



Roberto Forti

Shipbrokers & Marine Consultant



Type:	VINTAGE CRUISE VESSEL
Built:	1953 by Finnroda Shipyard, Stockholm, Sweden Upgraded to latest SOLAS when the accommodation on the vessel was completely renewed 2011 – 2012 in accordance with Swedish rules as well as latest SOLAS 2010 & Stockholm Agreements
Class:	Lloyds register +100A1 +LMC +ICE CLASS 1A
Material:	Steel
Dimensions:	92.40m x 14.25m x 5.50m with air draft of 25m & draft of 5.1m
GRT/NRT:	3564 / 1569
Passengers:	350 berths in 150 cabins
Crew:	40 cabins for 40 – 60 crew as follows: <i>10 officers cabins on deck 6 & 30 crew cabins on deck 4-3-2 at bow</i>
Operation crew:	14 crew for deck and engine – hotel staff depends on the number of passengers and level of service required.
Main engine:	Man / B&V / Alpha 12V 28/32 A 2795 KW
Propulsion:	Pitch propeller for heavy ice conditions
Speed:	Eco cruising – 14 knots on 600L/hr Full ahead – 16 knots
Fuel capacity:	110m ³
FW capacity:	80m ³
Black & grey water:	230m ³
Lubrication oil:	4m ³
Generators:	1 x Scania 346kva 1 x Scania 258kva 1 x Volvo 242kva Emergency Scania
Bow thruster:	Brunvoll 220kw

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- Passenger facil: Restaurant for 120 persons, restaurant for 100 persons, Sky bar for 200 persons, piano/cocktail bar for 70 persons, 2 x tax free shops, well equipped restaurant and galley
- Navigation equipment: 3 radars, Autopilot, echo sounders, Gyro compass, Navtex, log, DGPS with plotter, GPS with plotter, full GMDSS, VHF x 3, AIS etc.
- Safety equipment: According to SOLAS and Lloyds Class
- Fire fighting: According to SOLAS and Lloyds Class
- Sprinkler system: Throughout the whole ship.
- Comments: Very suitable as floating hotel or accommodation. Fully able to position by steaming under own power. Presently trading in the Baltic under Swedish flag, ICE CLASS 1A fully valid and Classed LR London. Vessel is very economical – good speeds but with low consumption. This vessel is a real classic, having virtually the same lines and hull as she was in 1953.
March 2013: Vessel is passing SS with LR & will shortly be in full fresh Class status. All thickness measurements have been verified and accepted fully by LR of London and can be seen on inspection.
Last DD was end of summer 2012 including extensive refitting for SOLAS 2010.



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