



**The complete  
portfolio.**

**DAMEN**  
OCEANS OF POSSIBILITIES



## OUR MISSION

Becoming the most sustainable and connected shipbuilder in the world.

## OUR VISION

At Damen, we believe that oceans, seas, lakes and rivers offer humanity a growing range of possibilities in the areas of trade, food, energy and recreation.

We offer unprecedented maritime solutions for this through design, shipbuilding, ship repair and related services.

We offer versatile platforms to connect the world and enable you to be successful.

Innovative ships that inspire and raise the standard in terms of safety, reliability, efficiency, ease of use and – crucially – sustainability.

Navigating  
to  
**zero**

**Damen started out in 1927, a family-owned company on the River Merwede in the Netherlands.**

**Today we are still on the same riverbanks, and we are still a family company. With over 35 yards and Service Hubs all over the world however, our focus is global.**

We are well-known for our unique newbuild philosophy; the construction of standardised vessels for stock. For our clients this means rapid delivery of their assets. And, with R&D undertaken over successive generations of series production, they can count not just on continual evolution, but on reliable performance.

The commonality and reliability of our portfolio equals reduced

maintenance requirements, leading to maximum vessel uptime, resulting in the lowest possible total cost of ownership over the vessel's lifecycle.

We take pride in this and make sure the same reliability and craftsmanship is also applied to our extensive range of equipment and the ship repair and conversion services that we deliver.

Find our complete range of equipment and services on [Damen.com](https://www.damen.com)

## Proud to offer you the best solution

### Standardised designs

Proven technology

### Worldwide network

Local presence

### Vessels in stock

Short delivery times

### Interchangeability

Of spares and equipment

### High resale value

Guaranteed performance

## TUGS

Azimuth Stern Drive (ASD) Tugs embody a mix of new designs and proven technologies, placing the future on a solid foundation in port or at sea.



### Azimuth Stern Drive (ASD) Tug

|          | BOLLARD PULL | LENGTH  | POWER     | SPEED   | BEAM    |
|----------|--------------|---------|-----------|---------|---------|
| ASD 3212 | 83 t         | 32.70 m | 5,050 bkW | 13.5 kn | 12.82 m |
| ASD 2813 | 83 t         | 27.59 m | 5,050 bkW | 13.0 kn | 12.93 m |
| ASD 2811 | 60 t         | 28.57 m | 3,806 bkW | 13.0 kn | 11.43 m |
| ASD 2312 | 70 t         | 22.80 m | 3,804 bkW | 12.2 kn | 12.03 m |
| ASD 2111 | 50 t         | 21.02 m | 2,760 bkW | 10.7 kn | 11.13 m |
| ASD 1810 | 33 t         | 18.25 m | 1,940 bkW | 11.6 kn | 10.23 m |

Drawing on our experience building ASD Tugs we have developed our RSD Tug Series – the ultimate ship handling tool.



### Reversed Stern Drive (RSD) Tug

|          | BOLLARD PULL | LENGTH  | POWER     | SPEED   | BEAM    |
|----------|--------------|---------|-----------|---------|---------|
| RSD 2513 | 80 t         | 24.73 m | 5,050 bkW | 13.0 kn | 13.13 m |

Building on the well-established sustainable credentials of the series, the RSD-E Tug 2513 is not only the ultimate shiphandling tool, it is also the greenest.



### Reversed Stern Drive (RSD-E) Tug Electric

|              | BOLLARD PULL | LENGTH  | POWER     | SPEED   | BEAM    |
|--------------|--------------|---------|-----------|---------|---------|
| RSD-E 2513 ✓ | 70 t         | 24.73 m | 3,800 bkW | 12.0 kn | 13.13 m |

## TUGS

Damen's Ice Class Tugs are suited to a wide range of tasks including icebreaking, towing and pushing, firefighting and ice management.



### Azimuth Stern Drive Tug Ice Class

|              | BOLLARD PULL | LENGTH  | POWER     | SPEED   | BEAM    |
|--------------|--------------|---------|-----------|---------|---------|
| ASD 3413 ICE | 72 t         | 33.45 m | 7,400 bkW | 14.0 kn | 12.53 m |
| ASD 3010 ICE | 60 t         | 29.84 m | 3,840 bkW | 12.9 kn | 10.43 m |
| ASD 2609 ICE | 40 t         | 26.45 m | 2,610 bkW | 12.7 kn | 9.50 m  |

Our electric tugs build on the foundation of Damen's next generation tugs and are designed to make zero emission operations possible.



### Azimuth Stern Drive (ASD-E) Tug Electric

|              | BOLLARD PULL | LENGTH  | POWER     | SPEED   | BEAM    |
|--------------|--------------|---------|-----------|---------|---------|
| ASD-E 2111 ✓ | 50 t         | 21.02 m | 3,800 bkW | 10.7 kn | 10.81 m |

Damen's Stan Tugs are multifunctional, standardised vessels that can be customised to meet our clients' exact specifications.



### Stan Tug (STu)

|          | BOLLARD PULL | LENGTH  | POWER     | SPEED   | BEAM   |
|----------|--------------|---------|-----------|---------|--------|
| STu 1907 | 30 t         | 19.54 m | 1,790 bkW | 11.2 kn | 7.74 m |
| STu 1606 | 16 t         | 16.76 m | 894 bkW   | 11.0 kn | 5.94 m |



## WORKBOATS

Multi Cats are versatile, multipurpose vessels, designed to work in shallow & deep water.



### Multi Cat (MuC)

|              | BOLLARD PULL | LENGTH | POWER     | SPEED   | BEAM   |
|--------------|--------------|--------|-----------|---------|--------|
| MuC 3713     | 35 t         | 36.7 m | 746 bkW   | 10.0 kn | 12.5 m |
| RSV 3315 DP2 | 40 t         | 33.2 m | 2,560 bkW | 10.0 kn | 14.5 m |
| MuC 3313 SD  | 28 t         | 32.9 m | 1,797 bkW | 10.0 kn | 12.5 m |
| MuC 3013     | 35 t         | 30.2 m | 2,125 bkW | 10.0 kn | 12.5 m |
| MuC 2712     | 32 t         | 27.3 m | 1,790 bkW | 10.0 kn | 11.5 m |
| MuC 2309     | 15 t         | 23.4 m | 956 bkW   | 9.0 kn  | 9 m    |
| MuC 1908     | 13.5 t       | 19.1 m | 894 bkW   | 9.0 kn  | 8 m    |
| MuC 1908 E   | 7 t          | 19.1 m | 530 ekW   | 7.5 kn  | 8 m    |
| MuC 1908 SD  | 8.5 t        | 19 m   | 574 bkW   | 9.0 kn  | 8.5 m  |
| MuC 1506     | 7.4 t        | 15.8 m | 442 bkW   | 8.6 kn  | 6.1 m  |
| MuC 1205     | 3.5 t        | 12.5 m | 204 bkW   | 7.5 kn  | 5 m    |
| MuC 1004     | 2 t          | 10.9 m | 153 bkW   | 7.0 kn  | 4.5 m  |

Shoalbusters are versatile, multipurpose vessels, designed to work in shallow & deep water and in areas of limited manoeuvrability.



### Shoalbuster (SBu)

|              | BOLLARD PULL | LENGTH | POWER     | SPEED   | BEAM   |
|--------------|--------------|--------|-----------|---------|--------|
| SBu 3815 SD  | 18 t         | 38.4 m | 1,148 bkW | 10.0 kn | 15 m   |
| SBu 3514 SD  | 60 t         | 35.6 m | 3,876 bkW | 12.5 kn | 13.5 m |
| SBu 3512     | 50 t         | 34.8 m | 2,910 bkW | 11.5 kn | 12 m   |
| SBu 3209     | 45 t         | 32.3 m | 2,610 bkW | 11.0 kn | 9.1 m  |
| SBu 2711     | 41 t         | 27.1 m | 2,610 bkW | 11.0 kn | 10.5 m |
| SBu 2709 ICE | 32 t         | 27 m   | 1,940 bkW | 11.0 kn | 9.1 m  |
| SBu 2609     | 30 t         | 26 m   | 1,790 bkW | 11.0 kn | 9.1 m  |
| SBu 2308     | 21 t         | 23.4 m | 1,268 bkW | 10.5 kn | 8 m    |

## WORKBOATS

Our Modular Multi Cats provide heavy-duty, multipurpose workboats which are delivered in container-sized units.



### Modular Multi Cat (MMuC)

|           | BOLLARD PULL | LENGTH | POWER   | SPEED  | BEAM   |
|-----------|--------------|--------|---------|--------|--------|
| MMuC 2210 | 6 t          | 22.5 m | 390 bkW | 7.0 kn | 10.1 m |
| MMuC 1807 | 5 t          | 18.5 m | 390 bkW | 7.0 kn | 7.7 m  |
| MMuC 1805 | 5 t          | 18.3 m | 400 bkW | 9.5 kn | 5.3 m  |
| MMuC 1205 | 4.8 t        | 12.8 m | 306 bkW | 7.1 kn | 5.3 m  |



## PILOT & TENDER VESSELS

Stan Tenders distinguish themselves as robust and straightforward steel vessels for all-round jobs.



### Stan Tender (STe)

|                 | LENGTH | BEAM  | SPEED | PILOTS     | HULL<br>CONSTRUCTION |
|-----------------|--------|-------|-------|------------|----------------------|
| <b>STe 1905</b> | 19.2 m | 5.3 m | 27 kn | 16 persons | Steel                |
| <b>STe 1504</b> | 15.2 m | 4.5 m | 18 kn | 8 persons  | Steel                |

## PILOT & TENDER VESSELS

Built to modern workboat standards, the Stan Pilot is a robust vessel with a long life span, whatever role you have in mind for it.



