

Snijtechniek Brabant

Cutting Edge Technology

Snijtechniek Brabant is situated in the Dombosch industrial estate in Raamsdonksveer in the Netherlands. The company specialises in the manufacture of building kits for the yacht and shipbuilding industry, focusing primarily on manufacturing preparation and cutting activities as well as metal work and machining, which is required for finishing building kits for the yacht and shipbuilding industry. The plasma cutting company

Snijtechniek-Brabant B.V. was established fifteen years ago by its managing director Edwin Pols.

"Our motto 'If you can design it, we can cut it' stands for the development and manufacture of high-quality building kits that meet our customers' requirements in full," he explains. "Our key activities not only include manufacturing preparation and cutting work, we also carry out a wide range of metal machining-related



A razor-sharp bow and hindquarters like a sinewy race horse. A super fast yet stylish powerboat with its own, unique character. A fast and furious craft, not constructed by a renowned speedboat builder, but by a dedicated, plasma cutting company – Snijtechniek Brabant. Dennis Vinkoert interviews the founder of one of the first companies in the Netherlands to pioneer the benefits of CNC plasma cutting for the yacht building industry. A story about cutting edge technology and the surprising spin off of innovative manufacturing.

activities as well. As a metal specialist for the yacht and shipbuilding industry, we guarantee top quality, high flexibility and short delivery turnaround. Due to our connections with several small and large engineering firms, we have caught the attention of major customers, including the most prominent shipbuilders and mega yacht builders across the globe.”

Aluminium Kit Cutting

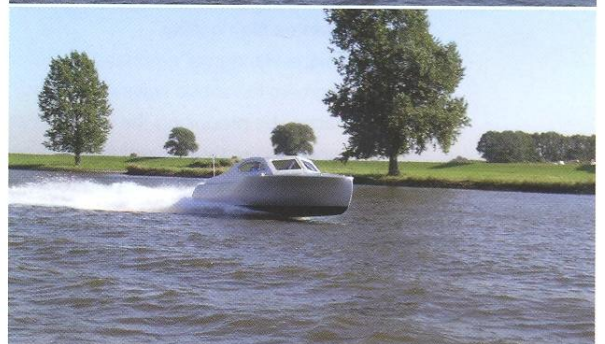
“We started the company with the manufacturing of mainly steel kits but it didn’t take long before we started specialising in aluminium kit cutting,” adds Edwin Pols’ wife Monique Hanegraaf. “Aluminium sheet material account for 50% of overall production and this percentage is expected to continue its upward trend in the years ahead. The arrival of combined profiled aluminium sheets (with groove and tongue), which are used increasingly in decks, bulkheads and partitions in the mega yacht building sector – necessitated changes to the manufacturing process. As a result, it is currently possible to loft and carry out any cutting patterns on combined profiled metal sheets measuring 12,500 x 3,000 mm. These profiled sheets are joined later on at the boatyard and welded together via a fully automated process.”

“A high quality product can only be manufactured using the best materials,” Edwin Pols points out. “That is why we only use materials featuring shipbuilding and yacht building quality marks, such as requested by Lloyd’s, ABS and DNV. We maintain a separate sheet administration system for all cut products. This makes it easier to trace back to which lot sheets were used. A lot specifies a unique certification number that indicates the materials’ properties. Over the past few years, this administration system has helped to resolve several disputes between parties because it was possible to ascertain the mechanical properties and origin of materials, which materials were used for a particular component and which components were potentially affected by the problem.”

Research & Development

“The ship’s character is becoming increasingly important while customers’ requests are becoming ever more complex. To cope with these increasing demands we have expanded our activities to include forming in order to supply more complete building kits. As a result, we can now deliver not only 2-D sheet metal work, but also 3-D building kits. Our approach is to carry out shaping work before the kit is delivered, so delivery times are not affected. Careful work preparation forms the basis of this additional service, which ensures significant time-savings during hull construction.

“Manufacturing processes are continuously undergoing new developments. The quality of plasma cutting is currently similar to that of laser cutting. This has, for instance, increased the quality of the product and costs are proportionately lower compared with laser cutting. We spend a considerable amount





of time testing new cutting methods so that we are able to continue offering our customers the latest technologies available," explains Edwin Pols. "Let's face it. Competition has extended beyond our borders over the past few years and the only way to keep the competitive edge is to increase our manufacturing speed, to ensure quick delivery times and to guarantee high quality."

