



Van Dam Shipping

“Lake to Sea shipping”

History
Present
Future

To introduce myself

Jan van Dam

- ▶ Owner of '**Van Dam Shipping**'
- ▶ Born in 25 of March 1964 as son of a inbound captain/ owner
- ▶ At the age of 21 for the first time captain at a tanker barge
- ▶ At the age of 26 made a switch to the merchant coaster fleet and started with the shipping company '**Van Dam Shipping**'
- ▶ Stopped with sailing as a captain in 2007
- ▶ If needed, incidentally relieves for a shore period as master
- ▶ Currently main activities are the management of own vessels ,third parties and new building



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History of Van Dam Shipping

- ▶ 1991: First vessel was bought “mv Carolina”, secondhand
- ▶ 1996: “mv Elise“ was bought, secondhand
- ▶ 1998: “mv Caroline” was sold, renamed to “mv Dan Fighter”
- ▶ 1998: “mv Leonie” was bought, secondhand, sister vessel of “mv Elise”
- ▶ 2003: “mv Susanne” was bought, new building
- ▶ 2006: “mv Andrea” was bought, new building
- ▶ 2006: “mv Leonie” was sold
- ▶ 2007: “mv Elise” was sold
- ▶ 2007: “mv Lianne”, “mv Elise”, “mv Ankie”, “mv Leonie” and “mv Carolina” were bought, new building
- ▶ 2008: “mv Sylvia” was bought, new building

“mv Carolina” (1991 – 1996)



“mv Elise” (1996 – 2006)



“mv Leonie” (1998 – 2006)





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Companies of Van Dam family

Van Dam Shipping

- 8 Vessels

VD Innovation

- Management

Total Crew

- Crewing agency

Current fleet Van Dam Shipping

Saimaa max

Mv Susanne

Mv Andrea

Mv Carolina

Ice runner

Mv Ankie

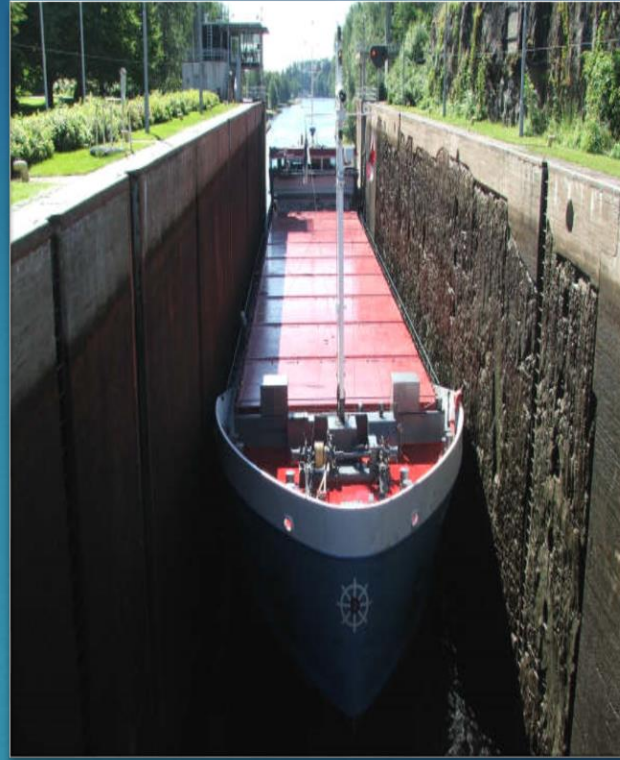
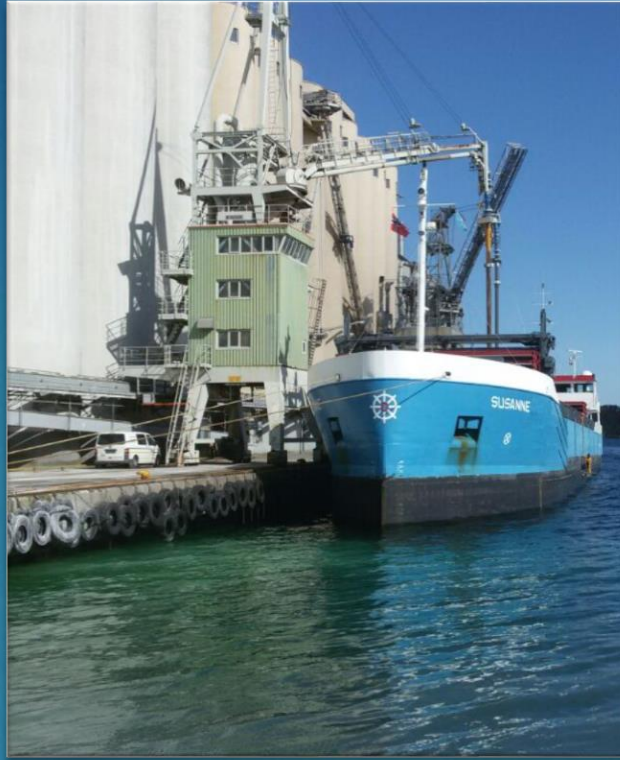
Mv Leonie

Sea-river

Mv Lianne

Mv Elise

Mv Sylvia



Saimaa max vessels

Saimaa max vessels

- ▶ **Building year** 2003, 2006 and 2008
- ▶ **Flag** Dutch
- ▶ **Type** Multipurpose Dry Cargo Carrier
- ▶ **L_{oa}** 82.50 m
- ▶ **Draught** 4.80 m
- ▶ **DWAT** 3,650 t
- ▶ **GT** 2,409
- ▶ **NT** 814
- ▶ **Hold capacity (grain/bail)** 161,847 cu.ft
- ▶ **TEU** 132
- ▶ **Main Engine** Caterpillar 3512: 750 kW



Sailing area Saimaa max vessels

- ▶ Max dimensions of Saimaa locks
Finland she is build for the Saimaa lakes
- ▶ Possibility to go NAABSA
- ▶ Rhine certificate
- ▶ Low draught and low air draught so
able to visit port far in the inlands
(Rhine, Duisburg, Whales and Rouen)

