, particularly in the last phase prior to a launch, with lots of phone calls from colleagues and suppliers who all have lots of questions. A nice little challenge.*

*I came here 16.5 years ago as a section builder, and just under a year ago I changed to finishing. It's great to have been given that opportunity, and I still work with metal. When you're burning, the sparks fly down, it's like fireworks. I love that. The atmosphere is good too. The colleagues are helpful, fun, cheerful. We're serious about our work and do a good job, but there has to be room for a laugh too.*

*The most beautiful time of the construction of a ship is when the ship enters the water. The moment you see a ship float, after you've worked on it for almost a year, still gives me goose bumps. And that it now sails the world with cargo, that we contribute to the economy like that, that's just amazing."*

**UNIQUE 'DECOMMISSIONING PROJECT' IN CONGO**

# Masterpiece offshore

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# in lifting

There are jobs and there are jobs. But this particular one in Congo, is probably the most unusual one in the history of Wagenborg Foxdrill. On an oil rig out at sea, seven people were working at height, massive height, with a floating ginpole for the first time. *"There are few companies in the world who can manage this."*

Recently, the team of Wagenborg Foxdrill completed an unusual offshore lifting project for a major oil company: dismantling a complete derrick on an offshore platform around 50 kilometres off the coast of Congo. This complex project was awarded to Wagenborg because of the specific skills of the Foxdrill team and their experience in dismantling drilling towers. Operations manager Bart Oude Ophuis and project manager Sander Hilbrink look back on a top-class project in terms of engineering, work planning, and the technology that was used.

*"This offshore platform will be converted into an unmanned production platform",* starts Oude Ophuis. "This meant dismantling the derrick for example. That's no easy task, because the top of the derrick is more than 100 metres above sea level!" *"The cranes on the*

*platform do not have enough lifting height to remove the top section of the derrick",* adds Hilbrink. "One option is to use a crane vessel at sea. However, that does require a set timeframe for the work, and that was not possible for this project. Not to mention that using an offshore crane vessel is extremely expensive."

## **'Floating ginpole'**

*"So we proposed a completely different approach to dismantling the derrick to our client",* says Oude Ophuis. "A method where the derrick is not removed in one piece, but in smaller pieces. The use of our 'floating ginpole' proved that it was possible to dismantle the top of the derrick in sections." The floating ginpole is a modular and flexible hoisting solution that has been developed in house by Wagenborg Foxdrill. It is a customised lifting tool for lifting work on high structures.

←  
Wagenborg Foxdrill stands for 'first time right': on an offshore platform where you work at height, you cannot afford surprises or ambiguities.

Dismantling the derrick is not an easy task, because the top of the derrick is more than 100 meters above sea level!



*“The solution with our floating ginpole provided the client with the required flexibility in the schedule and significant cost savings to boot. The decision did not take long.”*

### **The challenge**

*“And that was the start of a challenging project for us”, continues Hilbrink. “There were challenges in the area of the technology to be used, engineering, work planning, logistics, personnel issues, and scheduling.” Wagenborg set up a multidisciplinary team for this unusual order. “Our starting point for this project was to chart the entire derrick in detail, including all the equipment. With the original design drawings, all types of other documentation, and a comprehensive examination by our rope-access experts on the platform itself, we obtained a complete picture of the derrick, all its accessories, and the dismantling options.”*

### **Drawing table**

*“Our engineering and work-planning team then worked out the entire project step by step”, explains Oude Ophuis. “We determined the most suitable lifting method for every construction element. We looked at how and where the lifting equipment had*

**The solution with our floating ginpole provided the client with the required flexibility in the schedule and significant cost savings to boot.**

## WAGENBORG SIGNS AGREEMENT WITH NAM FOR EXPLORING THE DISMANTLING OF PLATFORMS IN THE NORTH SEA

*to be installed, how the construction elements could be separated, the intended lifting route to the underlying platform deck, and how the floating ginpole would have to be positioned exactly for the work at the top of the derrick. Working it all out and documenting it all in detail was a massive task." Wagenborg Foxdrill stands for 'first time right': on an offshore platform where you work at height, you cannot afford surprises or ambiguities. "Everything has to be right, so that the right equipment is in place, and the job can be completed properly and safely. To prepare for the use of the floating ginpole, our planning team even organised a training session at our own training facility."*



Wagenborg and NAM have signed an agreement to carry out a feasibility study of using Groninger sea ports as an industrial Energy hub for dismantling the offshore infrastructure and setting up a circular industry in the north of the Netherlands.

Within two years, the possibilities of Eemshaven and Delfzijl will be charted for dismantling large platforms and jackets in the North Sea. It will also consider which partners, alongside all the Wagenborg subsidiaries, are needed to develop this circular industry hub and to operate it from Eemshaven or Delfzijl. The ambition is a circular industrial platform in the province of Groningen. Increasing employment and the impact on the region are priorities.

NAM and Wagenborg have worked together for decades. In the 1950s, Wagenborg moved the first drilling towers and since then it has provided logistical support in the "Schoonebeker field". NAM also looks to Wagenborg for maintenance to the North Sea platforms in the shape of the Kroonborg and Kasteelborg. Egbert Vuursteen (CEO): "We are delighted to work with NAM on the future of Groningen and to look for solutions that benefit people, the planet, and the economy."

Johan Atema, NAM director: "With gas extraction from the Groningen gas field, NAM has provided employment for more than 60 years, and contributed to building up regional knowledge and expertise. With the closure of the Groningen field and by cleaning up the sites and the infrastructure, we are creating new jobs and expertise. The support of Wagenborg to develop a hub in Eemshaven, where offshore production platforms and jackets can be dismantled, fits our ambition to continue supporting the North and Groningen in particular."

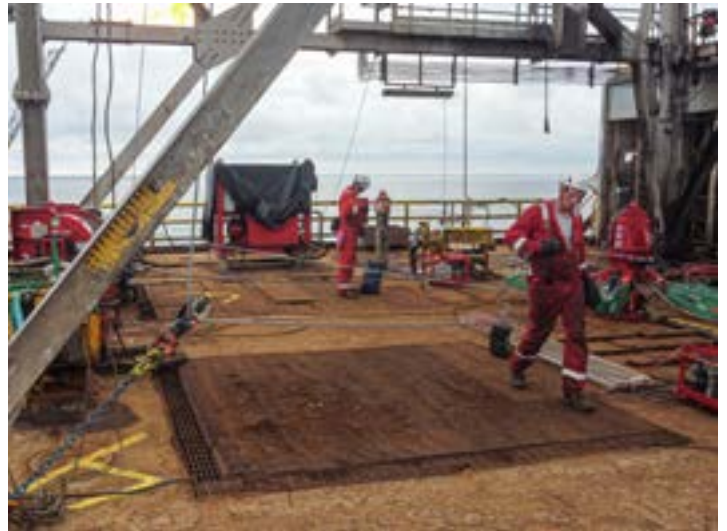
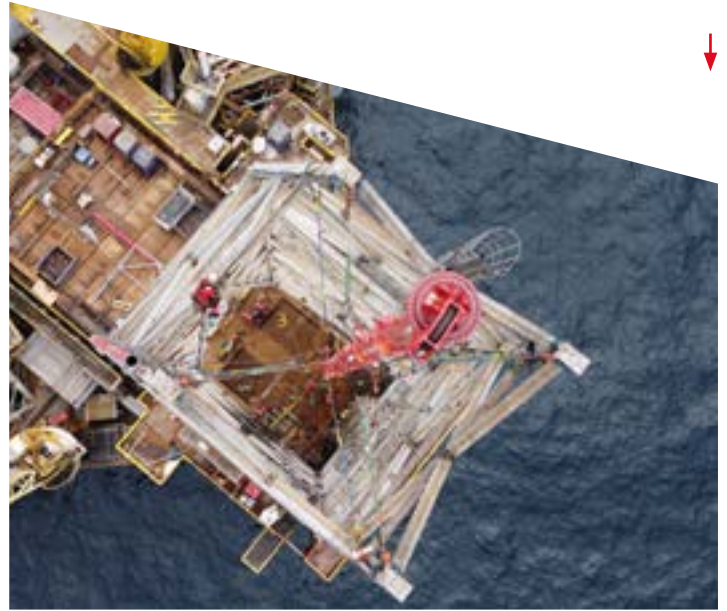
### Clockwork

Hilbrink: "It's brilliant when all the pieces of the jigsaw come together! First we used winches to remove all the equipment from the derrick. Then we started the challenging job of lifting at height: dismantling the top structural elements of the derrick with the floating ginpole. A team of seven specialists worked on this for three weeks: four rope-access specialists carried out the work at height and three hoisting specialists operated and monitored the floating ginpole from the deck. The work went smoothly and was exactly on schedule. Despite the tropical working conditions on the platform."

