Contents

- Introduction
- Typical patrol boat requirements
- Proven design
- Hull form
- Sea Axe
- Crew ergonomics
- Navigation & communication
- Propulsion
- Deck equipment & high-speed tenders
- General data
- Propulsion options
- Environment
- Contact info
Typical patrol boat requirements
Patrol boats worldwide are used for very different tasks. To name some:

- Counteract smuggling, terrorism and piracy
- Protect the Exclusive Economic Zone
- Carry out Search & Rescue operations
- Inspect compliance with laws, e.g. concerning the environment or fishery

Although these tasks are very different, the requirements to perform these are similar:

- Patrol speeds of 10-16 knots, but capable of high speeds, even in severe weather conditions
- Fitted with a high-speed tender, for boarding operations
- Extensive communication systems
- High quality radar systems for various conditions
- Comfort for the crew during operations for prolonged periods of time
Proven design
Damen has a long history in high-speed patrol vessels. Since the beginning of the seventies, Damen has delivered significantly more than 1000 high speed craft, half of which is patrol boats.

The Stan Patrol 3006 is based on the Sea Axe FCS 3307 design. This 33 meter vessel was developed by Damen in 2006 as a Fast Supplier for the offshore industry. Since 2007, 25 orders were booked, in various configurations:

- Standard Fast Supplier for the offshore industry
- Security Vessel
  - Fitted with extra accommodation, armour plating/windows and a high-speed interceptor in a davit

Although the looks of the Stan Patrol 3006 differ significantly from the FCS 3307 (basically the superstructure) and the dimensions are slightly smaller, the major systems of these designs are very similar, i.e. well proven.
Axe Bow
The Damen Stan Patrol 3006 is the first “Sea Axe” patrolboat, which means that the hull is designed according to the “Axe Bow Concept”. This “enlarged” hull shape is the result of years of research by Delft University of Technology, the US Coast Guard, the Royal Netherlands Navy, the Maritime Research Institute Netherlands and Damen.

As a result, a relatively light, long and slender design with a very fine entry is obtained, free from flare and with an extremely deep-V – all focussed on improving seakeeping capabilities of the vessel. This hull slices through the waves effortlessly, with very low vertical acceleration levels and completely free of slamming.

As spin-off, the long hull yields several more advantages:

- Significantly decreased resistance, both at patrol speed and maximum speed
- The wheelhouse is located in the region where the level of accelerations is low, thus improving working conditions and decreasing crew fatigue
- A high-speed tender can be accommodated easily on the aft deck, which can be launched from and recovered into an integrated stern slipway
- The oversized hull offers ample space for maintenance
Sea Axe / Axe Bow

Conventional: 35 m
Enlarged Ship: 42 m

Approx 50% lower peak accelerations due to Enlarged Ship Concept
Worldwide, the majority of high speed vessels are designed for “trial conditions”. This is the condition in which the promised speed of a ship has to be proven to the customer. To limit speed degradation due to wind and waves, “trial conditions” basically means “no wind” and “no waves”. As a result of designing for “trial conditions”, many high speed vessels worldwide perform well on flat water, but show serious shortcomings in the “real world” of our customers: on the sea. In waves of some significance, these vessels have to slow down to keep the crew – and the ship – in one piece.

In the beginning of the 80’s, Damen and Delft University joined forces to change the high speed craft design philosophy and started to design for “operability at sea” instead of “trial conditions”.

The Axe Bow earns her name from the side view of the bow: the keel line slopes down forward and the sheer line slopes up – strongly resembling the blade of an axe.

The Axe Bow is a further development of the “Enlarged Ship Concept”. This concept is based on lengthening the hull of a ship, without increasing the functionality. A more slender hull shape is the result, which cuts through the waves more easily - without a serious price consequence.

