



DESIGNED AROUND THE MISSION



The next vessel starts with the job it has to do. Not a specification.

These three vessels illustrate the breadth of that thinking. From a specialist daughter craft designed to launch and recover from a mothership, to the latest 22m high-speed design and a new patrol vessel concept, each starts with a different operating requirement.

Hull form, propulsion, range, payload, layout and onboard systems can then be developed around the operating profile - bringing design, engineering and build together around the work the vessel actually has to do.

Different missions. Different answers. The same approach.

EXPLORE THE LATEST VESSELS

Scan to explore the vessels, designs and latest information from Diverse Marine at MSAR 2026.



What's your next mission?

Talk to us about what your next vessel needs to do.

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Supporting the organisations
that answer the call.



Maintained for life

From new lifeboat construction to the maintenance, repair and refit of operational rescue craft, Diverse Marine supports vessels throughout their working lives.

Diverse Marine holds a framework agreement with the RNLI to provide service-based works across all classes of RNLI lifeboat.

From its Cowes facilities, the team provides engineering, boatbuilding, fabrication, composites, electrical and navigation systems expertise - from routine maintenance to major repair and refit programmes.

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“...purpose built for our needs at Caister”

Paul Garrod - Chairman CVLS

Caister Volunteer Lifeboat Service set out to create a new lifeboat purpose-built around the needs of its crew.

Following a competitive international tender, Diverse Marine was selected to build the first-of-class 14m Medina Class Lifeboat - an evolution of a design whose origins lie on the Isle of Wight more than 35 years earlier.

Working with Caister Lifeboat, Diverse Marine translated decades of operational experience into a modern, self-righting search and rescue vessel: fast, capable and configured around the people who would take her to sea.

Purpose-built for Caister.
Built for the shout.



Medina Class Lifeboat

Designed around the mission.
Configured around the crew.

Built in aluminium and designed as a self-righting search and rescue vessel, the Medina Class combines speed, range and operational capability with a layout developed around Caister’s specific requirements.

Search & rescue capability

Self-righting design
Built to recover from capsize and return to operational attitude.

Dedicated stretcher position
Configured for casualty handling, with unrestricted, level access from the aft deck and space around the casualty’s head for treatment.

Crew protection and comfort
Six suspension seats within a resiliently mounted wheelhouse, designed to reduce noise and vibration for the crew.

Survivors’ cabin
Separate below-deck accommodation for rescued persons.

Precision at the rescue zone
Twin Hamilton waterjets with AVX control and Jet-Anchor station-keeping functionality.

Built for difficult recovery conditions
The raked stem profile was developed to reduce impact when recovering to a beach in rough conditions.

Hamble Class Lifeboat



Alongside the Medina Class all-weather lifeboat, Caister operates Fred Dyble II for fast inshore response.

Compact, fast and highly manoeuvrable, the 6.5m ILB carries a crew of three and up to two survivors. Powered by an inboard diesel and single Hamilton waterjet, she is capable of more than 35 knots.

6.5m • 3 crew • 2 survivors • 35+ knots



SELF-RIGHT TEST
Scan to watch the capsize test



SEA TRIAL
Scan to watch the sea trial video



STEP ABOARD
Tour the vessel with Coxswain Richard Thurlow

