



CHAMBERLIN
MARINE

CHAMBERLIN HYBRID 7.5- CLASS LEADING PERFORMANCE

The Chamberlin Hybrid 7.5 is a trailerable power cat developed from a fusion of our CHA™ hull technology (Patent Pending) and a more conventional type high speed catamaran. The combination delivers the exceptional efficiency and handling of our CHA™ technology while maintaining ease of construction for the owner builder, functionality and highly effective use of space.

Weighing less than two tonnes on the trailer, the Hybrid is particularly easy to tow and store at home and yet when on the water it has the capabilities and performance of a much larger vessel. Boasting two double bunks, a very practical galley, seating for up to six, a private toilet cubicle and over five square meters of cockpit space, the Hybrid 7.5 will impress the entire family. With outstanding fuel economy, a range of 300 nautical miles and an exceptionally comfortable ride, the Hybrid 7.5 is the best performing vessel in its class.

Efficient Use of Space; The Hybrid 7.5 comes in a range of configurations, all of which offer practical use of space and excellent value to owners. The forward cabin includes a double bunk, separate toilet compartment, ample storage and a full standing headroom change space.

The saloon area contains seating for up to 6 with the settee and table also converting to an additional double bunk. Opposite this is the galley featuring a sink, stove top, storage and room for a small fridge. The helm position ensures

great visibility and an excellent ergonomic arrangement including a sliding window for ventilation and communication outside the vessel.

The cockpit area boasts over five square meters of space for fishing, diving gear or entertaining. The companionway bulkhead can be constructed to include full width doors opening into the cockpit for an open plan arrangement or with a personnel door and windows for the colder climates. The aft region of the cockpit is divided by the easily traversed rear beam, keeping the main section dry and creating a wet area for entering and exiting the water and landing those big fish. A duck board can be added between the outboards to extend this area and allow easy access to the water.

The foredeck is easily accessed via a hatch in the forward cabin or by transiting the gunwhale side deck, fitted with cabin side handles enabling all weather access. In warmer climates an opening centre window can also be utilised allowing access to the foredeck from the saloon and increased natural ventilation.

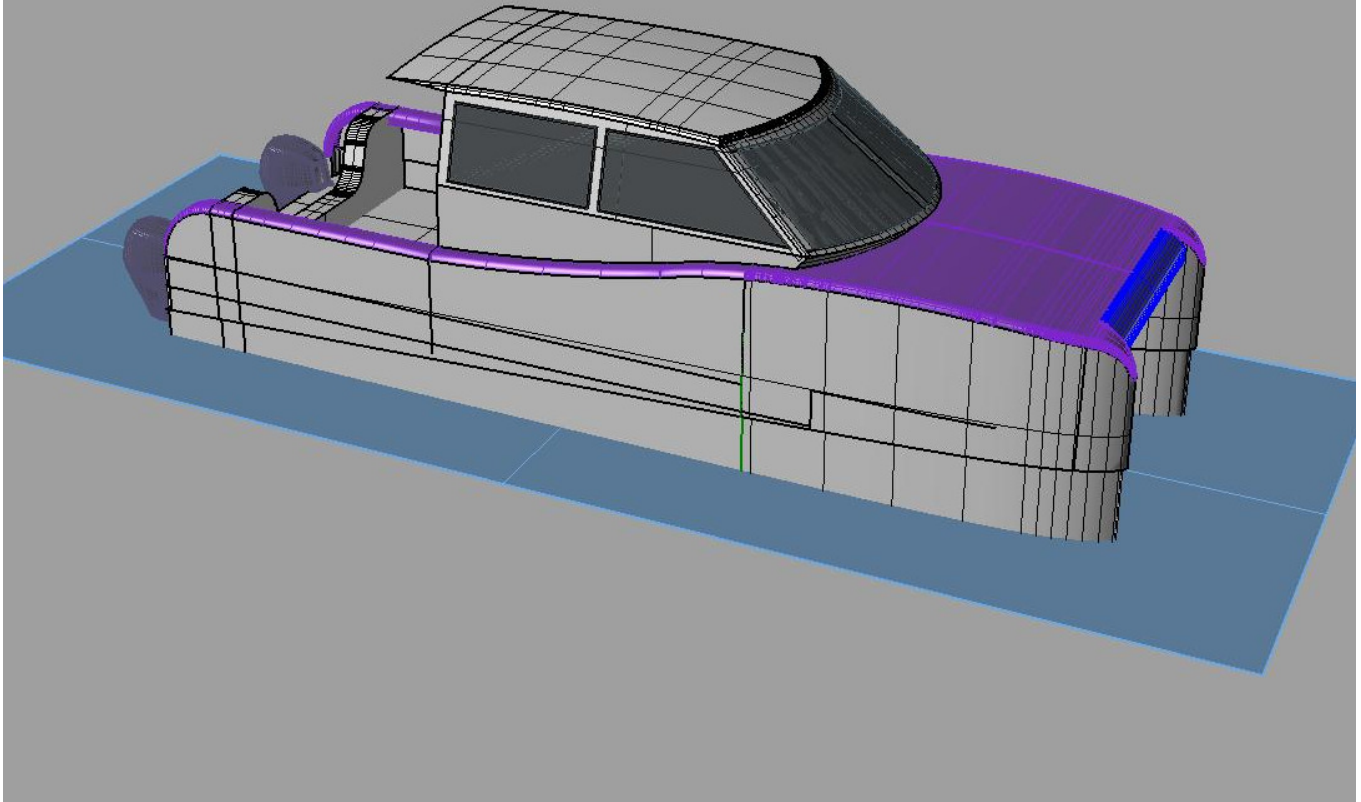
Performance and Efficiency; The CHA™ technology incorporated into the 7.5 hullform is the key to its unparalleled efficiency. Requiring only twin 70HP outboards to achieve up to 28 knots, the Hybrid 7.5 uses less than a litre per nautical mile when cruising. This means you can get out on the water and go cruising for the weekend without having to take out a loan to pay for it.

