KOCKUMS

Visby ***The definition of maritime stealth***

HDW GROUP

Stealth technology

Stealth technology (more formally called Low Observable Technology) aims at minimizing a vessel's transmitted and reflected energies – heat, light, sound, electric potential, and electromagnetic radiation – to deny an opponent the opportunity to locate, identify, track, and attack it. Stealth technology makes full use of aggressive architecture, controlled reflection and absorption, colour variation, machinery isolation, ordnance concealment, shielding, and electronic countermeasures (jamming or false imaging) to mask a vessel's very existence.

We tend to think of stealth as a relatively new idea – developed for modern aircraft such as the B-2 bomber introduced in 1988.

In truth, stealth is an instinctive human practice that appeared early in history. Millennia ago, "hunter-gatherers" wore facial and body paint, feathers, tree branches, animal skins, or anything else to help them fade into the background and not alarm foe or animals they sought.

Disguise

Disguise has always been an essential aspect of warfare. Soldiers don camouflage suits; aircraft are painted in irregular patterns and colours to blend into the land when seen from above, and the sky from below; warships are camouflaged in patterns that blur their outlines against sea and sky.

In today's warfare there is essentially no place to hide. The ancient human senses have been made largely obsolete by an astonishing array of passive and active detection devices: radars, optics and cameras, infra-red (heat) sensors, sound-detecting systems and sonars, electromagnetic radiation and pressure detectors, and other remote sensors beneath, on, or high above the land and sea.

Modern tanks, armoured vehicles, and an increasing number of warships have faceted, angular forms rather than rounded ones, to reduce their radar signatures. Angular, faceted, stealth aircraft such as the American F-117A have proven their ability to evade modern electronic "eyes and ears".

Stealth comes in several levels

Stealth comes in several levels. At the first level, low signatures (the recognizable signals a vessel emits and reflects) improve the performance of on-board sensors – with no local interference caused by shipboard components sensors are better able to "read" the local situation. At the next level, low signatures are more easily concealed by active or passive countermeasures – jammers, chaff, or flares. Finally, if signatures are reduced sufficiently to approach the environmental background, a vessel is not easily detected – as when its radar signature is reduced into the "sea clutter" and it produces no distinct "blip." (Though stealth is quite effective, it can't eliminate that blip entirely: The radar image of an F-117A, which is 19.4 meters long and weighs 23,625 kilograms, is said to equal that of a 1.5-centimetre, 6-gram bumble bee!)

The Visby

Visby was conceived while the Cold War was still "hot," and Sweden was engaged in mine countermeasures and antisubmarine operations close to home. The Visby's mission was defensive: to ward off potential interference to the East, and to keep Baltic waters safe for commercial shipping – to strengthen Sweden's hand in its own shoal-water, island-filled environment, by enhancing what has traditionally been called Sweden's "littoral know-how."

That know-how dovetailed perfectly with the broad international shift away from open-sea naval operations, toward actions in more contained and difficult environments. In littoral waters, piloting and navigation difficulties, and the opponent's proximity, increase a combatant's risks, so these waters have since gained the urgent-sounding name "Extreme Littoral" – defined as a high-threat environment that places additional demands on a vessel's efficiency, performance, and survivability.

Invisibility

A warship's survivability can be built on one of two premises: "Invincibility" or "Invisibility." For nations with deep pockets and imposing military budgets "Invincibility" is the chosen high-ticket objective. For countries with more limited materiel resources, the more affordable choice must be "Invisibility," to which stealth is the obvious path.

The Visby corvette will be assigned a broad spectrum of missions related to mines, submarines, surface combat, surveillance, escort, civilian support, search and rescue, undersea and air defense. It will likely join in cooperative international operations. The Visby is considered to

be the first vessel with high operational versatility and fully developed stealth technology, and is deemed the multi-purpose surface combatant of the future.

Visby's stealth characteristics came about through meticulous planning and analysis. Visby's visual details are minimal – no stacks, exposed weapons, or the usual clutter of deck gear and anchors. Everything possible has been hidden: equipment, weapons, and active sensors (also designed for minimal signature) are built into the structure or concealed under hatches. Antennas are flush-mounted, behind frequency-selective surfaces (In this brochure, the Visby is depicted with antennas and other hardware mounted on deck for test and trial purposes, and will later be replaced by stealth configurated equipment). Radar-absorbing material is used wherever low-signal properties are difficult to achieve. Signatures of windows, openings, and hatches are reduced.

