



HSV 2 *Swift*

98M WAVE PIERCING CATAMARAN

FOR SALE
OR CHARTER



2003 - 2013 TEN YEARS OF OPERATIONAL SUPPORT
FOR US FLEET FORCES COMMAND



WANT TO KNOW MORE..

The detailed specification for HSV 2 *Swift* is available for download at www.incat.com.au under marketing material/vessel brochures.



RHIB Launch Operations from Hull 061 HSV 2 *Swift*



Hull 061 HSV 2 *Swift* participating in Southern Partnership Station operations.



SH60 Helo Transfer Operations on Hull 061 HSV 2 *Swift*

HSV 2 SWIFT



HSV 2 *Swift*

Coming three weeks after the US Army award of TSV X1 *Spearhead*, Military Sealift Command awarded the lease of Incat Hull 061 from Bollinger / Incat USA to support US Navy Mine Warfare Command. HSV 2 *Swift* was delivered in 2003 in Hobart Tasmania.

HSV 2 *Swift*, the third Incat high speed vessel contracted by the US Military was obtained to serve as an interim Mine Warfare Command and Support Ship (MCS), and support transformational mine warfare modular mission payload initiatives.

HSV 2 *Swift* is capable of maintaining an average speed of 35 knots or greater, loaded with 500 short tons, consisting of 350 personnel and military equipment. A minimum operating range of 1100 nautical miles at 35 knots was required by the contract, as was a minimum transit range of 4000 nautical miles at an average speed of 20 knots. Furthermore, she is capable of 24-hour operations at slow speeds (3-10 knots) for experimentation with unmanned autonomous vehicles, and to support dedicated and emerging organic mine warfare missions.

The vessel has a NAVAIR certified helicopter flight deck for operation of MH-60S, CH-46, UH-1 and AH-1 helicopters. An area protected from the weather for storage and maintenance of two MH-60S helicopters is provided to enhance aviation operations in day, night and instrument meteorological conditions.

A decade on, HSV 2 *Swift* remains with the US Navy in military service under a charter to Military Sealift Command, Washington DC, from owners Sealift Inc. of New York – a privately held company which operates a fleet of US flagged ships. Through Sealift the HSV 2 *Swift* is operated worldwide in support of US Fleet Forces Command and the war on terrorism. The vessel is also used for emerging operational concepts such as sea basing and the Global Fleet Station.

For the latest Incat military vessel concepts contact head office or your local Incat representative.

HSU 2 Swi



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HULL 061 HSV 2 *Swift* 98m SPECIFICATION



General Particulars*

Designer:	Revolution Design Pty Ltd
Builder:	Incat Tasmania Pty Ltd, Hobart, Australia
Class Society:	Det Norske Veritas
Certification:	DNV +1A1 R1 HSLC Cargo EO HELDK
Length overall:	97.22 metres (318'11")
Length waterline:	92.00 metres (301'9")
Beam overall:	26.60 metres (87'3")
Beam of Hulls:	4.50 metres (14' 8")
Draft:	3.43 metres (11'3") loaded
Speed:	approx 38.0 knots @ 627 tonnes deadweight approx 42.0 knots @ 300 tonnes deadweight

Note - All speeds quoted for smooth sea-state, excluding T-foil and 100% MCR (4 x 7200 kW)

Capacities

Deadweight	- approximately 627 tonnes
Total persons	- 353 maximum
Vehicle Deck Capacity	- Transom to Frame 4 - 91.5 sqm (985 sqft) with unrestricted headroom. - Frame 4 to Frame 49 - 1215.6 sqm (13085 sqft) with 4.70m (15'4") clear headroom. - Frame 49 forward - 807.3 sqm (8690 sqft) with 2.0m (6'6") clear headroom vehicle deck Axle Loads - Transom to Frame 49 - maximum 10 tonnes per single axle or up to M1A1 capable - Forward of Frame 49 Ramp A to D - 0.8 tonnes per axle.

Helicopter Deck

- 24.7 m x 15.24 m (81' long x 50' wide) certified to Level I Class 2A. (Fuel storage and on-deck refueling included) for MH-60S, CH-46, UH-1 and AH-1 helicopters.

- Weather protected stowage area for 2 x MH-60S helo forward of helo deck.

Fuel (operating) - 190,080 litres (50,210 gals)

Fuel (long range) - 2 x 210,238 litres (2 x 55,540 gals)

Fresh Water - 2 x 6,625 litres (1,750 gals) GRP tanks plus 2 x 11,350 litres/day (3,000 gals/day) water maker.

Sewage - 1 x 4,500 litres (1,200 gals)

Lube Oil - 2 x 1,515 litres (400 gals)

Oily Waste - 2 x 1,515 litres (400 gals)

Accommodation

Sleeping Berths - Total number of berths = 107.

Crew Staterooms

- CO - single berth stateroom with private head including toilet, shower and washbasin.