### Stan Pilot (SPi)

|                      | LENGTH | BEAM  | SPEED | PILOTS    | HULL<br>CONSTRUCTION |
|----------------------|--------|-------|-------|-----------|----------------------|
| <b>SPi 2205 FRP</b>  | 22.7 m | 6.1 m | 30 kn | 6 persons | FRP                  |
| <b>SPi 1905</b>      | 19.3 m | 4.8 m | 30 kn | 8 persons | Aluminium            |
| <b>SPi 1605 FRP*</b> | 15.7 m | 4.8 m | 31 kn | 6 persons | FRP                  |

\* available in propeller and waterjet version



## FERRIES

Whether work, school or leisure, City Ferries are safely delivering their passengers to destinations all over the world.



### City Ferry

|                        | LENGTH | BEAM  | POWER     | SPEED   | PASSENGERS |
|------------------------|--------|-------|-----------|---------|------------|
| Waterbus 2907 Hybrid   | 28.6 m | 7.5 m | 2x 375 kW | 21.6 kn | 120        |
| Waterbus 2907 Electric | 28.6 m | 7.5 m | 2x 375 kW | 21.6 kn | 120        |
| Waterbus 2407          | 24.5 m | 7 m   | 2x 375 kW | 21.6 kn | 120        |
| Ferry 3508             | 35.6 m | 8.5 m | 2x 294 kW | 11.5 kn | 300        |
| Ferry 2306 Electric    | 23.2 m | 5.6 m | 2x 75 kW  | 9.0 kn  | 90         |
| Ferry 1806             | 18 m   | 5.6 m | 2x 89 kW  | 8.5 kn  | 130        |

Damen's Fast Ferries are known for their reliability and affordability. Our designs focus on passenger comfort, high operability and predictable maintenance.



### Fast Ferry (FF)

|          | LENGTH | BEAM   | POWER    | SPEED   | PASSENGERS |
|----------|--------|--------|----------|---------|------------|
| FFe 4212 | 42.2 m | 11.6 m | 5,760 kW | 40.0 kn | 445        |

Competing with highways, bridges and tunnels, river crossing ferries act as 'niche players', serving customers that don't want to take a long detour. Find below some examples which were engineered to order.



### Road Ferry (RFe)

|             | LENGTH  | BEAM   | SPEED   | PASSENGERS | NUMBER OF CARS |
|-------------|---------|--------|---------|------------|----------------|
| RFe 13023   | 130.4 m | 22.7 m | 15.7 kn | 1,750      | 2x 704         |
| RFe 9819 E3 | 98 m    | 19.8 m | 12.0 kn | 399        | 83             |
| RFe 8521    | 85 m    | 21 m   | 22.0 kn | 600        | 112            |
| RFe 8117 E3 | 81.2 m  | 17 m   | 14.0 kn | 296        | 44             |
| RFe 6819 E3 | 70.4 m  | 19.8 m | 12.0 kn | 300        | 42             |

## FERRIES

Island Ferries are built in many sizes and capacities, given that each one is fully tailored to a specific route or operation. Find below some examples which were engineered to order.



### Island Ferry

|           | LENGTH | BEAM   | SPEED   | PASSENGERS | NUMBER OF CARS |
|-----------|--------|--------|---------|------------|----------------|
| RPa 8017  | 81 m   | 17.2 m | 14.0 kn | 200        | 64             |
| RPa 7015  | 70 m   | 15 m   | 15.0 kn | 380        | 45             |
| RPa 6716  | 67.3 m | 16 m   | 10.0 kn | 380        | 32             |
| FRPa 5510 | 56.6 m | 13 m   | 21.5 kn | 188        | 18             |
| FRPa 4812 | 48.3 m | 12.3 m | 23.0 kn | 60         | 22             |
| FRPa 4512 | 45 m   | 12.3 m | 20.0 kn | 158        | 16             |

Our Modular Ferries provide customers with an entire vessel delivered in container-sized units. Below there are some examples of ferries which were engineered to order.



### Modular Ferry (MFe)

|            | LENGTH | BEAM   | SPEED  | PASSENGERS | NUMBER OF CARS |
|------------|--------|--------|--------|------------|----------------|
| MFe 3710   | 36.3 m | 9.8 m  | 7.4 kn | 150        | 14             |
| MFe 3612   | 36.5 m | 12.3 m | 7.5 kn | 150        | 20             |
| MFe 3610   | 36.4 m | 9.8 m  | 7.4 kn | 150        | 14             |
| MFe 3012   | 30.4 m | 12.2 m | 8.9 kn | 200        | 16             |
| MFe 2412   | 24 m   | 12.5 m | 7.4 kn | 210        | 8              |
| MSPFe 2409 | 24 m   | 9 m    | 7.6 kn | 200        | n.a            |
| MFe 2010   | 20 m   | 9.8 m  | 7.4 kn | 100        | 6              |



## DREDGING

The design of our Cutter Suction Dredger is based on decades of dredging experience. Our modular dredgers can be transported easily and are customised before delivery.



### Cutter Suction Dredger (CSD)

|                    | PRODUCTION              | DREDGING DEPTH | TOTAL INSTALLED POWER | PIPE DIAMETER | LENGTH  |
|--------------------|-------------------------|----------------|-----------------------|---------------|---------|
| <b>CSD 650-25m</b> | 7,000 m <sup>3</sup> /h | 25 m           | 3,966 kW              | 650 mm        | 70 m    |
| <b>CSD 650-18m</b> | 7,000 m <sup>3</sup> /h | 18 m           | 2,972 kW              | 650 mm        | 61.2 m  |
| <b>CSD 500</b>     | 4,000 m <sup>3</sup> /h | 14 m           | 954 kW                | 500 mm        | 38.5 m  |
| <b>CSD 450</b>     | 3,000 m <sup>3</sup> /h | 12 m           | 709 kW                | 450 mm        | 33.15 m |
| <b>CSD 350</b>     | 2,000 m <sup>3</sup> /h | 9 m            | 447 kW                | 350 mm        | 26 m    |
| <b>CSD 250</b>     | 1,000 m <sup>3</sup> /h | 6 m            | 254 kW                | 250 mm        | 19 m    |

A booster station is used as an additional sand pump in a long discharge pipeline. The booster stations matches the CSDs dredge pump and drive for practical maintenance.



### Booster Station (BS)

|              | PIPE DIAMETER | TOTAL INSTALLED POWER | PRODUCTION              | TOTAL WEIGHT | LENGTH |
|--------------|---------------|-----------------------|-------------------------|--------------|--------|
| <b>BS650</b> | 650 mm        | 1825 kW               | 7,000 m <sup>3</sup> /h | 60 t         | 12.9 m |
| <b>BS500</b> | 500 mm        | 954 kW                | 4,000 m <sup>3</sup> /h | 32 t         | 9.13 m |
| <b>BS450</b> | 450 mm        | 709 kW                | 3,000 m <sup>3</sup> /h | 24 t         | 9.13 m |
| <b>BS350</b> | 350 mm        | 450 kW                | 2,000 m <sup>3</sup> /h | 7.5 t        | 6.55 m |
| <b>BS250</b> | 250 mm        | 285 kW                | 1,000 m <sup>3</sup> /h | 5.8 t        | 3.85 m |

## DREDGING

The easily adjustable design of DOP Dredgers sets them apart. Suitable for a wide variety of tasks including sand mining, deep dredging, hydropower dam sediment removal and cleaning remote water reservoirs.



### DOP Dredger

|               | MAX. MIXTURE CONCENTRATION | MAX. DREGING DEPTH | DREDGE PIPE DIAMETER | TOTAL INSTALLED POWER | LENGTH |
|---------------|----------------------------|--------------------|----------------------|-----------------------|--------|
| <b>DD150</b>  | 600 m <sup>3</sup> /h      | -30 m              | 150 mm               | 175 kW                | 44.2 m |
| <b>DD200</b>  | 800 m <sup>3</sup> /h      | -30 m              | 200 mm               | 242 kW                | 44.3 m |
| <b>DD250</b>  | 1,250 m <sup>3</sup> /h    | -30 m              | 250 mm               | 403 kW                | 45 m   |
| <b>DD350L</b> | 2,400 m <sup>3</sup> /h    | -30 m              | 350 mm               | 454 kW                | 46.3 m |
| <b>DD350</b>  | 2,400 m <sup>3</sup> /h    | -30 m              | 350 mm               | 565 kW                | 46.3 m |

Sand mining at unlimited depth by a wire suspended DOP Dredge pump. This is a highly efficient dredging operation due to the maximised mixture concentration.



### DOP Dredger as a mining tool

|               | MAX. MIXTURE CONCENTRATION | MAX. DREGING DEPTH | DREDGE PIPE DIAMETER | TOTAL INSTALLED POWER | LENGTH |
|---------------|----------------------------|--------------------|----------------------|-----------------------|--------|
| <b>DD150</b>  | 600 m <sup>3</sup> /h      | -50 m              | 150 mm               | 243 kW                | 14.9 m |
| <b>DD200</b>  | 800 m <sup>3</sup> /h      | -50 m              | 200 mm               | 317 kW                | 14.9 m |
| <b>DD250</b>  | 1,250 m <sup>3</sup> /h    | -50 m              | 250 mm               | 578 kW                | 14.9 m |
| <b>DD350L</b> | 2,400 m <sup>3</sup> /h    | -50 m              | 350 mm               | 667 kW                | 14.9 m |
| <b>DD350</b>  | 2,400 m <sup>3</sup> /h    | -50 m              | 350 mm               | 778 kW                | 14.9 m |



## DREDGING

The DOP submersible dredge pump is a compact, heavy-duty dredging pump designed with a harsh dredging and mining environment in mind.