Furthermore the characteristics of the CHA™ hullform mean that efficiency is maintained across the entire speed range, unlike conventional vessels with pronounced efficiency ‘humps and hollows’. This allows you, if necessary, to adjust your speed according to the conditions without paying a penalty in fuel consumption.

Another great feature of the Hybrid 7.5 is that the innovative hull design and high wet deck clearance allow it to maintain efficiency and a comfortable ride in rough water where conventional planing cats and monohulls are forced to reduce speed, often taking them off the plane into very inefficient operating conditions. Our unique design is user friendly and the comfortable ride enables you more opportunities to enjoy maximum days out on the water.

PARTICULARS	
LENGTH, L_{WL}	7.50 M
LENGTH, $L_{D/A}$	8.15 M
BEAM, $B_{D/A}$	2.49 M
DRAFT, $T_{(HULL)}$	0.39 M
ENGINES	2 x 70 HP
DISPLACEMENT Δ_{DWL}	1800 KG
SPEED V_{MAX}	28 KNOTS
PASSENGERS (MAX)	6 PERSONS
BERTHS	4 PERSONS
FRESH WATER	100L
FUEL	300L
STRUCTURAL KIT (INCL. DESIGN, MANUAL & MOULDED HULLS)	\$33 000 (INCL. GST)
DESIGN, MANUAL & FULL SIZE PATTERNS	\$4 400 (INCL. GST)

A 3D model of the Hybrid 7.5 used to accurately generate frames and panel shapes for ease of construction.



Ease of Construction; The Hybrid 7.5 consists primarily of flat developable panels which are easily constructed on a bench prior to being fitted into position on the boat. Alternatively these panels can be provided by Chamberlin Marine as a CNC router cut flat pack, ready for assembly. If you wish to construct your own panels we supply full size patterns of all the primary structural components which means you can be confident of an accurate fit and can save a significant amount of time lofting out parts.

The secret to the optimum efficiency, handling and rough weather performance of the Hybrid 7.5 is the underwater form which utilises our highly innovative CHA™ hull technology (Patent pending). As the underwater form is such a critical component to the performance of the vessel it is not possible to create with flat panel techniques without significant compromise. For this reason Chamberlin Marine has produced a set of moulds so that this section can be supplied as a pre fabricated part. In

some circumstances we are able to hire out our moulds or you can produce the underwater shape using conventional strip planking methods.

Additional to these measures used to simplify the build, we supply a full manual which guides you through the construction process, assistance throughout the build and outstanding after sales service. Do not underestimate the value of this support and the sophisticated building methods, they will save you significant amounts of time, money and guarantee a quality finished product

Value for Money; The Hybrid 7.5 is the most functional, efficient and cost effective vessel of its kind. There is no other trailerable vessel on the market with comparable fuel efficiency, range, accommodation, deck space and ability to handle rough conditions, let alone any with a price tag of less than a large family runabout.

Construction costs are minimised through the use of advanced production

techniques and our efficient structural design which reduces labour and material costs, as well as weight. The light structure, efficiency and advanced design of the Hybrid 7.5 results in a requirement of only twin 70HP engines to achieve speeds of up to 28 knots. This drastically reduces the single largest cost of construction. Similar size vessels with comparable function often require well over 250HP to achieve this level of performance, escalating the cost of engines, not to mention increased fuel consumption and additional operating expenses.

The combination of sophisticated production techniques, highly innovative design and efficiency incorporated into every aspect of the Hybrid 7.5 delivers unparalleled value for owners.

FOR MORE INFORMATION CONTACT US OR VISIT OUR WEBSITE.

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