VOLTRON
FUTURE

SPECIFICATIONS

CTV-26 RON

Compute Maritime

İSTANBUL TEKNİK ÜNİVERSİTESİ 1773

INDUCTIVA

AirShaper

VOLTRON FUTURE

The development of the Voltron Multihull CTV represents a major step forward in the design of high-performance crew transfer vessels. Created through close consultation with wind farm operators and marine professionals, the vessel prioritises operational efficiency, reliability and comfort. It has been engineered to deliver optimised fuel consumption, extended range and superior seakeeping.

The Voltron CTV features a thoughtfully designed interior, generous storage capacity, and a dedicated technician wet room. With an elevated wheelhouse layout, the vessel ensures excellent visibility and facilitates safe, efficient deck operations. The CTV design is based on IMO (International Maritime Organization), SOLAS, DNV/ABS, and EU guidelines.

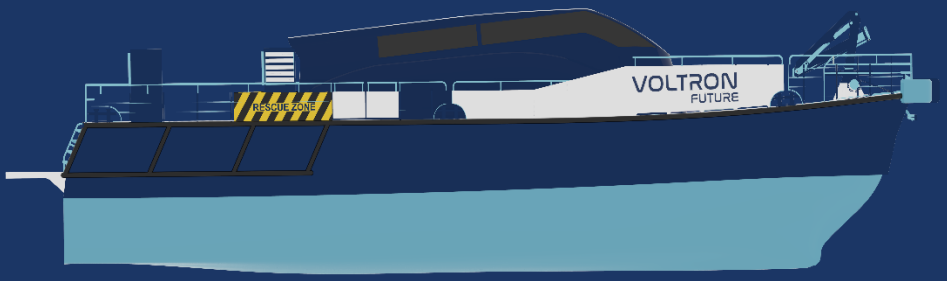
Efficient Design

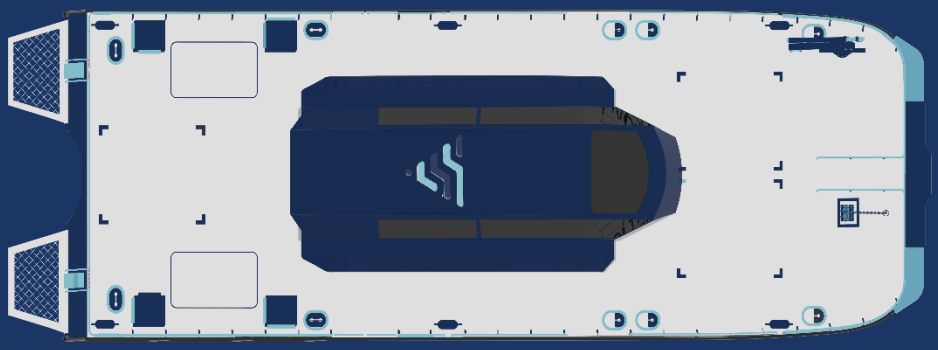
Multihull Catamaran

VOLTRON FUTURE

VOLTRON FUTURE

GENERAL ARRANGEMENT





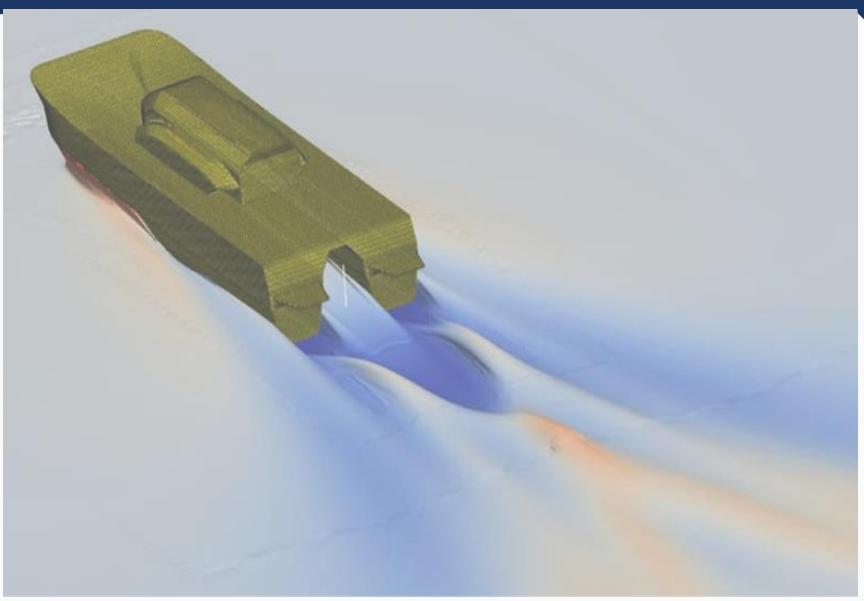
TOP SPEED*
36
KNOTS

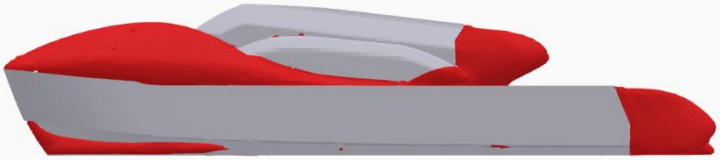
CAPACITY
24
PASSENGERS

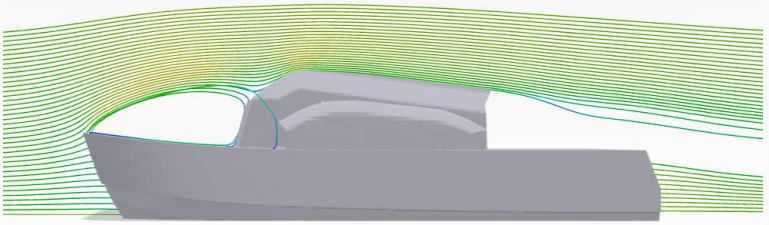
* All performance figures are indicative only and may vary depending on vessel specification, loading conditions, sea state, and ambient temperature.

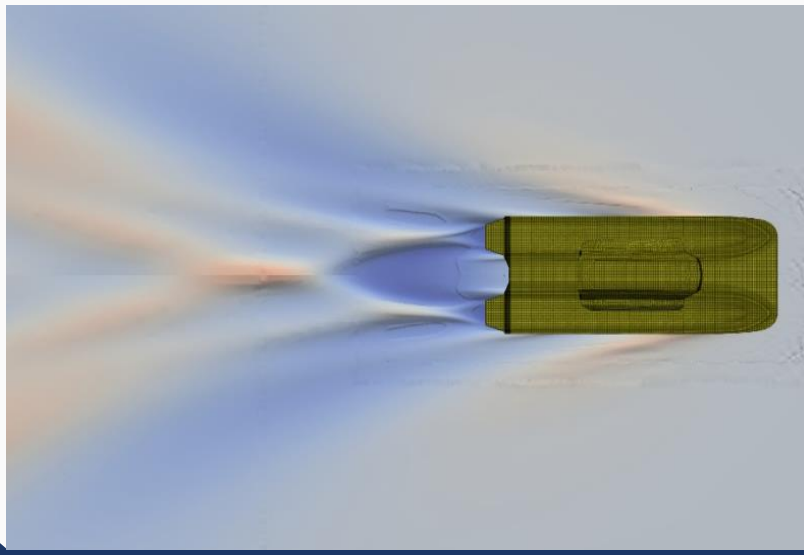
VOLTRON FUTURE

ANALYSIS OVERVIEW









Specifications

Principal dimensions	Length Overall	26 m
	Beam Overall	6 m
	Maximum Draft	2.1 m
	Air Draft	5.4 m
	Block Coefficient (Hull)	0.66
	Crew	4
	Passengers	24
Performance	Power	1300 kW
	Top Speed	36 knots*
	Cruise Speed	32 knots
Forward Visibility	Minimum 225° Up to 2 ship lengths or 500 m to visible waterline	
Bridge windows	Non-reflective, fitted with wipers/clear-view systems, and heated for cold climates	
