

NEWSFLASH

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HIGH PRESSURE CAPACITY REMAINS VAN HECK'S SPECIALTY!



DRY DOCKS: EVERYTHING'S POSSIBLE

For client Damen Shiprepair, Van Heck's red pumps travelled to Willemstad in Curaçao. A ship's dock with 70,000 m³ of water had to be emptied to repair a cruise liner.

Sometimes operations like this have to occur immediately, sometimes quietly, sometimes quickly. Sometimes in the Netherlands, sometimes on the other side of the world. Sometimes with underwater pumps, and sometimes not. Owners of dry docks have a whole variety of needs; Van Heck can carry out any tailor-made assignment.

For this particular dry dock in Willemstad, Curaçao, the client wanted it empty very quickly, because taking a cruise liner out of service costs money, lots of money. Two HK700s completed the job flawlessly, under the supervision of our workshop manager Daan Akkerman.

GOOD CHEMISTRY WITH DOW

DOW Chemicals is very familiar with the pump rental firm from Noordwolde. Van Heck's electric pumps have often taken over the work at a chemical plant somewhere in Europe when their own pump needed maintenance. This time the location was Stade, near Hamburg in Germany.

Van Heck pumps are always reliable, but when it comes to cooling water in chemical processes, pumping must achieve one hundred percent certainty. Van Heck delivers that guarantee. A spare pump is always sent along, but

has never had to be used. The electric pump, operated from the control container, did its job perfectly, together with the Van Heck engineers involved. We may conclude that there's good chemistry between DOW and Van Heck.

NEW VAN HECK GROUP OWNER HERMAN VAN DIJK BRINGS A BREATH OF FRESH AIR

Continuity was the keyword in Jeroen van Heck's search for a successor. The way one was found was typical of Van Heck: based on local strengths and very practical. Because Jeroen asked fellow villager Herman if he might know anyone who could succeed him. Two months later Herman proposed himself as the new owner.

"I want people to be satisfied, both customers and employees. That's my starting point as an entrepreneur," notes Herman. Jeroen emphasises Herman's qualities: "A born entrepreneur is what he is. He set up his own company and turned it into a success. Then he sold it so he could work fewer hours. Well, that's not going to happen; he's now going to run the Van Heck Group. So it's clearly his entrepreneurial spirit which is driving him."

Herman emphasises that Van Heck is good just as it is: an innovative and reliable collaborative partner for global clients. "I provide a breath of fresh air, but that wind does blow in the same direction. Because I come from the neighbourhood, it's also a small step for the employees. With them I share not only love for the work, but also for the region where our roots lie."



UNCHANGED COURSE

Always deliver; that's the strength of Van Heck. Solutions that the customer wants, plus that little bit extra: innovative brainpower. Herman van Dijk continues steering this course. He describes himself a little more: "In my previous company I worked as a specialist in a niche market

with large global clients. Like Jeroen, I speak the language. He is introducing me to his vast network, and I have his full support." Jeroen concludes: "I have enormous faith in his very successful leadership of this company, which was founded by my father."

CALCULATION FOR BAKU BALLAST OPERATION

Van Heck is responsible for the safe load-out of an offshore oil platform in the Caspian Sea near Baku, Azerbaijan. A structure like an Eiffel Tower weighing more than 15,600 tonnes is towed on a pontoon; it's up to Van Heck's engineers to ensure that this pontoon stays balanced. To this end, no fewer than eight trucks of equipment travelled from Noordwolde to Baku. These are used to pump water into and out of chambers in the pontoon at high speed and with enormous precision, to keep it in balance when the weight shifts on it.

"We've been doing this type of work for platforms in the North Sea since the

1980s, and later worldwide. So our client knew that we certainly had the right experience," laughs Jeroen. Herman continues more seriously: "Each time afresh a huge amount of calculation is needed to prepare this precision job properly. We also check the pontoons and all the equipment on-site very carefully. We exclude any surprises. That's what makes us a reliable partner for the offshore market."

WANT TO KNOW MORE?

Request the BALLAST OPERATIONS brochure, or view it at vanheckgroup.com.



THE VANHECK

MOVING WATER
any way you want it

VAN HECK HELPS WITH INTERNATIONAL ISSUES

It can't be avoided: this newsletter also deals with the energy crisis being fuelled by the war in Ukraine. Europe is busy seeking alternatives to Russian gas. The Netherlands is considering exploiting less-profitable gas fields in the North Sea. There are also plans to double the supply of LNG. Because all this needs to happen soon, it needs temporary solutions. And that's where Van Heck's reliable and strong pumps come in handy.

