



## M/S Spitsbergen, RoPax Explorer Vessel

<b>General:</b>	The M/V Atlantida, a RoPax that never came into service, is under conversion into a Premium Explorer Vessel, M/S Spitsbergen, for Hurtigruten AS. The conversion is taking place at Fosen Yard AS in Norway, and the vessel is expected to begin sailing in June 2016. The conversion includes a total refurbishment of the two car decks. Deck 3 has been rearranged into a pallet/zodiac storage area and a crew cabin area, while deck 4 has become a passenger cabin area, with a brand new mooring deck arrangement in the aft part. Deck 5 maintains its public space characteristics, but is undergoing major changes in the main restaurant, reception hall and the forward lounge. Passenger cabins with balconies are being added in the aft part of deck 6, as well as the update of the existing ones and of the forward lounge. Finally, passenger cabins, a sauna and a crew/passenger gym have been added on deck 7, leading to a rearrangement of the whole area.	
<b>Main Particulars:</b>	Length o.a.	100.54 m
	Length between p.p.	87.17 m
	Breadth moulded	18.00 m
	Design draught	5.20 m
<b>Capacity:</b>	Total no. of passengers	338 pers.
	No. of passengers in cabins	203 pers.
	No. of day passengers	135 pers.
<b>Speed:</b>	Service speed (15 % service allowance)	16 kn
<b>Propulsion:</b>	Main Engine output	10638 kW
<b>Miscellaneous:</b>	Classification: DNV-GL	
	Notation:	✠ 1A1 PASSENGER SHIP, COMF(V-1) E0 ICE-1C
<b>Scope of Work:</b>	Determination of the new General Arrangement Changes of exterior design Systems upgrade for new areas HVAC upgrade for the new areas Machinery upgrade where necessary Curving of the structure on decks 3 and 4 to achieve the required height for accommodation spaces Structural upgrade to achieve Ice Class 1C Observation platform on top of forward mooring deck Re-bulbing of the vessel for improved efficiency Addition of duck tail in lower part of the transom for improved efficiency and stability Reshaping of the aft end of the vessel Rearrangement of lifts, staircases, main escape routes and LSA equipment Steel and statutory documentation (including stability) for approval	
<b>Ref. No.:</b>	KEH 15024	