Our decades of experience and investment in research and development have been fed into the designs over the years, and the result is a comprehensive range of pontoons and barges that enjoy a reputation for flexibility towards clients, high quality, excellent seakeeping abilities and attractive pricing.

A wide range of Damen pontoons and barges in many different configurations are available from stock. This enables us to offer the fastest possible delivery times for our customers’ convenience. In many cases our delivery times can be reduced to just a few weeks or even days - making them unbeatable. As well as a wide range of standard designs to facilitate speed of delivery, we can also provide customised barges or pontoons to meet specific requirements.

Damen maintains a dedicated Pontoons & Barges division, giving our customers a single point of contact for expert advice and support.

Damen Shipyards built one of its first barges in 1969 and since then has constructed hundreds of pontoons and barges for customers all over the world.
As a company, our success is historically based on building all types of workboats including tugs, multicats and shoalbusters. Many industries use these workboats to handle and operate barges and, as a result, building non-propelled barges became common practice within our company, in numbers reaching into the hundreds. With demand for barges increasing steadily in recent years, Kommer Damen decided to start a new product group to focus on this sector, and the Pontoon and Barge division was born.

We now have a specialized department to develop new products and work with clients on bespoke designs. Our portfolio consists of Pontoon, Bunker Barges, Hopper Barges and Crane Barges. For our standardised designs, a range of plug-and-play options are available, and we build and hold in stock many of our most popular barges to ensure ultra-short delivery times!
The delivery time for a Damen standardised vessel is considerably shorter than for one conventionally built.

Our standard designs are available off the shelf and high demand vessels are built on our own account for stock to ensure the shortest possible delivery times.

Damen’s focus on standardisation is one of our fundamental corporate values. In 1969, when Jan Damen handed the reins over to his son Kommer, the modular building concept was one of the first initiatives Kommer Damen introduced after listening carefully to client feedback.

Four decades ago the standardisation concept was totally new in the shipbuilding industry, and even today it is still unusual. However, in each of our niche markets – from tugboats to pontoons and barges – Damen has developed a standard range.

Although these vessels are all based on standard designs, they can be equipped from a wide of options to meet specific customer requirements. Our standard designs can also be tailor-made according to customer wishes or we can start from first principles and design a unique vessel. All of these options are no problem for Damen’s far-reaching capabilities.

Damen is the ideal partner for both standard and unique custom designs. We have decades of experience, a diverse portfolio of products and all the in-house expertise needed. All of these together ensure the best end result.

Damen’s standardisation policy allows us to reduce delivery times substantially. We build a wide variety of standard vessels on our own account and keep them in stock. All of our standard designs are worked out to the smallest detail, allowing us to deliver fully finished vessels very quickly and efficiently.

We always have a global spread of stock available for the most popular models. These are built at various yards around the world to ensure that clients can have a new pontoon delivered within a few weeks, depending on transportation, which we also can arrange. Our focus is the provision of the best possible solutions for our clients in way of time, flexibility and quality.

Advantages of standardisation:
- Short delivery times due to stock hulls
- Standard designs, plug-and-play options
- Quality, reliability and proven technology
- Continuous product development
- High second-hand value
- Competitive pricing
- Low maintenance costs
- Fast response to customer requests
- Benchmark for the industry
- Interchangeability of ships, crew, spares

Pontoons and barges in stock: proven design, short term delivery

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Standardisation key to success

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Damen’s comprehensive R&D department represents a powerful resource, especially when combined with the renowned Dutch maritime technology cluster. All our vessels benefit from R&D that we perform in-house and verified by real-time trial data. At Damen, we continuously strive to improve our designs, making them faster, quieter, more cost-efficient and more environmentally friendly. Many years of research have led to some truly pioneering designs, such as the Damen Stan Pontoon Concept and the Sea Axe.

Sustainability

Through The Entire Lifecycle

Global Presence

DTC THINK GLOBAL, ACT LOCAL

Exemplified by Damen’s extensive R&D department, the Damen Stan Pontoon Concept is used for the entire Damen Offshore Support Vessel (OSV) platform range. Fully computer- and scale-tested, the Damen Stan Pontoon Concept has proven its worth in literally thousands of projects worldwide. Damen’s extensive R&D department represents a powerful resource, especially when combined with the renowned Dutch maritime technology cluster. All our vessels benefit from R&D that we perform in-house and verified by real-time trial data. At Damen, we continuously strive to improve our designs, making them faster, quieter, more cost-efficient and more environmentally friendly. Many years of research have led to some truly pioneering designs, such as the Damen Stan Pontoon Concept and the Sea Axe.