Van Heck works at various locations in the Netherlands. There are similar demands from its whole range of clients. First, Van Heck supplies pumps for pumping seawater to heat the liquid gas. Second, the Noordwolde pump specialist provides a powerful and reliable fire extinguishing system on-site.

CHALLENGE: COMPLEXITY

Jeroen: "The requirements are strict because of the risks entailed in LNG. Our engineers can handle this perfectly, partly because they know that the equipment we have in stock is in perfect condition. That's of course not forgetting that complex calculations have to be made before pumps and pipelines can be installed. Space is often limited, while

large flows are required. So it's a great job for our expert engineers."

ALL OVER THE WORLD

Herman looks ahead: "This isn't just a development in the Netherlands; other countries are also involved with this. Van Heck likes to apply the accumulated know-how and experience abroad. We're ready for it!"

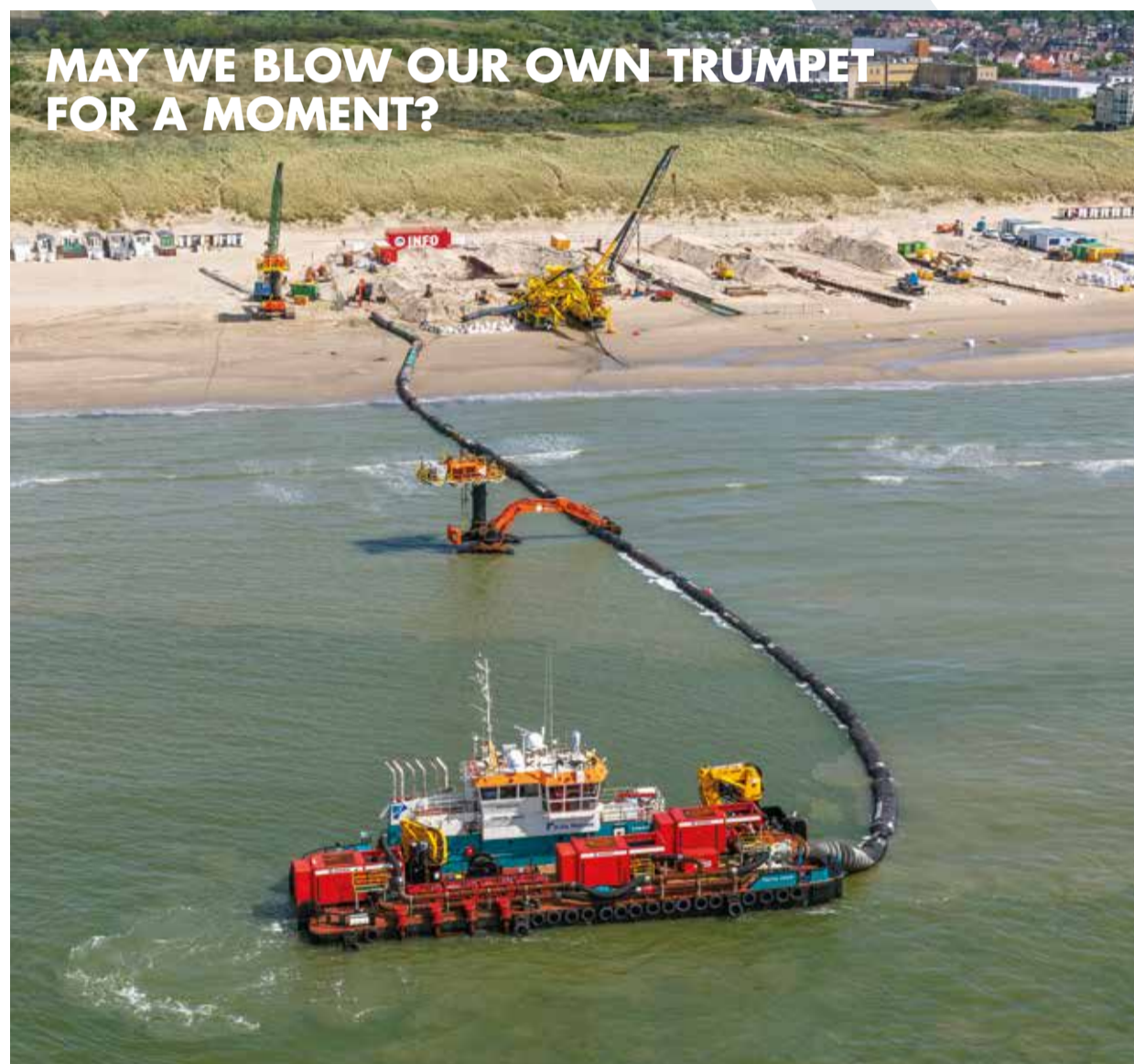
INFRA AND ECO COMBINED



constructed ring dyke in a bay so that dredged material could be used to create an artificial island. Jeroen: "This is a typical example of the development that combines infra and eco. When building new infrastructure, it's often mandatory to also create a new ecological structure."

Client Van Oord called deepening the navigable channel to the Port of Szczecin one of the most important dredging projects in Poland's history. The dredging company called in Van Heck to add the finishing touches in the final phase. Water had to be pumped from a newly

The short lines of communication between Van Oord and Van Heck ensured that the necessary equipment was on-site and ready for use within a week. Within the deadline, Van Heck pumped some 200,000 m3 of water over the dyke every day with two pumps.



MAY WE BLOW OUR OWN TRUMPET FOR A MOMENT?

Jan de Nul, Prysmian, NKT, Boskalis, Modus, Van Oord... you name it. The major clients worldwide come to Van Heck when their work involves jetting and the construction of offshore wind farms. They want experience? Van Heck has it. They want know-how? Van Heck embodies it. They want reliability? Van Heck offers it. They want a good cooperation partner? Van Heck is it.

"Yes, we are bragging a little," concedes Jeroen. "But that's because we've pretty much tackled the whole range of possible challenges. Rocky coastlines in the Mediterranean, laying extremely deep cables for safety reasons, careful jetting to avoid damaging a vulnerable ecosystem... and simply laying thousands of kilometres of cables and installing large foundations for wind turbines... Van Heck's pumps have already done it all."