### Teamwork

Oude Ophuis and Hilbrink are agreed that this project is not only a technical masterpiece but also proof of excellent teamwork. "The cooperation with our client was extremely fruitful. We can say without reservations that this was an exceptional project; there are not many in the world who can manage this. The entire Foxdrill team used its knowledge, skills and experience to guarantee success and to create something unique. Together we produced a performance that showcased our capabilities and that we are really proud of!"

First we used winches to remove all the equipment from the derrick. Then we started the challenging job of hoisting at height: dismantling the top structural elements of the derrick with the floating ginpole. A team of seven specialists worked on this for three weeks: four rope-access specialists carried out the work at height and three lifting specialists operated and monitored the floating ginpole from the deck.



**There are few in the world who can manage this.**

## GUIDO EGBERTSEN

Crane driver

53

*"We put the bridge deck on the Amalia. We used two cranes for that: a 700-tonne crane and a 500-tonne one. With a hoisting weight of 130 tonnes, you can imagine the importance of cooperation between the two cranes. To make sure it went well, we were controlled from the ground by two colleagues with walkie-talkies. An extremely important role.*

*I've been crazy about cranes for as long as I can remember, I use to go with my neighbour from the age of 10. I'm 34 now, and it is still my thing. Every job is a challenge. We do a lot in shipbuilding, but also bridge sections, and yesterday we moved a historical tree. Whatever it is, we can move it. Conditions like weather, wind, or the surface are also different every time. The fact that we always do a good job, gives me a feeling of satisfaction every time.*

*We work with the same three guys. One day you're outside giving instructions on the walkie-talkie, the next you're on the crane. We have really good teams on the big cranes, each and every one of them professionals who are used to working together. That's something to be proud of."*



**We have really good teams on the big cranes, each and every one of them professionals**

# IMPACT EU ETS ON THE BUSINESS

As of 1 January 2024, the shipping sector is obliged to participate in the EU Emission Trading System, ETS. In practice this means that all shipowners need to purchase emission rights for their seagoing vessels that exceed 5,000 GT to be permitted to emit CO<sub>2</sub> in European waters. This cost-price increasing factor for maritime transport encourages cooperation between shipowners and cargo owners to achieve more sustainable shipping. We talk with Koos Zumkehr (Chartering Director Wagenborg) and Marc de Rijcke (Head of Short Sea Chartering at Yara) about the impact of ETS, sustainability and the importance of partnerships.

## **EU ETS FOR SHIPPING IS AROUND THE CORNER. HOW HAVE WAGENBORG AND YARA PREPARED FOR THE ARRIVAL OF THIS REGULATION?**

De Rijcke: "Years ago, we started with reducing our scope 1 and scope 2 emissions. That was not a luxury, because gas is the major bottleneck in the production process for the industry Yara is part of. With a project group we took major reduction steps in our own emissions and were given room

*to shift our attention to scope 3 emissions. If you consider the entire emission profile of Yara, our scope 3 emissions probably only account for 4% of the total. Proportionately small, but still an element where easy gains can be had. That's why we are talking with all shipowners we work with, including Wagenborg, about how best to reduce the emissions. This has to be done together, because we have had a relationship for many years and that's not something you want to jeopardise."*

Zumkehr: "I really remember our first discussions about emissions: we were at the start of the corona time, and I was working from home. Marc asked me if I could give our emission by tonne of cargo per mile. That was my first eye-opener that these types of specific client questions were coming. I learned a lot from that; at times we spoke every week and then maybe we'd go a month without contact. However, the series of questions and answers helped us both ahead in making the logistics more efficient. Over the last year,

we have also shared a number of leaflets with our clients about a range of topics, including the impact of ETS on the business."

**TO WHAT EXTENT WILL EU ETS IMPACT YOUR BUSINESS?**

De Rijcke: "With ETS, Europe will be confronted with a non-competitive position in respect of import and export. I believe there is real possibility that this will lead to closures in European industry, it is almost inevitable. As Yara we need to be on top of that: what are the emissions we produce and how can we budget that in respect of our clients. In fact, we need to have a system where we know the exact costs in advance before there is even a sale. Our sales people need to know this. That is why we have tight freight, bunker, and emission costs."

Zumkehr: "This is where a clear bunker clause really makes a difference. On our part we have put a lot of effort into providing our clients - including Yara - with insight into our expected bunker and emission costs. We want to be completely transparent in that from the off. However, we also need to look together at how bunkers and emissions worked out in the end. That is the only way you can optimise operational matters together."

# For the immediate future we will try to focus on operational matters and the optimum unloading of vessels.



**WHAT IS THE ROLE OF OPTIMISING THE OPERATIONAL PROCESS?**

De Rijcke: "The biggest improvements you can achieve together are in the operational sphere. Now we book vessels, they are called 14 days in advance, and then we wait for the first 'notice'. That may not

be perfect, because vessels sometimes wait unnecessarily with all the ensuing costs. But that is how the system works at the moment. I think we need to move to a system like 'virtual arrival'. Then you can manage on many more issues, such as calling on time, preventing congestion, and coordinating volumes with

vessels. That has an instant impact on your emissions. The major challenge is that we are dependent on the organisation and the people who set it up.”