The Axe Bow takes this philosophy to the limit. The extremely slender and deep bow, without any flare, provides unprecedented soft seakeeping characteristics. Where a conventional high speed vessel bounces over the waves, the Axe Bow effortlessly cuts through the waves. As a result, the Axe Bow can sail at maximum speed, independent of the circumstances, without damaging the crew or the ship’s construction.

The Axe Bow is the result of five years of research, initiated by Delft University and carried out in cooperation with the Royal Netherlands Navy, the Maritime Research Institute Netherlands, US Coast Guard – and of course Damen. Damen uses “Sea Axe” as a commercial name for the Axe Bow designs.
Crew ergonomics
Due to the oversized hull of the Damen Stan Patrol 3006, it was possible to place the wheelhouse at the position where the ship motions are least: approx one third from the stern. This creates the best possible working environment for the crew.

Throughout the vessel, flexible carpentry and floating floors are applied to reach very low noise levels.

The engines are flexible mounted, to obtain low vibration levels.

The major controls and communication devices have been integrated in the helmsman’s seat. Even in the worst conditions, the helmsman can control the ship from this safe and comfortable position.

On the main console, three large flat screens are integrated which can show conning, electronic chart or radar.
Stan Patrol 3007
Preliminary

Navigation & Communication
The wheelhouse is fitted with a proven technology state of the art Integrated Navigational System (INS). In combination with the spacious and ergonomically arranged wheelhouse, this offers a high level of flexibility and workability, creating less diversion for the operators from their patrol duties.

The Integrated Navigational System (INS) includes:
- Radar
- Autopilot
- Differential GPS
- Electronic Chart System (ECDIS)
- Automatic Identification System (AIS)
- Echo sounder and Speed log
- GPS compass and Magnetic compass
- Communication equipment (GMDSS A2/A3)
- VHF radio telephone with DSC watch receiver
- VHF handheld radio telephone
- MF/HF radio telephone with DSC watch receiver
- Navtex
- Epirb
- Sart
The Damen Stan Patrol 3006 can be equipped with Caterpillar or MTU engines. For flexibility, efficiency and redundancy, two Fixed Pitch Propellers, one bow thruster and two rudders are installed.

All controls of the engines, bow thruster and rudders are integrated in the helmsman’s seat.

Depending of the choice of engines, the maximum speed of the Damen Stan Patrol 3006 varies between 23 and 32 knots. See below the standard options with Caterpillar and MTU engines. The range at patrol speed (10-16 knots) is approx. 1,500 nautical miles.

<table>
<thead>
<tr>
<th>Option</th>
<th>Engines</th>
<th>Power</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2x CAT C32 B-rating</td>
<td>1,790 kW (2,434 bhp)</td>
<td>23 kts</td>
</tr>
<tr>
<td>2</td>
<td>2x CAT C32 D-rating</td>
<td>2,386 kW (3,245 bhp)</td>
<td>26.5 kts</td>
</tr>
<tr>
<td>3</td>
<td>2x MTU 16V2000M72 1B-rating</td>
<td>2,880 kW (3,917 bhp)</td>
<td>28 kts</td>
</tr>
<tr>
<td>4</td>
<td>2x MTU 16V2000M84 1D-rating</td>
<td>3,260 kW (4,434 bhp)</td>
<td>30 kts</td>
</tr>
<tr>
<td>5</td>
<td>2x MTU 16V2000M94 1DS-rating</td>
<td>3,878 kW (5,274 bhp)</td>
<td>32 kts</td>
</tr>
</tbody>
</table>
Deck equipment & High speed tenders
The Damen Stan Patrol 3006 is fitted with high quality deck equipment, which has proven its practical suitability to many previous customers already.

A high-speed Rigid Inflatable Boat (RIB) is one of the most important pieces of equipment on the Damen Stan Patrol 3006. This tender is stored in a stern slipway, from which it can be safely launched and recovered in a matter of minutes.