The maritime industry recognises the increasing need for environmentally responsible vessels. We are proactive in developing sustainable and cost-efficient vessels and services, and our research and development department is continuously looking for new sustainable manufacturing processes and product improvements.

Damen can supply pontoons and barges from its own shipyards or assist clients in building their own vessels locally via Damen Technical Cooperation (DTC).

DTC can deliver everything from just the licence and vessel design right up to a full materials package for the entire Damen vessel portfolio. If required, DTC can also provide building assistance and even yard upgrades. This highly flexible service results in a valuable transfer of technology and enables owners to enjoy Damen quality combined with the convenience of local production.

Damen uses a number of state-of-the-art solutions for corrosion prevention. All steel parts are well rounded, there are no sharp corners and the latest in situ anti-corrosion measures are applied. Damen’s extensive R&D department represents a powerful resource, especially when combined with the renowned Dutch maritime technology cluster. All our vessels benefit from R&D that we perform in-house and verified by real-time trial data. At Damen, we continuously strive to improve our designs, making them faster, quieter, more cost-efficient and more environmentally friendly. Many years of research have led to some truly pioneering designs, such as the Damen Stan Pontoon Concept and the Sea Axe.

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Our Stan Pontoon range is a standardised, high performance, range of pontoons. For many of our customers these deliver exactly what they need. Because of our extended knowledge of market needs and, most of all, by listening to our clients, we design and build a wide range of sizes for stock. This ensures global availability at short notice of the most popular sizes of Stan Pontoons in a range from 30 x 11 metres with a DWT of 485 tonnes up to 145 x 36 metres with 26,000 tonnes DWT.

All Stan Pontoons are classified for worldwide renowned class societies and can be configured to meet specific customer requirements. Sturdy vessels built to proven designs, they are designed for the toughest conditions and engineered to be loaded to the maximum. Our pontoons stand for high tech, high quality, working barges which are ideal for any project from heavy lifting to ocean-going transport.

For clients that need something more specialised, Damen is the ideal partner. In close collaboration with project partners we can design pontoons for special purposes to meet particular specifications. Examples include anti-pollution pontoons and off-loading pontoons with enhanced ballasting capabilities and mooring solutions.

For this project two Stan Pontoons were used to build an enormous Gravity Based Structure (GBS) for the Hebron oil field in Canada. The lower part was constructed in a dry dock after which it was towed to the deep water site. At this location a total of 22 deck barges formed a floating construction site to build up the GBS.

The client choose Damen pontoons because they were available from stock on top of Damen’s renowned quality and service.
Advantages because of this strategy:

- Very short building time
- Flexibility in fitout
- High quality standards
- Low cost price
- Very short delivery times
- Stan Pontoons it has pre-designed options and is built to the highest Damen quality standards. Optional RoRo ramp panels make it easy to on and offload cargo.

Stan Pontoons are designed to be flexible in every possible way, thanks to their modular build and pre-prepared options, and our design philosophy is applied from engineering right through to production. The range is based on various beam sizes and three possible lengths per type. All mid-sections are identical, with the option of leaving out one or two sections to build a smaller size pontoon. In total, Damen’s standardised pontoon range is comprised of ten different standard sizes, ranging from the B11 (11m beam) to the B36 (36m beam). Together they provide the ultimate working environment. The entire range is available in different lengths.

### Stan Pontoon Specifications

<table>
<thead>
<tr>
<th>Type</th>
<th>Length (m)</th>
<th>Beam (m)</th>
<th>Deadweight (tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B11</td>
<td>23.50</td>
<td>20.00</td>
<td>2,505</td>
</tr>
<tr>
<td>B16</td>
<td>32.20</td>
<td>20.00</td>
<td>3,410</td>
</tr>
<tr>
<td>B20</td>
<td>36.00</td>
<td>20.00</td>
<td>4,700</td>
</tr>
<tr>
<td>B24</td>
<td>42.20</td>
<td>20.00</td>
<td>7,700</td>
</tr>
<tr>
<td>B32</td>
<td>52.20</td>
<td>20.00</td>
<td>18,000</td>
</tr>
<tr>
<td>B36</td>
<td>63.00</td>
<td>23.50</td>
<td>26,000</td>
</tr>
<tr>
<td>B41</td>
<td>74.25</td>
<td>23.50</td>
<td>34,100</td>
</tr>
<tr>
<td>B52</td>
<td>85.50</td>
<td>23.50</td>
<td>42,200</td>
</tr>
<tr>
<td>B63</td>
<td>97.50</td>
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</tr>
<tr>
<td>B75</td>
<td>108.75</td>
<td>23.50</td>
<td>61,200</td>
</tr>
<tr>
<td>B90</td>
<td>120.00</td>
<td>23.50</td>
<td>72.00</td>
</tr>
</tbody>
</table>