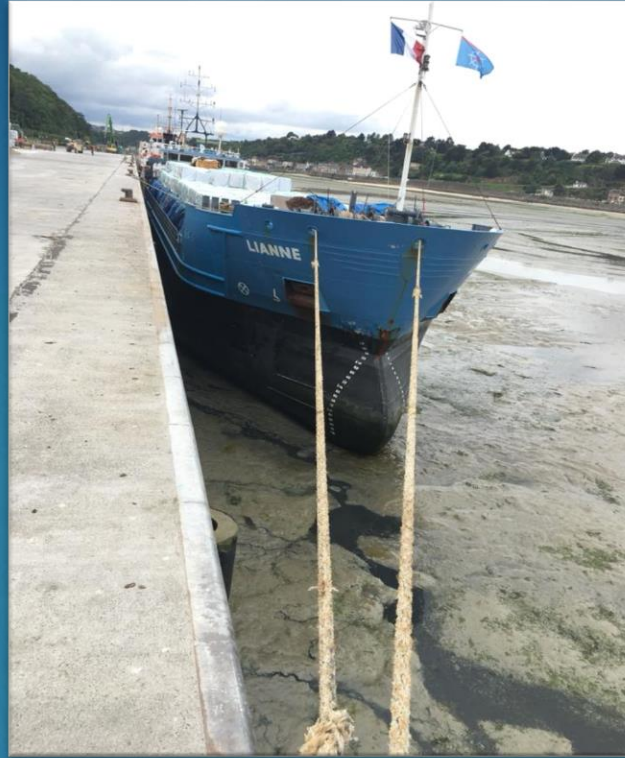




Kind of cargo
Saimaa max
vessels



Ice Runner vessels



Sea-River vessels

Also fit for sailing in Saimaa lake

VD Innovations

- ▶ **Westborg and Berkborg**
- ▶ Self discharging vessels

- ▶ **Rotation:**
 - Parainen
 - Storungs
 - Inkoo
 - Virtsu

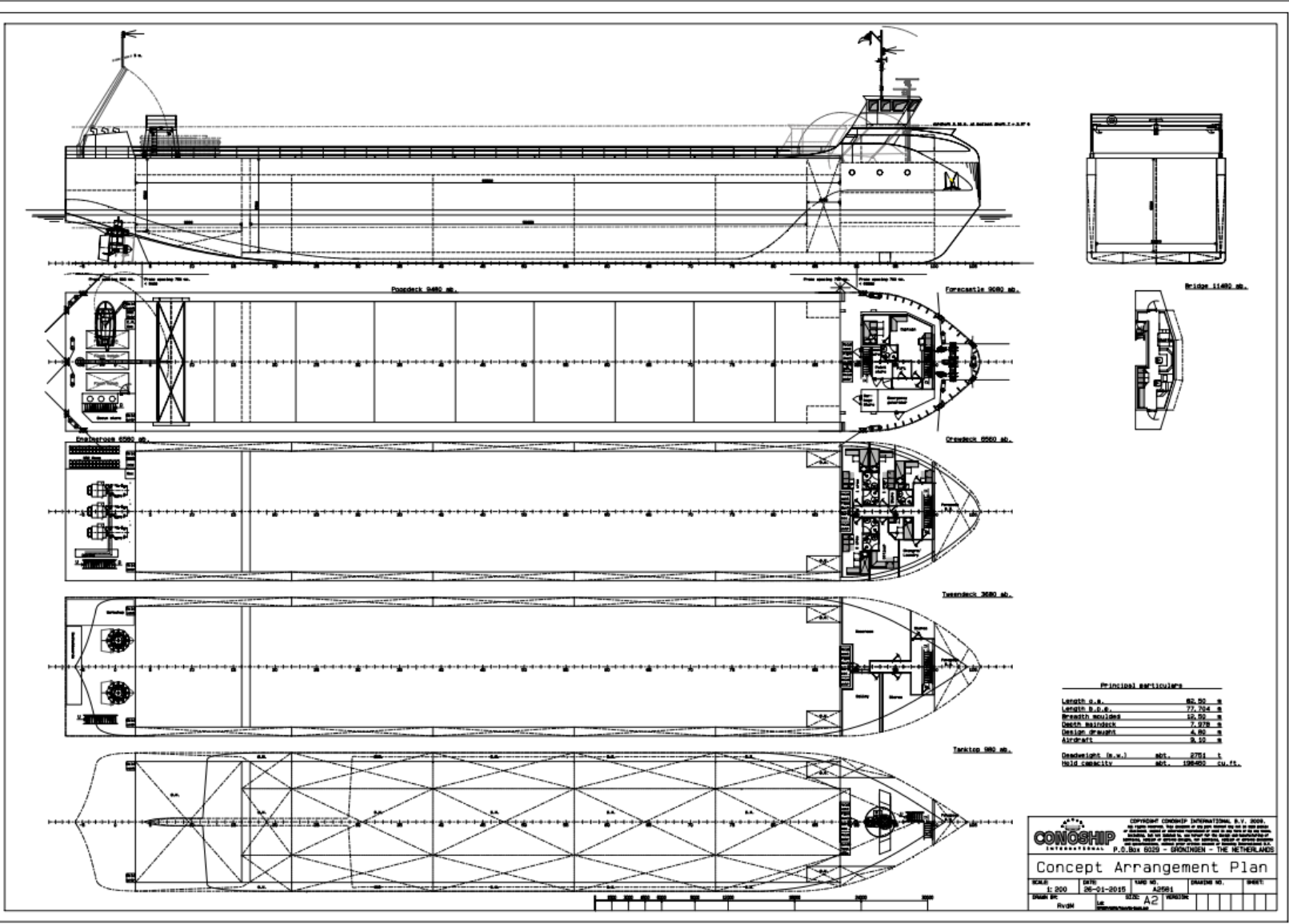




“Lake to Sea shipping”

