

Tug Newsletter

all about tugs

50 years . . .



The tug / workboat GOUWESTROOM pictured in April 2018 in the Oude Maas is owned by the Dutch operator Van Wijngaarden Maritime Services BV. The vessel was built in 1998 by the shipyard Jac. Den Breejen at Hardinxveld. She was classed BV I HULL + Mach., unrestricted navigation, with a Dutch Shipping Inspectorate certificate for operations up to 200 nm from the coast.

Dimensions are 20,70 x 6,50 x 2,58 m with a draft of 2,35 m max. The first engines were 2x Detroit 16V-92-TA with an output each of 720 hp. Currently she is fitted with two Cummins QSK-19 main engines with an output each of 551 kW (total output 1.500 bhp). These drive the two 1.500 mm diameter fixed-pitch propellers rotating in nozzles via two Twin Disc MG-5202

gear boxes (reduction 5.04:1). Speed 12,0 knots – bollard pull 21,0 tonnes. Air draft is 6,70 m. Deck load is 2,5 t/m². Towing gear consists of a single-drum towing winch with a capacity of 300 m x 32 mm diameter steel wire, in addition to a stern roller, 25 t. swl towing hook and capstan. A push bow has also been fitted photo: Nico Giltay.



VLIESTROOM was the first vessel in the Wijngaarden Marine fleet and is still going strong. Seen here off Slikkerveer on 5 November, 2018 photo: Nico Giltay

50 years . . .

2024 is the year in which Van Wijngaarden Marine Services celebrates the start of the company 50 years ago. It all started in **February 1974** when at the age of 24 Wim van Wijngaarden became the sole owner of the family-owned 'Rederij Vlietstroom'. The first vessel in Van Wijngaarden ownership was the launch tug *Vlietstroom*. The tug had been built in 1969 by shipyard De Ruiter at Hardinxveld-Giessendam. The first registered name was *VW 1* with owner NV De Snelle Vliet (de Ruiter). In 1970 she was registered as *Vlietstroom* with owner NV Rederij Vlietstroom, Schiedam. In 1974 re-registered with Van Wijngaarden Marine Services BV. The tug is still with Van Wijngaarden today albeit refitted with





SCHELDESTROOM dates from 1983 and is a Milltug 1700 design. Seen here 3 March, 2022 off Puttershoek
photo: Nico Giltay

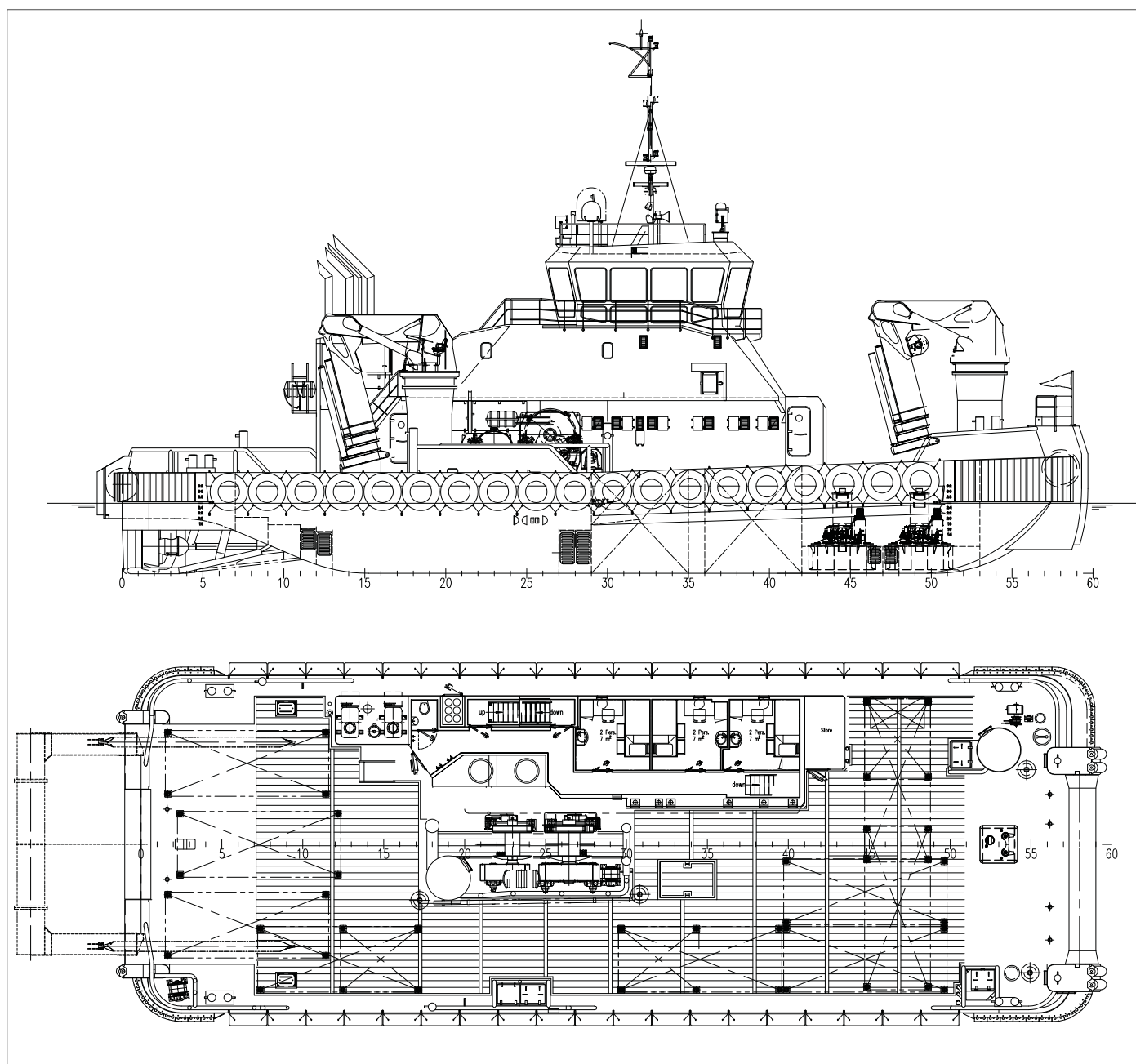
a raised wheelhouse, a push bow and two coupling winches. Dimensions are 14,80 x

