

History of SWATH technology

1938 - Frederick G. Creed, a Canadian, presents his idea for a small-waterplane-area twin-hull aircraft carrier to the British Admiralty. Several years later Creed is permitted to show it to the U.S. Navy, but they do not pursue the concept.

1946 - Frederick Creed is awarded a British patent.

1959 - U.S. Navy activity in moderately high speed "semi-submerged ships" begins with H. Boericke proposing the streamlined "shark form" monohull for which he was awarded a patent in 1962.

1965 - Alan McClure of Houston proposes the MOHOLE platform, with a configuration similar to Blair's, as a mobile drilling rig.

1967 - Dr. Reuven Leopold of Litton Industries presents to the U.S. Navy his moderately high speed TRISEC concept², for which he was awarded a patent in June, 1969.

1968 - The 40m long, low speed small-waterplane-area twin-hull vessel Duplus³ is launched by the Boele Shipyard in the Netherlands. Designer of the 1200-ton Duplus is a Dutch naval constructor, J. J. Stenger, who based his design for a self-propelled oil exploration support vessel on the fact that submarines lying at periscope depth experience little wave-induced motion.

1968 - an M.I.T. student proposes a streamlined version of the MOHOLE platform for a class project and carries out model tests on the design, which he called a semi-submerged catamaran.

1968 - Dr. Tom Lang of the Naval Underseas Center (NUC) in San Diego begins intensive development of his concept for a "high speed ship with semi-submerged hulls", for which he was awarded a U.S. patent in 1971. A key element of the concept is the provision of movable horizontal fins located aft of the vessel's center of gravity to stabilize vessel trim and pitch motions at higher speeds.

1970 - Mitsui Engineering & Shipbuilding Co., in Tokyo, begins basic research on the "semi-submerged catamaran", or SSC.

1972 - Construction begins on the 190-ton SWATH workboat SSP KAIMALINO for NUC after 18 months of research by engineers at NUC and nearly 2.5 years of design and confirmatory model testing. Launching occurs in March, 1973.

1973 The acronym "SWATH" is coined by U. S. Navy technocrats who promote its use, rather than "semi-submerged" ship or catamaran, to distinguish this concept from conventional catamarans.

1979 - Mitsui Engineering & Shipbuilding completes the world's first commercial SWATH ferry, the 26.5 knot MESA 80 (aka, SEAGULL), with a capacity of 446 passengers.

1991 - The first of a class of 4 SWATH acoustic Surveillance ships designed by the U.S. Navy, the 71.5 m long victorious, is delivered to the Military Sealift Command.

1992 - Finnyards delivers the first SWATH cruiseliner, the 131 m long Radisson Diamond,

to Diamond Cruise Ltd.

1993 - The existence of the world's first so-called "stealth" ship, the U.S. Navy's 50 m long Sea Shadow, an A-Frame SWATH ship built by Lockheed Missiles and Aerospace Co., is declassified and disclosed publicly, leading to a cover article in the July '93 issue of Popular Mechanics.

1999- The first Pilot Boat for the German Coast Guard starts its duty in the rough north sea. Build by Abeking & Rasmussen, Germany

2010- Over 10 Years the Swath technology has approved its reliability, energy efficiency and stability in all conditions and seas, oceans world wide.