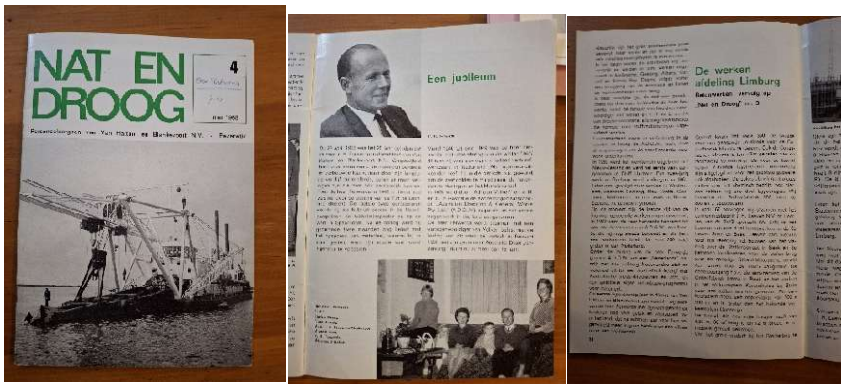


Hans Ferwerda
1943-1968 25 years with vH&B

Src: Nat en Droog (van Hattum & Blankevoort Newsletter) ,July 1968



On April 29, 1968, it was 25 years since Mr. H. Ferwerda, Ir., joined Van Hattum en Blankevoort N.V. Undoubtedly, the name has a familiar and trusted ring to many of you, but due to his long stay abroad, there will be only a few who also know him personally.

When Mr. Ferwerda joined the service in 1943, he was still a student due to the closure of the Technical University in Delft. During the last two years of the war, he worked as an assistant site manager in the Noordoostpolder, the Wilhelminapolder, and at the shipyard in Spaarndam. After the war, he was tasked with locating equipment for another two months, after which he was enabled to complete his studies as a civil engineer.

From 1946 until the end of 1949, Mr. Ferwerda worked in the Netherlands, with the exception of the winter of 1947/48 when he was in Ireland for work. During that period,

as a site engineer, he worked on, among other projects, the breakwaters at Huisduinen[1], the harbor dam at Harlingen, and the Hartelskanaal[2].

In 1950, the contracting company "Australian Dredging & General Works Pty. Ltd." (A.D.G.W.) was founded in Australia by "Adriaan Volker" and vH&B., and the first dredging work in that country was undertaken.

Mr. Ferwerda, together with a representative of Volker, was entrusted with the leadership of this work and left for Australia with his family in February 1950. This "mission" has now lasted for more than 18 years.

Of course, these have not been trouble-free years, but there were and still are many business difficulties to overcome.

In the beginning, activities were quite extensive, and work was carried out in Melbourne, Geelong, Albany, Kurnell, and Botany Bay, among other places. However, an economic downturn followed, and work declined sharply.

During this difficult time, when the staff had been reduced to three men, Mr. Ferwerda held, in addition to the position of Chief Representative of Volker and v. H. & B. and that of Executive Secretary, every possible position normally exercised by staff officers.

Gradually, the situation improved, and the A.D.G.W., partly due to the efforts of Mr. Ferwerda, once again had work in progress.

In 1959, the scope of operations was expanded to include New Zealand, and the first project was undertaken in Bluff Harbour. A two-year contract in Geelong was secured in 1961. This was later followed by projects in Westernport, Geelong again, New Castle, Gladstone, Melbourne, and a project in New Zealand, specifically in New Plymouth.

At present, the last five of the aforementioned works are still in progress. In 1962, Mr. Ferwerda was appointed one of the directors of A.D.G.W., a position he still holds and which offers him a field of work that is some 250 times larger than the Netherlands.

Under the leadership of Mr. Ferwerda, A.D.G.W. grew from a "Dutch" company with entirely Dutch staff and equipment into an Australian company with Australian co-directors and staff, and an ambitious in-house new-build program for equipment.

The first twenty-five years in the service of Van Hattum en Blankevoort have passed: we wish Mr. Ferwerda, his wife, and children much happiness and prosperity in the country, which after eighteen years has undoubtedly come to mean more to them than merely a field of work.

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[1] In Den Helder

[2] A canal on the southern side of the Europoort (built in 1958)– deepwater petrochemical port; The canal and surrounding areas would have been severely damaged in the 1953 floods, at the time the Europoort area would still have been mainly farmland

Het gezin Ferwerda
v.l.n.r.:

Rinske Tietsia
Fiona Barbara
Mevr. J. E. Ferwerda-Blankevoort
Michael Hans
Ir. H. Ferwerda
Marianne Elisabeth