4,20 x 2,20 m with a draft of 1,60 m. Main engine 1x 12-cyl. G.M. Detroit 12V-71N,

output 365 bhp, driving the single fixed-pitch propeller in nozzle via a Twin Disc MG 514 reduction gear box (reduction 4.5:1). Bollard pull 5,0 tonnes.

In 1970 a second tug was ordered from De Ruiter. Delivered in 1971 *Giessenstroom* was fitted with a 245 hp G.M. main engine. Both tugs were extensively employed in support of dredging and civil engineering projects.

As mentioned, in 1974 Wim van Wijngaarden went at it on his own establishing **Van Wijngaarden Marine Services**. He took over the two Vlietstroom tugs after which that company wound up. The same year the first work abroad was carried out. *Giessenstroom* was contracted by Van Oord Werkendam



General Arrangement WADDENSTROOM

drawing: Wijngaarden Marine Services





LINGESTROOM is one of Van Wijngaarden's Shoalbusters

photo: Nico Giltay

to support the construction of a fresh water basin near Kings Lynn (U.K.). From there the tug was contracted by Andoc for support of the construction work at Hunterston of an offshore production platform. In 1977 the tug was working at Brest (France) and a year later she was contracted by H.A.M. to support several dredging projects in Denmark.

In 1981 the tug *Roerdomp* was acquired from P. Heuvelman. She became the fourth tug in the fleet. Renamed *Merwestroom* she was refitted with a 365 hp G.M. This was the year that W.M.S. first found work outside of Europe. *Giessenstroom* was contracted by BosKalis Westminster to support dredging work in Libya – a 1,5 year job. The same year

Vlietstroom and *Merwestroom* were contracted by Breejenbout Dredging for a job in Indonesia. For this contract *Vlietstroom* was refitted as a survey vessel. To strengthen the fleet a new tug was ordered from the Van Mill shipyard. The 18 x 6 m 530 hp twin screw *Dintelstroom* joined the fleet in 1983. **Van Mill** at the time was in the habit of construction