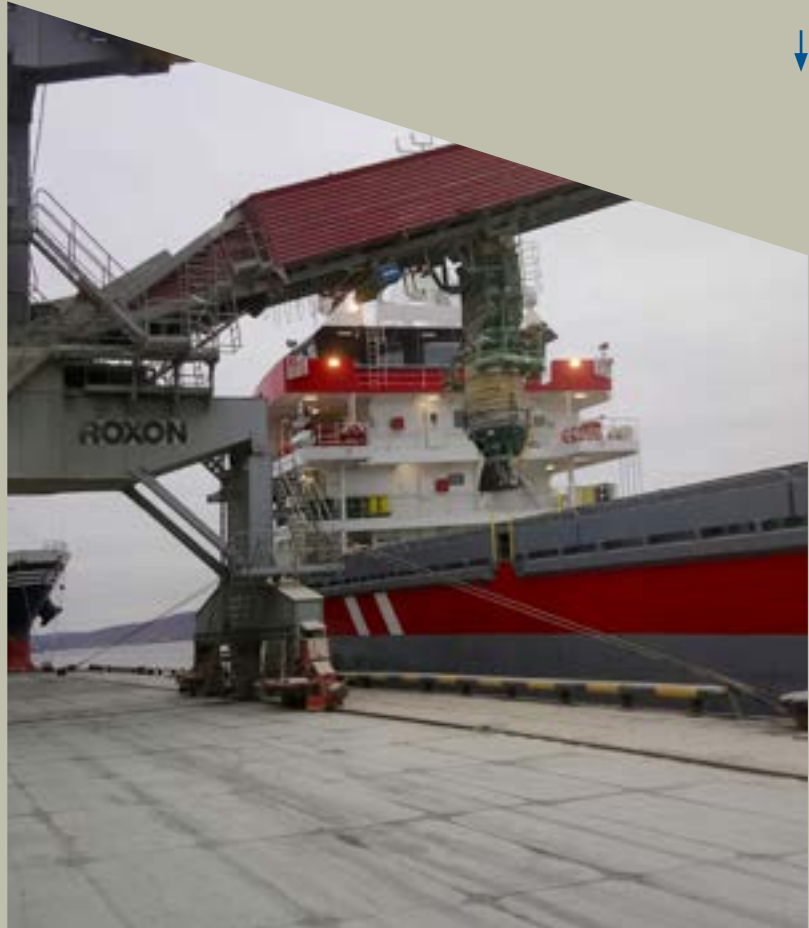
Zumkehr: “Exactly! The problem is that there are lots of IT initiatives and everyone is looking for their own ‘flavour’. It would be ideal to have a platform where terminals give information that quays are available, cargo ready, or vessels arrived. That would seriously reduce emissions, and prevent unnecessary demurrage. That’s just wasted money we get pay each year. As a shipping company we don’t benefit either; I prefer to be paid for the next voyage.”

### **DO YOU BELIEVE THAT THE ARRIVAL OF EU ETS WILL MAKE THE SHIPPING SECTOR SUSTAINABLE MORE QUICKLY?**

De Rijcke: “The notion that ETS has direct link with making shipping more sustainable is a mental error. People will look first at how they can avoid these extra costs. Not one of the 750 people in Brussels has given any thought to the effects on the competitive position. Not everyone will comply with the letter of the rules: someone who wants to transship in Spain

can do that just as easily in Morocco. Or suppose you are a non-European shipowner and you receive a bill on your desk for the emission costs you need to pay to the EU. Is this owner able to afford it or will he go bankrupt? I think that 9 out of 10 small players will fold and the EU will remain with a gap they do not know how to bridge. I think the European Parliament has not given enough thought to the consequences of this whole system. On the other hand, the EU has no choice and needs to

It is about how you can run a port in the best possible way and control the entire chain.



do something. Even so, it is knee-jerk reaction.”

Zumkehr: “Shipping companies will soon have to pay millions in ETS costs, but we know that only half will flow back to the country of origin to clean up the vessels. That’s another impossible choice. I recently spoke with our R&D department; they were talking about another 24 possible alternative fuels and systems. We really run up against a lack of a standard in the market and we are constantly



dealing with ad-hoc policies from regulatory bodies. Shore power is another example: again there are no uniform standard requirements, which means that ports and vessels all use different shore power supplies to the best of their ability. Look, if you're talking about making shipping more sustainable in the short term, you need to come up with operational improvements instead of regulations like ETS."

#### **WHERE IS THE CHALLENGE GOING TO BE?**

De Rijcke: "What shipping has done for the past 20 years will be completely different over the coming 20 years. The big problem will be to get people on board and at the same level. We all need to realise that a more active role is required and accept that operational choices have consequences. Then you're talking about 'people' and 'change' and they do not get on well in practice, whilst work actually only becomes more interesting and fun by working even more closely together. If you can achieve that level, you've come a long way."  
 Zumkehr: "It is quite a challenge to get all the processes and systems in order internally but also to get people in companies to support this change."

The shipping sector is responsible for approximately 3% of global greenhouse gases. The International Maritime Organisation (IMO) and the European Union (EU) adopt legislation in line with the Paris Accord climate targets to be climate-neutral by 2050. Where the EU has taken major strides in this direction with its emission trading system, the IMO's introduction of the 'Carbon Intensity Indicator' (CII) forces shipowners to make their vessels more sustainable.

Each year, the CII assesses the operational performance of a vessel, such as fuel consumption, completed distance, and transported tonnes of cargo. This results in an energy class. Wagenborg has been focusing on operational efficiency for many years. And successfully so, as this focus already produced a relative CO<sub>2</sub> reduction of around 26% (baseline 2008). Comparison with public MRV data also shows that Wagenborg is one of the most sustainable shipping companies in Europe. This is confirmed by the fact that no less than 75% of the Wagenborg fleet scores an A or B rating on the CII.

**We want to be extremely transparent to our clients about anticipated bunker and emission costs**

**LOOKING AT THE SHORT TERM: WHAT WOULD YOU LIKE TO HAVE ACHIEVED COME NEXT YEAR?**

De Rijcke: "Naturally we – and Koos knows that – try to find the most economical emission-free vessels. There will undoubtedly be discussions about how Yara and a shipowner can benefit from new emission-free vessels. For the immediate future we will try to focus on operational matters and the optimum unloading of vessels. We are going for a kind of virtual reality between Wagenborg, Yara, and the port. A situation where all of us can see: 'which vessels are on their way?'. It is about how you can run a port in the best possible way and control the entire chain."

Zumkehr: "In 2024, we start with BRIDGE, our new ERP system where we monitor and record all the information from and about our vessels. Consider positions, speeds, fuel consumptions, but also emission data. That enables us to comply with the compulsory IMO DCS, EU MRV and ETS legislation and we have the basis for discussions about the sort of operational matters Marc is talking about, and it is available real-time. As far as I'm concerned, this cooperation that we started many years ago, will lead to more steps and that is fabulous to see."

## We want to be extremely transparent to our clients about anticipated bunker and emission costs



**It makes me feel proud  
when I see a vessel  
leave the slipway**

## **HARBERT BRUGGERS**

Supervisor Section construction

*"My team has built the sections that together form the vessel when they have been put together. Our biggest challenge is to stay on schedule so that the construction department can continue with putting the sections together to form a vessel. I always like building the forecastle, the stern, and the pilothouse best. In contrast to the middle sections, which are all straight, we need to shape these sections. That requires more attention to dimensions. There are always obstacles when you build such a large vessel, but nothing we can't solve together. I always see that as learning, so it can be even better next time.*

*I've been working here for 30 years. As a young gun, I ended up as metalworker with Niestern Sander via the Metal and Shipbuilding Education (MSO). I remember it well, the Marie Christina was the first boat I worked on. In the meantime, I obtained my welding diplomas and was welder for a while. When hall 1, 2, 3 was built, I applied for and was given the post of Foreman Metalwork. When my manager at that time retired, I had the opportunity to take over his job. I love it. I still enjoy seeing how that small piece you start with becomes bigger and bigger and eventually becomes a ship. It always makes me feel proud when I see vessel leave the slipway."*



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## 2050: the self-piloting and nuclear Amaliaborg leaves Delfzijl...

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With a click, the magnetic mooring fenders come away. The Amaliaborg soundlessly leaves the quay in Delfzijl. There are no engine noises. No smoke from the chimney; there is no chimney. There is no bridge either. On the foredeck and the afterdeck there are only two masts with radar, laser and camera systems.

Two months ago, on 7 February 2050, the vessel was christened by the 47-year old Queen Amalia. Whilst the champagne bottle hit the bow of the ship, she said: *"Amaliaborg, I christen you and wish you and your crew fair winds and following seas"*. It was a beautiful christening wish but one from many moons ago. The Amaliaborg does not have any crew, or more specifically, they are not on board.

The crew is on shore and together with their families they see how the vessel manoeuvres effortless through the busy port, assisted by a hydrogen-powered self-piloted tug. *"Mummy"*, young Egbert asks the captain, *"what time will you be home tonight?"*. *"About six I think, when daddy has dinner ready"*, she replies.

