



# De Gerlien van Tiem

Ship repair and new-build





# At home in inland shipping

“Since 1967, De Gerlien van Tiem has been a trusted address for inland vessel repairs and maintenance. Since 1995, you can also count on us when it comes to building your ship. We offer multifaceted know-how in the maritime world, as well as all facilities necessary for working above and below the waterline. Our large shipyard is centrally located on the Waalbanddijk in Druten.”

De Gerlien van Tiem's customer base ranges from private ship operators to major shipping lines. We repair, maintain and (re-)build all types of inland ships. On top of that, our company has become a specialist in the area of bow thrusters and square spud poles. We have the knowledge and experience needed for any ship-related job.

What distinguishes our company from the rest is that we perform as many consecutive tasks as possible ourselves. We handle the development, assembly and maintenance of bow thrusters and spud poles entirely within our own company. Our enthusiastic and experienced team is always ready to provide a suitable solution to get your ship on its way as quickly as possible.”



Frans and Marijke van Tiem, Management

Frans van Tiem and his daughter Marijke van Tiem

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(Video only in Dutch)

# Thinking with you and looking ahead

Shipyard De Gerlien van Tiem was established in 1967 by Frans van Tiem. In Beneden Leeuwen, our location at the time, he mainly handled small repairs on the inland ships operating on the Waal. Not long afterwards a pontoon was purchased, and Frans began developing bow thruster installations himself.

Even then, his distinguishing feature was the way he understood the needs of the ship operators. He made sure the ship got underway again quickly and safely. In the years that followed, the focus moved more to steelwork: because of the higher demand for transport of greater volumes, the company mainly carried out work such as raising decks and gangways and installing cargo compartment floors.

In 1993, De Gerlien van Tiem moved to a brand-new site in Druten, where a private harbour and a production facility for the bow thrusters were built. Capacity was increased, after which the building and finishing of passenger- and inland vessels and tankers began. Almost any type of inland waterway vessel can be accommodated in today's docks at De Gerlien van Tiem, and we have a mooring quay spanning no less than 154 metres at our disposal.

Over the years, De Gerlien van Tiem has built up a trustworthy reputation and our family-run business has grown into more than just a fully-fledged player in its sector. Even in 2019, Frans van Tiem still stands at the helm of this trendsetting shipyard, now alongside his daughter Marijke.







**De Gerlien van Tiem**  
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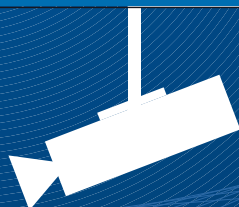
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# New-build inland vessels

De Gerlien van Tiem has excellent know-how and state-of-the-art facilities for outfitting new inland ships. Our new-build activities mainly consist of customer-specific outfitting of hulls into passenger ships, container vessels, bulk-load ships, tankers, dredgers and ferry pontoons. Every job is carried out with the greatest care and in close cooperation with our customers.

De Gerlien van Tiem is an independent shipyard that collaborates closely with all the renowned suppliers. Our professionals equip vessels with all necessary installations and instruments, and we also handle the design. Because we carry out all work ourselves, loss of time and costs are kept to a minimum. All our vessels meet the strict requirements of the ILT (the Human Environment and Transport Inspectorate) and classification societies.



Watch the video  
of the Tessa





# New-build passenger vessels



De Gerlien van Tiem builds inland passenger vessels to your exact specifications. The vessels arrive in our shipyard as hulls and we deliver each passenger ship turnkey. Every ship is entirely double-hulled and lightweight. On top of that, passenger vessels have a shallow draught, so they can also be used at low water level.



Each and every passenger ship we build has an impressive appearance. The crew and passenger cabins have been designed with efficiency and user comfort in mind. You can choose the interior decoration in line with your preferences. For example, you can opt for a modern design or a more classic interior.