### Stan Pontoon B11

- The Stan Pontoon B11 is the largest standard Damen pontoon. It has a beam of 11.0 metres and a length of 23.5 metres. Together with the B16 it provides the ultimate working environment. The entire range is available in different lengths.

### Stan Pontoon B16

- The Stan Pontoon B16 has a beam of 16.5 metres and a length of 32.2 metres. It is designed for the transport of cargo and has its own optional ballast system.

### Stan Pontoon B20

- The Stan Pontoon B20 is the first type of the Damen pontoon series and was originally the Damen supply vessel for the installation of the Stan Pontoon. It has a beam of 20.0 metres and a length of 36.0 metres. Together with the B24 it provides the ultimate working environment. The entire range is available in different lengths.

### Stan Pontoon B24

- The Stan Pontoon B24 is the largest standard Damen pontoon. It has a beam of 24.2 metres and a length of 42.2 metres. Together with the B32 it provides the ultimate working environment. The entire range is available in different lengths.

### Stan Pontoon B32

- The Stan Pontoon B32 is the most popular type of the Damen pontoon series. It has a beam of 32.2 metres and a length of 52.2 metres. Together with the B41 it provides the ultimate working environment. The entire range is available in different lengths.

### Stan Pontoon B41

- The Stan Pontoon B41 is the largest modular Damen pontoon. It has a beam of 41.4 metres and a length of 63.0 metres. Together with the B52 it provides the ultimate working environment. The entire range is available in different lengths.

### Stan Pontoon B52

- The Stan Pontoon B52 is the largest standard Damen pontoon. It has a beam of 52.2 metres and a length of 85.5 metres. Together with the B75 it provides the ultimate working environment. The entire range is available in different lengths.

### Stan Pontoon B75

- The Stan Pontoon B75 is the largest standard Damen pontoon. It has a beam of 74.2 metres and a length of 108.7 metres. Together with the B90 it provides the ultimate working environment. The entire range is available in different lengths.
For certain regions or climatic zones, ice-classed pontoons are essential. The Stan Pontoon 4113 in this image is a design with ice-class ABS notation rated for ice 3 levels that is used as a quay for ferry and tug mooring. It can take liquids like fuel oil or deck cargo.

For some regions ice-classed pontoons are essential. We offer two Finnish-Swedish Ice Class 1C designs with vessels held in stock to enable fast delivery. Both have a beam of 16.5 metres, with one being 63 metres (2,150 DWT) in length and the other 89.25 metres long (3,200 DWT).

A large number of these pontoons have been built for various regions in Africa since the 1980s. Measuring 45 by 12 metres and with a maximum deadweight of 675 tonnes, they have a cargo tank capacity of 540m³. The B12 is very flexible, straightforward to operate and can be equipped with a range of options.

The Stan Pontoon B13 is very popular across a wide range of industries and regions; from offshore heavy lift projects in Australia to bulk transport in Africa. It can also be found operating in remote hinterlands from Europe to Asia.

With a beam of 11.4 metres the Stan Pontoon B11 can access the most distant of Europe’s inland waterways. With pre-designed options including spud poles, anti-fouling and removable railings readily available, it is well suited for inland contracting and dredging work.

Stan Pontoon 4111
- Beam: 13.00 m
- Length: 63.00 m
- Deadweight: 1,360 tonnes (calculated)

Stan Pontoon 4112
- Beam: 12.00 m
- Length: 45.00 m
- Deadweight: 675 tonnes (calculated)

Stan Pontoon 3011
-Beam: 11.40 m
-Length: 30.00 m
-Deadweight: 465 tonnes (calculated)
The basic Stan Pontoon is supplied with a towing arrangement, bollards, hoisting eyes and an extra-thick deck to handle the rough and tumble of pontoon operations. Every detail is considered, right up to the dedicated International Paint system. Options are integrated in the design and can be installed at any time without the need for welding or grinding. Amongst the plug-and-play options are a ballast system, de-aerators, tow bridle, extra bollards and an anchor/mooring system.