It's no wonder the Queen christened the Amaliaborg. It is a unique vessel: it has no crew and it is the first Dutch vessel with a nuclear 'Molten Salt Reactor'. Safe and completely emission-free propulsion for shipping.

This combination is the height of a development that started thirty years ago. In the middle of the corona pandemic, the Dutch maritime sector realised it had to turn the tide: it wanted to make a difference with emission-free and smart vessels, built efficiently and competitively in the Netherlands. With support from the

government, the 'Maritime Masterplan' of Netherlands Maritime Country, the 'Green Maritime Coalition' of the Groningen Maritime Board and the 'Sector agenda for the Maritime Construction Industry' were started. The sector got to work throughout the entire maritime chain: suppliers of smart systems, engineering firms, shipyards, shipping companies, knowledge institutes, and governments. Together they gave it their all to make the Dutch maritime world cleaner, smarter, and safer.

They developed vessels that ran on hydrogen, methanol, redox flow batteries and captured CO<sub>2</sub>: in 2030, there were already 40 Dutch emission-free vessels. They worked on smart systems with Artificial Intelligence (AI), so that crew received the information it needed or so vessels could be fully self-piloted. They developed robotised vessels that could install and maintain thousands of wind turbines efficiently in the North Sea. They developed nuclear technology to ensure the larger vessels could truly sail without producing any emissions at all. And all of that on the robotised yard of the future: efficient and circular.



The captain waves off the Amaliaborg with her family. *"Shall we go and take a look on the vessel?"*, she asks. Together they walk to the Wagenborg 'Shore Control Centre'. Egbert cannot believe all the screens and all the images. *"Mummy plays computer games at work"* he enthuses to the discussion group at school, *"That's what I want to do when I grow up!"*.

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# Wagenborg Towage: The adventurers of Wagenborg...



**The 80-tonnes ASD tug 'Waterland' is the most recent acquisition and brings the total of the tug fleet to nine, but how did Wagenborg Towage get here? Where does it end? Five questions for Towage director Marc Mazereeuw.**

### WHAT WERE YOUR GREATEST PROJECTS?

*"Well, one of the most impressive jobs was moving the container cranes to Tenerife, together with the guys from Nedlift. And let's not forget the job where we took a 'swing bridge' to Sint Maarten together with our colleagues from Shipping. A fine piece of teamwork. These projects produced challenges, from securely positioning a bridge to sailing with heavy cargo on pontoons. You need knowledge and experience but above all a mentality that thinks in terms of solutions and that is not scared by complexity. All these projects started with a client's question about a specific element of a project, but with our broad range of services and versatility we could generally offer more in practice than they had thought initially. Sometimes they jokingly call us the 'adventurers' of Wagenborg."*



**Due to our versatility we can often mean more in practice than they think initially.**

# Now we have tugs up to 80 tonnes bollard pull and seagoing pontoons with a capacity of up to 20,000 tonnes!



## WHAT MAKES THE WORK SO GREAT?

*"When I started at Wagenborg in 2006, we mainly operated in Dutch inland waters. We had a few tugs but more was added over the years: first pontoons, then some seagoing tugs. Then you prove you can deal with larger projects, your working area increases, and you become more professional as you go. Now we have tugs up to 80 tonnes bollard pull and seagoing pontoons with a capacity of up to 20,000 tonnes! With a fleet like that your operational area increases and the complexity of the projects does too. We built that together in Towage. That's the best of all."*

## WHAT IS THE WORK LANDSCAPE LIKE NOW, IN 2023, COMPARED TO YEARS AGO?

*"Here's an example. When I started in Towage, the 'Watergeus' with its 25 tonne bollard pull was one of our strongest tugs. We mainly used it for port assistance. Now you can see real progress in the nature of our projects and in the maritime sector itself too. Technology moves forward in terms of the capacity of our tugs and in terms of sustainability. The demand for greener solutions also helps to define our current fleet. When we buy new vessels or during an overhaul of our existing tugs, we take a good look at the systems and technologies that can be used on board. For example, our 'Waterpoort' had a catalyst fitted on board in 2021 to reduce nitrogen by 85%. Despite its age of more than 50 years, it still complies with the requirements of today."*

The 47-year-old 'Gyas' has just been given a new stage 5 engine, the most efficient and energy-efficient propulsion at the moment. In other words, much more focus on environmentally friendly solutions and innovations. We work together with local governments and companies, which is proving to be really quite successful."

#### **HOW DO YOU THINK THESE DIFFERENCES CAME ABOUT?**

"These changes mainly come from a growing awareness of environmental problems, the resulting regulations, and the need for sustainable business operations. We have never seen these changes as impediments but as opportunities to remain in the vanguard of our sector and to keep the quality of our services at the highest levels. More to the point, if you consider your own business operations and decision-making in the same way, you are reliable for clients and as employer."

#### **CAN YOU SAY IN A FEW WORDS ABOUT HOW YOU DEVELOPED FROM A LOCAL PLAYER INTO A LEADING PARTNER IN THE TOWAGE SECTOR?**

"Our development is based on a constant focus on client satisfaction. By anticipating changes in the market, staying flexible, and investing in our people and technology, we have strengthened our position and are now a leading partner in the towage sector, particularly in Eemshaven and the port of Delfzijl. The most important thing is that we can provide a complete package together with the colleagues of Nedlift, Stevedoring and Agencies. That combination proves itself time and again. Everyone knows the large cruise ships of Meyer Werft and the LNG terminal in Eemshaven. That is daring to accept a challenge, having a sense of responsibility, and then taking responsibility together. And needless to say: reach agreements and stick to them"







## JOENAMAR BACUETES

Captain mv Amalia

65

*"Around the middle of September I received a phone call from the Wagenborg Crewing office in Manila. They asked if I would like to work on the new vessel. I was surprised, I had never sailed on an EasyMax vessel before, but I accepted the challenge.*

*In 2004, I started with Wagenborg as deck cadet and climbed the ladder from Third to Second to Chief Officer, and was promoted to Captain around 2019. And now on the Amalia. I'm really proud. This is the first time I sail this type of vessel. Many things are comparable to the vessels I sailed before, only here the accommodation is at the front. That is a big difference I have to get used to during manoeuvring.*

*I arrived in Delfzijl in November, more than a month before the departure. I stayed in a hotel and cycled to the yard in the mornings. It was an interesting experience to see what goes on there, for example testing and commissioning the equipment. I took the time to read the manuals and to become fully familiar with the vessel."*

**In 2004 I started as deck cadet and was promoted to captain around 2019.**

# Special to contribute to an energy source of the future



↑  
Wagenvorg Foxdrill has joined Geothermie Nederland, the Dutch sector association for geothermal energy. Geothermie Nederland brings businesses and organisations that work in the Dutch geothermal energy sector together and it and its members work for the availability of sustainable and affordable heat for citizens and businesses. "It is a good fit with what we do and we want to make our contribution to the energy transition", says Managing Director Jan Willem Klaas.

Geothermal heat can play a major role in the energy transition. It is sustainable, reliable, predictable, and available anywhere in the earth. It's only that the water that contains the heat cannot be extracted from the ground wherever you want. That depends on the soil; the rocks and the strata. To obtain a better picture of our soil, Energie Beheer Nederland and TNO are carrying out the SCAN programme. They are performing seismic tests and "test" drilling. Wagenborg Foxdrill also makes a contribution.

The test drilling requires pits of 2,500 metre deep. The first project in Amstelland has started already. Foxdrill was asked to supply a conductor on the instructions of engineering firm Antea Group and to provide piling to create stable foundations for the drilling pit. They made a contribution to a project that could have a major impact on the energy provision in the Netherlands, this was underlined by a visit of the Dutch King Willem-Alexander to the site and the national news that came by to produce a report.