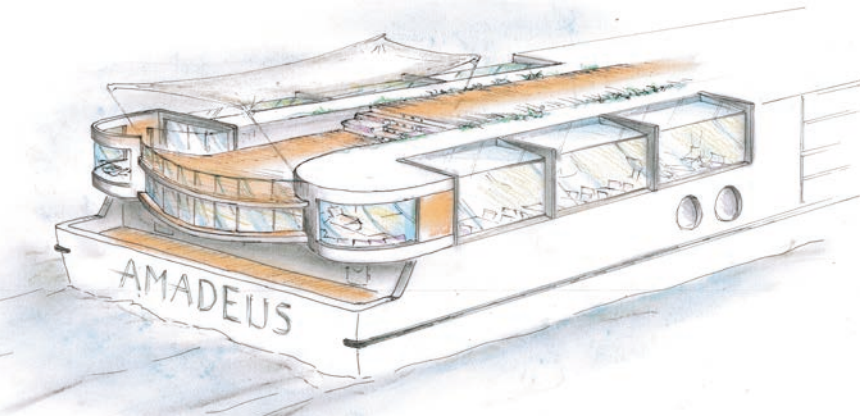
Even in the area of 'green' shipping, our passenger vessels are nothing short of excellent: the engine emissions are well below the CCR2 standard, the standby batteries are charged using solar energy and LED lighting has been installed on-board.



*SS Maria Theresa*



*MPS Amadeus Star*



*S.S. Joie de Vivre*





*SS Beatrice*



# Rebuilding passenger vessels

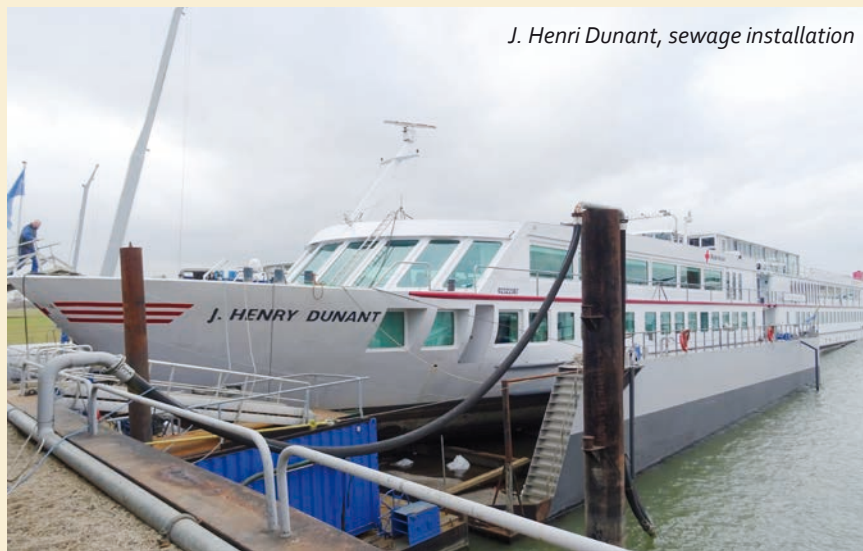
De Gerlien van Tiem also rebuilds passenger vessels. We are able to replace all components, including engines, propellers and other parts and installations. All components we place come from high-quality suppliers.

We can either repair the existing interior, or you can opt for an entirely new design. You are free to choose any interior decoration you desire. We make sure the decoration and comfort meet today's requirements, while ensuring you can transport an optimal number of passengers. De Gerlien van Tiem offers complete customization in vessel rebuilding.

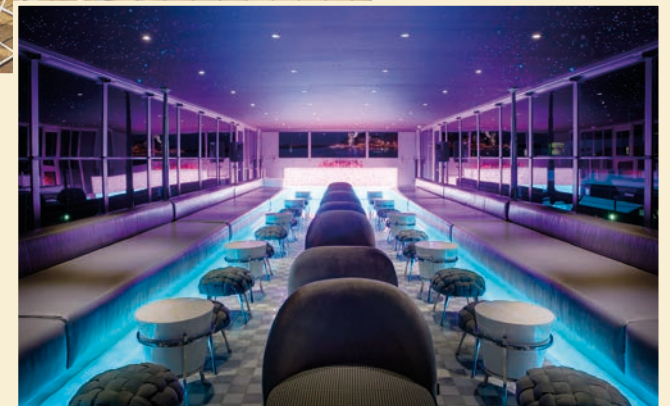
When we rebuild a passenger ship, we make sure it meets the latest requirements and regulations. We also adapt the ship in terms of 'green' shipping.