Monique Hanegraaf emphasizes the point, "We serve our customers in various ways during the cutting phase. For instance, by producing the necessary drawings for yacht and shipbuilding or by converting data from drawings into computer data and developing required software, but also by generating sketches and nesting for metal cutting and last but not least, by adapting information and data for cutting machines. As a matter of fact we can take care of all pressing and shaping needs."

Production Facilities

The company's activities take place in four production halls. Production hall 1 accommodates a digitally controlled plasma cutting machine measuring 16,000 x 2,500 mm, equipped with an inkjet marker that can cut steel or aluminium sheets up to a thickness of 20 and 30 mm respectively. The production hall also has a storage area for finished products that are ready for shipping. Production hall 2 houses a digitally controlled plasma cutting machine measuring 16,000 x 2,000 mm, which is used for cutting steel or aluminium sheets up to a thickness of 15 and 40 mm respectively. This cutting machine is also equipped with an inkjet marker.

A digitally controlled plasma cutting machine measuring 19,000 x 3,000 mm with an inkjet marker is located in production hall 3 and is used to cut steel or aluminium sheets up to a thickness of 35 and 40 mm respectively. All machines have a steel or aluminium base in order to ensure that the various types of metal sheets do not get dirty. Marking and cutting are carried out 100% automatically on the basis of cutting files that are entered in the machines' control systems. Hall 4 is utilised for the storage of incoming raw material. After the necessary processing activities have been carried out, several quality checks are always performed, including verification of the work that has been carried out as well as the verification of whether the cutting quality corresponds to the specifications. After approval, the product is carefully packed in sequence and sent to or picked up by the customer. "We attach tremendous importance to our customers' wishes," underlines Edwin Pols. "This customer-focused approach forms the basis of our certified quality assurance system and is proof that we are fully geared to quality assurance complying with NEN-ISO 9002 standards. This quality assurance system is used within the framework of management improvement. By continually upgrading we strive to adapt to our environment and to provide customers with the level of quality they expect from us."

Showcase

In order to showcase the cutting edge technology gained with manufacturing ready-made building kits, the idea was born to build a floating showcase – an all-aluminium, ultra-modern class, retro power boat; a powerful, classic-lined craft named Aurelia 780. A touchable spin off of the company's cutting edge technology. Well-known yacht designer Willem Nieland was requested to design a fast craft with elegant and classic lines. The result: a runabout with a statement of style and class. The classic profile of the power boat exudes ambiance of a retro from the past. The power boat's supple outlines are almost animal-like with a razor-sharp bow like a bird's beak and powerful hindquarters like those of a sinewy race horse. In terms of functionality, everything contributes to its extraordinary cruising characteristics; a beauty of a completely round, bilged vessel, which is fast and furious and highly manoeuvrable at any speed.

Aluminium Art

Aurelia is built of 4 to 5 mm thick, waterproof aluminium that stands out and is highly durable and yet lightweight, easy to process and very suitable for complicated profiles. "Aurelia is aluminium art, a craft with a character entirely of its own; definitely a class apart," comments Monique Hanegraaf enthusiastically. "The outline of Aurelia might be compared to a luxury sports car. Storage holds and cockpit are finished with

solid teak. The open deck accommodates a total of eight seats and below decks in the front are two additional bench seats which can be used for night accommodation."

The small and soft, rounded, beautiful dimensions and its modest overhead clearance allow navigating confined waters featuring low bridges, however, there's nothing stopping you to make an endurance voyage on open waters. "Its range is extensive, everything is at hand. It's practically unsinkable and its motion is more gentle compared with any sports boat of this length. Aurelia provides comfortable seating with a free view over its rising bow. A striking feature is the spacious cockpit with ample headroom with a closed soft top (spray hood). Closing the soft top is easy and requires very little effort."