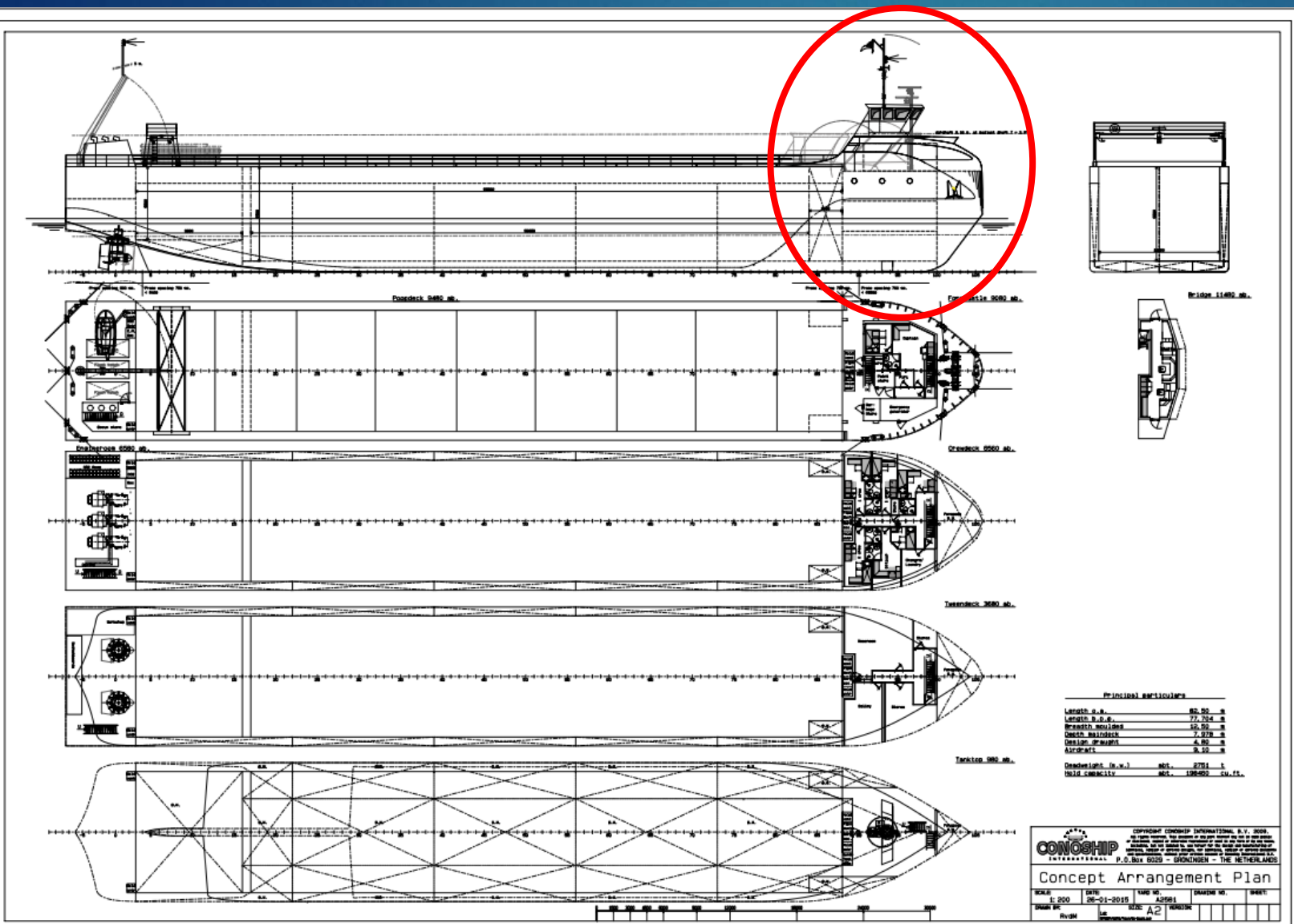
History
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Future

Future vessel designs



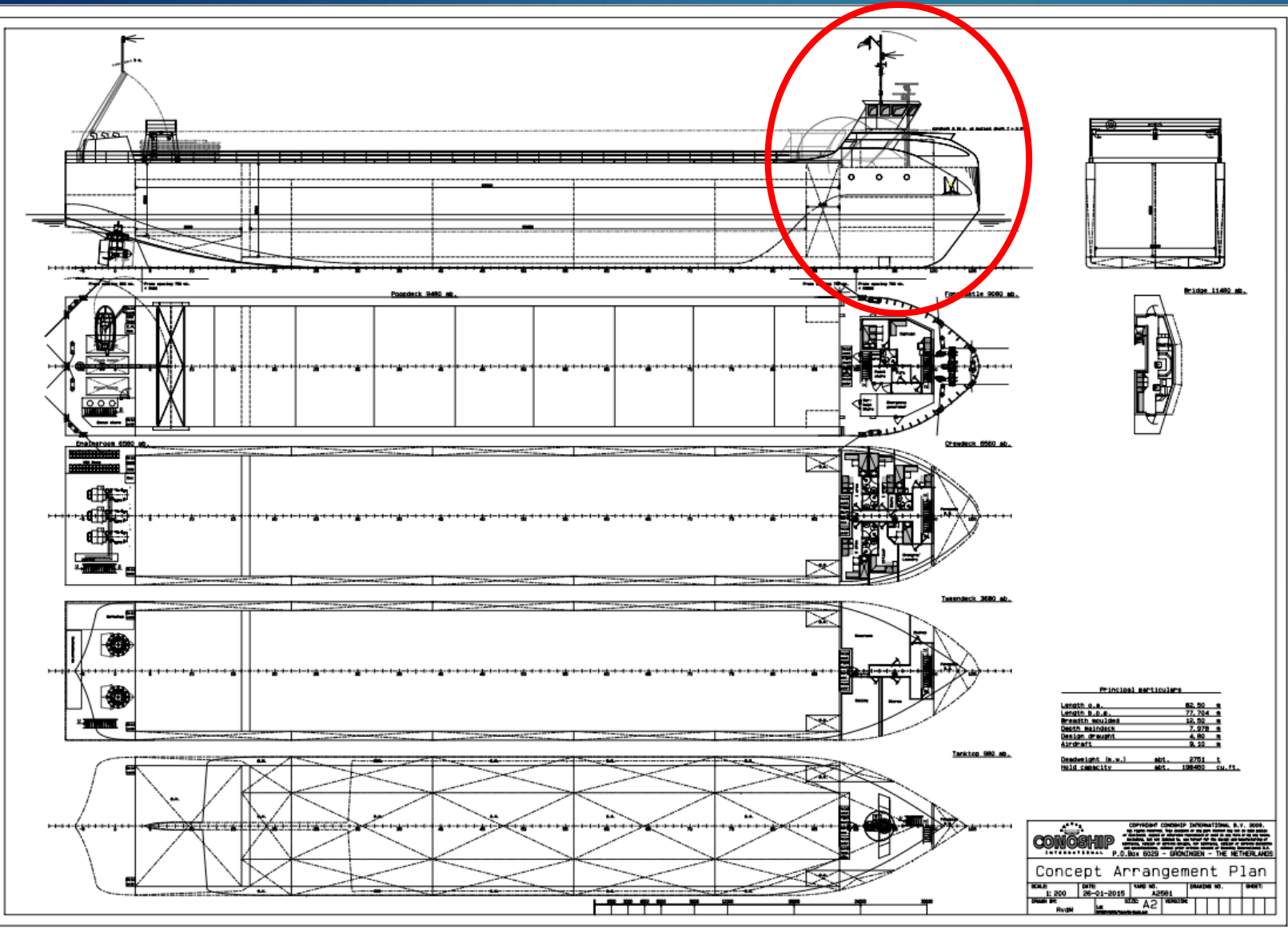
- ▶ In close cooperation with **Conoship International**
 - ▶ Design and Engineering company in Groningen (NL)
 - ▶ Basic engineering
 - ▶ Detailed engineering
 - ▶ Research & Consultancy
- ▶ www.conoship.com
- ▶ Dedicated sea-river vessel design
 - ▶ Ice-breaking improvements
 - ▶ Low air draught
 - ▶ Diesel-electric propulsion

