The MERCY class hospital ships of the United States Navy (USN) are nearing decommissioning, and a number of replacement concepts are being considered. A modification repeat of the current LPD-17 will allow the savings of reusing the existing design, while providing the future hospital ship the mobility and reliability of the LPD-17. The goal is to design a more capable, maneuverable and sustainable medical platform than currently exists, equipped with the latest medical technology.

The LPD-17 Hospital Variant (HV) will provide the capacity to expand medical capabilities within the sea base to support joint force operations ashore. Joint sea-basing is defined by the CNO Seabasing Joint Integrating Concept (2005) as “the rapid deployment, assembly, command, projection, reconstitution, and re-employment of joint combat power from the sea, while providing continuous support, sustainment, and force protection to select expeditionary joint forces without reliance on land bases within the Joint Operations Area.” In an anti-access or austere environment, the LPD-17 HV will support joint operations ashore by serving as a medical sea base, providing emergency MEDEVAC, administering emergency treatment, and stabilizing patients for subsequent transfer to medical facilities at supporting advanced bases.

This modification repeat was designed with an efficient medical treatment facility layout in mind. The facility encompasses an entire deck allowing easy passage of patients from triage, pre-op, op, post-op and ICU. Additionally, this variant retains the existing medical facility separate from the additional hospital variant medical spaces. This feature facilitates isolation during instances where foreign nationals, POWs or biological contaminants are of concern. The variant also provides accommodations for a significant Naval Construction Force detachment. The LPD-17 HV has the unique ability to transport either patients or construction force assets by air and by sea. The table below summarizes the characteristics and capabilities of the modified ship.
<table>
<thead>
<tr>
<th><strong>SHIP CHARACTERISTICS</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Displacement, Full Load</td>
<td>20736.4 Lt</td>
</tr>
<tr>
<td>Length Between Perpendiculars (LBP)</td>
<td>656.2 ft</td>
</tr>
<tr>
<td>Length Overall (LOA)</td>
<td>683.9 ft</td>
</tr>
<tr>
<td>Beam @ DWL</td>
<td>96.8 ft</td>
</tr>
<tr>
<td>Draft @ DWL</td>
<td>23.0 ft</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>MISSION CAPABILITIES</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Medical/Dental Operating Rooms</td>
<td>10/6</td>
</tr>
<tr>
<td>Intensive Care Beds</td>
<td>55</td>
</tr>
<tr>
<td>Ward Beds</td>
<td>200</td>
</tr>
<tr>
<td>Water Production</td>
<td>323K GPD</td>
</tr>
<tr>
<td>Naval Construction Force</td>
<td>140 tons</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>ORGANIC VEHICLES</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Helicopter</td>
<td>1 CH-53 or 2 V-22</td>
</tr>
<tr>
<td>Amphibious Boat</td>
<td>1 LCAC</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>COST</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Procurement Cost, FY08 $</td>
<td>695-810M</td>
</tr>
</tbody>
</table>