



Marell M15, a state-of-the-art high-speed craft platform. Strong, light, efficient and versatile.

The M15 Mil Pol is designed for anti-piracy operations, border control, intelligence gathering, maritime security, boarding and patrol/police missions. Outboard engines are the preferred drive system for high-speed interception up to 70 knots. For boarding and patrol, inboard sterndrives in twin or triple configuration are the best option and for low-speed loitering in combination with high-speed interception a hybrid diesel/electric propulsion system can be offered.

The Marell crafts are designed with a centre steering position, inherited from racing and piloting operations. The helmsman's central position gives full and optimal control during boarding and advanced manoeuvres. The navigator is sitting next to the helmsman in a unique and ergonomically designed cockpit layout, required for high-speed and intercept operations, in any type of weather, day or night, across all climate zones.

The raised fore deck creates a stable platform for the officers when approaching other vessels whilst the lower aft deck can be used when boarding smaller vessels, launching watercrafts or rescue runners carried on deck. The aft deck is a very flexible and stable multi-purpose platform from where you also can launch crew members to a helicopter and successfully carry out complex SAR operations in high seas.

Main particulars:

Length overall:	14.65 m
Beam overall:	4.2 m
Draught:	1.1 m
Displacement:	10.000 kg
Load:	2.000 kg
No of persons:	Max 17
Speed:	Up to 70 knots
Op Range:	Up to 1000 Nm
Design Rules:	CE Class B offshore
Lloyds Grey	Lloyd's Register +
Boat Code:	100A1 SSC PATROL HSC G2

Hull material: Marine grade aluminium Sheet metal EN-AW 5083 & Profiles EN-AW 6060

Deck panels: GRP composite honeycomb laminates

Canopy: Canopy made of vacuum molded GRP

Fender: Closed polyethylene foam with polyurethane coating

Paint: Epoxi paint and antifouling



Unique hull design features

The M15 is designed to enable high-speed performance in heavy seas. Strong webs and longitudinal framing ensure extremely high hull performance at high speeds in rough weather conditions. The 21-degree deadrise at stern, a well-shaped and fine-tuned fore body and longitudinal strakes ensures that rides in high waves are comfortable and high-speed turns safe. Moreover, the craft runs dry at all times, with all sea spray directed to the side of the boat, keeping the windscreen and deck clean from water.

All vessels are fabricated in jigs for best quality and straightness. The jig frames forming the hull shape are precision cut with the same water jet cutting method as for the hull material. This precision work is thoroughly measured to be within the tight building tolerances. Also, cut outs for the lifting strakes are made in the jig frames with the precision cutting machine, making the jig a base for a very accurate and high-precision hull production.

The deck girder structure of the Marell crafts is designed to carry sandwich composite deck panels, which are glued to the girder structure. This forms a strong and watertight bonding, and the deck panels themselves are acting as insulation against excess heat (from sun) and reduces the deformation of the hull in really hot deck temperature as the panels will absorb any elongation of the aluminium plating.



Drive train configurations

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| Std A: | Twin or triple D6 w/ sterndrives |
| Std B: | Twin, triple or quad outboard |
| Option A: | Twin WJ |
| Option B: | Volvo Penta IPS |



Cabin configuration with highest comfort

The M15 is available with an open top or a closed cabin version, both with a fixed canopy with sliding sunroof. A fore peak with sanitary space and beds are optional.

The crew are comfortable seated in Ullman Daytona Crew seats and passenger seats as requested.

Heating, cooling and ventilation are designed for highest comfort across climate zone, from Arctic sea to Tropical waters.

Windows are tempered, laminated and tinted to reduce sun glare.

The dashboard is covered with black mats to further reduce glare.

Integrated Control and Navigation system

The navigation equipment and layout is highly sophisticated with a central ergonomic helm together with an SB navigation station plus a PS engineer/ workstation. Furthermore, it includes an integrated control and navigation system that can be configured for different needs with alarms and engine information on all connected screens.

In front of the navigator, two 12" displays are situated, one for radar and one for charts. The helmsman has a 17" display in a low front position, giving clear direct boat information.

An advanced safety feature includes that the navigator can mirror the information from the 12" screen at SB to the center 17" screen, giving real time info at all times. The helmsman can fully focus on the high-speed interceptions and boarding missions.

As an option the M15 can be equipped with MOB stations, one on each side on aft deck platform, for precise rescue and docking operations. These are joystick docking stations.



Safety first

All crafts are equipped with two life rafts, fire extinguisher, rescue net, rescue ladders and emergency kits. The basic design has four watertight compartments to meet safety requirement of single compartment flooding. All decks are self-bailing and equipped with anti-skid and robust railings. The crafts come with a complete set of mooring lines, anchor, fenders and VHF/DSC system. On deck a special track system is mounted for securing of load. The 6 or 8 bollards are of robust design for both mooring and towing other vessels. The craft is also equipped with 4 strong lifting points for safe hoisting of the boat.