### Hydraulically driven DOP Dredge Pump

|         | PRODUCTION              | TOTAL HEAD MAX | PIPE DIAMETER | UNIT WEIGHT | MAX. POWER AT SHAFT |
|---------|-------------------------|----------------|---------------|-------------|---------------------|
| DOP450L | 4,000 m <sup>3</sup> /h | 3.5 bar        | 450 mm        | 7.35 t      | 400 kW              |
| DOP350  | 2,400 m <sup>3</sup> /h | 4.8 bar        | 350 mm        | 5.33 t      | 360 kW              |
| DOP350L | 2,400 m <sup>3</sup> /h | 3.2 bar        | 350 mm        | 4.58 t      | 240 kW              |
| DOP250  | 1,250 m <sup>3</sup> /h | 5.3 bar        | 250 mm        | 2.43 t      | 195 kW              |
| DOP200  | 800 m <sup>3</sup> /h   | 5.0 bar        | 200 mm        | 1.36 t      | 120 kW              |
| DOP150  | 600 m <sup>3</sup> /h   | 5.0 bar        | 1,300 mm      | 1.1 t       | 80 kW               |

Using extensive in-house and in-depth dredging expertise, our engineers have designed Trailing Suction Hopper Dredgers (TSHDs) from the user's perspective.



### Trailing Suction Hopper Dredger (TSHD)

|                                    | DREDGING DEPTH | HOPPER CAPACITY              | DEADWEIGHT | TRAILING PIPE DIAMETER |
|------------------------------------|----------------|------------------------------|------------|------------------------|
| <b>Multipurpose Series</b>         |                |                              |            |                        |
| TSHD 5000                          | 30 m           | 5,200 m <sup>3</sup>         | 8,400 t    | 900 mm                 |
| TSHD 4000                          | 30 m           | 4,200 m <sup>3</sup>         | 6,800 t    | 800 mm                 |
| TSHD 3000                          | 25 m           | 3,300 m <sup>3</sup>         | 5,250 t    | 700 mm                 |
| TSHD 2000                          | 20 m           | 2,200 m <sup>3</sup>         | 3,350 t    | 600 mm                 |
| <b>Port and Maintenance Series</b> |                |                              |            |                        |
| TSHD 2500                          | 25 m           | 2,500 - 3,000 m <sup>3</sup> | 4,200 t    | 700 mm                 |
| TSHD 2000                          | 25 m           | 2,000 - 2,400 m <sup>3</sup> | 3,350 t    | 600 mm                 |
| TSHD 1500                          | 20 m           | 1,500 - 1,800 m <sup>3</sup> | 2,550 t    | 500 mm                 |
| TSHD 1000                          | 20 m           | 1,000 m <sup>3</sup>         | 1,400 t    | 400 mm                 |

Damen has developed a dedicated range of Marine Aggregate Dredgers (MAD) for the offshore mining of sand and gravel. Below there are some examples which were engineered to order.



### Marine Aggregate Dredger (MAD)

|           | DREDGING DEPTH | HOPPER CAPACITY            | DEADWEIGHT     | TRAILING PIPE DIAMETER | TOTAL INSTALLED POWER |
|-----------|----------------|----------------------------|----------------|------------------------|-----------------------|
| MAD 5600  | 9.10 m         | 5,600 m <sup>3</sup>       | 9,850 t        | 750 mm                 | 2x3000 kW             |
| MAD range | up to 70 m     | 3,000-8,000 m <sup>3</sup> | 6,000-16,000 t | 700-900 mm             | 4000-9,000 kW         |

## DREDGING

Electrically driven E-DOP slurry pumps only differ from the well-known hydraulically driven ones because they have a different drive system.



### Electrically driven DOP Dredge Pump (EDOP)

|           | PRODUCTION              | TOTAL HEAD MAX | PIPE DIAMETER | UNIT WEIGHT | MAX. POWER AT SHAFT |
|-----------|-------------------------|----------------|---------------|-------------|---------------------|
| E-DOP450L | 4,000 m <sup>3</sup> /h | 3.5 bar        | 450 mm        | 9.9 t       | 400 kW              |
| E-DOP350  | 2,400 m <sup>3</sup> /h | 4.8 bar        | 350 mm        | 7.5 t       | 360 kW              |
| E-DOP350L | 2,400 m <sup>3</sup> /h | 3.2 bar        | 350 mm        | 6.3 t       | 240 kW              |
| E-DOP250  | 1,250 m <sup>3</sup> /h | 5.3 bar        | 250 mm        | 4.1 t       | 195 kW              |
| E-DOP200  | 800 m <sup>3</sup> /h   | 5.0 bar        | 200 mm        | 2.5 t       | 120 kW              |
| E-DOP150  | 600 m <sup>3</sup> /h   | 5.0 bar        | 180 mm        | 2.2 t       | 80 kW               |

Wherever your yard is located, whatever dredge job has to be done: the customised trailing pipe dredge package will ensure optimal production of your TSHD.



### Trailing Suction Pipe (TSP)

|        | DREDGE PIPE DIAMETER | DREDGING DEPTH | MIXTURE CAPACITY         | HOPPER CAPACITY      |
|--------|----------------------|----------------|--------------------------|----------------------|
| TSP900 | 900 mm               | 30 m           | 11,450 m <sup>3</sup> /h | 4,000 m <sup>3</sup> |
| TSP800 | 800 mm               | 30 m           | 9,050 m <sup>3</sup> /h  | 3,000 m <sup>3</sup> |
| TSP750 | 750 mm               | 25 m           | 7,950 m <sup>3</sup> /h  | 2,500 m <sup>3</sup> |
| TSP700 | 700 mm               | 25 m           | 6,950 m <sup>3</sup> /h  | 2,000 m <sup>3</sup> |
| TSP600 | 600 mm               | 20 m           | 5,100 m <sup>3</sup> /h  | 1,500 m <sup>3</sup> |
| TSP500 | 500 mm               | 20 m           | 3,550 m <sup>3</sup> /h  | 1,000 m <sup>3</sup> |
| TSP400 | 400 mm               | 15 m           | 2,250 m <sup>3</sup> /h  | 500 m <sup>3</sup>   |

The Water Injection Dredging system is a modular, self-supporting system which can be placed on the deck of a workboat.



### Water Injection Dredger (WID)

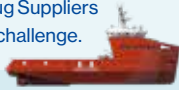
|         | MAX. DREDGING DEPTH | MAX. FLOW                | WEIGHT APPROX. | LENGTH JET ARM | FOOTPRINT JET BEAM |
|---------|---------------------|--------------------------|----------------|----------------|--------------------|
| WID 600 | -20 m               | 10,500 m <sup>3</sup> /h | 60 t           | 26.5 m         | 14.5 m             |
| WID 500 | -12 m               | 4,200 m <sup>3</sup> /h  | 25 t           | 17 m           | 10 m               |





## OFFSHORE SUPPORT VESSELS

When it comes to anchor handling and towing, efficient and safe operations are key. Damen's versatile Anchor Handling Tug Suppliers (AHTS) are dependable and strong, ready to take on any challenge.



### Anchor Handling Tug Supplier (AHTS)

|          | BOLLARD PULL | LENGTH | POWER TOTAL | WINCH PULL | BEAM   |
|----------|--------------|--------|-------------|------------|--------|
| AHTS 200 | 200 t        | 89.1 m | 13,500 bkW  | 400 t      | 22 m   |
| AHTS 180 | 180 t        | 79.2 m | 10,500 bkW  | 410 t      | 20 m   |
| AHTS 150 | 150 t        | 74.1 m | 8,800 bkW   | 300 t      | 18.5 m |
| AHTS 120 | 120 t        | 66 m   | 7,000 bkW   | 250 t      | 16.4 m |
| AHTS 75  | 75 t         | 61.3 m | 4,400 bkW   | 150 t      | 14 m   |

The PSV Series has a unique, eye-catching design that stands out from the crowd. Designed with a strong emphasis on functionality, operability and ease of maintenance.



### Platform Supply Vessel (PSV)

|             | DEADWEIGHT | LENGTH | SPEED   | BEAM    | DECK AREA            |
|-------------|------------|--------|---------|---------|----------------------|
| PSV 6000 CD | 6,300 t    | 90 m   | 13.6 kn | 21 m    | 1,100 m <sup>2</sup> |
| PSV 5000 CD | 5,000 t    | 90 m   | 13.6 kn | 19 m    | 1,020 m <sup>2</sup> |
| PSV 4000 CD | 4,100 t    | 87 m   | 14.5 kn | 17.60 m | 840 m <sup>2</sup>   |
| PSV 3300 CD | 3,500 t    | 80 m   | 13.5 kn | 16.20 m | 720 m <sup>2</sup>   |
| PSV 2500    | 2,500 t    | 73 m   | 12.2 kn | 15 m    | 530 m <sup>2</sup>   |
| PSV 1600    | 1,600 t    | 61 m   | 12.3 kn | 14 m    | 390 m <sup>2</sup>   |

Damen has a wide range of vessels to safeguard the environment on offer, covering for firefighting, pollution control, patrol activities and research duties. The examples below were engineered to order.