Visby's hard-edge hull and superstructure limit radar reflection to four main directions and a single angle of elevation, by critical arrangement of their flat surfaces. To give Visby a low infrared signature, with neither hot nor cold spots that stand out against a temperature-neutral background, the exhaust of her engines and generators is triple-cooled and exits aft, near the water's surface. Belowdecks ventilation emissions are concealed. The Visby's hull material is thermo-insulating and exterior paint is selected for optimum heat insulation as well as camouflage.

Low signatures

The low acoustic signature is achieved first by waterjets, which generate much less propulsion noise than propellers. Propulsion diesels and gensets are double-elastically mounted to minimize transmission of noise and vibration into the hull, and are covered by sound-absorbing

hoods. All other noise-generating equipment such as pumps and fans are mounted to damp out their natural vibration. Air intakes and exhausts are designed for minimal flow noise. Fluid-filled pipes are insulated. The hull material is non-magnetic, and standard equipment components, where feasible, are selected for their non-magnetic characteristics. An on-board degausser takes care of exceptions.

Visby's basic hull architecture evolved considerably during the research. It was originally intended to be an Surface-Effect-Ship (SES), as its prime mission was for attack as well as defence, which requires medium to high speed. But, for various reasons, the mission shifted more toward mine and antisubmarine warfare, which requires more emphasis on low and medium speed (for which the SES hullform is not so versatile).

Visby's hullform is therefore a variation on a well-proven planing monohull, optimized for sea-worthiness, stability, coursekeeping, and manoeuvrability It is specifically designed for waterjet propulsion, with fixed fins for directional stability. The underbody has a fine "V" entry for slicing through waves, a variable-deadrise bottom geometry, squared bilges, and a deep spray chine forward. This form was chosen over the typical round-bilge patrol-boat form because it meets the unequivocal demand for radar-stealth geometry. And, in combination with its waterjet propulsion, produces a reasonably low pressure signature and minimal wake and spray.

Machinery

The machinery to drive the Visby is a combined diesel or gas turbine (CODOG) system, provided by Vericor Power Systems. Four Honeywell aeroderivative TF 50 A gas turbines (totalling 16,000 kW shaft output) and two MTU 16V 2000 N90 diesels (totalling 2,600 kW) are alternately connected to twin Cincinnati MA-107 SBS gearboxes driving the pumps of two 125 SII KaMeWa waterjets. The diesels sustain Visby at 15 knots for long duration, while the turbines kick in when she has to do 35 knots or better. At speed, steering is done by the azimuthing waterjet buckets; in close-quarter manoeuvring the jets are assisted by a 125-kW HRP 200-65 Holland Roer Propeller bow thruster.

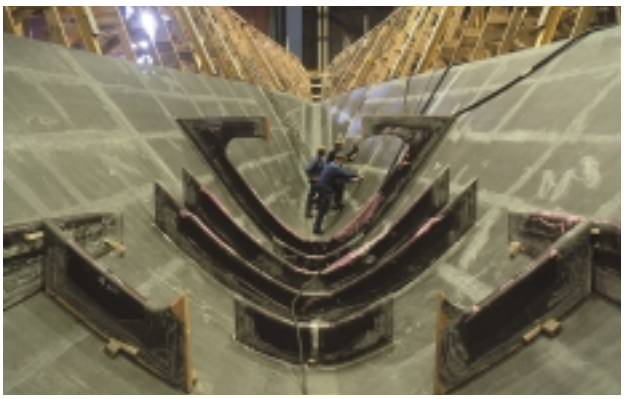
Construction

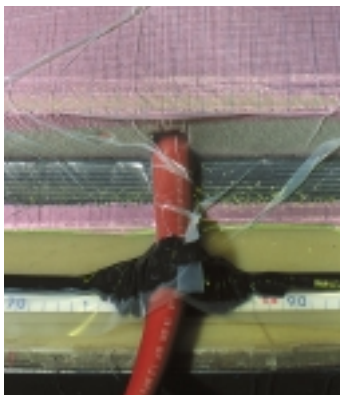
The Visby's construction consists of 100-percent carbon fibre skins over a foam core (manufactured in a vacuum-assisted infusion system). This has excellent fire-containment properties. With application of approved non-blistering paint, and insulation as required by the International Code of Safety for High-Speed Craft, the material conforms to International Maritime Organization requirements for limiting toxicity in case of fire. For stealth, Carbon fibre inherently shields against a wide range of electromagnetic signals.

