



Supacat



SMV 24

Specialist Multi-purpose Vessel

[supacat.com](http://supacat.com)



The Specialist Multi-purpose Vessel 24 (SMV 24) has been designed to provide a flexible, multi-role, high performance yet cost-effective solution for conducting operations in support of the offshore and other maritime engineering sectors.

PRINCIPLE DIMENSIONS

Length overall	25.7 m
Load Line Length	23.395 m
Beam	8 m
Maximum draft	1.5 m
Maximum speed	30 kts

CONSTRUCTION

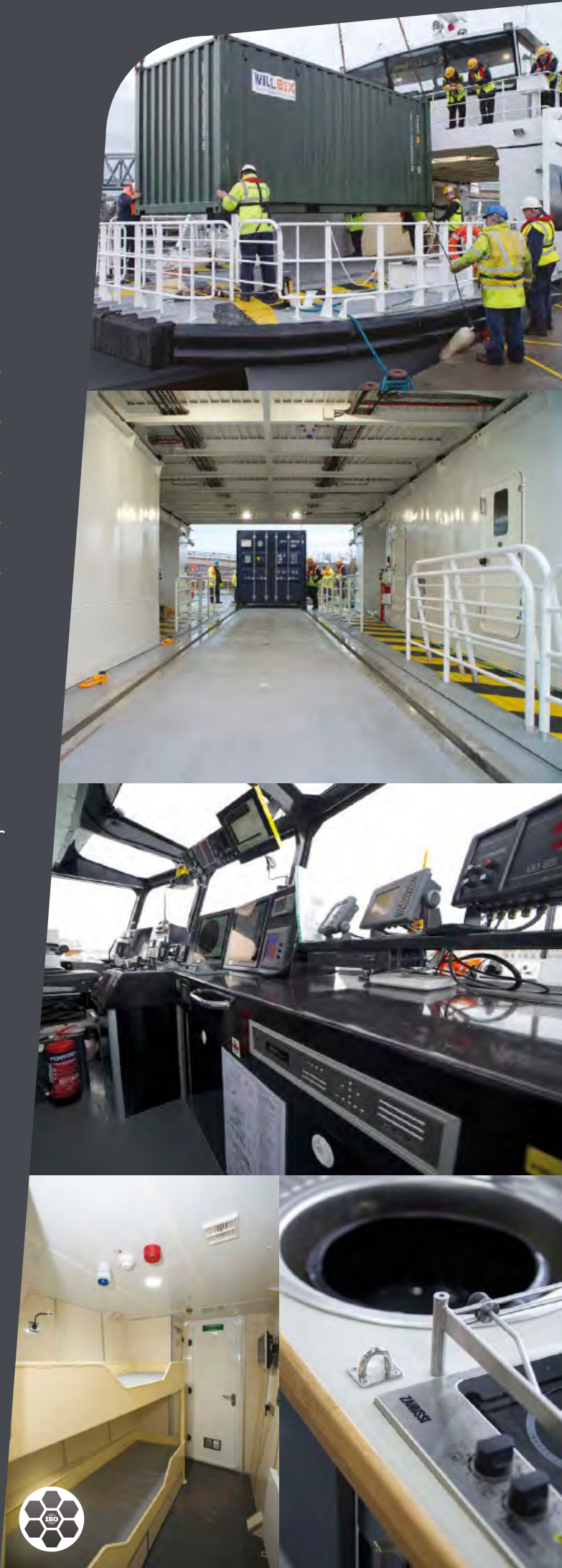
Marine grade aluminium with double bottom for damage survivability (bottom raking damage).

CLASSIFICATIONS

CLASS	DNV ✕ 1A1 HSLC R1 Wind Farm Service 1
FLAG	UK MCA SCV Code (MGN 280) Category 1 Also meets individual flag requirements for Sweden, Norway, Denmark, Netherlands and Germany.