Future vessel designs



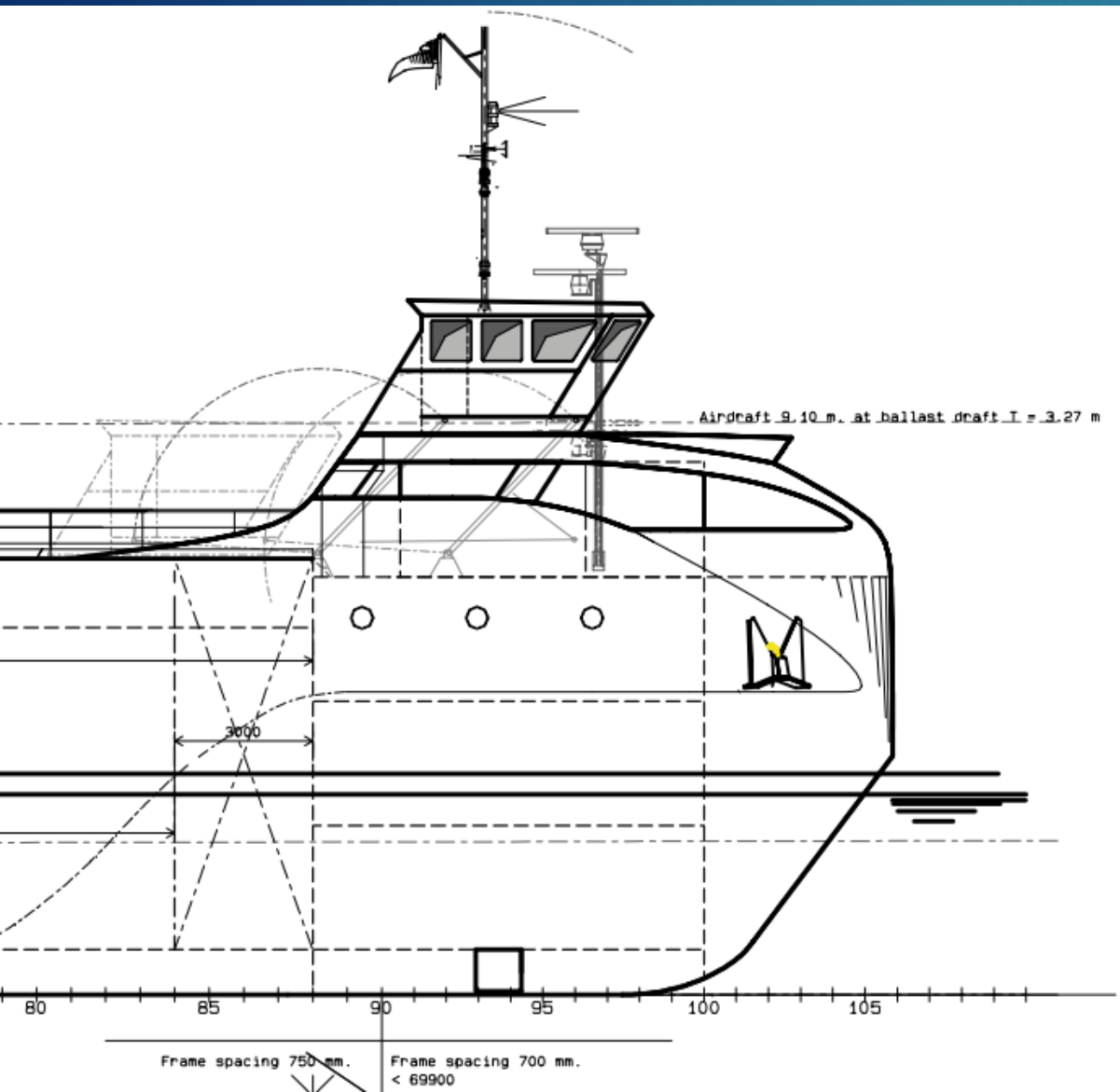
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Future vessel designs



- ▶ Dedicated sea-river vessel design
 - ▶ Ice-breaking improvements
 - ▶ Low air draught
 - ▶ Diesel-electric propulsion