### Emergency Response Vessel (ERV)

|           | LENGTH  | BEAM   | DEADWEIGHT | REC OIL CAPACITY    | SPEED MAX |
|-----------|---------|--------|------------|---------------------|-----------|
| PCV 8313  | 83.02 m | 12.8 m | 2,000 t    | 1060 m <sup>3</sup> | 13 kn     |
| ETV 8116  | 81 m    | 16 m   | 2,170 t    | 1000 m <sup>3</sup> | 16 kn     |
| SSV 4711  | 48 m    | 11 m   | 425 t      | n.a.                | 13.5 kn   |
| OSRV 1050 | 67 m    | 14 m   | 1,600 t    | 1050 m <sup>3</sup> | 13 kn     |

## OFFSHORE SUPPORT VESSELS

Damen offers an SOV and CSOV design for any circumstance. A stepless access workflow ensures safe and efficient operations on board.



### Service Operations Vessel (SOV)

|           | LENGTH | SPEED | DEADWEIGHT | ACCOMMODATION (CREW + SPECIAL PERSONNEL) | COVERED WAREHOUSE AREA |
|-----------|--------|-------|------------|------------------------------------------|------------------------|
| CSOV 9020 | 88 m   | 13 kn | 1,900 t    | 120                                      | 500 m <sup>3</sup>     |
| SOV 8417  | 84 m   | 12 kn | 980 t      | 90                                       | 480 m <sup>3</sup>     |
| SOV 7017  | 70.1 m | 12 kn | 800 t      | 60                                       | 420 m <sup>3</sup>     |
| SOV 6017  | 60 m   | 12 kn | 700 t      | 44                                       | 290 m <sup>3</sup>     |

The Offshore Carrier (OCA) is a multifunctional platform with a proven track record. This versatile vessel can easily be customised for specific sectors e.g. Cable Laying Vessel.



### Offshore Carrier (OCA)

|                        | LENGTH    | BREADTH | DRAUGHT   | DEADWEIGHT ALL TOLD | TRIAL SPEED MAX APPROX. |
|------------------------|-----------|---------|-----------|---------------------|-------------------------|
| Offshore Carrier Range | 100-150 m | 20-32 m | 5.5-8.0 m | 5,000-14,000 t      | 10-15 kts               |

Utility Vessels are designed specifically for light duty supporting tasks, include the latest technology and have fit-for-purpose technical installations.



### Utility Vessel (UV)

|          | LENGTH  | BEAM    | DRAUGHT | DEADWEIGHT | SPEED   |
|----------|---------|---------|---------|------------|---------|
| UV 6516  | 65 m    | 15.80 m | 4.50 m  | 900 t      | 12.5 kn |
| UV 5514  | 54.91 m | 14 m    | 4.30 m  | 850 t      | 12.7 kn |
| UV 4312  | 43.30 m | 12 m    | 2.60 m  | 460 t      | 9.2 kn  |
| UV 3911  | 39.40 m | 10.80 m | 3 m     | 250 t      | 11.3 kn |
| UV 2510  | 25.10 m | 10.50 m | 2.80 m  | 160 t      | 9 kn    |
| LUV 2208 | 21.70 m | 7.50 m  | 1.55 m  | 60 t       | 9 kn    |



## OFFSHORE SUPPORT VESSELS

Having served on the seas for decades, the Damen Fast Crew Supply Vessel designs are of proven reliability.



### Fast Crew Supplier (FCS)

|                 | LENGTH | SPEED | DECK AREA          | PERSONNEL | HULL CONSTRUCTION |
|-----------------|--------|-------|--------------------|-----------|-------------------|
| FCS 7011        | 73.6 m | 40 kn | 35 m <sup>2</sup>  | 150       | Aluminium         |
| FCS 5009        | 53.2 m | 27 kn | 225 m <sup>2</sup> | 80        | Steel             |
| FCS 4208        | 42.2 m | 26 kn | 120 m <sup>2</sup> | 100       | Aluminium         |
| FCS 4008        | 41.2 m | 30 kn | 140 m <sup>2</sup> | 100       | Steel             |
| FCS 3307        | 34.2 m | 28 kn | 75 m <sup>2</sup>  | 75        | Aluminium         |
| FCS 3210 Hybrid | 31.9 m | 24 kn | 90 m <sup>2</sup>  | 28        | Aluminium         |
| FCS 2710        | 26.8 m | 25 kn | 90 m <sup>2</sup>  | 24        | Aluminium         |
| FCS 2710 Hybrid | 26.8 m | 25 kn | 90 m <sup>2</sup>  | 24        | Aluminium         |
| FCS 2506        | 26.6 m | 30 kn | 25 m <sup>2</sup>  | 55        | Aluminium         |
| FCS 2206        | 22.1 m | 32 kn | 25 m <sup>2</sup>  | 42        | Aluminium         |
| FCS 1905        | 19.3 m | 30 kn | 20 m <sup>2</sup>  | 30        | Aluminium         |
| FCS 1605 FRP    | 16 m   | 27 kn | 17 m <sup>2</sup>  | 30        | FRP               |

The FLOW-SV concept is designed to transport and install the larger, heavier chains and anchors of the Floating Offshore Wind Turbines mooring installations, safely, quickly and reliably.



### Floating Offshore Wind Support Vessel Concept (FLOW-SV)

|                     | LENGTH OVERALL | AFT WORKING DECK AREA | FORWARD COVERED WORKING DECK AREA | MAX. PROOF LOAD | BOLLARD PULL AHEAD |
|---------------------|----------------|-----------------------|-----------------------------------|-----------------|--------------------|
| FLOW-SV 400 concept | 150 m          | 1585 m <sup>2</sup>   | 400 m <sup>2</sup>                | 1000 t          | 400 t              |

## OFFSHORE SUPPORT VESSELS

The Multibuster 8020 is designed to perform a wide variety of operational tasks across a number of different markets.



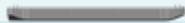
### Multipurpose Vessels

|                  | DECK AREA          | ACCOMMODATION | DRAUGHT | DECK STRENGTH       | BEAM |
|------------------|--------------------|---------------|---------|---------------------|------|
| Multibuster 8020 | 800 m <sup>2</sup> | 60            | 3 m     | 10 t/m <sup>2</sup> | 20 m |



## PONTOONS & BARGES

Stan Pontoons are designed to be flexible in every possible way. This is thanks to their modular build and preprepared options.



### Stan Pontoon (SPo)

|         | LENGTH | BEAM   | DEADWEIGHT | DECK SPACE           | DECK LOAD           |
|---------|--------|--------|------------|----------------------|---------------------|
| SPo B32 | 98 -   |        | 16,000 -   | 3,118 -              |                     |
|         | 109 -  |        | 18,000 -   | 3,477 -              |                     |
|         | 120 m  | 32.2 m | 20,000t    | 3,837 m <sup>2</sup> | 20 t/m <sup>2</sup> |
| SPo B27 | 91 m   | 27.4 m | 9,300 t    | 2,490 m <sup>2</sup> | 20 t/m <sup>2</sup> |
| SPo B24 | 63 -   |        | 4,080 -    | 1,530 -              |                     |
|         | 74 -   |        | 4,700 -    | 1,792 -              |                     |
|         | 86 m   | 23.5 m | 5,145 t    | 2,055 m <sup>2</sup> | 20 t/m <sup>2</sup> |
| SPo B20 | 50 -   |        | 2,505 -    | 1000 -               |                     |
|         | 61 -   |        | 3,015 -    | 1220 -               |                     |
|         | 72 m   | 20 m   | 3,410 t    | 1,430 m <sup>2</sup> | 20 t/m <sup>2</sup> |
| SPo B16 | 41 -   |        | 1,445 -    | 680 -                |                     |
|         | 52 -   |        | 1,825 -    | 860 -                |                     |
|         | 63 m   | 16.5 m | 2,140 t    | 1,035 m <sup>2</sup> | 15 t/m <sup>2</sup> |
| SPo B13 | 41 -   |        | 965 -      | 530 -                |                     |
|         | 52 -   |        | 1,190 -    | 675 -                |                     |
|         | 63 m   | 13 m   | 1,360 t    | 815 m <sup>2</sup>   | 10 t/m <sup>2</sup> |
| SPo B11 | 30 -   |        | 465 -      | 340 -                |                     |
|         | 41 -   |        | 640 -      | 463 -                |                     |
|         | 52 m   | 11.4 m | 770 t      | 585 m <sup>2</sup>   | 10 t/m <sup>2</sup> |
| SPo B08 | 23 m   | 8 m    | 160 t      | 180 m <sup>2</sup>   | 8 m <sup>2</sup>    |

Whether it is for an application of proven technology, a lifetime extension or creating an all-new concept, our design team has the experience to make it a reality.



### Crane Barge (CrBa)

|           | LENGTH  | BEAM    | DEPTH  | DEADWEIGHT | CRANE CAPACITY |
|-----------|---------|---------|--------|------------|----------------|
| CrBa 8025 | 80.25 m | 25 m    | 4.50 m | 4,600 t    | 400 t / 16 m   |
| CrBa 7532 | 75 m    | 32.20 m | 6.10 m | 2,000 t    | 625 t / 25 m   |
| CrBa 7525 | 75 m    | 25 m    | 5 m    | 2,000 t    | 50 t / 50 m    |
| CrBa 6324 | 63 m    | 23.50 m | 4.50 m | 1,720 t    | 45 t / 36 m    |
| CrBa 4920 | 48.75 m | 20 m    | 4 m    | 800 t      | 80 t / 14 m    |
| CrBa 4518 | 45.15 m | 18.60 m | 3.80 m | 500 t      | 140 t / 9 m    |

## PONTOONS & BARGES

In close collaboration with project partners we can design pontoons for special purposes to meet particular specifications.