CAPACITY

FUEL	4 x 3,000 litre tanks Total capacity 12,000 litres
RANGE	Technicians Only - 790 NM Fully Loaded – 675 NM Range figures are based on engines running at 80% MCR, 2 Gen sets running at 50% and with a fuel reserve of 10%.
FRESHWATER	520 ltr fresh water tank, water maker capacity 110 ltr/hr
BLACK WATER	512 ltr black water tank combined with onboard sewage treatment plant. Treatment plant compliant with MARPOL 73/78 Annex IV Regulations.
DECK CARGO	30,000 kg



PROPULSION AND PERFORMANCE

MAIN ENGINES	2 x MAN V12 D2862 LE463 (Medium Duty Rating) EIAPP Tier II Certification
POWER	1400HP (1,029 kW) @ 2100RPM
GEARBOX	2 x Servogear HD295H Ratio 3.3:1
PROPULSION	2 x Servogear EcoFlow Propulsor Controllable Pitch Propellers, 4 Blades, 1225 mm diameter
SPEED	30 kts (90% MCR full pax no cargo in calm water) 25 kts (90% MCR fully loaded in calm water)
GENERATORS	2 x Beta Marine 35kW 3 phase 400 volt gensets

Alternative propulsion and performance solutions can be accommodated to meet specified customer requirements.

ADDITIONAL VESSEL SPECIFICATION

BRIDGE	Furuno navigation & communication suite with ARPA enabled Radar & ECDIS. Remote Vessel Control Stations.
SALOON	Fully equipped galley area with three fold down crew seats. 12 reclining suspension seats with 4-point harnesses and laptop tables. 2 x TVs with complete entertainment system (satellite internet and TV). Full air conditioning system.
OTHER FEATURES	<ul style="list-style-type: none"><li>• Customised bow docking fender system.</li><li>• Anti vibration mounts to isolate saloon from machinery noise and vibration.</li><li>• Dedicated secure storage and changing room for technicians and PPE.</li><li>• Safe operation in Significant Wave Heights of up to 3m.</li></ul>

For further information on the SMV 24 please contact us on: +44 (0) 1404 891777 or visit: [supacat.com](http://supacat.com)







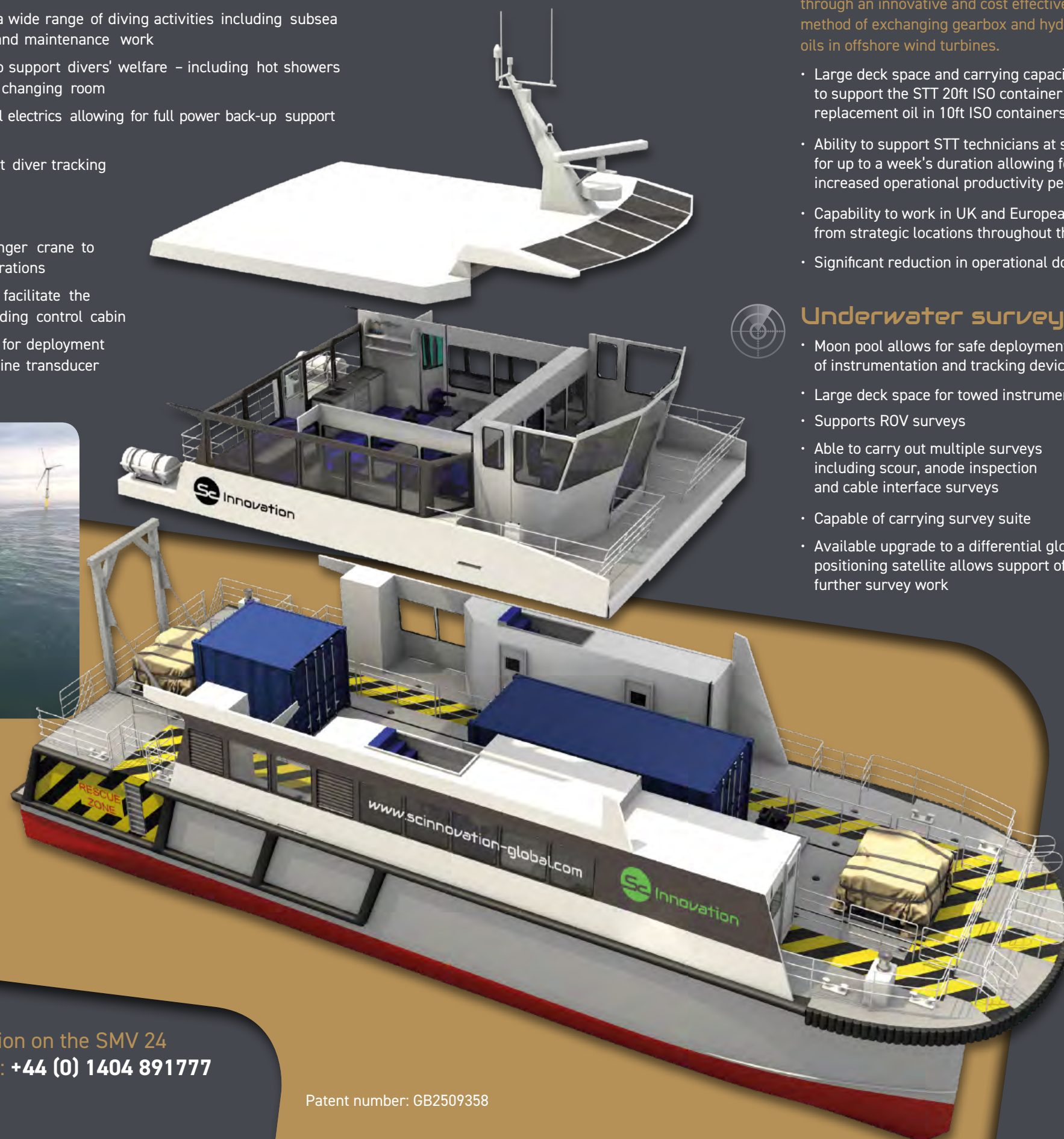
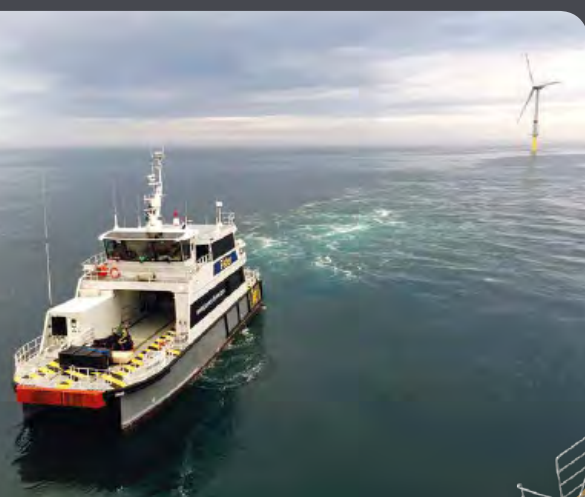
## Diving