#### **Precision job**

*"We piled the conductor with a diameter of more than half a metre down to 72m deep",* says Ewold Jager, Proposal Engineer Foxdrill. "This conductor consists of 6 steel pipes. A pipe is picked up with a special hoisting clamp and positioned on a frame on our lorry. With runners and measuring equipment we can position the pipe exactly vertical. Then we put our hydraulic pile driver on top, and we start piling. When that pipe is

far enough into the ground, we put the next pipe on top. When that one is exactly vertical again, we weld it down and start piling again. After two and a half days, the conductor was ready and the drilling location could be built."

#### **Energy source of the future**

In February Foxdrill may possibly deliver and install the next conductor for the SCAN project. There are more geothermal projects on the agenda. Jager: *"At the end of this year, we start piling for the first conductor in Middenmeer and in January, there are 5 conductors on the programme near Bleiswijk. There is a significant chance that more projects will follow. It really is quite special to be able to contribute to an energy source of the future."*

**We piled the conductor  
with a diameter of more  
than half a metre down to  
72m deep**

→  
The existing Wagenborg fleet is characterised by largely ice-strengthened tonnage in a number of tonnage segments.



**IN CONVERSATION WITH THEO KLIMP,  
FLEET DIRECTOR OF WAGENBORG SHIPPING**

# THE WAGENBORG FLEET OF THE FUTURE

**How can we make sure that our fleet continues to meet the needs of our clients in times of sustainability demands? That is the central issue for the Wagenborg fleet strategy.**

*“Over the past 125 years, Wagenborg has always been at the forefront of fleet innovations. That is in the family genes, a clear vision of where we want to be as Wagenborg”, is how fleet director Theo Klimp kicks off the conversation. “That led to the construction of the Oranjeborg and Kroonborg in the 1950s, with an unparalleled cargo capacity for that time, and the construction of our first EasyMax ‘Egbert Wagenborg’ in 2017, an award-winning vessel that others are still trying to copy. They are choices that have taken us to where we are today: an important player in general cargo. We now have all the knowledge, expertise and ideas that are in the heads of our people embedded in a fleet plan.”*





**Based on client needs, we have determined a number of types of different tonnages that we want to operate in the future**

## Standardisation

What does the fleet of the future look like? "I can't spill all the beans", smiles Klimp. "But we need more standardisation for starters. We now have around 160 dry-cargo vessels in our fleet, spread across 46 types. That is not practical for planning, which needs to take account of the different tonnages and dimensions of the vessels. And it's far from ideal for the crew and the colleagues of technical maintenance. They need to familiarise themselves with a different vessel every time. Based on client needs, we have determined a number of types of different tonnages that we want to operate in the future." The vessels will be characterised by the familiar Wagenborg principles, such as right-angled holds with a large hold content, a minimum engine capacity to reduce emission, ice class 1A, and dimensions in line with our sailing area.

## Time

"This won't happen from one day to the next", emphasises Klimp. "We invested in our vessels on time. As a result, our fleet already complies with the standards and requirements of the future. That is proven by the CII, a kind of energy label for vessels. With an average of 16 years, our vessels are relatively young too. Our angle is to have the vessels sailing until they are 30 at least. We invest in that. Every five years we carry out a major overhaul and that goes beyond returning a vessel to good condition. We carry out technical updates, so that our vessels are modern and remain reliable. It all means we have time."

That time comes in handy right now whilst there is so much uncertainty about the fuel of the future. "That is the biggest challenge we are faced with. We want to do more than just limit CO<sub>2</sub> emissions, we are looking at the

emission of other harmful substances across the entire cycle, it needs to be safe, available in our sailing areas, and energy density is an important criterion too. There are plenty of ideas, lots of testing is going on, but the solution hasn't been found yet. If we'd start building now, we are certain to have to convert in a few years' time. That's why we are opting to build one EasyMax per year for the time being. The EasyMax design has room in the aft for modifications. We did the same with ballast water before. By setting aside room in advance, you create options for building in and conversions. And by continuing to build, we do have the opportunity to test things out and to innovate. When the time is ripe, we'll scale up."

## Efficiency

That doesn't mean that Wagenborg is complacent about sustainability. "We have reduced our relative CO<sub>2</sub> emissions compared to 2008 by 26% already and with efficiency improvements in behaviour and technology, for example with smart investments that facilitate more economical sailing, and with just-in-time agreements with our clients so that we can adjust our sailing speeds accordingly. It is possible to achieve much more in those areas. I'll hazard a guess that with fuel efficiency, mixing in biofuel and other savings methods, we will achieve our target of 40% CO<sub>2</sub> reduction in 2030."

**If we'd start building now, we are certain to have to convert in a few years' time**



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1. The second vessel of Egbert Wagenborg is commissioned as 'Liberté'
2. The first motor vessel "Fivel" is purchased in 1927.
3. In 1954, the 'Kroonborg' is the largest coastal vessel in the Netherlands with 1,025 tonnes.
4. At the end of the 1950s, work takes place on the first long-haul vessel for Wagenborg: the 'Balticborg'
5. In 1959, the construction of six 500-tonne vessels started and of a second long-haul vessel, the "Bothniaborg".
6. In the 1960s, the Wagenborg fleet is expanded further with the 'Lingeborg', 'Berkelborg', 'Bothniaborg', 'Schieborg', 'Delfborg', 'Hunzeborg' and 'Vechtborg' that take the number of vessels to 24.
7. In 1966, a start is made with lowering the age of the fleet. The vessel "Egbert Wagenborg" is sold off, and the sister ships "Geulborg" and "Roerborg" are ordered.
8. In 1968, the timber package trade makes its entry. Existing vessels are modified for the new loading method, such as 'Markborg', 'Oranjeborg', 'Prinsenberg' and 'Nassauborg'.
9. The first vessel in a new generation of wood vessels with right-angled holds comes in 1970 as 'Scheldeborg'.
10. Shipyard Ferus Smit studies the need for certain vessel types. Series construction starts in 1983. Up to the end of 1985, nine 1500 tonne-vessels are built, and in 1986 three 1300-tonne vessels are added.
11. With a view to extending the shipping branch, a sizeable new-build programme is launched in 1990, consisting of four vessels of around 3000 DWT with the highest Finnish ice class and suitable for transporting voluminous goods. The vessels are given the names "Flinterborg", "Balticborg", "Emsborg" and "Bothniaborg".
12. Between 1992 and 1996, shipyard Scheepswerf Bijlsma delivers 17 Bijlsma traders of 2,200 to 2,500 tonnes to Wagenborg and affiliated private shipping companies.
13. In the period between 2006 and 2013, 25 vessels are built in China, all with ice class 1A and equipped with deck cranes.
14. In 2013, the 'Reestborg' with a cargo capacity of 23,000 tonnes is launched as the largest Wagenborg.
15. In 2017, the Easymax is introduced as the most efficient vessel of the Wagenborg fleet. This is underlined by the KVNR Shipping Award.







## APPROACH TO RING ROAD SOUTH: GIGANTIC PROJECT

# Building on the access of Groningen

In 2009, the Minister of Traffic and Water Management, the city of Groningen, and the Groningen Provincial Executive agreed the 'Approach to Ring Road South'. Combinatie Herepoort is the consortium that carries out the conversion of the Ring Road; Wagenborg Nedlift is involved in the work from the start. Project leader Harry Oudman, work planner Rick Kleiverda and superintendent Jan Dinkla talk about 'their' work on the Dutch A7 motorway.



