

HISTORY



In 2012, Royal Bodewes had its 200th jubilee and received the honorable title of 'Royal'. To celebrate these two occasions, Royal Bodewes decided to publish a book about the long history of the company. Hans Beukema is the author of the book 'Royal Bodewes; Shipbuilder of the future!'. Please find below a summary of the book.

Shipbuilder Geert Joosten Bodewes was 27 years old when he got married in 1812. Because the registration of one-man companies was not required yet in those days, the marriage date was later used as the company's founding day. His shipyard produced various types of wooden barges and coastal vessels. Geert and his wife had ten children, and two children from his second marriage reached adulthood. All of his sons chose careers in shipbuilding but it was his second son, Wijnandus, who became the second generation's business leader. The reasons for this were that, unlike his brothers, he had sons himself who could succeed him and he and his wife remained living in the place where the business was located: Martenshoek. He and his wife had ten children. It was under his leadership that the business really flourished.

In 1882, he turned the management of the shipyard over to his sons Geert and Harmannus. In addition to the traditional timber construction, the company introduced ironclad and later steel clad vessels. Some of these are still in operation. In 1908, their manufacturing plant allowed them to focus on steamships.



In 1911, the two brothers (whose company was now called G. & H. Bodewes) transferred the leadership of the company to their oldest sons, the nephews Herman and Nandus. The company was then operating under the long name of 'Scheepswerven, voorheen Gebroeders G. & H. Bodewes' (Shipyards, previously the G. H. Bodewes brothers). Its construction programme included a variety of sailing vessels and steamships. The shipyard made use of the latest technical developments, and the introduction of the diesel engine led to the construction of motorized barges and coastal vessels.



NB 606 was launched on the 18th of May 1916. In January 1918 the vessel was sold to her first owner Holmen Bruks & Fabriks, Norrköping (Sweden). There she was used for towing wood to the paper factories in Norrköping or in Hallstavik. In the 1969 the vessel was sold to the captain and she was renamed Holmvik. In 1976 the vessel was sold to the AVRO (a Dutch television organization) and she was renamed *Furie*. After being used for a television

series, she was sold to the foundation Hollands Glorie. The popular *Furie* has got her own website now: <http://www.furie.nl/index.php>.

In 1924, the company was expanded by the purchase of a shipyard in the town of Hasselt, more than a hundred kilometers away. Hendrik, the oldest brother of the company's director, became the new director. After the Dortmund-Ems Canal was opened, the Hasselt and Martenshoek shipyards produced dozens of 'Dortmunders'. The first fully powered (without sails) coastal vessels were built in 1931.

The Wall street Crash shook the world economy to its foundations. For the Bodewes shipyards and manufacturing plant this meant a drastic reduction in orders. In 1936, the shipyard in Hasselt was separated from the shipyards in Martenshoek. The management was split as well: Nandus became the director in Hasselt Herman in Martenshoek. Shortly thereafter, the former main location went bankrupt but then made an amazing recovery. Its order portfolio consisted mainly of modern coastal vessels that became known as coasters.



During the launch of the 'Rian', the vessel capsized and an employee lost his life. The post-war years focused on orders from both Dutch and foreign customers.



In 1951, HRH Prince Bernhard, the husband of Queen Juliana made a visit to the shipyard where he was supplied with detailed information by senior director Herman Bodewes. When Herman died in 1962, his four sons who were already co-directors took over the business. In the 1970s, imposing construction hall was built at the shipyard.

For a number of decades, the business operated its own shipping company with an average fleet of five vessels.

In 1986, when the shipyard management no longer had family members to serve as successors, it was transferred to non-family members. In 1988, the company signed a contract to build two multi-purpose ro-ro vessels. These were the very first of their kind, so the shipyard found itself designing technically advanced parts like loading flaps and loading lifts without any frame of reference. These vessels were also equipped with a modern air circulation system to prevent condensation in the cargo hold areas. In 1990, the shipyard introduced the 4250 DWT ship type and built six of them.



When management changed hands to Jan Smit and Herman Bodewes, a son-in-law and son of the previous director-owners, two family members were back at the helm of the company. Another change in management followed in 1997.

The new millennium brought a succession of new ship types designed by Bodewes that responded perfectly to the needs of the market. To meet demand the shipyard subcontracted hull builders in Ukraine, China, India and three in Poland as well as two construction companies in Romania as well. One Polish partner also served as a finishing yard while the other hulls were towed to the main shipyard in the Netherlands and finished there.





In 2010, Bodewes Shipyards and Universal Africa Lines (UAL) arrived at a partnership for building and operating Eco Trader 8700 seagoing vessels. Nescos Shipping B.V., the shipping company founded for this purpose, is a subsidiary of Bodewes Holding B.V. and has expanded to operate five 8700-ton vessels.

In 2012, the shipyard celebrated its 200th jubilee and received the honorable title of 'Royal' on this occasion. Since then, the Bodewes Shipyards has been known as Royal Bodewes. The infrastructure of the dockyard was improved to increase efficiency. The existing red construction hall was also extended and capacity increased with the

building of an identical hall next to it. The canal next to the shipyard was widened for launching purposes. Shipbuilding also continued during the infrastructure projects. The 'Triton' was launched in April 2015.

In 2015, the shipyard's order portfolio include a range of advanced vessels: the LNG Flexitanker 'Coralius', two 4700-ton eco-coasters and two cement tankers. Constructing the hulls of these vessels was subcontracted to the company's partners in Poland. Meanwhile, the main shipyard in Martenshoek began building a series of what will be at least ten vessels for Arklow Shipping.

Since the accessibility of the shipyard in Martenshoek depends on the passable width of locks and bridges, Royal Bodewes has a well-equipped shipyard in the neighboring city of Papenburg in Germany. Since this site places no real limitations on the width and draught of newly built vessels, it underlines the company's motto: **Royal Bodewes; Shipbuilder of the future!**