First Choice

Power is nothing without control. This saying certainly applies to Aurelia featuring a top speed of over 40 knots. The power boat's propulsion and on board control systems meet the highest requirements. A powerful but ultra-silent, six-cylinder, Steyr inboard motor forms the basis of the advanced propulsion system featuring digital readouts on a LCD display, visualising engine conditions and vital functions. Talking about displays: The powerboat can also be fitted with Steyr's latest invention: the Steyr Naval Control Center "Sportline", an integrated display unit including the functions of digital instruments; switch board, fuel management & driving range calculation, GPS-position, speed over ground, digital manual and diagnostic system. Last but not least: a stainless steel, duo prop, tail trim and interceptor flaps contribute to economical fuel oil consumption.

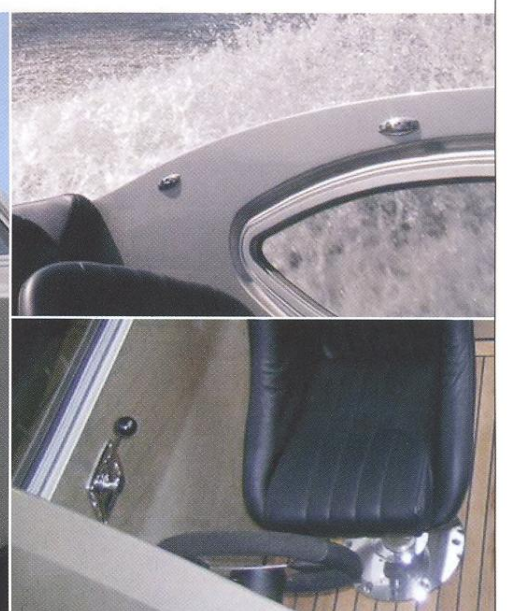
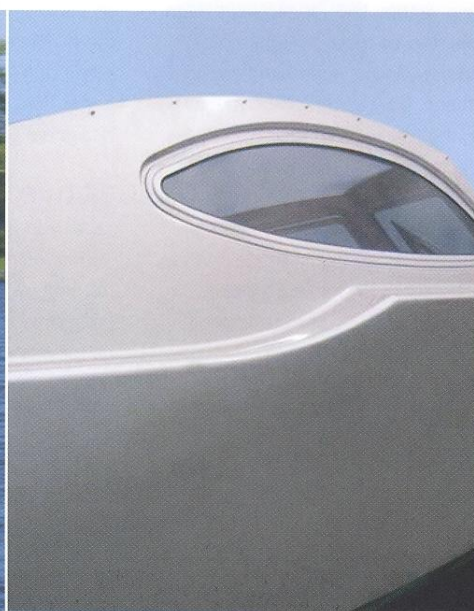
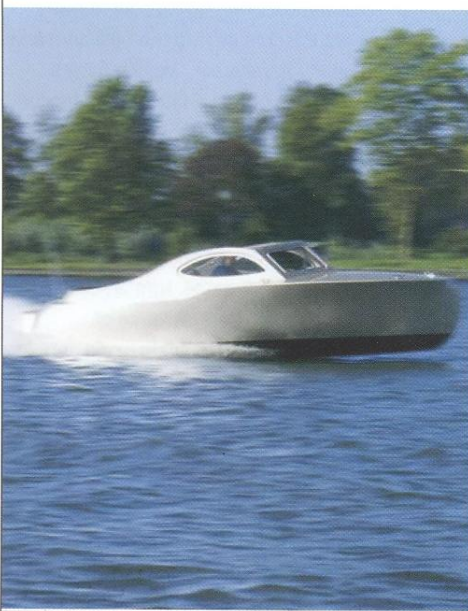


"The first trials with Aurelia made it clear that she's a real head turner. She's a promising, no-nonsense boat with a great deal of leisure pleasure," confirms Monique. "It's a power boat exceeding futurist demands and perfectly suited either for mega yacht tender or for short holiday cruises. In addition to her low maintenance characteristics and long service life is the fact that it's constructed by a well-known shipyard and has been penned by a famous designer. Aurelia will probably be the first choice for any superyacht owner looking for a lifestyle tender of contemporary design," Monique ends with a bright smile.

i. www.snijtechniek-brabant.nl

Aurelia 780

Een Hypermoderne Klasse Retro!



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