the A



J. Henri Dunant, sewage installation







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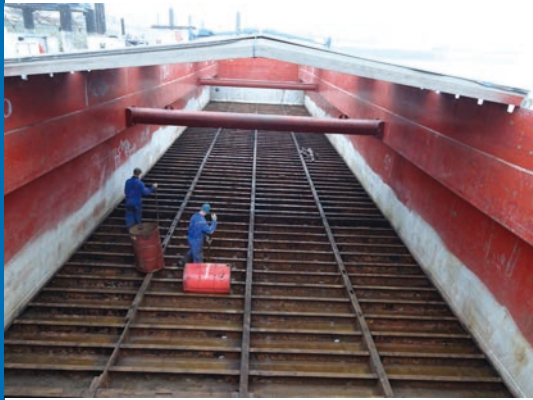
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*New iron floor, MS Tunica*



# Repair and maintenance

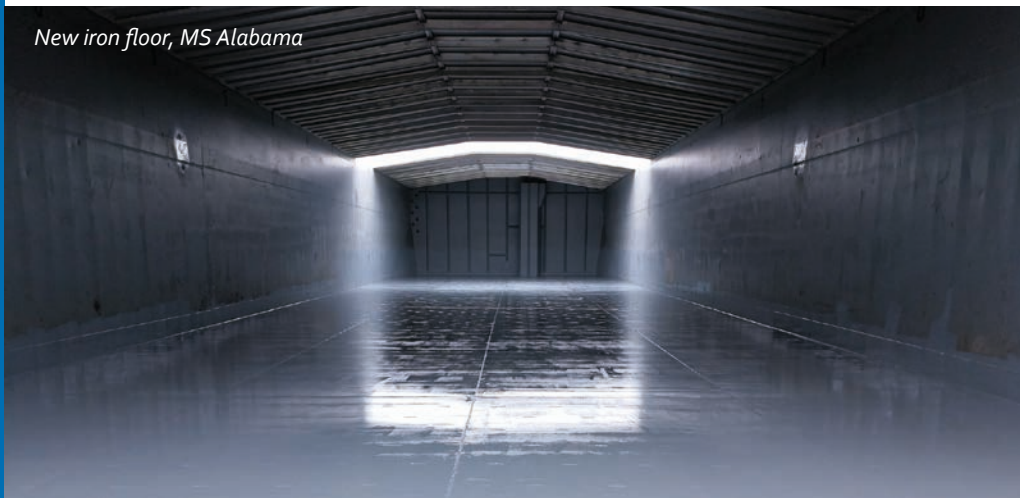
We carry out regular and specific maintenance and repair works for both private ship operators and major shipping lines. At De Gerlien van Tiem, you are also in the right place for dock works such as planned maintenance, rudder reconditioning, propeller replacement and leak repairs. Our dry dock and our three docks can accommodate any type of inland vessel.

De Gerlien van Tiem takes care of all kinds of repairs and maintenance. For example, you can come to us to adjust your loading capacity, replace your barges or install a hatch or a new engine.

We also carry out complex conversion work, based on the specific needs of our customers. We are regularly asked to deal with special situations that require a made-to-measure solution. This may include surveying and repairing damage caused in a collision, or rebuilding the living quarters on your ship.



*New bulbous bow, Chemgas 21*



*New iron floor, MS Alabama*









Dry cargo ship  
Dortsman II  
converted to tanker  
type C, Staatsman



Single-hulled  
tanker Birjo II  
converted to dry  
cargo ship Rapide  
Dredger 3



Single-hulled  
tanker Geulstroom  
converted to barge  
Clasina Maria





# Large-scale conversion

De Gerlien van Tiem tends to various large-scale conversions of inland vessels. This is how we set ourselves apart from other shipbuilders.

After a thorough discussion of all customer requirements, we draw up plans for the conversion. We remain in close contact with our customers throughout the process, ensuring we are always on the same page. We take care of the project management from A to Z, or from the first calculations to the complete certification. This is what makes us unique.

When a ship is being converted entirely, it must meet the latest regulations. De Gerlien van Tiem is certified to carry out conversions for all classification societies. Our staff have the qualifications required for each conversion.

*Dry cargo ship  
Marian converted  
to pump dredger*





# Docks and dry dock

De Gerlien van Tiem has its own complete dry dock (suitable for vessels of maximum 11,75 metres wide and 110 metres long and maximum 1150 tonnes) and three docks to lift the fore or aft part of the ship out of the water. Our dock facilities allow us to fully examine inland vessels of all sizes, above and below water, as well as performing other regular and specific maintenance works.

With our modern facilities, we can quickly inspect and conserve a ship. Two cranes that ride on rails above the dock allow us to reach the entire ship. De Gerlien van Tiem works with time slots, so you will always know when your ship is lifted and when it is placed back in the water.

