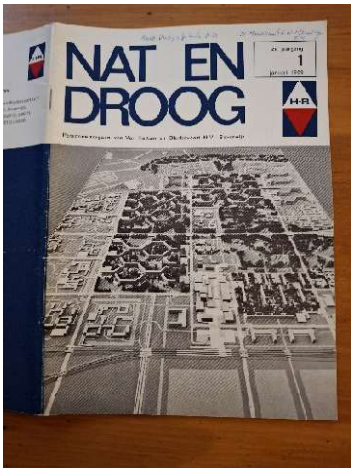







Article translated from the Dutch

Nat & Droog- Wet and Dry- Newsletter of the parent vH&B co.

Australian Dredging and General Works Pty Limited

Australia has long had the reputation of being a country with many natural, deep-sea ports. Due to the development of supertankers, container transport, the discovery of ore deposits, natural gas, and oil, and the associated export facilities, the natural harbors and canals had to be deepened and widened, and more space had to be created for berths.

It is therefore understandable that large sums have been spent over the last three years on dredging works in ports such as Fremantle, Whyalla, Melbourne, Geelong, Sydney, Newcastle, Gladstone, and others.

All this has created a high demand for Australian dredging contractors, as well as from abroad. One of the three major dredging companies based in Australia, working with equipment built in Australia, is:

Australian Dredging & General Works Pty. Ltd., in Melbourne, a subsidiary of a combination of Dutch and British contractors.

The first work the company carried out after its establishment in 1950 was for the Melbourne Harbour Trust Commissioners: the dredging of the River Entrance Dock at Fisherman's Bend. To this end, representatives of the companies that are now shareholders in Australian Dredging had come to Australia in 1949 for consultations regarding the subscription for this first contract. **Harbour and General Works Ltd.,** our English subsidiary submitted a bid for this work, and it was determined in advance that, if it were awarded the contract, a company would be established in which **Adriaan Volker N.V.**, **Van Hattum en Blankevoort N.V.**, and **The Dredging & Construction Co. Ltd.** (an English subsidiary of Adriaan Volker N.V.) would also participate.

Thus, Australian Dredging & General Works Pty. Ltd. was founded in February 1950. **A dredger was supplied by Van Hattum en Blankevoort, and hopper barges were made available by Adriaan Volker. Personnel were flown in from the Netherlands on charter planes, which in those days still took a week.**

A provision in the contract was that all the labour would come from overseas, as it was very difficult to find personnel in Australia at that time. Australian Dredging paid for the passage of the personnel, who signed a contract for the duration of the dredging work. The work began in September 1950 and was completed two years later.

The works that followed were carried out in the same manner, namely with hired equipment and mostly personnel from overseas. This continued until about four years ago, when management and shareholders were of the opinion that the market in Australia was stable enough for a lasting dredging company.

This led to a number of important decisions and changes that complicated the management's task, as it now has to deal with the planning, financing, and supervision of an extensive construction program of proprietary equipment and the preparations for tenders in countries such as Australia, New Zealand, Indonesia, and the Pacific Islands.

The two board members from the Netherlands, serving as Joint Managing Directors, are **Ir. H. Ferwerda and K. C. Kraayeveld**.

Last year, the Australian company established a program for the construction of new ships worth A$ 5 million.(1 A$ Hfl. 4.04).

In this context, construction has already taken place in Australia, among others:

- Cutter suction dredger "Crocodile" with a floating pipeline, specially designed for processing hard material and spraying adjacent areas.
- Two tipper barges for transporting and clearing dredged soil.

This equipment is currently deployed at the Yarra River Widening Project in Melbourne, that is being carried out, and is nearly completed, for approximately A$1.78 million. It is an exceptionally interesting assignment, because it involves three different dredging techniques. The total value of the equipment amounts to A$3 million; is half built in Australia and has an almost entirely Australian crew.

The equipment deployed consists of:

- A dredger with tugboats and barges;
- two cutter suction dredgers, with floating pipeline and land pipeline;
- a trailing suction hopper dredger.



St. Kilda-haven Melbourne.

At the moment, a bucket dredger is under construction at the State Dock Yard in Newcastle and this will be completed around August 1969. This ship is specially designed for dredging very hard material, such as rock and limestone. These materials are often found in Australian and New Zealand ports,

The company is currently also active in New Plymouth (New Zealand) and Newcastle, dredging a total of 3 million cu.yds of soil. Since its inception, Australian Dredging & General Works has dredged more than 30 million cu.yds (22,800,000 m^3).

Although the company still employs some Dutch nationals in important positions, the goal is to train Australians. Young civil engineers are recruited for this purpose in order to familiarize themselves with the various dredging techniques.

Australian Dredging & General Works Pty. Ltd. has gained considerable recognition and a good reputation among Australian port authorities. With a modern base fleet and, moreover, the ability to draw equipment and personnel from parent companies, it is

well-positioned in the dredging market of rapidly developing Australia and surrounding countries.



De cutterzuiger Platypus.

The cutter suction dredger Platypus.



landen.

De cutterzuiger Crocodile in actie te Newcastle.

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The cutter suction dredger Crocodile in action at Newcastle.