**Stan Pontoon Options**
- Ballast system
- Generator set
- Navigation lighting
- Winches for anchor equipment
- Roof/RoRo ramps
- Removable railings
- Assisted propulsion
- Cargo bin
- Fenders
- Spud pole system
- Emergency anchor
- Emergency anchor
- Spud guide system
- Towing bridle
Damen offers custom-built pontoons and barges, tailor-made to meet customer requirements.

Custom Built pontoons can be designed for multiple purposes. They can be equipped and outfitted to meet specific client wishes and, in addition to all the standard options, one-off solutions for specialised applications can also be implemented.

These include self-propelled barges with dedicated loading ramps and cargo bins, as well as submersible barges fitted with external pump systems, suitable for all types of heavy construction.

Pipe-laying barges, accommodation barges, drilling platform, floating docks and landing platforms are other examples of vessels in the more customised range. In addition, modular solutions are available for special projects.

Brilliance in its simplicity: high-tech specifications are not always a prerequisite for innovation. This simple but effective design reduces loss of product during transshipment, thereby minimising pollution.

This pontoon is used in the Port of Amsterdam.

The Pontoon 8522 is used to launch and recover vessels. To do so it can be submersed by using its removable ballast pump towers. When the platform is constructed the deck is covered and the barge can be used for heavy lift operations. Other features are ramp connections, spud poles, lifting eyes and a mooring/anchor winch.

These pontoons are designed together with the client to work together. A coupling system enables them to work as separate heavy-lift roro barges or use the deadweight as if it is one large pontoon.
Bunker Barges are available in standard Damen designs in a range of sizes, and can be designed and custom-built on request.

Damen Bunker Barges are heavily-built, modern, non-propelled or self-propelled barges for the carriage of all kinds of liquids. They are suitable for inland, coastal waters and deep-sea operations. They are available in standard designs and can also be tailor-made to meet specific customer requirements. The standard barges are available with beams of 8.7, 11.4, 13.0, 16.5 and 20.0 metres. All are available in a range of lengths.

Like all Damen pontoons and barges they come pre-prepared to accept various standard options; for example cargo pumps, anchor winches, generator sets and accommodation. The cargo tanks in bunker barges are built with double hulls to ensure the protection of the environment.

**Bunker Barges**

Bunker Barges are available in standard Damen designs in a range of sizes, and can be designed and custom-built on request.

**Bunker Barges**

An ambitious Oil and Gas client in Nigeria ordered 10 bunker barges to transport fuel oil (FO) from a new inland refinery downstream to the coast. The client chose for Damen because of our extended portfolio. The barges were delivered together with pushers to provide a total logistic solution.
A wide variety of Damen Hopper Barges are on offer, all featuring large box-shaped hoppers. Similar to the Stan Pontoons range, there are five different beam sizes, each available in three different lengths. The smallest measures 28.7 x 8.2m and has a hopper volume of 408m³; the largest measures 83.3 x 20m and can take 8,115m³ of cargo. They can be equipped with options like cargo hatches. For heavy products, Stan Pontoons can be equipped with hoppers. The Split Barge is a single-deck, non-propelled barge with a central hopper and a heavy steel hull which opens longitudinally. Our modern split barges are designed for working on inland waterways and in coastal waters, transporting dredged materials to underwater dumping grounds. They can also be built with assisted propulsion units on request.

### HOPPER/SPLIT BARGES

Split- and hopper barges are available in standard designs and can be designed and custom-built on request.