Apart from docking facilities, De Gerlien van Tiem also has its own easily accessible harbours and long mooring quays. With two work pontoons, seven tower cranes and two large warehouses, we are very well-equipped.

	length (m)	width (m)	lifting capacity (tonnes)
Nopdok	28	11,60	350
Jimmydok	30	13	750
Maxidok	35	18	1100









# Bow thrusters

Since 1985, De Gerlien van Tiem's bow thrusters have formed the beating heart of many a coaster or inland waterway ship. Steering grid bow thrusters are our trademark: they are compact, safe in operation and have great pulling power. They are installed in full by our own craftsmen.

Our steering grid bow thrusters are available with a rating from 150 to 1000 bhp and with propeller diameters of between 580 and 1600 mm. The steering grid is protected against seizing and can be steered hydraulically through 360° at full load.

Besides steering grid bow thrusters, we also build channel bow thrusters with diameters between 1000 and 1300 mm. All our bow thrusters are supplied with type certificates from the major classification societies and with guaranteed service 365 days a year by our own mechanic teams.

Steering grid type	Propeller diameter	Rating (bph)
M.K.I.	580	150-250
M.K.I.	680	250-315
M.K.I.C.	850	315-350
M.K.I.C.	1000	315-430
M.K.I.C.	1200	400-510
M.K.D.C.	1200	400-680
M.K.I.C.	1400	560-725
M.K.I.C.	1600	600-1000

Channel type	Propeller diameter	Rating (bph)
KK-1000	1000	315-430
KK-1200	1200	315-485
KK-1300	1300	450-610



