



PHOTO: MIKE LOUJAGÉ

SPITSBERGEN has been awarded for:

The successful conversion of an unfinished ferry into a fully-fledged expedition cruise ship, complete with a strengthened hull. Essentially a new ship, SPITSBERGEN also features a crisp and stylish interior.

This ship emerged from her conversion from an unfinished ferry for Atlánticoline as a genuine Hurtigruten cruise and cargo ship, complete with side loading doors. The ship has also been designed for expedition cruising. To make her fit for purpose, the ship's hull has been strengthened inside. Extra sponsons have been added as well, also serving as an ice belt.

Tillberg Design, in close cooperation with Hurtigruten, created the "New Arctic" interiors.

Owner: **Hurtigruten**
 Shipyard: **Fosen Yard**
 Naval Architects: **Knud E. Hansen/Fosen Yard**
 Interior architects: **Tillberg Design**



PHOTOS: MIKE LOUJAGÉ



PHOTO: HURTIGRUTEN / EIVIND LUNDE

SPITSBERGEN

IMO 9434060

SPITSBERGEN

CLASSIFICATION

DNV GL ✦ 1A1 PASSENGER SHIP, COMF(V-1)
EO ICE-1C

DIMENSIONS

Length o a 100.54 m
Length p p 87.17 m
Beam mid 18.00 m
Draft 5.30 m
Depth to maindeck 7.00 m

TONNAGE

GT 7,344
NT 2,304
tDW 682

PASSENGERS

Total capacity 335
No. of passengers in cabins 212

SALOONS

Explorer Lounge 58
Explorer Bar 104
Brygga 44
Torget 122

CABINS

No. of cabins 100
No. of berths 243

CREW

Crew cabins 35
Crew berths 58

MACHINERY

MAIN ENGINES

Make 2 ABC
Type 16VDZC
Effect, kW each 3,553
Rpm 1,000

AUXILIARY ENGINES

Make 2 ABC
Type 8VDZC
Effect, kW each 1,766

PROPELLERS

Make 2 Steerprop
Type SP25
Diameter 3,200 mm
Rpm 174
Bow thrusters 2 7A STRAM
Effect, kW each 600

OTHER EQUIPMENT

Stabilizers Rolls-Royce Aq50

SPEED/CONSUMPTION

Service speed 16.00 knots

SELECTION OF SUPPLIERS

Applicable on 2016 reconstruction only

PROJECT

Interior designer Tillberg
Turnkey DeRossi/R&M
Naval architect Knud E. Hansen/Fosen Yard

ACCOMMODATION

Bathroom equipment Oras
Cabins ... Norwegian Marine Interior/Fosen Yard
Cabin doors Antti-Teollisuus
Ceiling Dampa/Meta
Decoration foil Gislaved Folie
Flooring Ehrenborg
Furniture Ole Lium Møbelverksted
Leather Elmo Leather
Locks Assa Abloy
Outdoor Flooring Bergo Flooring/Bolidt
Panels Norac
Vacuum toilets Évac
Wall pullman bed and ladder SBA
Walls Pfeleiderer
Wet units Wetcab

HARDWARE

Electricity installation Elpro
Galley equipment Aluminox
Gangway, Pallet lift TTS
Hydraulic installation .. BKS Industri/Lc Production
Insulation and tech rooms ScanMarineGroup
Lifts ThyssenKrupp
Paint Hempel
Piping Blücher
Water treatment Enwa