Fleetlist Van Wijngaarden 2024

Name	built	design	tbp	deckload	LxBxD (m)	draft (m)	propulsion
<i>Waddenstroom</i>	2023	Multicat 3713 DP2	35,0	12,0 t/m ²	38,66 x 13,45 x 3,74	2,60 max	2x azimuthing
<i>Kilstroom</i>	2020	Multicat 3013 DP1	39,8	12,5 t/m ²	30,30 x 13,42 x 3,80	3,10 max	3x fpp / nozzles
<i>Waalstroom</i>	2016	Eurocarrier 2712	35,2	8,5 t/m ²	27,00 x 12,00 x 3,90	3,35 max	2x fpp / nozzles
<i>Lingestroom</i>	2017	Shoalbuster 3512	61,8	15,0 t/m ²	34,80 x 12,00 x 4,30	3,40 max	3x fpp / nozzles
<i>Noordstroom</i>	2016	Shoalbuster 3512	61,6	15,0 t/m ²	34,80 x 12,00 x 4,30	3,40 max	3x fpp / nozzles
<i>Dintelstroom</i>	2009	Shoalbuster 3009	45,1	15,0 t/m ²	30,08 x 9,35 x 4,40	3,20 max	2x fpp / nozzles
<i>Giessenstroom</i>	2006	Shoalbuster 3009	45,9	15,0 t/m ²	30,08 x 9,35 x 4,40	3,20 max	2x fpp / nozzles
<i>Amstelstroom</i>	2004	Shoalbuster 2609	30,0	10,0 t/m ²	26,10 x 9,35 x 3,60	2,88 max	2x fpp / nozzles
<i>Gouwestroom</i>	1998	tug / workboat	21,0	2,5 t/m ²	20,70 x 6,50 x 2,58	2,35 max	2x fpp / nozzles
<i>Amerstroom</i>	2013	Eurotug 2308	16,1	10,0 t/m ²	23,68 x 8,75 x 3,25	2,65 max	2x fpp / nozzles
<i>Rijnstroom</i>	1995	tug / workboat	15,0	2,5 t/m ²	19,70 x 6,50 x 2,60	2,35 max	2x fpp / nozzles
<i>Scheldestroom</i>	1983	Milltug 1700	10,0	2,0 t/m ²	17,65 x 6,00 x 2,45	2,00 max	2x fpp / nozzles
<i>AAstroom</i>	2021	Tideman 700-20b	-	-	7,00 x 2,35 x 1,20	0,60	2x outboard
<i>MP 3002</i>	2009	Europontoon 3013	-	10,0 t/m ²	30,00 x 13,00 x 3,50	2,75 max	non-propelled
<i>MP 1801</i>	1995	work barge	-	5,0 t/m ²	19,20 x 8,20 x 2,50	1,80 max	non-propelled
Inland waters							
<i>L'Avenir</i>	2021	push boat	22,0	-	19,88 x 9,99 x 2,90	2,20	2x azimuthing
<i>Vlietstroom</i>	1969	launch (push) tug	5,0	-	14,80 x 4,20 x 2,20	1,60	1x fpp / nozzle
<i>Merwestroom</i>	1969	launch (push) tug	5,0	-	14,80 x 4,20 x 2,20	1,60	1x fpp / nozzle
<i>Vechtstroom</i>	1979	launch tug	2,7	-	13,85 x 3,84 x 2,20	1,60	1x fpp open
<i>Eemstroom</i>	1972	Pushy Cat 42	2,7	-	12,85 x 3,42 x 1,55	1,40	1x fpp open





WADDENSTROOM is the latest addition to the Van Wijngaarden fleet photo: R. & F. van der Hoek

vessels on-spec. Several of these tugs were put to work under management of Van Wijngaarden.

At their **25th anniversary** the W.M.S. fleet numbered 13 units, one of which was a non-propelled work pontoon. The fleet still worked around the world even at far-away places like Bahia Blanca (Argentina) and Bangla Desh. Closer to home were contracts in Italy, Spain, the U.K., Denmark and Germany. For a number of years W.M.S. had been under contract with the Dutch Pilotage association to supply crew tenders / pilot boats in certain locations.

Since the 25th anniversary the market for dredging and construction support has changed significantly. The requirements are for ever more powerful vessels as well as for multi-purpose vessels that allow for far more utilisation compared to the support vessels of the past which were often suitable to carry out a single task only. The Damen-designed Multicats and Shoalbusters opened up this market.

Van Wijngaarden adapted to these requirements and **in 2024** the fleet numbers 20 units 15 of which are seagoing. Amongst the seagoing units are two Damen Multicat's, one Neptune Eurocarrier, five Damen Shoalbuster tug / workboats and one Neptune Eurotug tug / workboat. It is of interest to note that the very first W.M.S vessel - *Vliestroom* - is still going strong. And that her direct sister *Merwestroom* is also in the fleet even though she was purchased later.



The latest addition to the fleet - the MultiCat *Waddenstroom* – was handed over to Van Wijngaarden after the naming ceremony on 16 November, 2023. As may be expected today the vessel was designed with a lowering of the environmental footprint in mind. Two Caterpillar main generators provide the electric power for, amongst others, the two Veth VZ-900 azimuthing thrusters in the stern. The thrusters have fixed-pitch propellers and are fitted with an electric motor of 825 kW each. A single Caterpillar C32-TTA-ACERT with an output of 1.015 bhp drives a conventional propeller via Reintjes reduction gear. Two **Veth** CJ-1000-V rotatable jet-type bow thrusters are each fitted with an 125 kW e-motor. These can be used for propulsion as well. A Damen Marine NOx Reduction System with its advanced active emissions control system using selective catalytic reduction (SCR) makes the vessel IMO Tier III compliant. Biodegradable oil has been used throughout. Preparations have been made to install a significant battery pack at a later date.

Deck equipment includes two **HS Marine** cranes with a lift of 13,5 tonnes at a reach of 18,0 m, a Kraaijeveld towing winch with a capacity of 600 m x 36 mm wire and a **Kraaijeveld** anchor-handling winch capacity 200 m x 54 mm wire, two 12-tonne tugger winches, 1 set tug pins with 100 t swl, a 7-metre bow roller (165 t swl) and a 4-metre stern roller (100 t swl). The vessel is prepared for the fitting of a 50-tonne A-frame with a plough, a 4-point mooring, a water-injection dredging system and ROV/diving support platform, if and when required.



AMERSTROOM seen on 18 June, 2023, with her nav mast lowered for the passage of a bridge. This is a Eurotug 23208 design photo: Nico Giltay

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