In areas of high stress concentration, such as the gearbox mountings, titanium reinforcing inserts are laminated into the composite.

Equipment

The Visby is equipped with myriad machines and systems ready to fulfill her missions, one of which is mine countermeasures. For this, Visby has active and passive sensors that





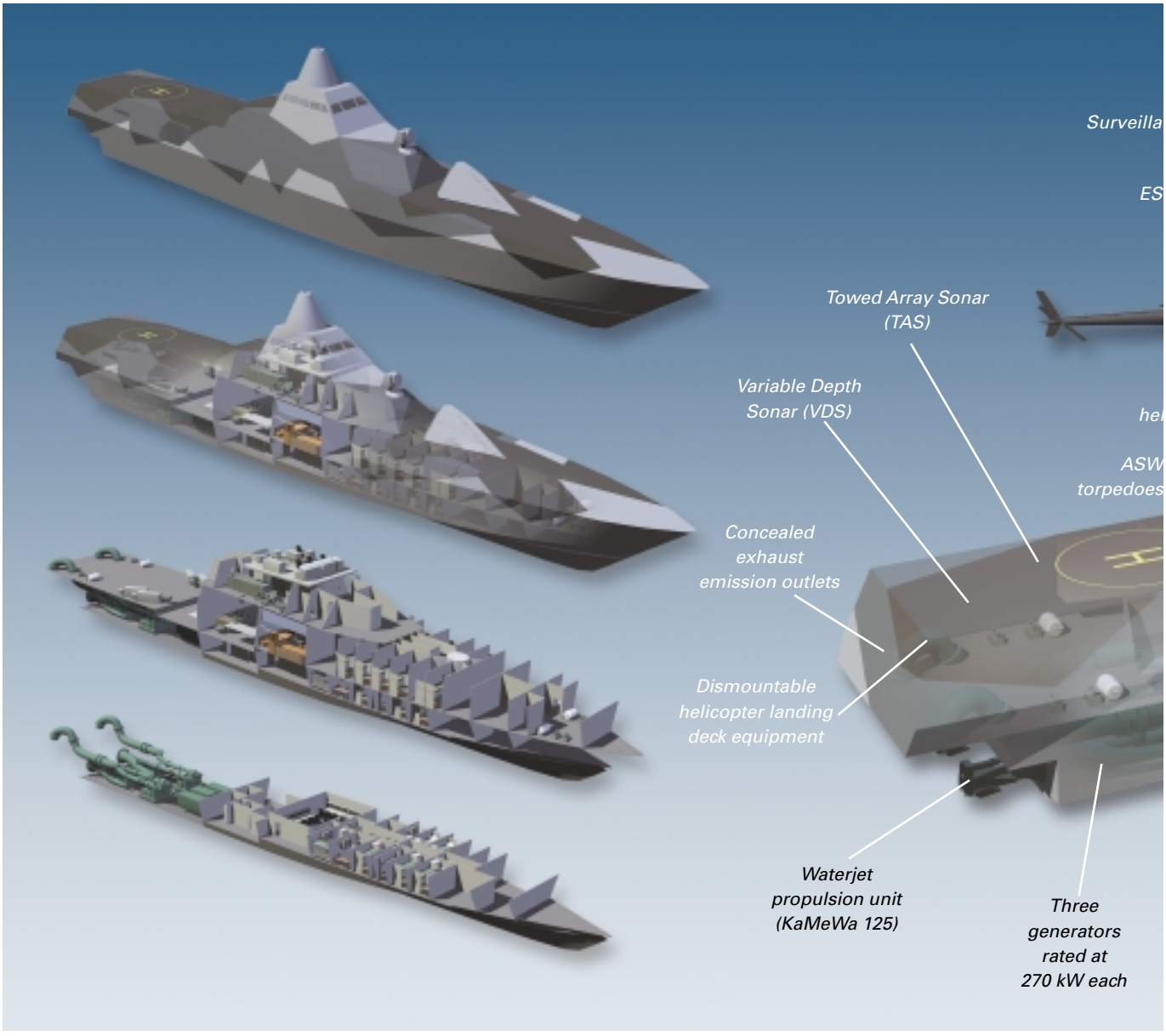
detect, classify, and home-in on mines. A remote-controlled Double-Eagle Mk III underwater vehicle (ROV-S) is guided well ahead, at appropriate depth, where high-resolution sonar and television cameras identify and locate mines long before the vessel reaches them. The mines are then destroyed by an expendable STN Atlas Elektronik Seafox ROV-E. (Visby is also equipped with mine rails, mine-launching gear, and computer capability to set mine-fields and register mine locations.)