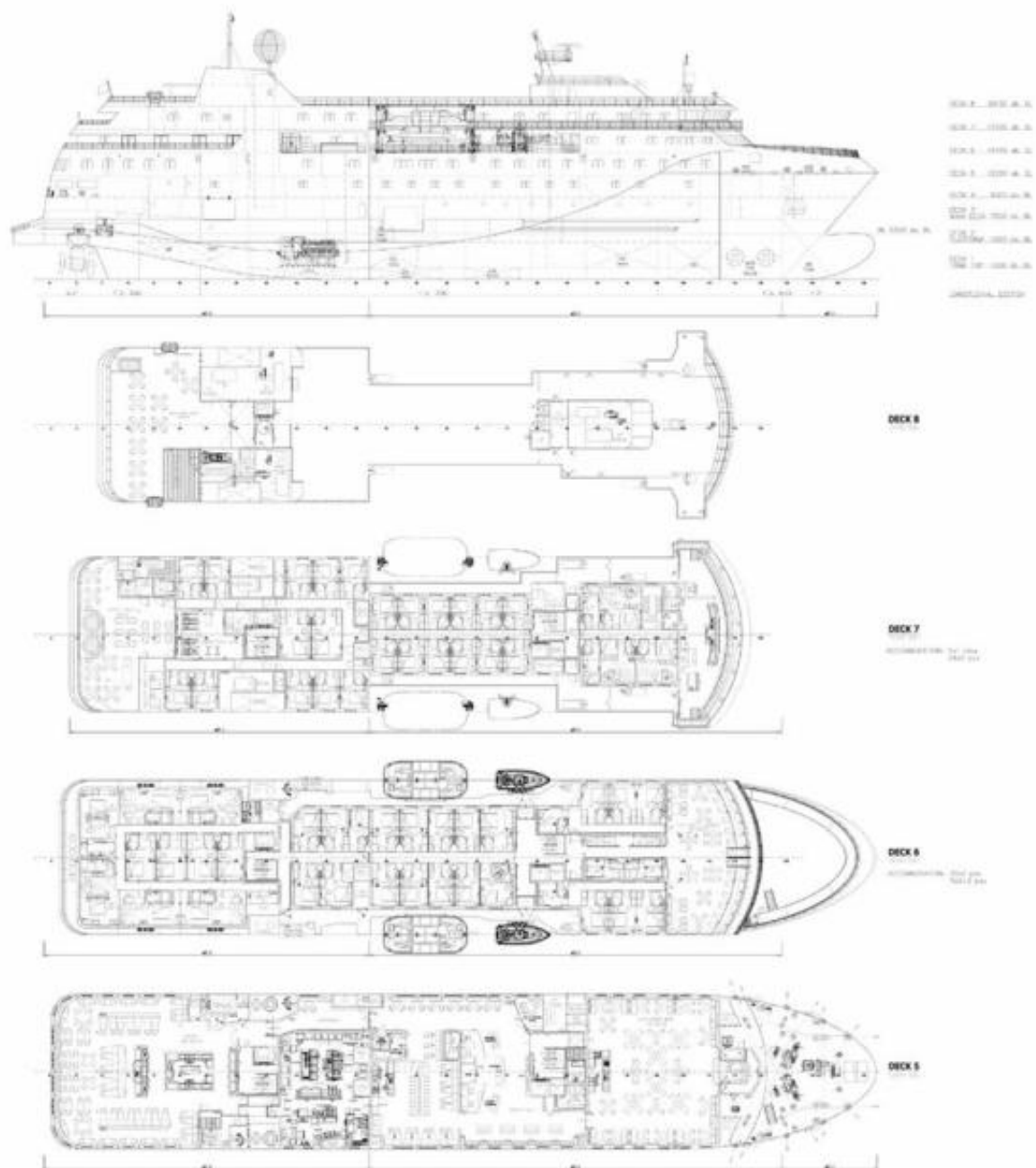
Windows and balcony doors Bohamet

SAFETY

Davits d-i davit international-hische
Fire and rescue equipment Erling Haug
Hi Fog Marioff
Rafts and MES Viking Life-Saving Equipment

Built by Viana Castelo, Portugal for Atlanticoline, Portugal. Reconstructed by Fosen Yard, Norway for Hurtigruten, Norway. Delivered June 20, 2016. In service worldwide.





She was originally built originally as a ferry for the Acores. However, several issues caused delays and eventually she never sailed as a ferry until she was put up for sale. In July 2014 she was sold to the owner of river cruise company Douro Azul, who intended to transform the vessel in an exploration vessel for the Amazon. Already in December he sells the vessel to Hurtigruten. In November 2015 the ship arrives at the Fosen Yard for an almost total rebuilding into an expedition cruise vessel.

Tillberg Design created the "New Arctic" interiors in cooperation with Hurtigruten, as on four other refurbished ships (also done

by Fosen).

After a winter on the normal Bergen-Kirkeness route she will set course to Shetland, Iceland, Greenland, Labrador and Newfoundland for expedition cruising.

She will then be equipped with Zodiacs. From the garage on Deck 4 nothing is left: this deck is almost fully occupied with guest cabins.

As on all Hurtigruten ships the new side loading doors are on port side. She cannot carry cars though, because there is no ramp. A pallet lift has been installed to cover the height difference between the deck and the quayside.

A Parka and rubber boot changing and storage room, and a boot cleaning room have been added.

To achieve the iceclass 1C Fosen changed the seabed, by removing the steel plates and changing them by thicker plates. The ship's hull has also been strengthened inside. Extra sponsons have been added, but lower than before. These sponsons are mainly under the waterline and serve as an ice belt too.

A ducktail and a new bulbous have been added.

The original lifeboats have been installed one deck lower, in order to improve stability.