Harry Oudman



Rick Kleiverda



Jan Dinkla



Groningen is growing: the most important access gate to the city, the Zuidelijke Ringweg (southern ring road), has ground to a halt. Dealing with the southern ring road will unlock the city and the region. The aim is to improve access, flow, safety, and quality of life. In 2030 and in 2040.

*"When there is an emergency, I'm first on the scene. Drive, take a look at what's going on, solve the problem." Those words typify work planner Rick Kleiverda. "That's the beauty of working on the ring road. So close, literally just around the corner from the office. If I'm not sure or if I want to know something, I go and take a look and measure*

*one more time. What is great about Wagenborg is that you have so much freedom to develop." And Kleiverda should know. A few years ago he started work as a trainee driver, and later he became springer for small and large cranes. Something he loved to do, for the variety too.*

To produce as little nuisance to traffic as possible, Wagenborg worked on positioning the temporary bridge at night. The span over the Willems canal was a particular challenge and required quite a few preliminary calculations. The 700-tonne crane had to stand on the temporary EPS (foam) abutment. That maximum ground pressure of the EPS was 2.5 tonne per m<sup>2</sup>. Not enough to use the largest crane from the Wagenborg fleet safely. So dragline mats and flaps were positioned on a large area. That spread the ground pressure to 64 m<sup>2</sup> per outrigger, which meant the 2.5 tonne per m<sup>2</sup> was achieved and the first temporary bridge sections could be laid. To fit the rest of the span with temporary bridge sections, the 500-tonne Wagenborg crane was put above the water on the Retro bridge. That smart construction was used to put the heavy bridge sections safely in their temporary position.

Photo top: Raymond Bos

Photo bottom: Erik Veldhuizen



### **Solution-driven**

In 2021, Kleiverda switched to work planning. As work planner he is responsible for the individual rental of cranes. He was inducted into the jobs that were carried out on the ring road. Most orders were centred on the below-grade location of the ring road and the Julianaplein. When he was still on a crane, Kleiverda could be found there too on a regular basis. That proved to be an advantage, because the contacts had already been made. *“You need to be sure of yourself in this job. Given my age, I really had to prove myself. By now I've built up enough credit and it's a good group of people to work with. When something needs to happen, we often get ‘Why don't you call Rick.’”*

*“No two days are the same in my work and that makes it interesting. It's a combination of technical insight, good maths, and dealing with people,”* is how Kleiverda summarises his job. *“Many of my orders come from Combinatie Herepoort. My best job is the temporary bridges of Retro Bridge over the Julianaplein.”*

### **Circular construction**

Kleiverda looks back on some other orders: *“Lifting out the concrete girders to replace the old viaduct and removing the abutments at Paterswoldseweg were nice jobs too. Not many people know that the concrete girders of the old ring road in Groningen have been recycled in a viaduct in Hoederloo.”*

# **It's a combination of technical insight, good maths, and dealing with people**

Everything we have removed and replaced,  
Harry helped to build back in the day.

Photo top: Erik Veldhuizen  
Photo middle: Raymond Bos  
Photo bottom: archive Harry Oudman



Circular construction has high priority in the approach to the southern ring road. Many of the old construction materials, such as noise screens, guide rails or bridge components, are reused. Materials that are not reused one-on-one are recycled. In the most ideal scenario they are actually upcycled. That is a method where materials are incorporated into a new product, whereby the quality of the material stays the same or is improved. *“And, you know what? Everything we have removed and replaced, Harry helped to build back in the day,”* concludes Kleiverda.

### Completing the circle

Harry Oudman and the ring road are inextricably linked. His career at Wagenborg (Lommerts in those days) started more than 40 years ago. Oudman started as a holiday worker and trainee and developed along with the company. During his placement he was used for the construction of the ring road in Groningen. It is rather special that 40 years on he is involved with the ring road again. As Business Unit Manager Projects he returned to the Approach Ring Road South project in 2018. In the years in between, there were many projects Oudman worked on. He lost his heart to assembly work. *“I just love the cooperation. For my placement of the intermediate technical school in road engineering and hydraulics, I was with the contractor that built a part of the ring road. And Lommerts had been given the order to position the concrete girders. We worked from Europaweg to the bridge across the Eems canal”,* says Oudman.

*“In first instance we started at the southern ring road with the individual rental of cranes. Then we received more project-based enquiries. For example, the logistics for sheet piling for a below-grade location. From Haitsma Beton we received the order to lay all the prefab concrete girders. And that’s how we received the order to the replace the Euvelgunner bridge”,* remembers Oudman.



### The match with the clients

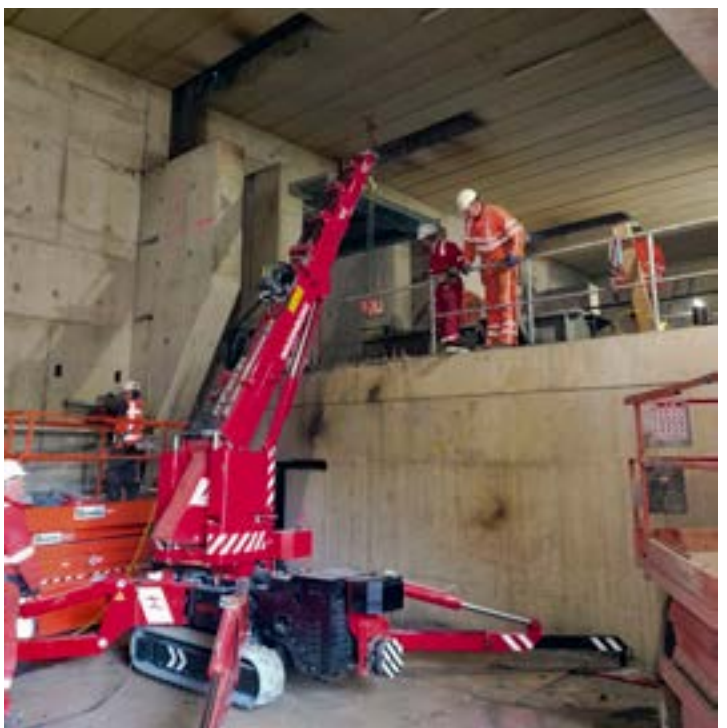
*"The guiding theme is that we support all the projects we accept from beginning to end. For example, we inserted a complete viaduct near the Gasunie building with our SPMTs. The cooperation with the clients, superintendents, and project leaders is what makes this work fun. You feel welcome at Combinatie Herepoort. They never go away empty-handed: we do everything for them. That's the beauty of working together for many years. It doesn't matter if you need to plug away in the rain all day, you are part of the construction team. That's only possible when you're right there with these people, you create a bond. It also clicks, because they get on with it at Combinatie Herepoort. They roll up their sleeves like we do. It can be quite a challenge to build in a city centre under time pressure. But the challenge makes it great,"* says Oudman.

In 2021, Oudman will take a step back to the role of project leader. The young guard is taking over the baton. *"The human factor and the sense of belonging is typical Wagenborg. I also really feel at home in sister companies like Wagenborg Stevedoring. We are a true family business. I have had all the opportunities and was given the opportunity to develop back in the day. I want others to be able to develop too. When I retire, there cannot be a gap. Sometimes you shadow, sometimes you leave them to it, and sometimes you need to steer a little. It is important to give freedom, because that means you can let go more and more. You see them all grow."*

### Project Euvelgunner bridge

Jan Dinkla confirms Oudman's story. He also works on the ring road. He made the move from superintendent to work planner and aims to develop to the role of project leader. Oudman and Dinkla worked together on replacing the Euvelgunner bridge.