<table>
<thead>
<tr>
<th>Type</th>
<th>Length in m (mld)</th>
<th>Beam in m (mld)</th>
<th>Cargo Volume in m³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hoba 2908</td>
<td>28.70</td>
<td>8.20</td>
<td>408</td>
</tr>
<tr>
<td>Hoba 4108</td>
<td>41.10</td>
<td>8.20</td>
<td>6,659</td>
</tr>
<tr>
<td>Hoba 5308</td>
<td>53.10</td>
<td>8.20</td>
<td>8,115</td>
</tr>
</tbody>
</table>

### OPTIONS

- Cargo hatches
- Assisted propulsion

### Vessel Characteristics

- **Hopper/Split Barges**
  - Length: 28.70 - 83.30 m
  - Beam: 8.20 - 20.00 m
- **Stan Barges**
  - Length: 30.00 - 70.00 m
  - Beam: 10.00 - 20.00 m

### Damen Pontoons

- **Damen pontoons**
  - Length: 30.00 - 70.00 m
  - Beam: 10.00 - 20.00 m

### General Information

- **Deadweight**
  - Tons (calculated)
- **Hopper Volume**
  - M³

---

**Damen Pontoons and barges**

- Can be equipped with deck-mounted propulsion units.
- Assisted propulsion is just one example from the wide range of prepared options which make our vessels flexible and applicable for a wide range of operations and industries.

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**OCEAN SOPTIONS**

- Length: 30.00 - 70.00 m
- Beam: 10.00 - 20.00 m
- Cargo Volume: 6,220 - 8,115 m³

**INLAND SOPTIONS**

- Length: 28.70 - 83.30 m
- Beam: 8.20 - 20.00 m
- Cargo Volume: 408 - 8,115 m³

---

**PONTON TYPES**

- **Hoba 6011**
  - Length: 59.50 m
  - Beam: 11.40 m
  - Cargo Volume: 1,395 m³

- **Hoba 4811**
  - Length: 48.60 m
  - Beam: 11.40 m
  - Cargo Volume: 1,105 m³

- **Hoba 3611**
  - Length: 37.70 m
  - Beam: 11.40 m
  - Cargo Volume: 820 m³

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**DEADWEIGHT (TONNES)**

- **Hoba 6011**
  - Length: 59.50 m
  - Beam: 11.40 m
  - Deadweight: 1,733 tonnes

- **Hoba 4811**
  - Length: 48.60 m
  - Beam: 11.40 m
  - Deadweight: 1,315 tonnes

- **Hoba 3611**
  - Length: 37.70 m
  - Beam: 11.40 m
  - Deadweight: 896 tonnes
This crane barge has been specially designed for the construction of heavy marine works, in particular, for construction of jetties with large diameter mono pile dolphins or for lifting of heavy prefabricated topside and pipe rack units.

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

Damen is your partner for all types of crane barges. In our decades of experience we have built a large amount of custom-designed floating cranes for a wide range of industries.

A recent example is the 400 tonne ‘IB-429’ to build jetties and other Harbour and Terminal projects with around the world. ‘Sarah-10’ was built to do repair and maintenance work on Oil and Gas assets in the Persian Gulf and has oil spill response equipment onboard.

‘35 Tonner’ is built for an Australian client active in the maritime contracting and construction industry. For this project we have built a new pontoon because the crane was still in good shape, this way the client was able to extend its lifetime.

We offer custom built Crane Barges to our own design or develop them in close collaboration with clients. Equipment is essential and, therefore, we work together with the best suppliers, each having their own expertise and advantages. Hull shapes of these crane barges take advantage of our Research knowledge for Stan Pontoons so although they are designed to have a high and very safe stability they have minimal resistance during voyages.
Modern, spacious and comfortable air conditioned accommodation is provided for 12 crewmembers in line with the latest European standards. This includes a pantry with a fully equipped kitchen, changing room with lockers, showers and toilets, recreation room and a deck office.

A large, 550m², unobstructed wooden deck with a 10 t/m² deck strength for storing cargo and containers. The deck is fitted with integrated container fittings and a fully-equipped workshop large enough to fit a bobcat.

The Damen Transshipment Barge’s engine room is equipped with a Van der Leun electrical installation and Caterpillar generator sets. Below deck, the Barge is designed to an optimal working arrangement, including a parts store, equipped workshop and lashing store.

A total of four electric frequency controlled anchor/mooring winches with double drum are fitted. The winches are provided with a steel shelter on top to protect the winches against dust.

The Transshipment Barge can be equipped with a grab, hook or spreader for container handling, has excellent mooring capabilities and comes with the fittings for a propulsion system pre-installed should customers want to upgrade at a later date. The vessel has 24-hour accommodation for up to 12 people including a pantry, a mess and office. Additionally, there is a large storage space below deck and a wooden deck, which includes container fittings.

Reliable, high quality and versatile barge for loading and transshipment operations in ports and open waters.