The navigation system takes input data from the log, gyro, and Global Positioning System (GPS) satellites, and computes an extremely accurate plot. At slow speed, the automated diesel propulsion, guided by more precise Differential GPS, closely follows a preset track or – by dynamic positioning with waterjets and thruster – holds the vessel stationary for mine work. The automation minimizes human error and reduces crew work-load, improving safety.

ASW

The main submarine detection sensor is a Hydroscience Technologies passive Towed Array Sonar (TAS) with hydrophones. It is towed up to 1,000 meters astern to avoid turbulence or interference from the ship, and can also detect surface vessels running beyond the range of Visby's radar. For anti-submarine work, Visby also uses a towed dual-frequency Variable-Depth Sonar (VDS). Once the TAS detects a submarine, VDS fixes its position and aims selected weapons at it. A hull-mounted sonar helps classify sub-marines or detect mines. If the target is lying on the seabed, the ROV-S can also identify it. A Hydra multi-sonar suite from General Dynamics Canada integrates data from the towed-array, variable-depth, and hull-mounted sonars, and data from the ROVs. An Underwater Environmental Monitoring system supports the Hydra in mission planning.

Visby corvettes are equipped with several anti-submarine weapon systems, beginning with four fixed 40-cm tubes for firing Type 45 wire-guided torpedoes with active/passive



homing devices. There is a supply of depth charges as well as a suite of ASW 127-mm rocket launchers (which also can dispense torpedo countermeasures, or launch confusion materials such as chaff or infrared decoy rounds).