Dinkla is pleased with his learning from Oudman. *"The opportunities you get from Harry are really important for your development. He gives you free*



# The human factor and the sense of belonging is typical Wagenborg



Photo: Raymond Bos

rein, but keeps an eye on everything. And he comes to the rescue before you get stuck. I learn lots from Harry in working with him because he's like a walking encyclopaedia. And the way he looks ahead, you really learn from that. Like his way of thinking. In the office that starts with proposals and work planning. He's always ahead of the game because that helps to prevent certain issues."

"The Euvelgunner bridge is a challenging project", says Dinkla. "It comes with about a year of preparations. We need to replace the bridge leaves, the driving mechanism, and the ballast chests. Replacing the heavy movement mechanism of the bridge was a jigsaw because of the limited room. Instead of mobile cranes and other customary materiel, we used compact cranes and SPMTs to replace the movement mechanism in the end. Both new bridge leaves were hoisted directly with our colleagues from Towage from a pontoon – the bridge leaves were transported by water from Krimpen aan den IJssel – over Winschoterdiep."

## **Agreements produce good cooperation**

Kleiverda, Oudman, and Dinkla share the same view of the good cooperation with Combinatie Herepoort and the companies they work with on the ring road. As said: the cooperating parties have a lot in common. Safety perhaps the most important of all. "That is also the most important change compared to 40 years ago. In essence the work has remained the same. Major changes have only taken place in terms of safety, working conditions, and equipment. The work has become much safer and these days you need all manner of certificates to be able to do the work at all. Combinatie Herepoort prioritises safety and that is a good fit with our company policy", concludes Oudman.

## METSÄ GROUP AND ROYAL WAGENBORG WORK TOGETHER ON A SHARED TARGET TO REDUCE CO<sub>2</sub> EMISSIONS

78

# Together to 30% CO<sub>2</sub> reduction

The Finnish wood and paper manufacturer Metsä Group and Royal Wagenborg have agreed to work together on reducing the climate impact of sea transports. The target is to reduce the relative CO<sub>2</sub> emissions of Metsä Group product shipments by 30% by 2030 compared to 2021.

*“One of Metsä Group’s strategic sustainable development targets for 2030 is to reduce fossil emissions and the use of fossil materials in our own operations. In terms of the factories, we have come a long way to achieving this target and aim to achieve a comparable development in our supply chain. The larger part of our products is delivered to our clients by sea and Wagenborg is an important partner to us. Shipping as a whole represents approximately three percent of greenhouse-gas emissions in the world, and it is important to achieve emission reductions in that sense”, says Jari Voutilainen, SVP sourcing and logistics of Metsä Group.*

Metsä Group and Royal Wagenborg will set up a joint working group to define specific ways to achieve the emission reduction target. For example, technical and operational measures for the existing

Wagenborg fleet, including voyage optimisation and fleet development. New build is also studied to achieve reduction targets.

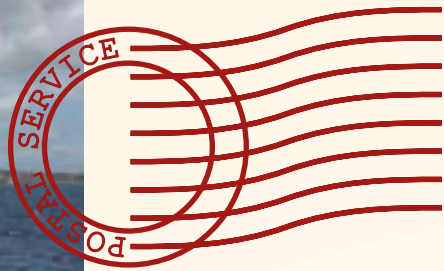
*“At Royal Wagenborg we work for a better climate and environment. Therefore we have an active policy when it comes to CO<sub>2</sub> reduction with ambitious targets for our business operations. If we consider our CO<sub>2</sub> reduction thus far, we are in the vanguard of the market. The Baltic region has always been an important trading area to us and Metsä Group has always been an important partner to us. I am convinced that significant CO<sub>2</sub> reductions can only be achieved if we take action in the entire supply chain. I am therefore pleased with this strategic collaboration with Metsä”, says Egbert Vuursteen, CEO of Royal Wagenborg.*



Egbert Vuursteen, CEO of Royal Wagenborg (left) and Jari Voutilainen, SVP Sourcing and logistics of Metsä Group (right) shake hands after they reached agreements at the Wagenborg office in Delfzijl.



**The target is to reduce the relative CO<sub>2</sub> emissions of Metsä product shipments by 30% by 2030 compared to 2021.**



# Travel report

## Crossing the Atlantic Ocean on board a general cargo ship

For more than 40 years, Gezinus Hidding flew regularly from the Netherlands, his country of birth, to his homeland America.

When he flew over the Atlantic Ocean, he often wondered what it would be like to make that voyage on a cargo vessel. Last autumn, he had the opportunity to experience this on board the MV Amazoneborg.



### **Thursday 21 September, Hamilton, Canada**

*I complete the first leg of my journey by plane from my home in Las Vegas to Toronto. A driving service agent hired by Wagenborg is waiting for me to take me to the Amazoneborg. We drive into the port area and fortunately the driver knows exactly where to go. After a check by Port Security, who sit in a car next to the vessel 24 hours a day, I'm allowed on the gangway to board the vessel. Seaman Lito Milan is waiting for me at the top. We bring my suitcases to my cabin and he walks me to the bar. I meet the rest of the crew and we quickly go to our own cabins. We've all had a long day and tomorrow the steel they brought to Hamilton will be unloaded.*

### **Friday 22 September, Hamilton, Canada**

*The Second Officer gives me coveralls, helmet, work shoes and*





gloves that need to be worn on deck. He gives me a tour of the ship and, very important, a safety briefing. I discover what is where. My first impressions: it's all huge, of thick steel, with enormous hydraulic cylinders, and with back-up systems for pretty much everything.

**Saturday 23 September, Hamilton, Canada**

They don't work weekends in the port. Three crew members and I use the opportunity to visit the nearby Niagara Falls. I've seen them before from the American side, but the view from the Canadian side is even more beautiful. Wow, wow, wow!

**Monday 25 September, Hamilton, Canada**

The last of the steel is unloaded. At the end of the afternoon the ship casts off and we start the first part of my voyage: to Montréal. We sail via Lake Ontario and the Saint Lawrence river with a beautiful view of Thousand Islands. It is so narrow in some places that you sail through people's front gardens. In the evening we hear that a cement boat has been grounded



before one of the locks in the Saint Lawrence river, and nobody can pass.

**Tuesday 26 September, Saint Lawrence Seaway, Canada**

The pilot tells us to anchor in a bay and to wait. Fortunately, the cement boat is refloated and does not leak. We can carry on but patience remains a wonderful thing. There are about 20 vessels or so who all need to pass the lock.

**Wednesday 27 September, Montréal, Canada**

We moor in Montréal to bunker. The crew uses the opportunity to prepare the vessel for loading grain. All the ventilation holes are closed and bulkheads are placed to split the rear hold into two for stability. When the holds are not completely full, the grain can start to 'shift', which means the vessel can capsize. It is not possible to fill both holds completely because that would overload the vessel. So a third, smaller hold is created. The front hold and the rear part of the rear hold are filled with grain and that produces the required stability. That sounds simple, but it is the result of numerous calculations. The Captain and the Chief Officer have each worked on stability calculations for days to see if they arrived at the same outcomes.



### **Sunday 1 October, Port Cartier, Canada**

We arrive in Port Cartier early in the morning. We are not allowed to enter the port immediately. That's a pain, because we can only pump out the ballast water in the port. In the end, we're allowed in at 20:00 and the Chief Officer is working on ballast throughout the night.

### **Monday 2 October, Port Cartier, Canada**

We were supposed to start loading at 8:00 but were told the vessel has to move 15 metres forward. The gangway has to be pulled in again, we go over the safety procedures, the ship casts off and is tied up again: all in all it takes an hour but loading can start. The grain is sprayed into the holds with a gigantic pipe, around 2,000 tonnes per hours. A depth gauge is used to determine the depth of the vessel at the beginning and the end of the day, and the density of the water is measured. That is how they calculate the amount of grain that is in the vessel after the first day of loading. The calculations match the weight passed on by the foreman of the stevedores.