Conventional



2-wired



Data





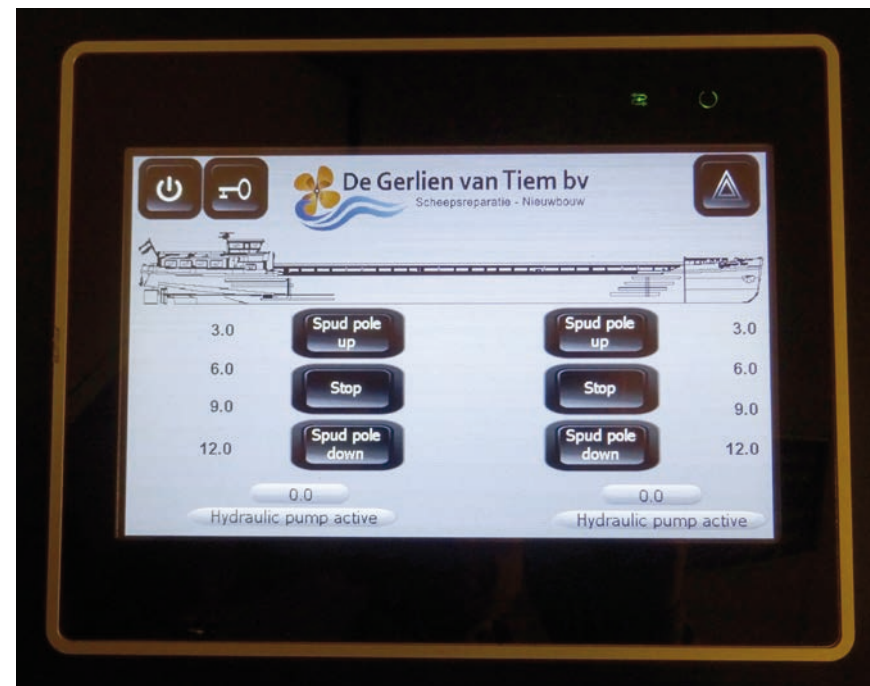




# Square spud poles

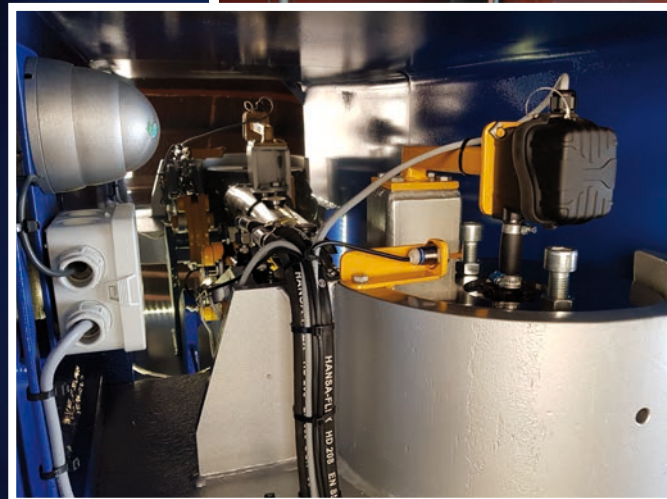
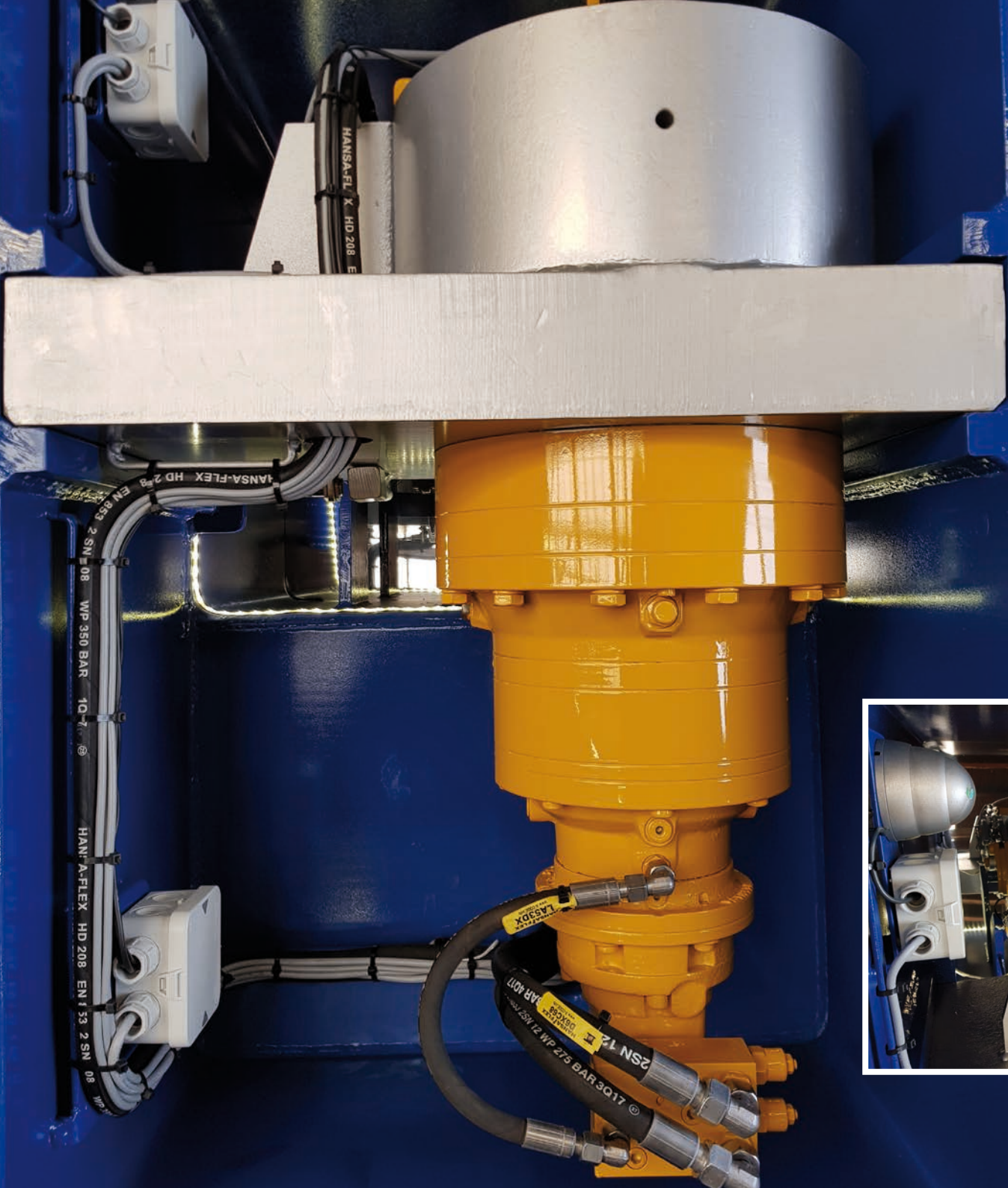
De Gerlien van Tiem has developed square spud poles unique in their kind. These telescopic, extendable poles sit firmly on the bottom and offer you optimum comfort during a shorter or longer stay. Spud poles have a major advantage when compared with anchors: your ship lies much more stable.