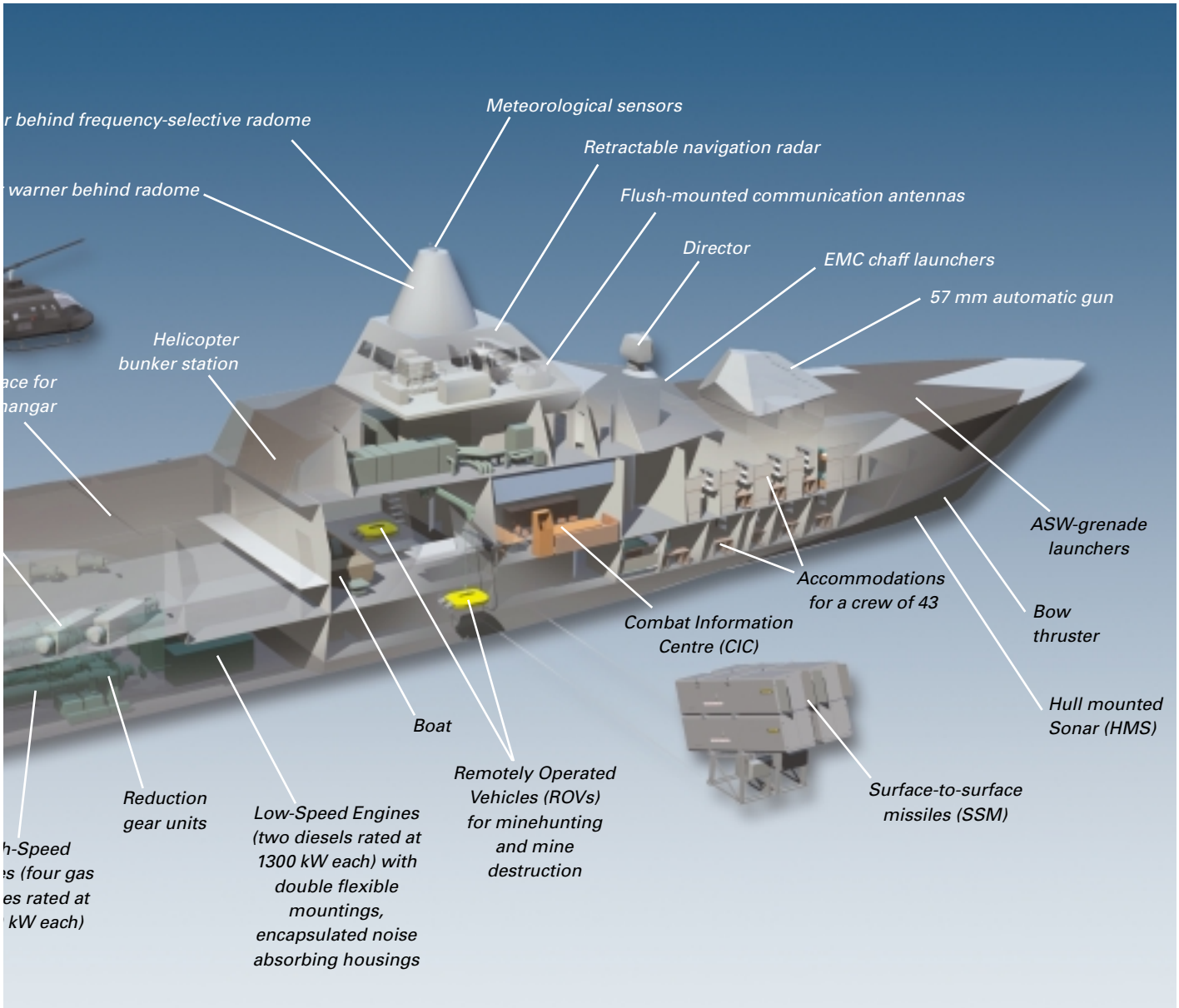
ADS

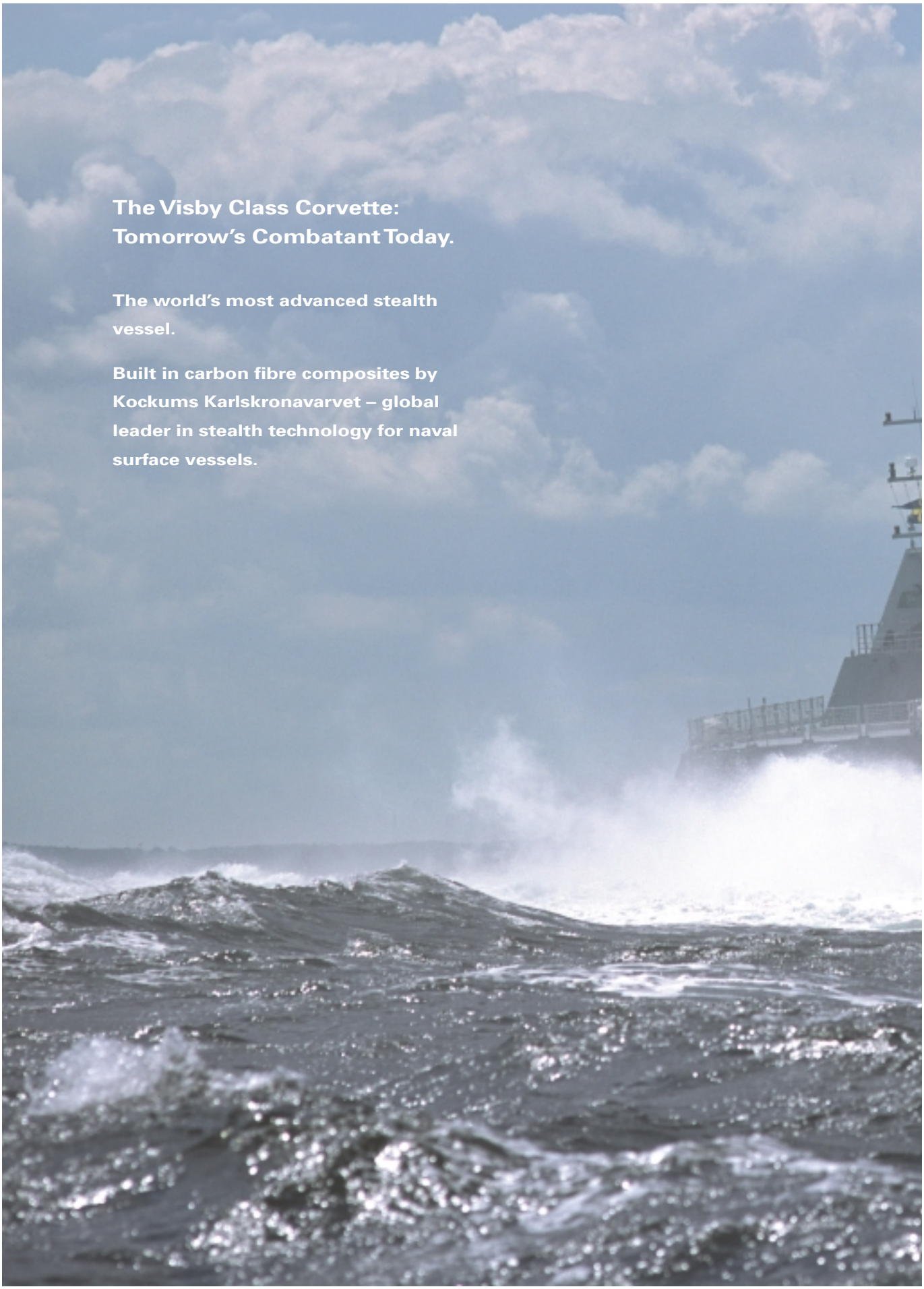
The Air Defence System (ADS) – incorporated into the Cetris C3 system automatically controls hard-kill or soft-kill engagements, coordinating sensors, weapons, and manoeuvres. Its active element is a Bofors 57-mm 70 SAK Mark III general-purpose gun with fire control, automated to reduce reaction time, for example, in an attack by sea-skimming missiles. The gun cupola forms an integral part of Visby's stealth superstructure, until the moment it engages a target, when the gun fires programmable ammunition in complex patterns, selecting the ammunition mode at the moment of firing.

