

# STANFORD, CASTLE POINT & CORRINGHAM



## Dutch built trio for UK

UK-based Targe Towing Limited has accepted delivery of three Damen ASD 3211 tugs, which it will manage and operate on behalf of BP Shipping at the Coryton oil refinery in the Thames estuary. *Stanford* and *Castle Point* started work in April 2005 and were joined by *Corringham* in July.

Measuring 32.24m x 11.62m with a draft aft of 5.50m, all three Lloyd's Register classed escort/FiFi 1 tugs are powered by a pair of MaK 6M25/MCR marine diesel engines, each developing 2,655hp at 750 rev/min. These turn stern-mounted Roll-Royce US 255 thrusters having 2,700mm diameter controllable pitch propellers in nozzles to give a bollard pull, measured on sea trials, of 66.7 tonnes ahead and 63.9 tonnes astern. The free-running speed attained in both directions was approximately 14 knots.

A pair of Caterpillar 3304B T generator sets, each producing 106kVA, are installed whilst there is a 60kVA 3304 NA emergency set. The main engine driven Nijhuis fire pumps feed two Skum monitors, each of 1,200m<sup>3</sup>/hr, plus a self-drenching system.

The accommodation layout shows significant changes from previous examples of this Damen model and acknowledges the fact a three-man crew will normally be operating each vessel. The area forward of

the engine control room and dry store provides a generous locker room, sanitary space and a cabin labelled as a recreation room but which could double as a four berth cabin if required.

On main deck there are two en-suite cabins to port for the chief engineer and another officer. These are opposite a galley and a particularly spacious mess room. The captain has a third en-suite cabin on the boat deck with direct access into an office. There is also an extra head on this level.

Dominating the fore deck is a DMT heavy duty split drum winch having a brake load capacity of 175 tons, whilst aft is a 100-ton SWL Mampaey towing hook and a Palfinger deck crane. In addition, there are a pair of one ton capstans from North Sea Winches.

The split control console in the wheelhouse allows the helmsman a clear view of winch operations whilst allowing a very full spectrum of navigational and communication aids to be close at hand. These include two Furuno radars along with a GPS, echosounder, SSB, navtex and AIS, from the same manufacturer. Also fitted are Cassens & Plath magnetic compass, Litton gyro and three Sailor VHF's, one with DSC.

Over 170m<sup>3</sup> of fuel oil can be carried by each of the trio along with 56m<sup>3</sup> of fresh water, 48m<sup>3</sup> of ballast water, 24m<sup>3</sup> of foam and 7.2m<sup>3</sup> of lube oil.

**OWNER**  
BP Shipping, UK.

**DESIGNER/BUILDER**  
Damen Shipyards, The Netherlands.

**DIMENSIONS**  
Length overall 32.24m  
Beam moulded 11.62m

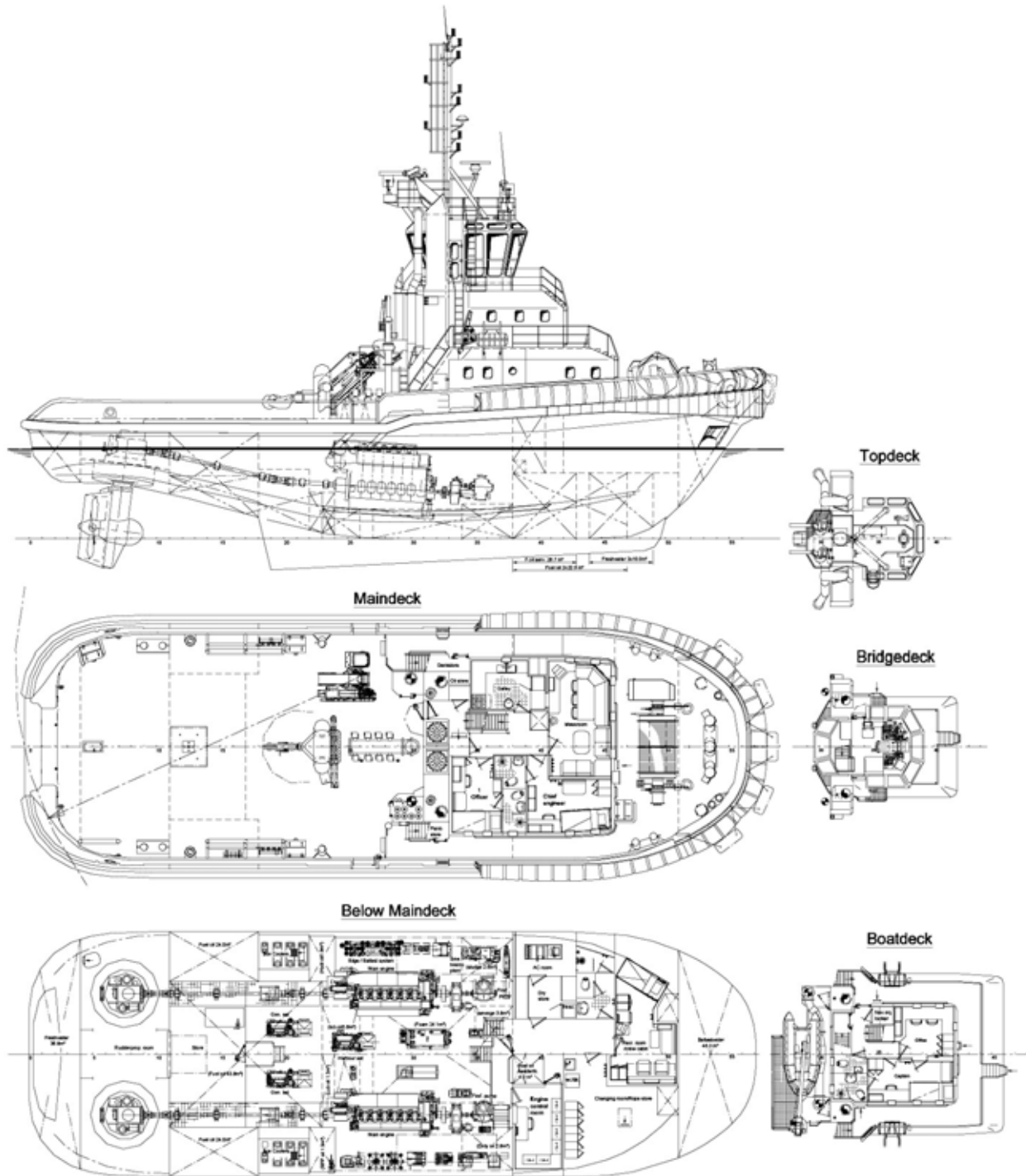
**MAIN ENGINES**  
Two MaK 6M25 diesels, each developing 2,655hp at 750 rev/min.

**PROPULSION**  
Two Rolls-Royce US 255 fixed pitch azimuthing thrusters with 2,700mm propellers in nozzles.

**PERFORMANCE**  
Bollard pull ahead 66.7 tonnes  
Bollard pull astern 63.9 tonnes  
Speed 14 knots

**AUXILIARY POWER**  
Pair of 106kVA Caterpillar gen sets, 60kVA Cat emergency set.

**EQUIPMENT**  
Skum fifi monitors, DMT winch, 100-ton Mampaey towing hook, Palfinger deck crane, North Sea capstans.



*STANFORD Series*