- XO/Commodore- single berth state room with private head including toilet, shower and wash basin.

- Officers - two and four berth state rooms

- CPO's - six and three berth staterooms

- Enlisted - two 18-berth bunkrooms, one 15-berth bunkroom and one 12-berth bunkroom.

- Technical Representatives - one 3-berth stateroom

*GA is 'as built' on delivery 2003

Permanent Seating	- Aircraft style HSC certified seating for 128 persons.
Temporary Seating/Berths	- Aircraft style HSC certified seating for 122 persons reconfigurable to temporary berthing for 87 persons.
Crew Mess	- 39 seat crew mess/day lounge adjacent to galley. - 10 seat officers lounge adjacent to crew cabins.
Galley	- Fitted with cooking systems, day refrigeration and freezer, sinks and food prep area. Additional modular cool/cold room and dry storage units fitted within vehicle deck space.
Sanitary Spaces	- Centralized facilities containing heads, basins and showers.
Laundry	- Laundry space located close to crew accommodations and fitted with 4 x Automatic washers, 4 x dryers, 2 x laundry troughs, and ironing boards.
Office Spaces	- Ships Administration office containing 6 x computer work stations and storage cabinets. Computers considered GFE.
C4ISR	- 700 sqft upper C4ISR room and 200 sqft lower C4I Equipment room with 70kW 'mission essential' electrical power and climate control.
Planning Room	- Staff planning area with 15 seat conference table and office containing 8 x computer workstations.
Medical Space	- Treatment facility containing folding operating table, refrigerator, separate head with shower, basin and toilet.
Storage	- Weathertight storage spaces with rugged shelving systems located on forward vehicle deck levels.

Safety and Evacuation

Escape - Evacuation is via two LSA Marine Evacuation Systems (17m inflatable slide with 100 person SOLAS A pack liferaft attached). An additional 3 x 100 person SOLAS A pack liferafts are linked to the Marine Evacuation Systems for a total liferaft capacity of 500 persons.

Rescue Boat	- 1 x SOLAS RHIB dinghy with 30 hp motor and approved launch / recovery method.
Work Boat	- 1 x 7 metre RHIB, capable of carrying 10-15 personnel with a diesel engine and water jet propulsion. The 7 metre RHIB will be stowed on the mission deck on a trailer. The aft small boat crane will be used to launch and recover the 7 metre RHIB.

Machinery Installations

Main Engines	- 4 x resiliently mounted Caterpillar 3618 marine diesel engines, each rated at 7200 kW at 100% MCR and 35/52 Celsius ambient temperatures.
	Vertical dry exhaust system discharging outboard at portal top.
Water Jets	- 4 x Wartsilia LIPS LJ120E waterjets configured for steering and reverse.
Transmission	- 4 x ZF 53000 NRH gearboxes, approved by engine manufacturer, with reduction ratio suited for optimum jet shaft speed.
Ride Control	- A 'Maritime Dynamics' active ride control system is fitted to maximize passenger comfort. This system combines, active trim tabs aft and optional fold-down T-foil located at aft end of centre bow fitted with active fins.
Shore Ramp	- Stbd aft slewing stern ramp capable of landing to a wharf starboard alongside or directly aft plus capable of deploying amphibious vehicles to water.
Small Boat Crane	- Slewing telescopic boom crane located port side aft capable of launching small boats/equipment rated as a 100 tonne/metre crane when lifting equipment.

Transfer of equipment /stores between the vehicle deck and helo deck will employ the ship's small boat crane. The crane allows for the transfer of equipment between ship to shore or ship to sea.

Electrical Installations

Alternators	- 4 x Caterpillar 3406B 230kw (nominal) marine, brushless, self-excited alternators.
Distribution	- 415V, 50 Hz. 3 phase. 4 wire distribution with neutral earth allowing 240 volt supply using one phase and one neutral. Distribution via distribution boards adjacent to or within the space they serve.
Switchboards	- Main switchboards fitted with a load preferential trip system which automatically sheds non-essential loads whilst still maintaining one alternator as a standby set. Each switchboard fitted with a bus coupler breaker to allow the main bus bars to be split in the event of a fault condition.
Essential Distribution	- Distribution to essential services from independent distribution boards supplied from both switchboards.
Shore Power	- Shore power compatible with US shore based power systems. Connection points fitted in starboard anteroom.