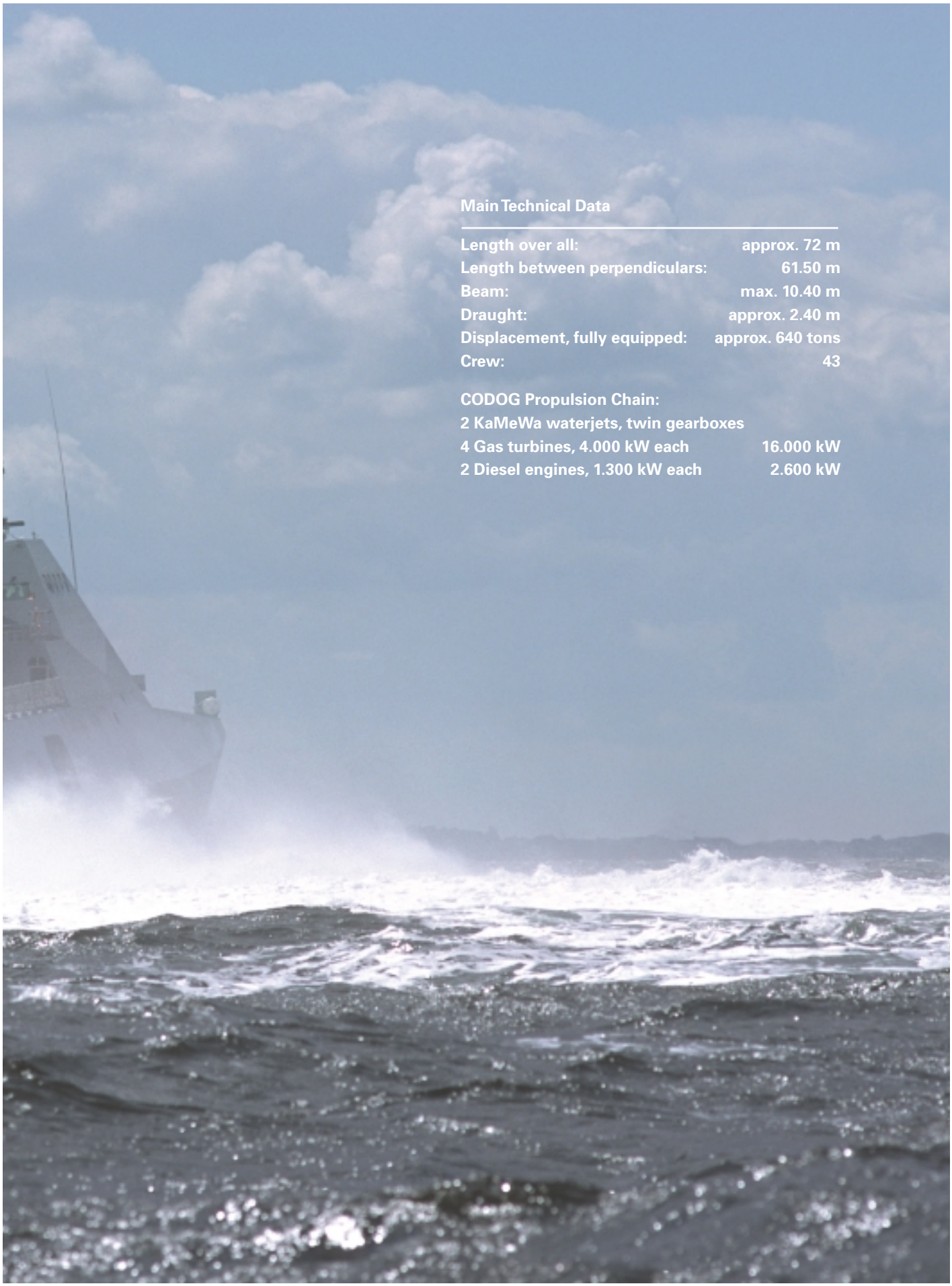
Visby is equipped with an Electronic Support Measure (ESM) sensor system, the Condor Systems CS-3701, that permits surveillance across the radar spectrum. A Communication ESM (CESM) to cover radio signals and an Infra-Red Search and Track (IRST) enhance surveillance capability. To maximize stealth by operating in electromagnetic "silence," all three systems are passive – they emit no signals. This enables a vessel's commander to capture a picture of the surroundings, and to decide what signatures to show. (Some radars and infrared tracking systems can "see" a stealth vessel to a limited extent, so it is imperative that Visby's command always be aware of their own signature, to control the tactics of a situation.)