Not only are square spud poles stronger than round ones, they are also lighter and easier to install. With square spud poles you lose less cargo space and your ship remains in place. De Gerlien van Tiem can supply and install these quickly and at a very fair price.



Spud pole type	Ship measurements	Length outside pole		Extended length	
		minimum	maximum	minimum	maximum
700x700 2x extendable	From 85x9,5	3700 mm	4800 mm	3920 mm	6120 mm
700x700 3x extendable	To 85x9,5	3700 mm	5000 mm	5640 mm	9520 mm
900x900 2x extendable	From 85x9,5 up to 135x11,45	3700 mm	6000 mm	3920 mm	8520 mm
900x900 3x extendable	From 85x9,5 up to 135x11,45	3700 mm	6000 mm	6540 mm	12540 mm
900x900 4x extendable	From 85x9,5 up to 135x11,45	4200 mm	5500 mm	9140 mm	14400 mm
1200x1200 3x extendable	From 110x11,45 up to 135x17,50	4500 mm	6800 mm	8040 mm	14940 mm
1200x1200 4x extendable	From 110x11,45 up to 135x17,50	4500 mm	6000 mm	10360 mm	16760 mm









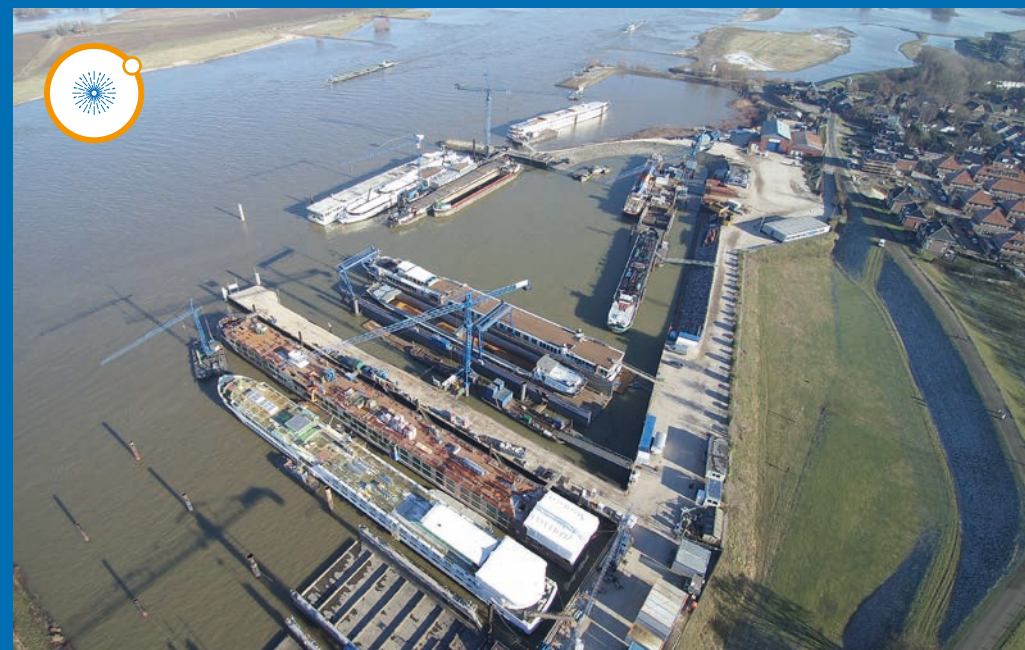
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# The future

De Gerlien van Tiem is always on top of the latest adjustments and innovations required by the shipping sector, for example in the field of 'green shipping'. We develop innovations in order to meet our customers' needs and our partners' trends.

At the same time, we remain a household name in inland shipping. With our expert and qualified staff, we are pursuing our own, familiar course. We remain a no-nonsense, problem-solving company that always sticks to its word.

A new generation of craftsmen is ready to face new challenges in the future, and we will continue to offer the same quality as you have come to expect from us. As far as we are concerned, we cannot do enough to safeguard that quality!



*Sales team: Marcel van Tiem (far left) and Eric Rietveld (far right)  
Management: Frans van Tiem and Marijke van Tiem.*





# De Gerlien van Tiem

Ship repair and new-build

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