**Key Hamilton Jet Features for Military & Patrol Applications**

### Inboard Hydraulics
- Ahead/astern and steering hydraulic are located inboard, with no lines vulnerable to outside damage.

### Maintenance
- Design enables most routine maintenance procedures to be undertaken without the need to slip the vessel.

### Maximum Acceleration
- The jet design, with mixed flow style pump and integral intake/transition duct, provides high cavitation resistance, allowing full power input at low boat speeds to ensure maximum acceleration performance.

### Manoeuvrability
- As the ahead/astern and steering functions are independent, thrust vectoring alone will provide precise control, regardless of boat speed or direction. This allows 360° thrusting for rotating “on-the-spot”, moving sideways or holding station.

### Reverse Thrust
- The split duct astern deflector directs the reverse jetstream away from the intake to avoid recycling, providing up to 55% of ahead thrust in reverse. This provides a powerful reversing capability for backing off beaches or emergency “braking”.

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**Jet Brief No. 271**

**February 1996**

**Service:** Patrol Craft

**Location:** United States of America

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**Twin 391 Jets Power**

**PCC-HSV Patrol Craft for NAVSEA**

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**Hamilton Jet Model HJ391**

**Application Review**

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**Brief Specifications**

**CLASSIFICATION:**
- PCC-HSV (Patrol Craft Coastal-High Speed Variant)

**SERVICE:**
- Patrol Craft

**LENGTH:**
- 15.70 metres [51’ 5” LOA]

**BEAM:**
- 3.80 metres [12’ 6”]

**CONSTRUCTION:**
- Aluminium

**SPEED:**
- 48.6 knots

**WATERJETS:**
- Twin Hamilton Model HJ391

**ENGINES:**
- Twin MTU diesels, Model 12V 183 TE92, each 845kW (1150hp) @ 2400rpm

**DESIGNER/BUILDER:**
- Peterson Builders Inc, Sturgeon Bay, WI, USA

**Hamilton Jet DISTRIBUTOR:**
- Palmer Johnson Marine, Windsor, WI, USA