- Large deck space to support dive control units, deck decompression chambers, handling of umbilicals and a full dive spread
- SOLAS A60 accommodation capability to keep divers in operations for up to 7 days – increasing efficiency and cost-effectiveness
- Vessel can support a wide range of diving activities including subsea inspections, repair and maintenance work
- Excellent facilities to support divers' welfare – including hot showers and a purpose-built changing room
- Full redundancy in all electrics allowing for full power back-up support while on operation
- Moon pool to support diver tracking



## ROV

- Deck-mounted Palfinger crane to launch ROV into operations
- Large deck space to facilitate the transit of ROVs including control cabin
- Moon pool available for deployment of ultra-short base line transducer



## Ship-to-Turbine™

James Fisher's Ship-to-Turbine (STT)™ is a new purpose-built fully marinised oil transfer system that provides significantly improved operational efficiency, safety and productivity through an innovative and cost effective method of exchanging gearbox and hydraulic oils in offshore wind turbines.

- Large deck space and carrying capacity to support the STT 20ft ISO container and replacement oil in 10ft ISO containers
- Ability to support STT technicians at sea for up to a week's duration allowing for increased operational productivity per trip
- Capability to work in UK and European waters from strategic locations throughout the UK
- Significant reduction in operational downtime



## Underwater surveys

- Moon pool allows for safe deployment of instrumentation and tracking devices
- Large deck space for towed instrumentation
- Supports ROV surveys
- Able to carry out multiple surveys including scour, anode inspection and cable interface surveys
- Capable of carrying survey suite
- Available upgrade to a differential global positioning satellite allows support of further survey work



## Project support

- Fast vessel – even with a high payload; allowing operational flexibility and support of equipment, technicians and garage space to support operations and maintenance
- Multiple services can be delivered from the vessel in one operation allowing greater scope of work to support project needs. This can reduce the number of required trips and increase the time spent on-site with the capability to support a project at sea for up to 7 days
- Transfer of up to 12 passengers/technicians
- Fast oil spill boom response capability



## Onboard workshop

- Flexibility in operations to deliver repairs and maintenance solutions while in field
- Large garage space to allow for a custom workshop to support the specific project requirements
- MCA certified to carry hazardous goods in support of maintenance jobs including painting and fuel transfer