Radar

Not everything can be made passive and invisible. Visby has active radars – an Ericsson Microwave Systems Sea Giraffe AMB C 3-D surveillance radar, a Therma navigation radar, and a SaabTech Systems fire-control radar, to assist weapons in destroying incoming missiles. Radio




The Visby Class Corvette:
Tomorrow's Combatant Today.
The world's most advanced stealth vessel.
Built in carbon fibre composites by Kockums Karlskronavarvet – global leader in stealth technology for naval surface vessels.



Main Technical Data

Length over all:	**approx. 72 m**
Length between perpendiculars:	**61.50 m**
Beam:	**max. 10.40 m**
Draught:	**approx. 2.40 m**
Displacement, fully equipped:	**approx. 640 tons**
Crew:	**43**

CODOG Propulsion Chain:

2 KaMeWa waterjets, twin gearboxes	
4 Gas turbines, 4.000 kW each	**16.000 kW**
2 Diesel engines, 1.300 kW each	**2.600 kW**

communications and other essential emissions are, wherever possible, transmitted in selected sectors, highly directionalised, and even bounced off the ionosphere to limit detection to a very small field and to confuse opposing surveillance systems by denying them sources to home in on.

Air defence

The Visbys will not initially be fitted with an air-defence missile system. But space has been allocated for Surface-to-Air Missiles (SAM). Up to eight Saab Bofors Dynamics RBS 15 Mk II (later Mk III) anti-ship missiles can be installed instead of, or combined with, mine-countermeasure equipment. In order to assure stealth, SAM or SSM systems will function in a "fire and forget" mode – without continual radar guidance that project a detectable signature toward the threat.

Helicopter

Although corvettes don't usually carry one, the Visby is designed to accommodate a helicopter – the Agusta Bell A109 (HKP-15 to Swedish Armed Forces). The helicopter lands, takes off, and refuels on the upper deck, and stows in a belowdecks hangar (where the alternate medium-range, vertical-launch air-defence missiles would be.) The helicopter can be used for sensor deployment, transport, mine detection and destruction, search and rescue, medical evacuation, radar reconnaissance, anti-submarine action, and environmental inspection, and it can map the seabed with deep-penetration lasers. The chopper could also be fitted with missiles and targeting equipment for laser-guided weapons.