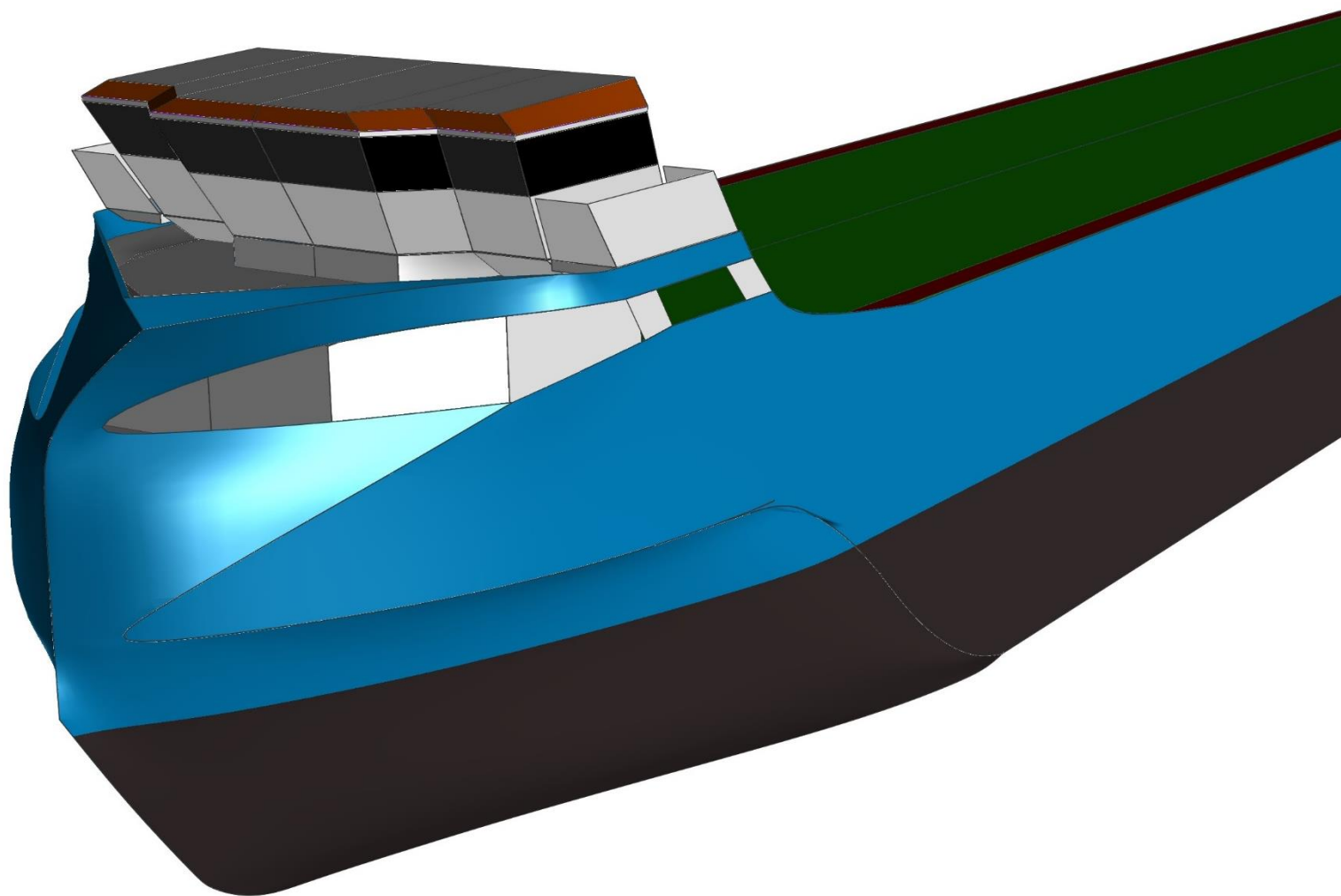
Low air draught



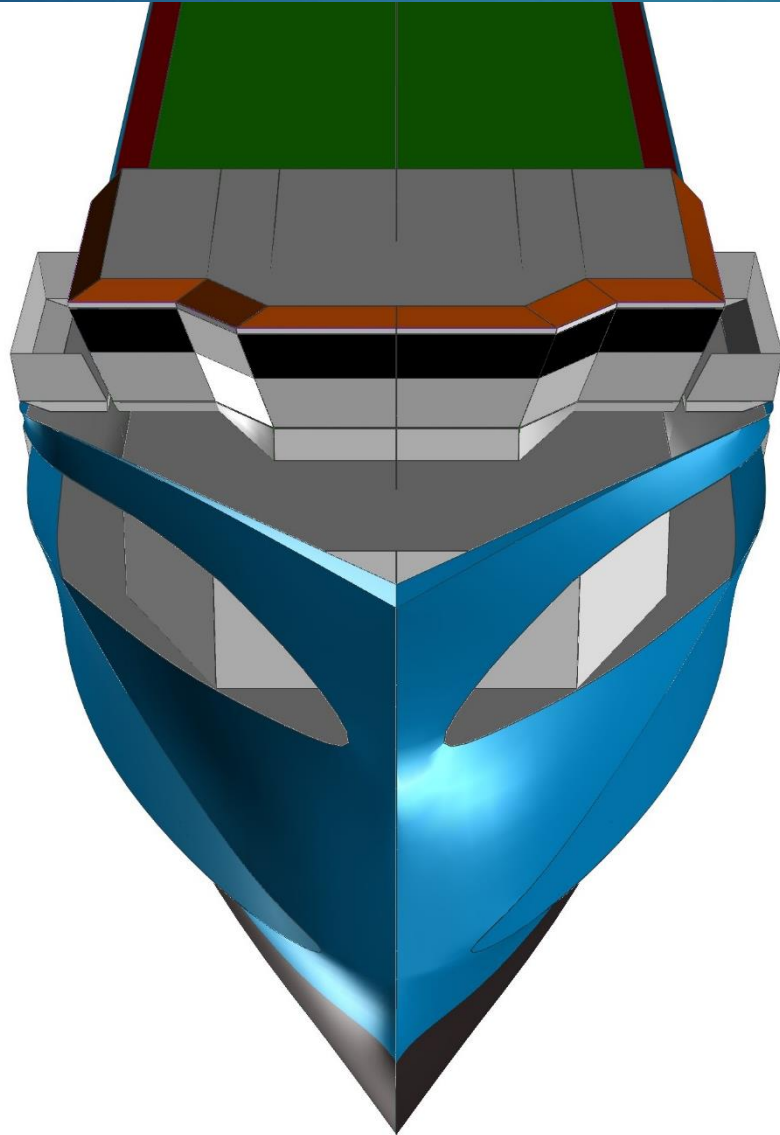
Benefits:

- ▶ Vessel is more flexible
- ▶ Sea trades
- ▶ Inland waterways:
 - ▶ Amsterdam Rhine channel
 - ▶ Rotterdam to Antwerp
 - ▶ Up to river Rhine
 - ▶ Extra ports

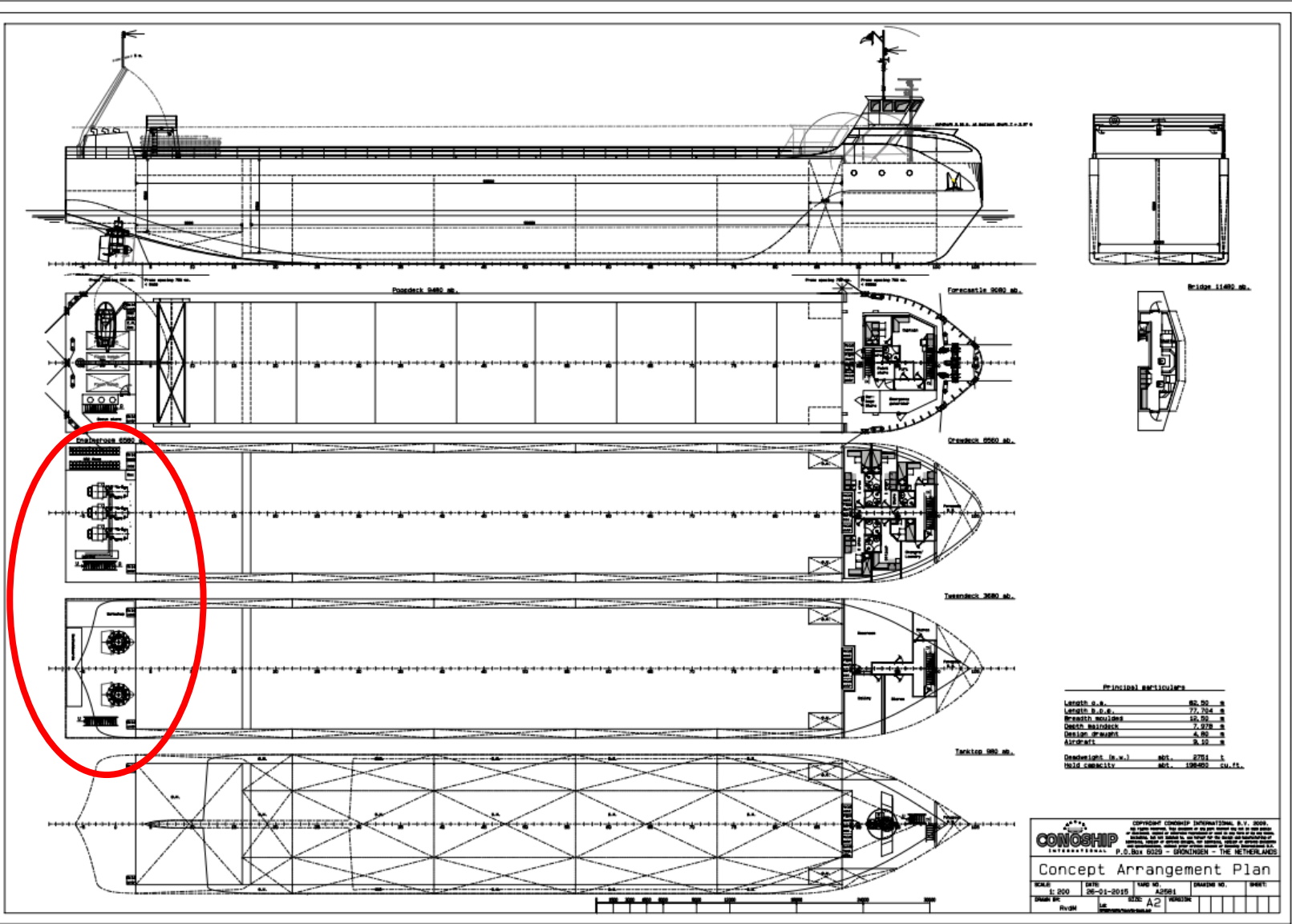
3D artist impression



3D artist impression

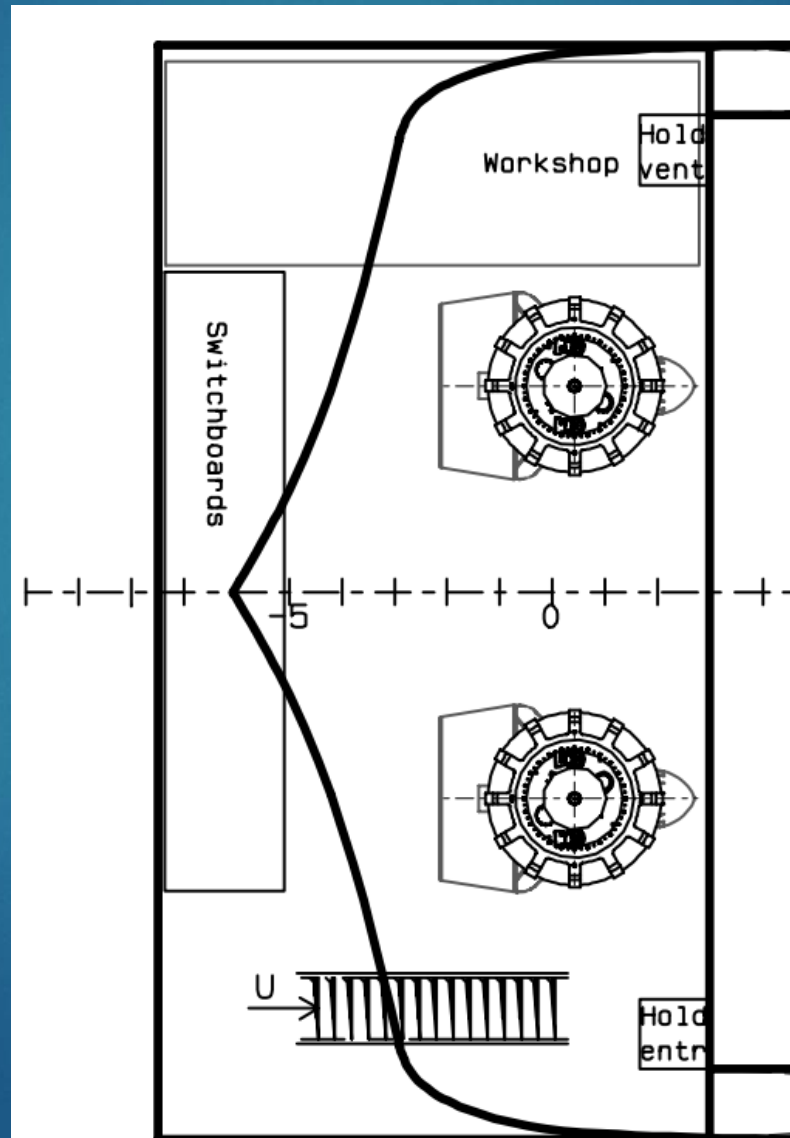