### Custom Built Pontoons & Barges

|                     | DEADWEIGHT | LENGTH | BEAM   | DRAUGHT | CAPACITY                |
|---------------------|------------|--------|--------|---------|-------------------------|
| Fuel Barge 4315     | 1,360 t    | 43.2 m | 15.2 m | 3.2 m   | 1,525 m <sup>3</sup>    |
| Fuel Barge 6316 IWW | 1,250 t    | 63.1 m | 16.5 m | 1.8 m   | 1,450 m <sup>3</sup>    |
| Fuel Barge 7820     | 4,835 t    | 78 m   | 20 m   | 4.3 m   | 4,942 m <sup>3</sup>    |
| Fuel Barge 14230    | 14,725 t   | 142 m  | 30 m   | 5 m     | 13,862 m <sup>3</sup>   |
| Liquid Cargo Barge  | 1,000 t -  | 30 m - | 9 m -  | 1.5 m - | 10,000 m <sup>3</sup> - |
|                     | 20,000 t   | 140 m  | 45 m   | 12 m    | 25,000 m <sup>3</sup>   |

An entire heavy-duty work pontoon configured out of container-sized units. All of the machinery and equipment is based on robust and proven technology. Find below examples which were engineered to order.



### Modular Pontoon (MPo)

|           | LENGTH  | BEAM    | DEPTH AT SIDES | DECK SPACE         | DECK LOAD            |
|-----------|---------|---------|----------------|--------------------|----------------------|
| MPo 3617  | 36.70 m | 17.20 m | 2.44 m         | 630 m <sup>2</sup> | 6.8 t/m <sup>2</sup> |
| MPo 3015  | 30.80 m | 15.07 m | 2.44 m         | 450 m <sup>2</sup> | 15 t/m <sup>2</sup>  |
| MCPo 2415 | 24.30 m | 14.80 m | 1.80 m         | 360 m <sup>2</sup> | 6.8 t/m <sup>2</sup> |
| MDBa 2407 | 24.30 m | 7.30 m  | 2.40 m         | 180 m <sup>2</sup> | 6.8 t/m <sup>2</sup> |
| MPo 2212  | 22.20 m | 12.20 m | 1.80 m         | 270 m <sup>2</sup> | 6.8 t/m <sup>2</sup> |
| MBPo 1810 | 18.30 m | 9.80 m  | 1.80 m         | 180 m <sup>2</sup> | 6.8 t/m <sup>2</sup> |
| MPo 1212  | 12.20 m | 12.12 m | 1.80 m         | 150 m <sup>2</sup> | 6.8 t/m <sup>2</sup> |

Modular Jetties provide an entire heavy-duty berthing pontoon configured out of container-sized units. Below there are some examples which were engineered to order.



### Modular Jetty (MJe)

|          | LENGTH  | BEAM   | DRAUGHT EMPTY | DEPTH AT SIDES | DECK LOAD            |
|----------|---------|--------|---------------|----------------|----------------------|
| MJe 7505 | 78.30 m | 4.90 m | 0.4 m         | 1.80 m         | 6.8 t/m <sup>2</sup> |
| MJe 6005 | 60 m    | 5 m    | 0.4 m         | 1.80 m         | 2 t/m <sup>2</sup>   |
| MJe 4802 | 48.80 m | 2.44 m | 0.4 m         | 1.80 m         | 6.8 t/m <sup>2</sup> |
| MJe 2005 | 20 m    | 5 m    | 0.8 m         | 2 m            | 6.8 t/m <sup>2</sup> |



## DEFENCE & SECURITY

Over the years, Damen has delivered a number of customised frigates to the Royal Netherlands Navy. Below there are some examples which were engineered to order.



### Custom Built Combatants

|                                  | LENGTH  | BEAM   | DRAUGHT | DISPLACEMENT | SPEED MAX |
|----------------------------------|---------|--------|---------|--------------|-----------|
| Multipurpose Combat Ship F126    | 166 m   | 21.7 m | 5.9 m   | 10,550 t     | 26 kn     |
| Air Defence and Command Frigates | 144.2 m | 18 m   | 5.2 m   | 6,050 t      | 29 kn     |
| M-Frigates                       | 122 m   | 14.4 m | 6.2 m   | 3,300 t      | n.a       |

Ship Integrated Geometrical Modularity Approach (SIGMA).



### SIGMA Combatants

|                                   | LENGTH | BEAM | DRAUGHT | DISPLACEMENT | SPEED MAX |
|-----------------------------------|--------|------|---------|--------------|-----------|
| SIGMA Multi-Mission Frigate 12516 | 125 m  | 16 m | 4.6 m   | 4,600 t      | 27+ kn    |
| SIGMA Multi-Mission Frigate 11515 | 115 m  | 15 m | 4.5 m   | 3,800 t      | 27+ kn    |
| SIGMA Multi-Mission Frigate 10514 | 105 m  | 14 m | 3.9 m   | 2,500 t      | 27+ kn    |
| SIGMA Light Frigate 10513         | 105 m  | 13 m | 3.7 m   | 2,300 t      | 25-28 kn  |
| SIGMA 9813 Corvette Light Frigate | 98 m   | 13 m | 3.7 m   | 2,100 t      | 25-28 kn  |
| SIGMA Fast Combatant 7311         | 91 m   | 13 m | 3.7 m   | 1,900 t      | 25-28 kn  |
| SIGMA Fast Combatant 6110         | 73 m   | 11 m | 3 m     | 1,000 t      | 25-30 kn  |
| M-Frigates                        | 61 m   | 10 m | 3 m     | 750 t        | 25-30 kn  |

## DEFENCE & SECURITY

Fully developed with current and future capability in mind, the Damen Crossover (XO) is the ultimate mission, modular naval concept.



### Crossovers (XO)

|           | LENGTH | DISPLACEMENT | SPEED MAX | CREW    | ADDITIONAL PERSONNEL |
|-----------|--------|--------------|-----------|---------|----------------------|
| XO 139 CF | 139 m  | 5,600 t      | 30 kn     | 108-125 | 128                  |
| XO 131 C  | 131 m  | 5,300 t      | 28 kn     | 108-125 | 128                  |
| XO 131 A  | 131 m  | 5,500 t      | 26 kn     | 68-83   | 200                  |
| XO 131 L  | 131 m  | 5,500 t      | 18-22 kn  | 56-83   | 200                  |
| XO 123 SF | 123 m  | 5,000 t      | 24 kn     | 65-84   | 200                  |
| XO 115 S  | 115 m  | 4,500 t      | 21 kn     | 65-84   | 154                  |

Our Landing Platform Docks (LPDs) can transport marines with all of their equipment and supplies. Below there are some examples which were engineered to order.



### Custom Built Landing Platform Docks (LPDs)

|                          | LENGTH   | BEAM   | DRAUGHT | RANGE | CREW |
|--------------------------|----------|--------|---------|-------|------|
| LPD Zr.Ms. Johan de Witt | 176.35 m | 27.2 m | 6.15 m  | 6,000 | 151  |
| LPD Zr.Ms. Rotterdam     | 166.20 m | 25 m   | 5.80 m  | 6,000 | 128  |

Our Landing Craft range includes cost-effective design features such as a bow/stern ramp for vehicles up to 70 tonnes, a stern anchor and winch. Find below examples which were engineered to order.



### Landing Craft

|           | LENGTH  | BREADTH | DRAUGHT | RANGE  | SPEED |
|-----------|---------|---------|---------|--------|-------|
| LCU 3607  | 36.60 m | 6.8 m   | 1.25 m  | 200 nm | 11 kn |
| LCVP 1604 | 16 m    | 4.2 m   | 0.70 m  | 200 nm | 22 kn |
| ESB 1604  | 15.70 m | 4.2 m   | 1 m     | 200 nm | 20 kn |
| FAC 1604  | 15.90 m | 4.0 m   | 0.80 m  | 200 nm | 30 kn |



## DEFENCE & SECURITY

The Landing Ship range is a state-of-the-art, flexible Class. Designed to fulfil traditional mission requirements, as well as support and secondary mission tasks.



### Landing Ship

|                                 | LENGTH  | BREADTH | DRAUGHT     | RANGE    | CREW |
|---------------------------------|---------|---------|-------------|----------|------|
| Landing Ship Transport LST 120  | 119 m   | 16 m    | 3.5 - 3.9 m | 4,500 nm | 18   |
| Landing Ship Transport LST 120H | 119 m   | 16 m    | 3.5 - 3.9 m | 4,500 nm | 18   |
| Landing Ship Transport LST 100  | 100 m   | 16 m    | 3.5 - 3.9 m | 4,000 nm | 18   |
| Landing Ship Transport LST 90   | 90 m    | 14 m    | 2.7 - 3.0 m | 3,000 nm | 12   |
| Landing Ship Logistics LSL 80   | 80 m    | 14 m    | 2.7 - 3.0 m | 2,500 nm | 12   |
| Stan Lander 5612                | 57.27 m | 12 m    | 2.5-2.7 m   | 3,000 nm | 16   |

Specifically developed for navies and coastguards worldwide over many decades, Damen's Offshore Patrol Vessels (OPVs) embody versatility.



### Offshore Patrol Vessel (OPV)

|                      | LENGTH  | SPEED MAX | CREW      | BEAM    | PROPULSION |
|----------------------|---------|-----------|-----------|---------|------------|
| OPV 2400 Coast Guard | 90.50 m | 20-22 kn  | Up to 80  | 14 m    | 4x2,240 kW |
| OPV 1800 Coast Guard | 83 m    | 20-22 kn  | Up to 70  | 13.70 m | 4x1,765 kW |
| OPV 1400 Coast Guard | 72 m    | 18-21 kn  | Up to 60  | 12.70 m | 4x1,765 kW |
| OPV 2600 Military    | 91.20 m | 22-25 kn  | Up to 120 | 14.60 m | 4x3,000 kW |
| OPV 2200 Military    | 91.20 m | 22-25 kn  | Up to 100 | 14 m    | 4x2,525 kW |
| OPV 1800 Military    | 83 m    | 20-22 kn  | Up to 80  | 13.70 m | 4x1,765 kW |

## DEFENCE & SECURITY

The Landing Platform Dock Enforcers have proven to be both effective and adaptable, operating successfully in missions beyond those for which they were specifically designed.