This newly Damen-designed vessel is extremely flexible and highly fuel efficient with a shallow draught. It is also being built for stock to ensure fast delivery and to meet strong customer demand. The Liebherr crane is positioned eccentric to optimize its ability to handle large bulk carriers and above that by having an extended cabin and comes at the boom-tip. Besides grab-operation it can be equipped to handle containers or breakbulk. Several plug and play options can be implemented at any moment like assisted propulsion to manoeuvre the barge from the transhipment area to its anchorage location. High quality components and design team with involved suppliers make this a safe, flexible and operational efficient barge to work with.
Our tugs and workboats have proven themselves to be highly efficient and multi-functional. They work together with our pontoons and barges in many industries like Offshore Wind, Dredging, Oil and Gas, Harbour and Terminal and Fish Farms. Damen is your one-stop-shop for standardized solutions. Because of this strategy there is one central point of contact for Services, Spare Parts and Training.

Stan Tugs have raised foredecks to improve seagoing abilities. The combination of heavy/bulk hulls with 10 mm plateing and extra frames and brackets – all above class requirements – guarantee sturdy and rigid hulls, able to withstand heavy impacts without damage.

Damen Multi Cats are standard, multi-purpose work vessels: tough, compact, stable and manoeuvrable in tight situations. Commonly used for maintenance, inspection and construction work in many different industries.

Shoalbusters are versatile, multi-purpose vessels for harbours, inland and coastal waters. Several ‘species’ have a minimal draught. Important features are an impressive bollard pull in shallow waters, large working deck to transport cargo and heavy equipment like winches and cranes.
If a vessel is required at a land-locked water area, the Damen Modular Barge system provides the solution. The modular sections can be transported overland to any location in the world and then assembled to create a professional marine vessel of Damen standard quality. All the pieces can be transported by truck, boat, plane or train as container-sized (twenty and forty foot) modules. The Damen Modular Barge (DMB) is the fundamental building block for our modular pontoons and vessels. The container-sized floating units, coupled by the class-approved Damen Link, are transportable to remote areas and can be connected at lakes, inland waterways and coastal waters. Consequently, many applications are possible.

Damen offers a varied range of standard Pusher Tug designs. As river and canal systems all over the world offer their own specific challenges we are also capable of providing tailor-made solutions. Our experience includes shallow draft pusher tugs and articulated tug barge combinations with mechanical coupling systems.

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If a vessel is required at a land-locked water area, the Damen Modular Barge system provides the solution. The modular sections can be transported overland to any location in the world and then assembled to create a professional marine vessel of Damen standard quality. All the pieces can be transported by truck, boat, plane or train as container-sized (twenty and forty foot) modules.

The Damen Modular Barge (DMB) is the fundamental building block for our modular pontoons and vessels. The container-sized floating units, coupled by the class-approved Damen Link, are transportable to remote areas and can be connected at lakes, inland waterways and coastal waters. Consequently, many applications are possible.
Damen Services offers a wide-ranging portfolio of customer support and after-sales services covering a vessel’s entire lifecycle; through the start-up and deployment phases to the second life or disposal phase. We believe that our wide range of products helps our customers achieve their goals in terms of availability, reliability and lifecycle costs. Customers may benefit by using just one of our services or a strategic combination of several products.

**DAMEN SERVICES**

**CUSTOMERS IN ACHIEVING THEIR GOALS**

Damen Services assists customers in achieving their goals.

**COMPLETE LIFECYCLE SUPPORT**

- **Start-up and deployment phases**
  - Commissioning & trials
  - Startup deployment life-time extension
- **Maintenance management solutions**
  - Maintenance management
  - Maintenance solutions
  - Experience and knowledge
  - Anchored in one database
- **Spare parts services**
  - Maintenance management solutions
- **Customer service agreements**
  - Training
  - Technical assistance
  - Recycling
- **Trading**
  - Maintenance management solutions

**Maintenance Management Solutions**

- **Experience and knowledge**
  - Anchored in one database
- **Maintenance Management Solutions**
  - Developed by Damen Services, the goal is to maximise vessel uptime and minimise operational costs.
Damen Shipyards Group puts every effort into presenting the correct information in its brochures and publications. As circumstances (incl. regulations, vessel designs etc.) are susceptible to change, Damen is not responsible for any deviations as to complete, correct and up-to-date information.

If you have any comments on our brochures, please let us know: info@damen.com