## Offshore refuelling

- Large deck space of 150m2 supporting a 60ft ISO rail to transport up to 25,000 litres of bundled fuel in one trip
- Quick and effective fuel transfer of up to 170 litres per minute
- Cost-effective solution to manage refuelling and transport of windfarm temporary generators with the deck space supporting up to 8 generators per day (based on a standard 50kVA model weighing 2,780kg)



## Crew and equipment transfer

- Excellent amenities including kitchen, hot and cold food capability, washrooms and sleeping accommodation – keeping crew in operation or transfer as comfortable as possible
- Up to 12 crew transported in one operation
- Carries up to 30T of cargo in a combination of 20ft and 10ft containers
- 2 x V12 MAN engines that enable the vessel to reach 30knts in crew/technicians transfer, and 25knts when fully loaded with crew/technicians and 30T cargo

For further information on the SMV 24  
please contact us on: **+44 (0) 1404 891777**  
or visit: **supacat.com**

Patent number: GB2509358



EXPERIENCE PROVEN TRACK RECORD

James Fisher and Sons plc  
Marine Services Worldwide



JAMES FISHER

James Fisher, purchasers of the first SMV 24, have been successfully operating on the following contracts:

CLIENT: RES Smartwind

LOCATION: Hornsea Met Mast  
(sailing from Grimsby)

CAPABILITY: • IRM  
• Working 100nm offshore  
• Fog horn replacement

CLIENT: Forewind

LOCATION: Dogger Bank  
(sailing from Grimsby)

CAPABILITY: • IRM  
• Equipment transfer  
• Met Mast support  
• Working 100nm offshore

CLIENT: SIEMENS/RWE

LOCATION: Rhyl Flats Windfarm  
(sailing from Liverpool)

CAPABILITY: • Crew transfer  
• Equipment transfer

CLIENT: Universal Foundation Norway

LOCATION: Dogger Bank  
(sailing from Grimsby)

CAPABILITY: • IRM  
• Unmanned aerial vehicle inspection



Supacat's sister company SC Innovation is renowned for taking exciting concepts and developing them into exceptional products. Examples of this are the Specialist Multi-purpose Vessel (SMV 24) and the RNLI Shannon Launch and Recovery System (L&RS).

Our Specialist Multi-purpose Vessel 24 (SMV 24) has been produced in conjunction with our design and build partners and takes a new approach to the support of offshore facilities and operations. In particular, it is compliant with both DNV 1A1 HSLC R1 Windfarm Service 1 and UK MCA SCV Code Category 1. Using a collaborative approach with key partners, we have delivered a highly capable vessel, built to exacting standards and offering a truly revolutionary deck system that gives optimum flexibility of roles. SC Innovation's patented SMV 24 concept can provide a major contribution to the total logistic support of offshore facilities worldwide. Located in the South West of England, in the UK's first Marine Energy Park, Supacat and SC Innovation are ideally placed to engage with collaborators in renewable energy projects with its dedicated team of design engineers and extensive production facilities. The SC Innovation team is already engaged in renewable energy projects and is continually extending its capabilities to provide a long term commitment to the support of offshore energy development.



SPECIALIST VEHICLES



MARINE



RENEWABLE ENERGY



NUCLEAR SECTOR

KEY PARTNERS

DESIGN

Incat Crowther is a diversified marine design business with offices in Australia, USA and the UK.



Achieving optimum results in today's demanding marine environment requires a partnership with a naval architecture firm which adds maximum value to the businesses its serves. Incat Crowther is a medium size naval architecture firm offering a diverse range of solutions for demanding applications, with an emphasis on efficiency, reliability, safety and practicality. Incat Crowther's success is founded on the model of 'Robust Ideas'. The company has a proud history of developing forward thinking concepts on a robust foundation, allowing the company to evolve and offer innovative solutions with best practice engineering, design and client service, consistently delivering optimum results over the long term.

DNV

DNV is one of the world's leading classification societies, developing rules and standards for ships for more than 140 years. DNV assists its customers within the maritime industry to manage their risks in all phases of a ship's life, through ship classification, fuel testing and a range of technical business risk, environmental and competency-related services.

It is this worldwide recognised status as a classification leader that resulted in SC Innovation selecting DNV Classification and the DNV Class notation 1A1 HSLC R1 Wind Farm Service 1 for the design and build of the SMV 24.

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