Herman: "Van Heck loves new challenges and innovations. And yet we love to jet thousands of kilometres of cables once more. Why? Because there's always something special that requires a specific solution. And that's what excites us: devising smart solutions; doing more than the customer expects."



IN THE SERVICE OF SCIENCE

Van Heck likes siphon technology because of the simple physical laws underpinning it. Marine Performance Systems (MPS) is investigating an innovation with the same simplicity as its basis. Namely: buoyancy always acts in the opposite direction to gravity. So if you add buoyancy to a ship, it has less resistance and you save fuel. MPS has designed a patented system that blows air bubbles under a ship. FluidicAL is an amazing combination of ecological and business logic.

Because these are powerful, robust systems, MPS needed the world's most powerful pump for a test. And that's why the innovative company



came knocking at Van Heck's door. World champion HK800 – with its clean diesel engine – travelled to Rotterdam, where the experiment was performed successfully thanks to a flow of almost 11,000 m³/hour.

FIXED QUICKLY WITHOUT AN EMERGENCY PLAN



"On my way to work, they were blocking the road at Donkerbroek, which was completely flooded. When I returned this afternoon, those red pumps were there from the company whose newsletter you write. And the road was open again!" This is a true story; as the writer, I have it from my own wife's mouth.

It shows how Van Heck can respond at breath-taking speed in the event of an emergency. Whether it's on the other side of the world or, as in this case, just around the corner. A polder pumping station near the provincial road turned out to have flooded after heavy rainfall overnight. The Province of Friesland, a Van Heck client, called the next morning. The project engineer was rapidly on-site for an inspection, and a few hours later that red pump that had been spotted was in action, allowing the road to be reopened quickly.

EMERGENCY PLANS

As a commander in the volunteer fire

brigade, Herman is no stranger to knowing just what to do in an emergency. As he explains: "We actually get a kick from coming up with a solution really quickly in the event of an emergency. In the middle of a night-time storm when the water is already sloshing over a dyke. We're very good at that. But we can also put our thinking caps on for a possible emergency: considering in advance just what will be needed to deal with an incident. That's called an emergency plan. The advantage: implementation can be tackled even more quickly, keeping the costs significantly lower. It's better to prepare well beforehand, than to suffer and repair damage afterwards."