Refuelling and repair facilities for the RIB are fitted to allow around the clock operation for interception, boarding, inspection and Search And Rescue.
General Data
# General Data

## General

<table>
<thead>
<tr>
<th>Hull Material</th>
<th>Aluminium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Superstructure</td>
<td>Aluminium</td>
</tr>
<tr>
<td>Basic Functions</td>
<td>Patrol, surveillance and safety duties</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bureau Veritas</td>
</tr>
<tr>
<td>1 Hull MACH</td>
</tr>
<tr>
<td>Light Ship/Fast Patrol Boat</td>
</tr>
</tbody>
</table>

## Dimensions

<table>
<thead>
<tr>
<th>Length O.A.</th>
<th>30.90 m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beam O.A.</td>
<td>7.15 m</td>
</tr>
<tr>
<td>Depth at Sides</td>
<td>3.20 m</td>
</tr>
<tr>
<td>Draught Max</td>
<td>2.00 m</td>
</tr>
</tbody>
</table>

## Capacities

<table>
<thead>
<tr>
<th>Fuel Oil</th>
<th>15.00 m³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fresh Water</td>
<td>2.70 m³</td>
</tr>
<tr>
<td>Sewage</td>
<td>3.60 m³</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Max. Deck Load</th>
<th>4 tonnes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew</td>
<td>13 persons</td>
</tr>
</tbody>
</table>

## Performances

<table>
<thead>
<tr>
<th>Speed</th>
<th>23.32 knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range</td>
<td>± 1,500 nm. at patrol speed</td>
</tr>
</tbody>
</table>

## Propulsion System

<table>
<thead>
<tr>
<th>Main Engines</th>
<th>2x Cat C32 / MTU 16V2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Power</td>
<td>1,790-3,878 kW</td>
</tr>
<tr>
<td>Gearboxes</td>
<td>2x Reintjes WVS</td>
</tr>
</tbody>
</table>

## Electrical Equipment

<table>
<thead>
<tr>
<th>Network</th>
<th>24V d.c., 230/400V 50 Hz a.c.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Generator Sets</td>
<td>2x 44 kW, 55 kVA</td>
</tr>
</tbody>
</table>

## Deck Lay-out

- Anchor Equipment: 1x 75 kg VHHP with 85 m chain
- Fendering: D-fender from transom to frame 17

## Life Saving Equipment

- Life Buoy: 2
- Life Jackets: 14
- Life Rafts: 2x 14 persons
- Fire Extinguishing: Hand operated fire extinguishers. Fixed Fi-Fi System in engine room

## Auxiliary Equipment

- Engine Room Ventilation: 2x 10,500 m³/hr
- General Service Pumps
- Cathodic Protection
- Air Conditioning

## Communication and Navigation

- Radar
- ECDIS
- GPS
- Magnetic Compass
- GPS Compass
- Autopilot
- Digital Echo Sounder
- Loudhailer
- CCTV System
- VHF DSC-A
- VHF
- Handheld VHF
- MF/HF
- NAVTEX
- EPIRB
- SART
The maritime industry is increasingly required to meet the stringent requirements of environmental management and Damen is proactive in developing sustainable and cost-effective vessels and services. Much of Damen’s R&D efforts are looking into sustainability issues, both in terms of manufacturing processes and in terms of products. Reducing hull resistance using air lubrication, the impact of different hull forms on resistance and examining new fuel sources such as LNG are current projects.

**AIR LUBRICATION SYSTEM**

Damen is involved in the Dutch project PELS and the European 6th Framework Programme project SMOOTH which both examine air lubrication.

**NOZZLE FLOW RESEARCH**

Nozzle cooling facilitates a high velocity of seawater through a nozzle when the engines need to deliver the most power, resulting in a guaranteed, efficient cooling system.

**E3 TUG PROJECT**

Damen is playing a leading role in the E3 Tug initiative. The emissions during various operating modes have been measured for one Damen ASD Tug 2810 operating in the Port of Rotterdam. In order to reduce the environmental impact of such emissions, the ship’s hybrid propulsion is being optimised in relation to its operational profile.