Compliance	Designed Rules and guidelines for CTV: ✓ IMO SOLAS V/22, optionally DNV, MCA CTV Code ✓ SOLAS Chapter V – Regulation 22: Navigation Bridge Visibility ✓ UK Maritime and Coastguard Agency (MCA) requirements ✓ DNV/ABS Classification Rules ✓ SPS Code 2008, Chapter 2, Paragraph 2.2.5 ✓ SNAME (Ship Design and Construction) ✓ Ergonomics in ship design (SNAME papers)	

Compute Maritime

We used NeuralShipper to generate optimised CTV hull forms within minutes, meeting design constraints whilst reducing drag and fuel consumption. This AI-driven workflow enabled us to accelerate the design cycle, explore multiple design options, and lower operational costs, thereby supporting the development of more sustainable vessels.

İSTANBUL TEKNİK ÜNİVERSİTESİ 1773

Through collaboration with Istanbul Technical University, we applied advanced CFD and hydrodynamic modelling to validate hull resistance predictions. This expertise strengthened our design validation process and ensured that our optimised hull forms perform reliably under operational conditions.

INDUCTIVA

Using Inductiva.AI, we were able to run large-scale CFD simulations instantly, without long queues or setup delays. This capability enabled us to test design variations in real time, significantly increasing our simulation capacity and supporting a data-driven, performance-focused engineering approach.

AirShaper

AirShaper's platform assisted in refining the aerodynamics of the bridge and superstructure with minimal setup. By iterating designs rapidly, we improved airflow, reduced drag, and enhanced safety, thereby contributing to a more efficient and streamlined vessel in operation.

Voltron Future Ltd
Office: 73d Main Street, Avonbridge, Falkirk, Stirlingshire, United Kingdom, FK1 2NG

The information reproduced herein is the subject of patent registrations or patent applications, as applicable, in multiple jurisdictions.

For further information, please visit: https://voltronfuture.com/ — Reference: CTV-26 RON

All figures were correct at time of print.

VOLTRON FUTURE