### Landing Platform Dock Enforcer (LPD)

|                    | LENGTH   | DRAUGHT | SPEED    | CREW | PROPULSION POWER          |
|--------------------|----------|---------|----------|------|---------------------------|
| LPD Enforcer 13000 | 162.83 m | 5.8 m   | 18 kn    | 150  | 2 x 8,000 kW              |
| LPD Enforcer 11000 | 150.53 m | 5.8 m   | 18 kn    | 120  | 2 x 8,000 kW              |
| LPD Enforcer 10000 | 157 m    | 5.8 m   | 18 kn    | 120  | 2 x 8,000 kW              |
| LPD Enforcer 9000  | 145 m    | 5.8 m   | 16-22 kn | 115  | 2 x 4,200 kW              |
| LPD Enforcer 8000  | 133 m    | 5.8 m   | 16-21 kn | 95   | 12,000 kW                 |
| LPD Enforcer 7000  | 121 m    | 5.8 m   | 16-20 kn | 90   | 2 x 4,000 kW + 2 x 400 kW |

Stan Patrol vessels range from 10 to 70 metres. The vessels provide a solution for every operational profile, whether this is a riverine, littoral, coastal, inshore or offshore environment.



### Inshore Patrol / Stan Patrol Vessel (SPa)

|                 | LENGTH | SPEED   | BEAM   | CREW | HULL CONSTRUCTION |
|-----------------|--------|---------|--------|------|-------------------|
| SPa 6211        | 62.2 m | 30 kn   | 11.5 m | 48   | Steel             |
| SPa 5509        | 57.4 m | 29 kn   | 9.5 m  | 30   | Steel             |
| FCS 5009 Patrol | 53.2 m | 27 kn   | 10.1 m | 8    | Steel             |
| SPa 5009        | 50.1 m | 29.5 kn | 9.4 m  | 28   | Steel             |
| FCS 4208 Patrol | 43.2 m | 30 kn   | 8.4 m  | 12   | Aluminium         |
| SPa 4207        | 42.8 m | 26.5 kn | 7.1 m  | 18   | Steel             |
| FCS 4008 Patrol | 41.2 m | 30 kn   | 8.7 m  | 8    | Steel             |
| FCS 3307 Patrol | 34.2 m | 30 kn   | 7.3 m  | 6    | Aluminium         |
| SPa 3007        | 30.5 m | 30 kn   | 7.1 m  | 12   | Aluminium         |
| SPa 2205 FRP    | 22.7 m | 30 kn   | 6.1 m  | 8    | FRP               |
| SPa 1905        | 19.3 m | 30 kn   | 4.8 m  | 4    | Aluminium         |
| SPa 1605 FRP    | 15.7 m | 31 kn   | 4.8 m  | 2    | FRP               |



## DEFENCE & SECURITY

The common theme running through the MRAV series is the provision of a basic platform offering reliable and cost-effective multi-role potential and surveying capabilities.



### Multi-Role Auxiliary Vessels (MRAV)

|           | DISPLACEMENT<br>(DESIGN) | LENGTH | BEAM    | DESIGN<br>DRAUGHT | SPEED    |
|-----------|--------------------------|--------|---------|-------------------|----------|
| MRAV 3600 | 3,600 t                  | 85 m   | 16 m    | 5 m               | 14-16 kn |
| MRAV 1600 | 1,600 t                  | 62 m   | 13 m    | 3 m               | 12-14 kn |
| MRAV 660  | 660 t                    | 43 m   | 11.50 m | 1.90 m            | 8-10 kn  |

The Damen Landing Ship range is a state-of-the-art, flexible Class. Designed to fulfil traditional mission requirements, as well as support and secondary mission tasks.



### Rigid Hull Inflatable Boat (RHIB)

|           | LENGTH  | BEAM   | DRAUGHT AFT,<br>APPROX | HULL<br>CONSTRUCTION | PROPULSION                             |
|-----------|---------|--------|------------------------|----------------------|----------------------------------------|
| RHIB 1200 | 12 m    | 3.35 m | 0.80 m                 | FRP                  | sterndrive/<br>waterjets/<br>outboards |
| RHIB 1125 | 11.25 m | 3.35 m | 0.80 m                 | FRP                  | sterndrive/<br>waterjets/<br>outboards |
| RHIB 1050 | 10.50 m | 3.35 m | 0.80 m                 | FRP                  | sterndrive/<br>waterjets/<br>outboards |
| RHIB 975  | 9.75 m  | 3.35 m | 0.80 m                 | FRP                  | sterndrive/<br>waterjets/<br>outboards |
| RHIB 850  | 8.50 m  | 2.60 m | 0.60 m                 | FRP                  | sterndrive/<br>waterjets/<br>outboards |
| RHIB 750  | 7.50 m  | 2.60 m | 0.60 m                 | FRP                  | sterndrive/<br>waterjets/<br>outboards |

## DEFENCE & SECURITY

Damen Interceptors are a specialised type of craft, designed for ultra-high-speed interception and insertion missions, while also being capable and effective in a medium-speed patrolling role.



### Interceptor (IC)

|                      | LENGTH | SPEED  | CREW | HULL<br>CONSTRUCTION                | PROPULSION                    |
|----------------------|--------|--------|------|-------------------------------------|-------------------------------|
| IC 3007              | 32 m   | 45 kn  | 12   | Aluminium or FRP                    | 2x propellers or 3x waterjets |
| IC 1503 FRP          | 14.5 m | 55 kn  | 2    | E-glass and carbon reinforced epoxy | 3x stern drive                |
| IC 1503 FRP Outboard | 14.5 m | 61+ kn | 2    | E-glass and carbon reinforced epoxy | 4x outboard engines           |
| IC 1102 FRP          | 11 m   | 55 kn  | 2    | E-glass and carbon reinforced epoxy | 2x stern drive                |

Our Naval Logistic Support Ships contribute significantly to effective expeditionary naval operations by supplying naval vessels at sea. Below there are some examples which were engineered to order.



### Naval Logistic Support Ship

|                                  | LENGTH  | BEAM    | DRAUGHT | DISPLACEMENT<br>FULL LOAD | SPEED |
|----------------------------------|---------|---------|---------|---------------------------|-------|
| Joint Support Ship Karel Doorman | 204.7 m | 30.40 m | 7.80 m  | 27,000                    | 18    |
| Combat Support Ship Den Helder   | 179.3 m | 8.30 m  | 8.30 m  | 22,300                    | 18+   |



## DEFENCE & SECURITY

The Training Vessels provide tailor-made platforms to perform a diverse range of training and support duties. Below there are some examples which were engineered to order.



### Multi-Role Aviation Training Vessel

|                                          | LENGTH  | BEAM    | SPEED | CREW | PROPULSION      |
|------------------------------------------|---------|---------|-------|------|-----------------|
| Multi-Role Aviation Training Vessel 2300 | 93.96 m | 14.40 m | 17 kn | 93   | 2x2,350 kW, CPP |

These cost-effective vessels can conduct a wide variety of hydrographic survey duties for military and commercial purposes. Below there are some examples which were engineered to order.



### Hydrographic Survey Vessel

|                                 | LENGTH  | SPEED | DISPLACEMENT | ACCOMMODATION (PASSENGERS) | BEAM   |
|---------------------------------|---------|-------|--------------|----------------------------|--------|
| Hydrographic Survey Vessel RNLN | 81.42 m | 13 kn | 1,900 t      | 42                         | 13.1 m |
| Hydrographic Survey Vessel 6613 | 66.40 m | 13 kn | 1,550 t      | 50                         | 13.2 m |

The Submarine Rescue Vessel is an oceangoing naval support vessel, capable of continuous day/night operations, rescuing personnel and many other tasks. Find below examples which were engineered to order.



### Submarine Rescue Vessel

|                       | LENGTH | SPEED   | DECK AREA          | ACCOMMODATION (CREW+SPECIAL PERSONNEL) | BEAM |
|-----------------------|--------|---------|--------------------|----------------------------------------|------|
| Rescue Gear Ship 9316 | 93.2 m | 16 kn   | 600 m <sup>2</sup> | 100                                    | 16 m |
| Escape Gear Ship 8316 | 83 m   | 15.9 kn | 450 m <sup>2</sup> | 100                                    | 16 m |

## DEFENCE & SECURITY

We have a wide range of vessels on offer for, covering firefighting, pollution control, patrol activities and research duties.



### Search and Rescue Vessel (SAR)

|              | LENGTH  | SPEED   | SURVIVORS | HULL CONSTRUCTION | PROPULSION   |
|--------------|---------|---------|-----------|-------------------|--------------|
| FCS 5009 SAR | 53.20 m | 27 kn   | 200-400   | Steel             | 4x FPP       |
| SAR 5009     | 50.10 m | 29.5 kn | 50-200    | Steel             | 4x FPP       |
| SAR 4207     | 42.80 m | 26.5 kn | 50-100    | Steel             | 2x CPP       |
| SAR 1906     | 19.50 m | 30 kn   | 42        | Aluminium         | 2x waterjets |
| SAR 1605 FRP | 15.70 m | 33 kn   | 12-30     | FRP               | 2x waterjets |

Damen helps customers give the best nautical and navigational training possible with our Sail Training Vessels. Naval cadet training has never been so easily put into practice.