Navigational Equipment

GPS	- 2 x Leica Differential GPS
Radars	- Captain - Kelvin Hughes X band with 15" True motion performance monitor inc. auto track and geographics - Navigator - Kelvin Hughes S band with 15" Arpa performance monitor inc. auto track and geographics (Radar interswitching)
Autopilot	- Lips
Gyro Compass	- Anschutz
Magnetic Compass	- C.Plath
Electronic Chart System	- Transas Navi-Sailor 2400
Echo Sounder	- Skipper
Speed / Distance Log	- Walker electromagnetic with interface to radars, GPS and autopilot.
Wind Speed/ Direction	- Walker

Weather Fax/ Navtex	- GMC/ICS
Barometer/ Clock	- Builders standard
Air Horn	- Ibuki
Daylight Signal Lamp	- Aldis Francis
Search Light	- Mounted on fwd mast with remote control - Den Hann

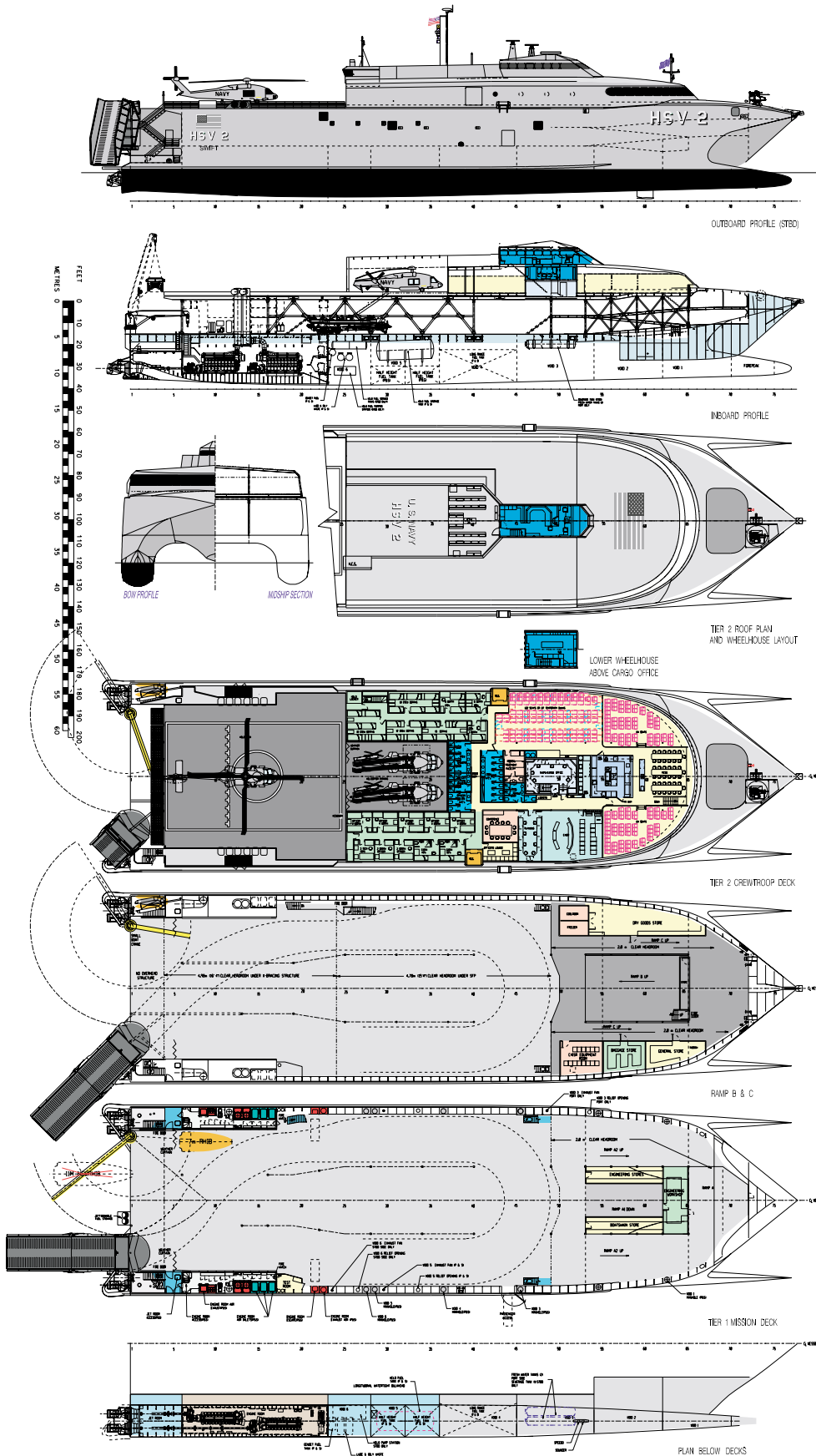
Radio Communications

MF / HF Radios	- }	
HF DSC inc. 2187.5 kHz	- }	To comply with
Simplex / Semi Duplex VHF Transceivers	- }	GMDSS Sea Area 1 and 2
VHF / DSC Controller with Ch.70 Receive	- }	
Hand held transceivers inc. chargers.	- }	
EPIRB (406 Mhz)	- }	2 each GMDS
SART	- }	Sea Area A3
Satcom C.	- }	

**Specification is as per the delivery spec and may have been subject to change through the service life of the vessel.*

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WANT TO KNOW MORE..

The detailed specification for HSV 2 *Swift*
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at www.incat.com.au under
marketing material/vessel brochures.