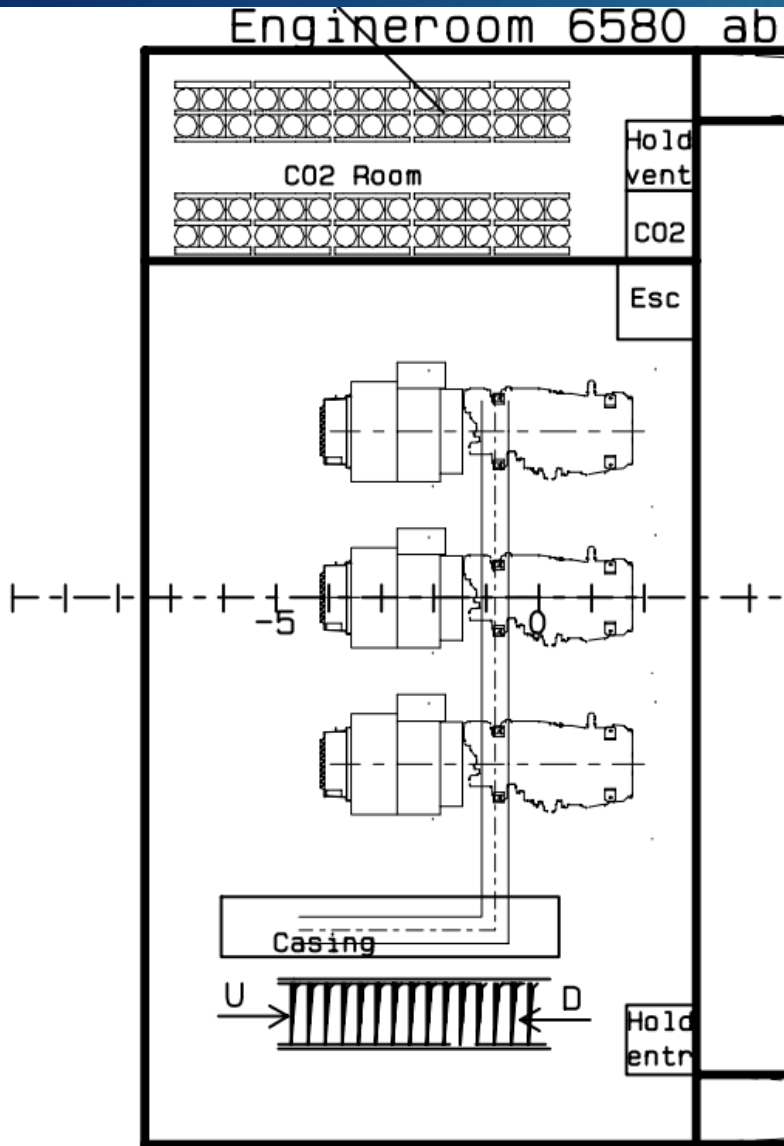


Future vessel designs



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 - ▶ Ice-breaking improvements
 - ▶ Low air draught
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Diesel-electric propulsion