### **Monday 3 October, Port Cartier, Canada**

The rest of the grain is loaded and now it is my moment of glory. I had been given the express instruction that was I not allowed to press any button whatsoever, but under the supervision of Chief Engineer Richard van der Ben I'm allowed to switch on the main engine.



### **Wednesday 4 October, Saint Lawrence Seaway**

We're not even on the ocean yet, but Captain Patrick van Schoonhoven is already looking at the tides in Scotland. If we arrive at the wrong time, we've got 12 knots against, if we arrive at the right time, we've got 4 knots behind.

### **Wednesday 5 October, Atlantic Ocean**

This is it: The Saint Lawrence was becoming wider and wider but around midday we sail past Belle Isle and now we're on the ocean! The outlook is possibly heavy weather between Iceland and Scotland. The Second Officer plotted four possible routes before departure, two north of England and two south of England.

### **Friday 7 October, Atlantic Ocean**

The sea is calm. We do a speed test. It is good for the engine to run at 100 percent for a little while, but you see fuel consumption nearly double for just 2 knots faster. That shows instantly why it is so important not to sail any faster than necessary. We also do an Emergency Steering Drill. Normally the rudder is steered from the bridge, but if that should not work, it can be operated manually at the bottom of the ship. All crew members practise on





the instructions from the Captain on the bridge.

### **Monday 9 October, Atlantic Ocean**

'Tonight, bad weather, secure all', says the board. At that time we were sailing between Greenland and Iceland. We're expecting waves of up to 9 metres high.

### **Tuesday 10 October, Atlantic Ocean**

It's a tough call for the Captain. We are on the most northerly route where the highest waves are expected. He

I've been on shore for a few weeks by now. What an exciting voyage. I was on board for more than three weeks, but time flew. I was not allowed to do anything - too dangerous for an inexperienced passenger - but the crew gave me the sense that I was part of the crew right from the off and I learned a lot from them. They answered countless questions I never knew I wanted to ask. I cannot thank them enough.

Before I went on board I knew next to nothing about shipping. I was interested to find out what is involved in taking cargo from A to B and to learn what is required to keep something the size of a small village running; for the crew it's their home, their village, they live on the ship. I was also really interested to find out what it was like for the crew. Who are those men and women on board, why did they choose this life, and why with Wagenborg? To get a sense of that, I often spoke with the Dutch, Lithuanian, Vietnamese and Filipino crew along the way.

The reasons for sailing were wide ranging: adventure, to see the world, or a good salary. About the why with Wagenborg, they were all agreed: Wagenborg is social, a family business through and through that really looks after its people. The contracts are predictable and Wagenborg sticks to its promises. The flexibility was also praised. If you don't want to be 7 months but 6 months on board, one of the crew

had just got married, that can be discussed. Stay at home for one more month? No problem. Attention to safety was also appreciated, with exercises, clothing and equipment that is issued by Wagenborg, and the emphasis on safety before speed.

It also struck me that there was a great deal of attention to personal growth and transfer of knowledge. That is something I know about, after 27 years of teaching at the Loyola University Chicago. I quickly noticed that the crew shares their knowledge, including with me, coach each other, with lots of room to ask questions, particularly about safety. I was impressed by the natural way in which this all happened.

The evenings on the bridge with the Third Officer made an enormous impression. Music in the background, and then watching the sea and the stars without another ship in sight. Really special. The watch said to me sometimes 'we're all alone on the ocean'. That touched me. All in all, this is hard work for the crew, which they do with love for each other, the vessel, the cargo, and Wagenborg. I have an enormous respect of the entire crew, from Captain to Seamen and the Apprentices. My heartfelt thanks to them all, and to Wagenborg for this 'once in a lifetime' experience.

*Gerinus J. Hidding*



calls Supercargo Siep Willemsen of the office to talk it over. In the end the Captain chooses to turn right and to sail south of England. That means the voyage will take up one more day. The calculations to have the tide behind near Scotland are for the bin, but now we have to deal with the tides in Hull. The Captain starts calculating immediately so we can adjust our speed accordingly.

### Friday 13 October, the Channel

As few ships as we saw on the Atlantic Ocean, as many we see in the Channel. There are almost traffic jams both ways in one of the busiest shipping lanes in the world. The next morning at sun up, we see the chalky cliffs of Dover.

### Sunday 15 October, Hull, England

My voyage is nearly at an end. We expect to sail into the port of Hull, today at 6:00. As I cannot sleep, I decide to go and look on the bridge at 01:30. We just received a message from the Port Authority in Hull that we need to slow down, because we cannot enter the port yet. We are sailing as slowly as possible but it means the waves have more purchase on the ship. It is pretty wild when the pilot comes on board at 3:30. Eventually he takes us through the lock of the port of Hull, where the grain is unloaded pretty quickly. That is the end of my voyage on the Amazoneborg. Around 14:30 I leave the ship to complete the last leg to the Netherlands by plane. It will be a few days before I get used to no longer hearing a generator or an engine and the floor and my bed stop moving.



## MEINDERTRIEKELT CAPTAIN

Tug captain

*"As Captain of the WATERPOORT, a tug that has been a member of the Wagenborg family for 60 years, I enjoy the nostalgia of older ships. That doesn't mean the EasyMax isn't interesting, it is. Such a large engine room, that is quite something else when it comes to space and technology.*

*The EasyMax was devised for easy steerage, and that is important to a captain. It is good to know your ship inside out, to know how it responds, so you can do a good job irrespective of where you're sailing. That is what I like about my work in the area here too. I'm not sure how many launches I have worked on, but there are quite a few. There's a lot going on in the shipyards in this area, and that keeps us busy.*

*For a vessel like the EasyMax, the focus is specifically on manoeuvring, particularly when we need to take it to the area outside the dikes of the shipyard. The ship is almost as long and as wide as the locks we need to pass. That requires preparation and experience. Fortunately, we can rely on each other completely in Towage. We are a close-knit team and are always ready to help each other. That's the beauty of my work."*

**We are a close-knit team  
and are always ready to  
help each other.**

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# MOMENTS

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## **On the roof of the world**

Last summer, Wagenborg was a permanent guest in the Canadian North Pole area. We successfully completed 10 northwest passages and 8 voyages to this region with vessels of different ice classes. In 2016, Wagenborg was the first European shipping company that could complete the entire northwest passage without the support of icebreakers.

Photo: Roy Brugman - captain mv Amurborg







### EasyMax 3 launched at Royal Niestern Sander

In October 2023, the Easymax 3 vessel was launched successfully at shipyard Royal Niestern Sander. The new vessel is the successor of the award-winning Egbert Wagenborg and its sister Máxima. The Easymax vessel type is the last series in our fleet based on sustainability targets.

Scan the QR code alongside to view the launch.  
Photo: Brenda van de Wal








**Platform Supply Vessel successfully converted into a 'subsea support' vessel**

After the positive experiences with the W2W vessels Kasteelborg and Keizersborg, Wagenborg again opted to convert a standard Platform Supply Vessel into this specialist offshore ship. The DP2 PX121 ship, previous known as Aurora Thunder, was designed and built by Ulstein in Norway. Over about six months, the shipyard Royal Niestern Sander converted the Kingsborg by building a special accommodation module, converting it in line with the SPS-60 class, and preparing the vessel for an offshore crane with heavy motion compensation. Here the vessels are taking shelter in the port of Great Yarmouth during a heavy storm.



 SCAN ME

Scan the QR code alongside to view the conversion of the Kingsborg.  
Photo: Luke Martin

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