

Peter van den Oever and the MTS Invasion



*Peter van den Oever in the Mercurius stand at the Europort Fair 2009 in Rotterdam.
On the right his ship the mts Invasion.*

MER-franchising leads to independence

After a ten year cooperation, Peter van den Oever can be called an expert in the field of Mer-Franchise. He has experienced the entire route from sailor to entrepreneur, with Mercurius as the coach. "I definitely recommend this construction to young entrepreneurs", he explains at the Europort Fair in Rotterdam, 2009.

In the beginning the coaching of Robert Zimmerman was intense. "But as time passed, I became more independent", says Peter van den Oever. "And since 2007 I became the owner of the ship and fully independent." The connection with Mercurius however still remains. "We have the agreement that when I would buy a new ship; I would order it through Mercurius. It will then be built in Serbia on the shipyard."

Peter van den Oever, son of a shipper, became a sailor in 1992. He is married to the daughter of a diamond polisher from Antwerp and they two children. He runs the company with his brother Jorico. "We both sail as captains 14 days on board / 14 days off board."

One ship

When the brothers bought the Stolt Merlux from Mercurius, and renamed it MTS Invasion five years ago, they still owned another ship (the MTS Invasion; formerly known as the Mercurius). The Inspiration was sold in 2007 and since then the brothers have one ship together. The Invasion sails in time charter for Esso, between Rotterdam and Antwerp. The cargo – petroleum distillates – requires in most cases a type C tanker with stainless steel tanks. "It is specialist work, that requires the best personnel. That is why we work with two groups of three people; and that is why we only have one ship."



Stolt Merlux

The advantage of 14 days on board / 14 days off board and the two shifts, is that there is always one the brothers on board. “That was different when we had two ships. Then we worked with what we call Chinese shifts: most of the time on board; almost never at home.

Life is good and secure for Peter van den Oever, doing fixed and dedicated work for Esso. “We haven’t had to clean tanks for two and a half years.”

If a new ship will be purchased, then the situation will alter. A new ship will be longer than the 86 meter long Invasion – “I want a 110m ship, in that case” – and most likely they will then transport different cargo.

The double hulled Invasion measures 2.000 ton and 2.000 m³. As the cargo is light weight, the ship usually brings along 1.700 ton per trip.