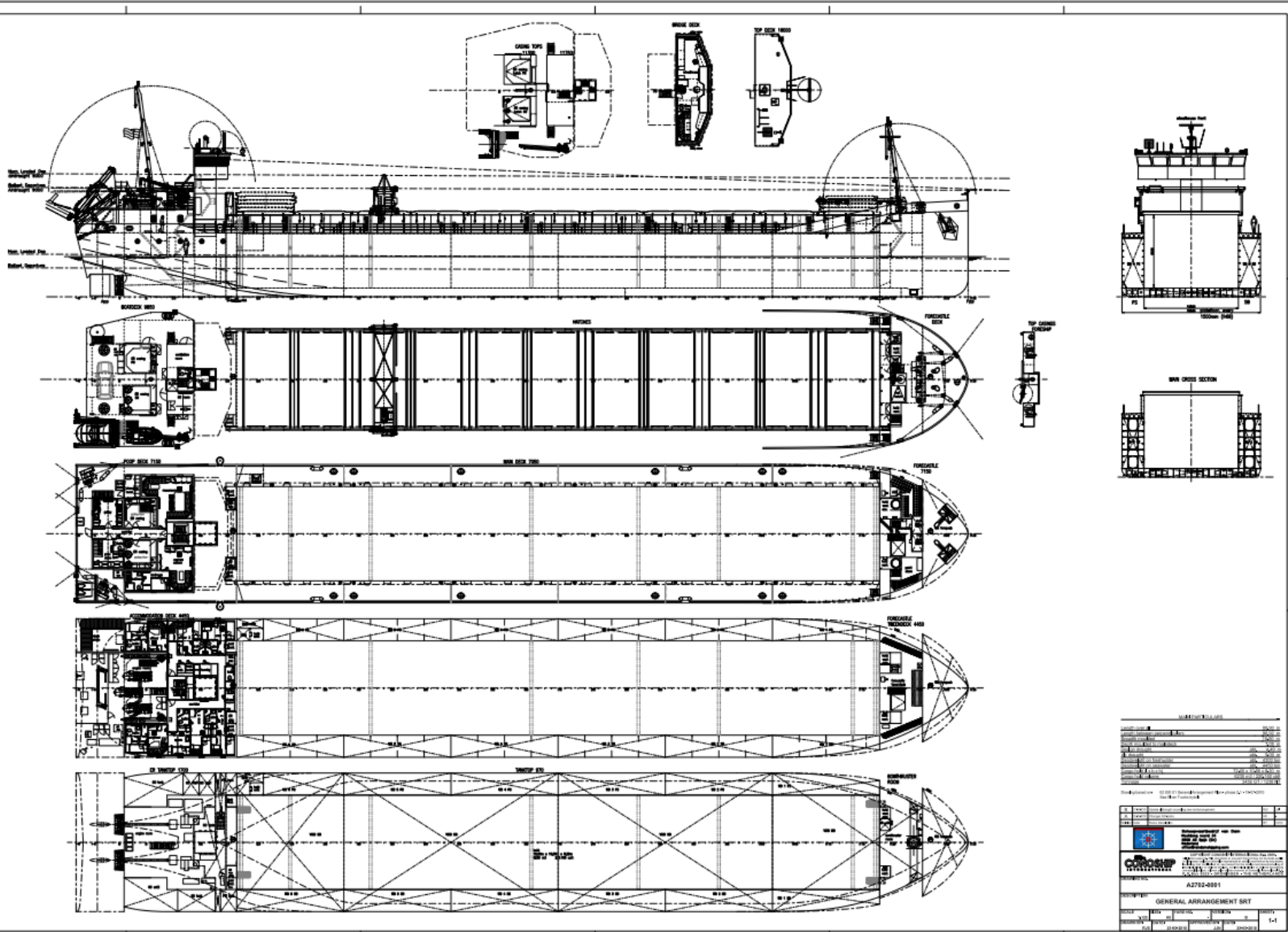


Benefits:

- ▶ More flexible in speed and consumption
- ▶ Highly redundant
- ▶ Lower OPEX
 - ▶ Maintenance costs divided
- ▶ Future installment of batteries
- ▶ Total installed power is less
- ▶ Installation simpler to use
- ▶ Energy transition prepared

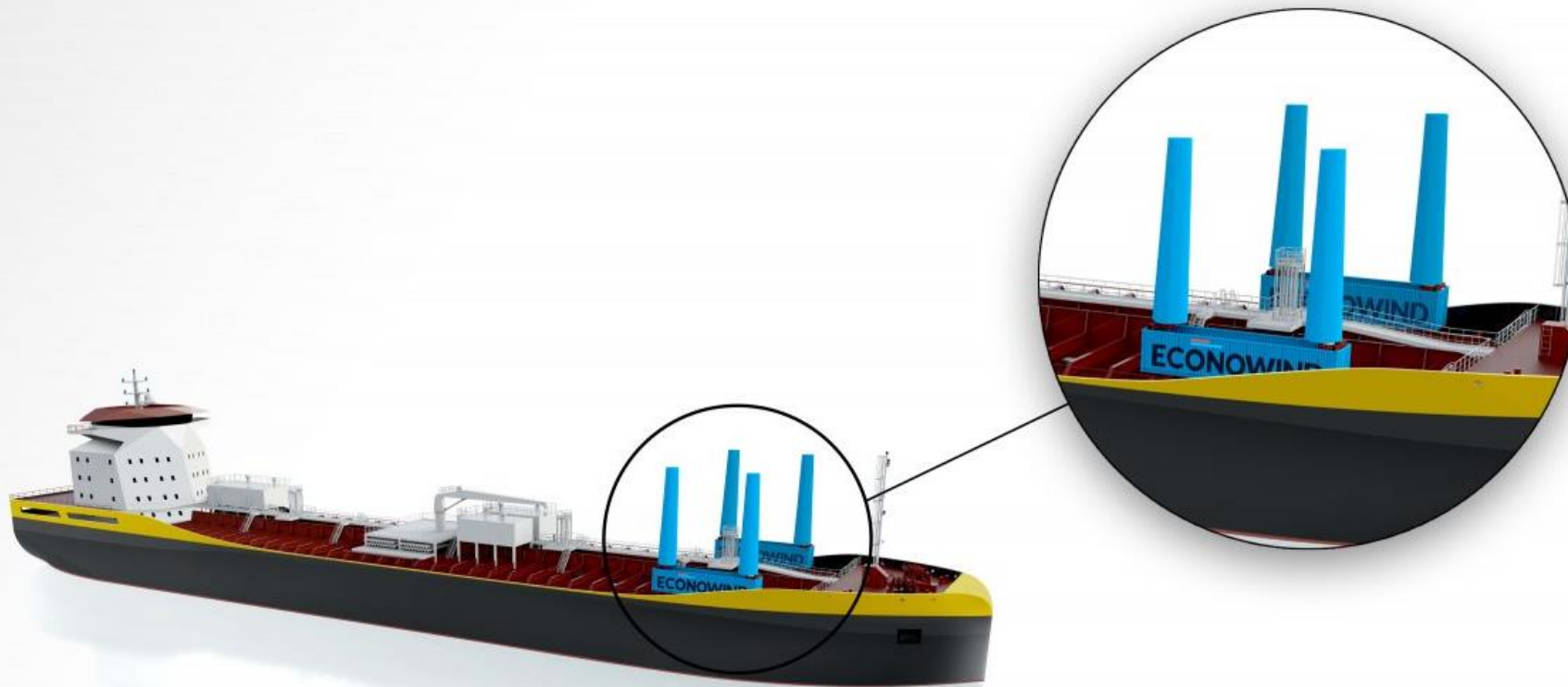
Future vessel designs

- ▶ Sea-River Truck (SRT)
- ▶ Large DWT at low draught
- ▶ Low ballast intake



eConowind unit

“ECONOLOGY POWERED by WIND”



eConowind unit



Unique selling points:

- ▶ Fuel saving
- ▶ CO₂ reduction
- ▶ Easy installation by means of twist locks
- ▶ Foot print of 40 ft container
- ▶ 'Plug and Play' installation
- ▶ Easy (re)moveable
- ▶ No additional equipment on the vessel
- ▶ www.econowind.nl



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Thank you for your attention