### Sail Training Vessels (STV)

|          | SAIL AREA | LENGTH  | CREW+TRAINEE | DISPLACEMENT | RIGGING TYPE        |
|----------|-----------|---------|--------------|--------------|---------------------|
| STV 3500 | 3,500     | 107 m   | 240          | 3,000 t      | square, full-rigged |
| STV 3000 | 3,000     | 96.10 m | 115          | 1,820 t      | square, full-rigged |
| STV 2630 | 2,630     | 82.30 m | 85           | 1,150 t      | square, full-rigged |



## RESEARCH & SCIENCE VESSELS

Our Research Vessels were designed to aid sustainable fishing and marine stock management, but they have evolved into vessels that perform oceanographic/hydrographic operations.



### Research Vessel (RV)

|          | LENGTH  | SPEED<br>MAX | DEADWEIGHT | ACCOMMODATION<br>(PASSENGERS) | BEAM   |
|----------|---------|--------------|------------|-------------------------------|--------|
| FRV 7417 | 74.10 m | 15 kn        | 979 t      | 51                            | 16.4 m |
| RV 5413  | 53.70 m | 11.2 kn      | 67 t       | 34                            | 12.5 m |
| RV 4510  | 45 m    | 11 kn        | 144 t      | 16                            | 10 m   |
| FRV 3609 | 36.30 m | 12 kn        | 80 t       | 20                            | 9.4 m  |
| FRV 2808 | 27.40 m | 10 kn        | 68 t       | 16                            | 8.2 m  |

Currently the most advanced polar research vessel in the world, the ASRV has been custom designed and built for the Australian Antarctic Program, and can perform the following missions: the resupply of Antarctic stations and research campaigns, scientific research, icebreaking, transport, disaster relief, evacuation, and patrol duties.



### Antarctic Supply Research Vessel (ASRV)

|      | LENGTH | BEAM<br>MOULDED | DRAUGHT | DISPLACEMENT |
|------|--------|-----------------|---------|--------------|
| ASRV | 160 m  | 25.60 m         | 9.30 m  | 25.38 t      |

## CARGO VESSELS

Efficient bow shape.

\*can be converted as an ice ship



### Multipurpose Cargo Vessel

|                       | DEADWEIGHT | LENGTH   | BEAM    | DRAUGHT | HOLD                  |
|-----------------------|------------|----------|---------|---------|-----------------------|
| CF 12000*             | 12,000 t   | 142.95 m | 18.90 m | 7.90 m  | 17,300 m <sup>3</sup> |
| CF 8200*              | 8,200 t    | 118.14 m | 15.90 m | 7.21 m  | 10,795 m <sup>3</sup> |
| CF 6500*              | 6,500 t    | 109.32 m | 15.20 m | 6.25 m  | 9,500 m <sup>3</sup>  |
| CF 5000*              | 5,080 t    | 86.60 m  | 15.20 m | 6.55 m  | 7,000 m <sup>3</sup>  |
| CF 4500               | 4,480 t    | 101.78 m | 12.50 m | 5.48 m  | 6,070 m <sup>3</sup>  |
| CF 4200*              | 4,200 t    | 87.90 m  | 13.50 m | 6 m     | 5,700 m <sup>3</sup>  |
| CF 3850               | 3,800 t    | 89.70 m  | 12.50 m | 5.48 m  | 5,250 m <sup>3</sup>  |
| Combi Coaster<br>3500 | 3,500 t    | 88.70 m  | 12.95 m | 4.70 m  | 4,900 m <sup>3</sup>  |
| Combi Coaster<br>2750 | 2,750 t    | 88.74 m  | 11.30 m | 4.35 m  | 3,700 m <sup>3</sup>  |





## CARGO VESSELS

Excellent manoeuvrability in restricted waters.  
Efficient loading and discharging system.  
High standards of crew comfort.



### Tanker (Ta)

|                      | CARGO CAPACITY       | LENGTH   | BREADTH | DRAUGHT | SPEED MAX |
|----------------------|----------------------|----------|---------|---------|-----------|
| Ta 8400              | 8,400 m <sup>3</sup> | 109.90 m | 17 m    | 7 m     | 12 kn     |
| Ta 8000              | 7,998 m <sup>3</sup> | 140.85 m | 16.70 m | 4.20 m  | 10 kn     |
| <b>Shallow Draft</b> |                      |          |         |         |           |
| Ta 8000              | 7,730 m <sup>3</sup> | 104.52 m | 17 m    | 6.30 m  | 12.3 kn   |
| Ta 4800              | 4,885 m <sup>3</sup> | 83.23 m  | 17 m    | 6.40 m  | 12 kn     |
| Ta 4150              | 4,150 m <sup>3</sup> | 86 m     | 14 m    | 5.50 m  | 10.5 kn   |
| Ta 2500              | 2,500 m <sup>3</sup> | 84 m     | 11.30 m | 4.45 m  | 11.5 kn   |
| Ta 800               | 796 m <sup>3</sup>   | 49.92 m  | 9.50 m  | 2.60 m  | 8.5 kn    |

## CARGO VESSELS

Takes all container sizes.  
Easy and fast handling of hatch covers.



### Container Feeder (CFe)

|         | CARGO CAPACITY | LENGTH   | BEAM    | DRAUGHT | SPEED MAX |
|---------|----------------|----------|---------|---------|-----------|
| CFe 900 | 888 TEU        | 150.17 m | 21.80 m | 7.20 m  | 17 kn     |
| CFe 800 | 803 TEU        | 140.64 m | 21.80 m | 7.33 m  | 17 kn     |



## FISHING VESSELS

Longline fishing is in scientific terms regarded as a LIFE (Low Impact Fuel Efficient) harvesting method and is one of the most sustainable ways to harvest wild fish from the ocean.



### Longline Fishers

|                    | HOLD CAPACITY      | SHELTERED PROCESSING AREA | CREW ACCOMMODATION | LENGTH OVERALL | BEAM   |
|--------------------|--------------------|---------------------------|--------------------|----------------|--------|
| SFi 2608 Longliner | 125 m <sup>3</sup> | 90 m <sup>2</sup>         | 5                  | 25.70 m        | 7.50 m |
| SFi 2007 Longliner | 85 m <sup>3</sup>  | 70 m <sup>2</sup>         | 5                  | 22.10 m        | 7 m    |

Pot fishing is probably the oldest form of fishing. The low impact of the static gear on the seabed combined with its selectivity contribute to the sustainability of this fishing techniques.



### Pot Fishers

|                       | LENGTH  | BREADTH | DEPTH  | PROPULSION POWER | FISH HOLD CAPACITY |
|-----------------------|---------|---------|--------|------------------|--------------------|
| CCA 5712 Processor    | 57.86 m | 12.60 m | 7.50 m | 1,620 kW         | 500 m <sup>3</sup> |
| CCA 5712 Live Storage | 57.67 m | 12.60 m | 7.50 m | 1,620 kW         | 640 m <sup>3</sup> |
| SFi 2608 Pot Fisher   | 25.70 m | 7.50 m  | 3.75 m | 350 kW           | 125 m <sup>3</sup> |
| SFi 2007 Pot Fisher   | 22.10 m | 7 m     | 3.75 m | 350 kW           | 85 m <sup>3</sup>  |

## FISHING VESSELS

The Beam Trawler design has been updated to meet today's requirements. The incorporation of new techniques facilitates more selective and environmentally friendly fishing.



### Beam Trawler (BTr)

|          | LENGTH  | BREADTH | DEPTH  | PROPULSION POWER | FISH HOLD CAPACITY |
|----------|---------|---------|--------|------------------|--------------------|
| BTr 3808 | 37.95 m | 8.50 m  | 4.70 m | 1,000 kW         | 200 m <sup>3</sup> |

The Damen Shrimp Trawler is a brand-new design, developed as a simple basic standard vessel, to fish (sub)tropical shrimps, safe and sturdy and easy in maintenance and serviceability, with focus on low fuel consumption.



### Shrimp Trawler (STr)

|                     | LENGTH  | BREADTH | DEPTH  | PULL        | FISH HOLD CAPACITY      |
|---------------------|---------|---------|--------|-------------|-------------------------|
| Shrimp Trawler 2607 | 26.45 m | 7 m     | 3.45 m | 8t @ 2,5 kn | 90 m <sup>3</sup> @ -20 |

The Damen Wet Fish Trawlers are ideal for fishing with common fishing methods. Twinrigging and Scottish seine or chose for passive and even cultivating shellfish. Our Wet Fish Trawlers have been developed with a keen focus on the marine environment.



### Wet Fish Trawlers

|                                     | LENGTH  | BEAM   | DRAUGHT | GROSS TONNAGE | PROPULSION POWER |
|-------------------------------------|---------|--------|---------|---------------|------------------|
| Twin Rigger/Fly Shooter 3209        | 32 m    | 9.60 m | 4.50 m  | 489 gt        | 1,000 bkW        |
| Seafisher 2608 Multipurpose Trawler | 25.70 m | 7.50 m | 3.75 m  | 174 gt        | 442 kW           |
| Seafisher 2007 Multipurpose Trawler | 20.10 m | 7 m    | 3.75 m  | 123 gt        | 442 kW           |



## INLAND VESSELS

Concordia Damen's optimised inland dry cargo vessels are fast moving and feature low air draft with high tonnage at low draft.

