

StratCat 27 HYBRID CTV



Strategic Marine
Built to work.



PRINCIPAL PARTICULARS

Length Overall:	27.0m
Load Line Length:	23.9m
Length Waterline:	25.6m
Beam Moulded:	8.90m
Beam (Demihull CL):	5.95m
Design Draft:	1.50m
Scantling Draft:	1.71m
Construction:	Marine Grade Aluminium
Structural Warranty:	24 Months (2 Years)

REGULATORY

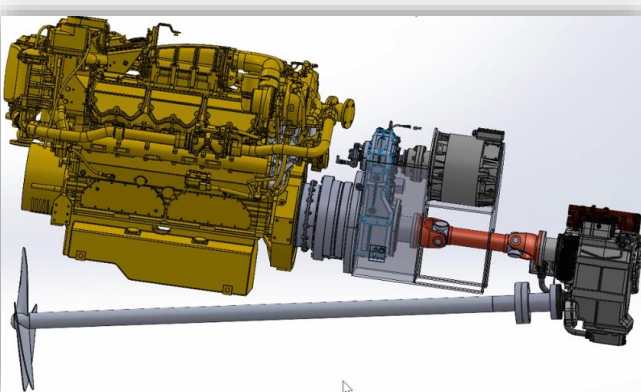
Class:	BV/IACS
Flag:	TBA
Notation:	I ✘ HULL • MACH Wind Farm
GRT:	Service Ship – SO Sea Area 3
Designer:	>200 (Option for < 200GT)
CAPACITIES	BMT

CAPACITIES

Fuel:	35,000 L
Fresh Water:	3,500 L
Black Water:	2,500 L
Crew:	3
Passengers:	24
Cabins:	4 x Two Berths + 1 x Single Berth
Max Deadweight:	35 Tonnes
Cargo Deck Area:	81.7m ²
Auxiliary:	2 x Kohler or Similar

FEATURED OPTIONS

Active Fender II:	Safe Transfer of Passengers
Deck Crane:	Palfinger or Similar
IMO Tier III:	SCR System
HYBRID Propulsion:	PTI/PTO with Battery
Ride Control:	Humphree or Similar
Biosafe Notation:	Infectious Disease Control
Green passport:	Safe Ship Recycling
DPO:	Dynamic Positioning
Bow Thruster:	0.45 Tonnes of Thrust



Crew Transfer Vessel

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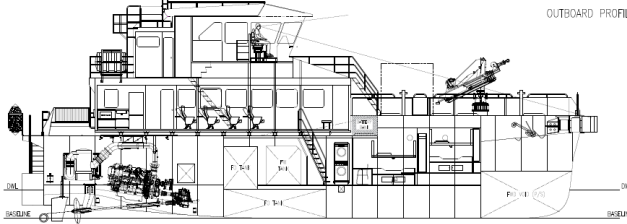
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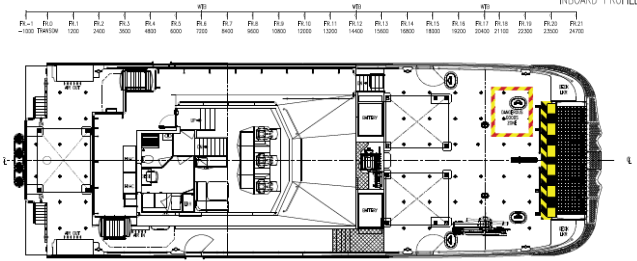
OUTBOARD PROFILE



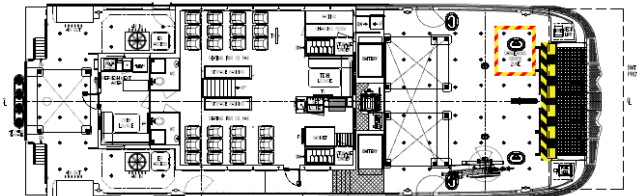
VIEW ON BOW



INBOARD PROFILE



PLAN VIEW BRIDGE



PLAN VIEW ON MAIN DECK



Crew Transfer Vessel

PROPULSION SYSTEM – HYBRID

Main Engines:	2 x CATERPILLAR C32 (2 x 1081kW/2300rpm)
Propulsion:	2 x Fixed Pitch Propellers
Speed @85%:	24.0 Knots (10DWT), 490 l/hr @ 85% MCR
Speed @100%:	26.0 Knots (10DWT), 581 l/hr @ 100% MCR
Bollard Push:	14.0 Tonnes (Approx.)
E-Motors:	2 x 110kW Danfoss E-Motors (European/German)
Transmission:	2 x ZF 3050 + 2 x Esco Parallel Hybrid Gearbox with Clutch
Battery System:	110 kWh (LFP) Energy Storage & Battery Management System
HYBRID Control System:	15" HMI Display in W/H, Interfaced with Main Propulsion System
HYBRID Cooling:	Fresh Water Cooled E-Motor and Battery System
Operation Modes:	Two simple and separate modes of operation <ol style="list-style-type: none"> 1. "Green" where the HYBRID propulsion system is automated, electric under approx. 9 knots and Diesel above approx. 9 knots 2. "Power" specific for technician transfer operations, where the Diesel engines are running 100% of the time

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