Command, Control, Communications

Visby is equipped with SaabTech Systems' Cetris, for Command, Control, and Communications. This directs the combat management, air defence, and navigation functions, enabling Visby to assume tactical command of a vessel group. Command and Control and weapons

systems feature surveillance radar, electronic support system with radar warning device, fire-control direction, and navigation. It is also fitted with Infra-Red scanning, missile control and, later, radar-jamming. The Command Support is also integrated into the Swedish Armed Forces' common command system, thus is capable of full exchange of information among the Swedish Air Force airborne FSR 890 surveillance radar and the multi-role JAS 39 Gripen aircraft.

It should be obvious that the Visby corvette is a classic example of Louis Sullivan's famous, and oft-repeated, 1896 injunction: "Form ever follows function." That is, there is no device aboard Visby that has no function, and its form is conceived solely to execute that function. Although the corvette's form is not totally invisible, it is very difficult to detect. An opponent can only "see" a Visby close up, which is too late, as her command and crew have already had time to exercise their options. Visby's motto might be: "We see them before they see us."

Visby's 43 officers and conscripts live in quarters that are minimalist with absolutely no compromises to deter her and her crew from its missions.

Tomorrow's Visby

HMS Visby experienced her first trials at sea on 6 December 2001 and will enter navy service in 2005, with the last of her sisters set to be on duty by 2007. The Visby was designed for the Swedish littoral. But, despite Sweden's continued abstention from the "ocean option," its navy is likely to be called on to join others in military or security operations in waters farther from its traditional dominion. This has given impetus to the Visby of tomorrow, or the "Visby Plus."

At Kockums and its parent Howaldtswerke-Deutsche Werft, development is going ahead on larger versions of Visby, designed in accordance with Det Norske Veritas Naval Rules, with a variety of equipment options aimed at the international market. The Visby Plus has been

The Visby Plus

programmed to reduce production costs, even as it will have full stealth technology. Its design takes a modular approach to simplify customization, including weight and volume reserved for future modifications.

The initial Visby Plus carbon-fibre cored composite model is 88 meters LOA, with 1,500 tonnes displacement. Its prime functions will be anti-submarine warfare, surface attack, air defence, training, and patrol.

According to preliminary calculations, when compared to a conventional propeller-driven steel vessel, with an aluminium superstructure, funnel exhausts, and non-stealth weapons and sensors, the new design will have the following considerable gains:

- A lower profile for a reduced visual signature
- A lighter, more shock-resistant structure
- A lower displacement and draft, requiring less engine power
- Reduced fuel consumption, hull maintenance, and operating costs
- Lower hydroacoustic, magnetic, infrared, and radar signatures.

The new corvette will have berths for 71 crew, a helipad and hangar, two universal cranes and two ship's boats. The propulsion will be four diesel engines of about 7,400 kW driving four waterjets. The engine room will be set aft, to leave appreciable volume amidships for operations. An integrated system will control, monitor, and provide support for navigation, propulsion, electrical power, peripheral systems, ship safety, fire protection, and damage control. Weapons and command-and-control systems will be NATO-compatible.

Credits:

The material for this brochure has been taken from the book "On The Crest of a Wave," produced by Jack A. Somer and Peter Neumann.

KOCKUMS

Kockums designs, develops, manufactures and maintains submarines and naval surface vessels, and is the builder of the Visby class stealth corvettes.

Kockums is a member of the HDW Group.

Kockums AB
SE-205 55 Malmö, Sweden
Phone: +46 40 34 80 00
Telefax: +46 40 97 32 81

e-mail: information@kockums.se
www.kockums.se

Kockums Karlskronavarvet
SE-371 82 Karlskrona, Sweden
Phone: +46 455 68 30 00
Telefax: +46 455 179 34

e-mail: information@kockums.se
www.kockums.se

Howaldtswerke-Deutsche Werft AG
Werftstrasse 112-114, D-24143 Kiel, Germany
Phone: +49 431 700-0
Fax: +49 431 700-23 12

e-mail: info@hdw.de
www.hdw.de