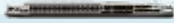


### Inland Shipping – Dry Cargo

|                    | LENGTH | BEAM    | DRAUGHT | TEU     | TONNAGE<br>MAX DRAUGHT |
|--------------------|--------|---------|---------|---------|------------------------|
| CDS KVB*           | 172 m  | 11.45 m | 3.50 m  | 396 teu | 5675 t                 |
| CDS 532*           | 135 m  | 17.20 m | 3.75 m  | 532 teu | 6780 t                 |
| CDS 443*           | 135 m  | 14.20 m | 4.00 m  | 443 teu | 5660 t                 |
| CDS 222*           | 110 m  | 11.45 m | 3.75 m  | 222 teu | 3207 t                 |
| CDS Dry Cargo 110* | 110 m  | 11.45 m | 3.50 m  | 206 teu | 3180 t                 |

\* available with hybrid, diesel, battery electric technology

The innovative and sustainable design of the river cruise vessels combines a small footprint with a maximum of passengers.



### River Cruise

|                                   | LENGTH | BEAM    | DRAUGHT | PASSENGERS |
|-----------------------------------|--------|---------|---------|------------|
| Inland Waterway<br>Cruise Vessel* | 135 m  | 11.45 m | 1.35 m  | 178        |

\* available with hybrid, diesel, battery electric technology

## INLAND VESSELS

Concordia Damen's low draft pushers are compact, but powerful and feature optimal manoeuvrability.



### Pusher

|          | LENGTH | BREADTH MLD. | DRAUGHT | POWER MAIN<br>ENGINES |
|----------|--------|--------------|---------|-----------------------|
| CDS 2010 | 20 m   | 9.95 m       | 1.95 m  | 2x 980 kW             |



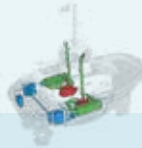
InvaSave is a mobile ballast water management system. Ideal for older vessels and vessels with minimal annual water discharges that do not have an onboard system.



### Mobile Ballast Water Treatment System

|          | LENGTH | WIDTH  | FLOW CAPACITY      | DESIGN PRESSURE | POWER CONSUMPTION |
|----------|--------|--------|--------------------|-----------------|-------------------|
| InvaSave | 12.2 m | 2.44 m | 300 m <sup>3</sup> | 10 bar          | 60-110 kW         |

The Damen Marine NOx Reduction System is an advanced active emissions control system, using selective catalytic reduction (SCR) technology suited for diesel marine engines.



### NOx Reduction System

SUSTAINABLE

**NOx Reduction System** NOx reduction of 80%  
Suitable for all kinds of marine diesel engines

Our wide range of ballast water treatment systems comply with IMO Regulations and are suited to all situations on ships of all sizes.



### Ballast Water Treatment System (BWT)

|                              | TREATMENT CAPACITY          | POWER CAPACITY | WIDTH  | LENGTH | UV LAMPS | HEIGHT |
|------------------------------|-----------------------------|----------------|--------|--------|----------|--------|
| BalCon                       | 30-2000 m <sup>3</sup> /h   | 8-150 kW       | 1-3 m  | 1-10 m | 1-20     |        |
| Onboard UV and Filter        | 30-2000 m <sup>3</sup> /h   | 8-150 kW       | 1-4 m  | 1-10 m | 1-20     |        |
| Filterless ClO2 disinfection | 500-16000 m <sup>3</sup> /h | 4-6 kW         | 11.3 m | 18.4 m |          |        |
| Chemical Injection           | 0-5000 m <sup>3</sup> /h    | 2.5 kW         | 0.6 m  | 0.6 m  | 1.65 m   |        |

B-Shore ensures a safe and reliable shore power connection anywhere in the world.



### B-Shore

|                        | INPUT VOLTAGE RANGE       | PRE-SELECTED OUTPUT VOLTAGE | FREQUENCY CONVERSION   | RATED OUTPUT POWER | PROTECTION DEGREE |
|------------------------|---------------------------|-----------------------------|------------------------|--------------------|-------------------|
| <b>B-Shore S model</b> |                           |                             |                        |                    |                   |
| <b>B-Shore S 63</b>    | 3x 400V-440V-480V 50/60Hz | 3x 400V-440V-480V           | Yes (50-60Hz v.v.)     | 44kVA (@3x400V)    | IP54*             |
| <b>B-Shore S 125</b>   | 3x 400V-440V-480V 50/60Hz | 3x 400V-440V-480V           | Yes (50-60Hz v.v.)     | 87kVA (@3x400V)    | IP54*             |
|                        | NOMINAL INPUT VOLTAGE     | INPUT TAPPINGS              | NOMINAL OUTPUT VOLTAGE | RATED OUTPUT POWER | OUTPUT TAPPINGS   |
| <b>B-Shore model</b>   |                           |                             |                        |                    |                   |
| <b>B-Shore 63</b>      | 3x 400V-50/60Hz           | 3x 380V-440V-480V           | 3x 400V-50/60Hz        | 44kVA (@3x400V)    | 3x 380V-440V-480V |
| <b>B-Shore 125</b>     | 3x 400V-50/60Hz           | 3x 380V-440V-480V           | 3x 400V-50/60Hz        | 87kVA (@3x400V)    | 3x 380V-440V-480V |

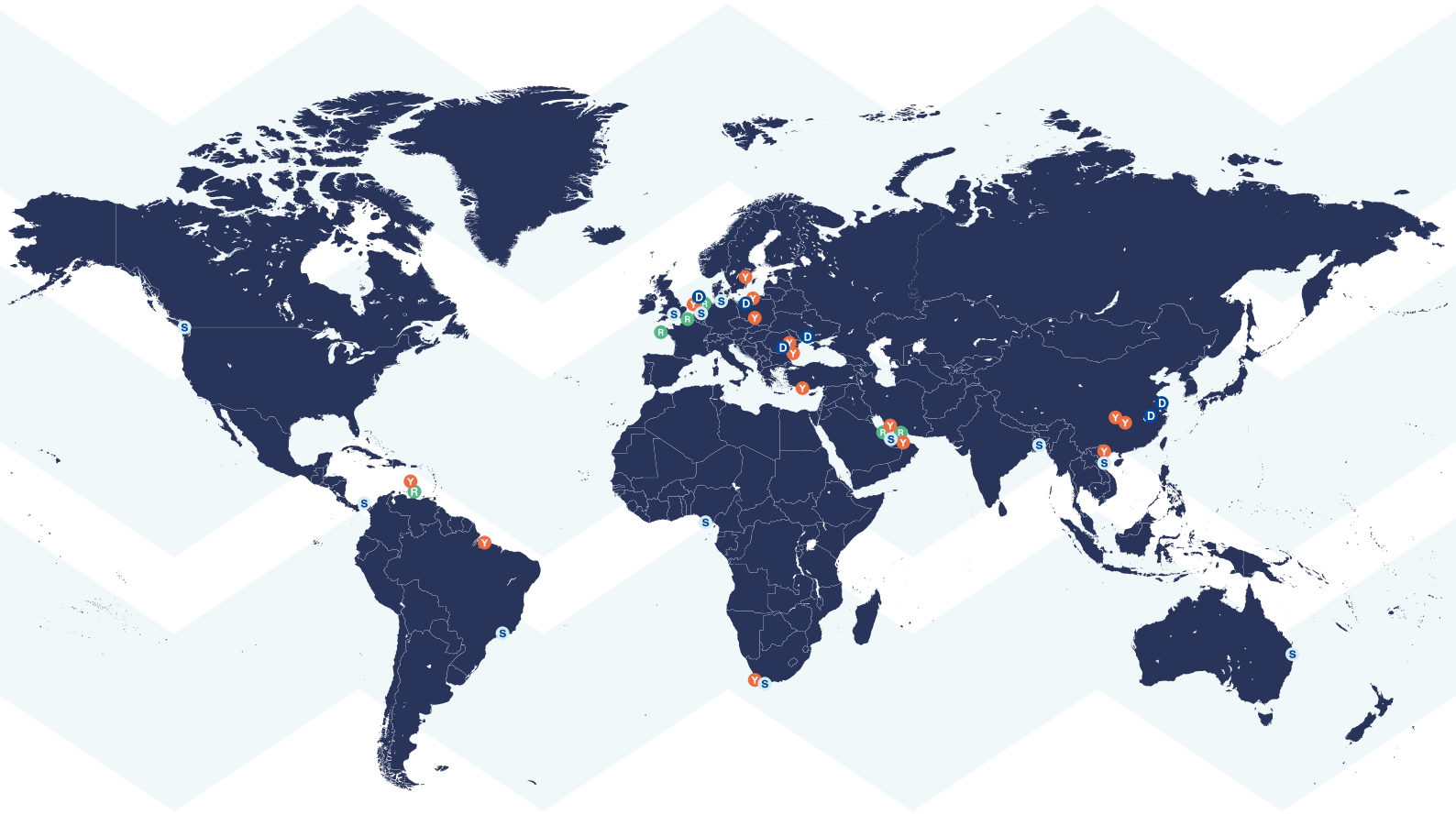
The Damen Air Cavity System (DACS), a unique air lubrication system for vessels. Maintaining a thin layer of air over the flat bottom of a vessel's hull, DACS achieves a significant reduction in water resistance, leading to increased efficiency and a reduction of fuel consumption and, therefore, emissions. This air lubrication system for vessels can achieve a fuel reduction of up to 15%.



### Damen Air Cavity System (DACS)



## Global Presence



**R** Damen Shiprepair & Conversion

**D** Damen Company

**Y** Damen Newbuild Yard

**S** Damen Service Hubs



## Damen Service Hubs

**Our Service Hub network supports your fleet and crew with local service, worldwide.**

Keeping your assets up and running requires maintenance, repair, new parts, fresh equipment and crew training.

Whether your service needs are planned or unexpected, Damen Service Hubs can assist you. They are located around the world to deliver fast, friendly, local service at competitive rates.

## When you need us, where you need us

Each Service Hub offers you a full range of service capabilities in addition to providing local communications and support.

Select your closest Service Hub to schedule service, make enquiries, or learn more about localised OEM partnerships.



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