**\*\*\* PRESS RELEASE\*\*\***

***A kilometre of ships for Lueftner Cruises***

*The Austrian shipping company Lueftner Cruises recently ordered its tenth river cruise vessel (110m x 11.40m) from Shipyard De Hoop. This means that we have now achieved our long-standing ambition of producing more than one kilometre of ships for this customer. De Hoop has been designing and building for Lueftner Cruises since 1996, and our collaboration has been marked by continuous innovation founded on a clear basic concept.*

***The first design***

The first vessel, the 110m-long Amadeus, was built in 1996 and 1997. It was a 2.5-deck vessel specially designed for Lueftner Cruises.\* In producing this vessel, our primary concerns were simplicity in construction, the application of new technologies and available materials, quality, and efficiency of use. Moreover, for the underwater hull, we developed the very first shallow, canoe-shaped design with deep shafts for the propellers. This design concept was later adopted by many others, and has today become the standard in the industry. The first Lueftner ships are still the fastest passenger vessels on the Rhine. De Hoop built five vessels to this first, basic design, each with different internal layouts. The fifth vessel we built was the Amadeus Royal.

\*Three decks aft of the ship’s entrance for the crew and passenger cabins; two higher decks fore of the entrance with a restaurant below and a salon above.

***The Cadillac Bow***

After these first five ships, it was time to renew our basic design concept. Because of the extra requirements and regulations that apply to vessels longer than 110m, conserving the length of the vessel was a given. The new design was for a full, 3-deck vessel of 110m with a square bow called the Cadillac Bow. The bow contained the ship’s cold stores and refrigeration units. As a result, the kitchen could be moved further to the fore, creating more space for cabins within the length of the vessel. Because of these extra cabins, the vessel could generate approximately 12% more turnover than its 110m competitors – a significant improvement. The first vessel of this design was called the Amadeus Princess, and was delivered by De Hoop in 2006. It was a big success for Lueftner Cruises, so they were keen to order another one. The vessel had only one disadvantage: its unconventional bow shape! Shipyard De Hoop was given the challenge of designing a new ship with a traditional bow, while conserving the Amadeus Princess’s extra space.

***A folding bow***

Naturally, the vessel would once again need to be classified as a 110m-long ship, and De Hoop managed to do this in accordance with all the relevant laws and regulations. In 2006, in consultation with the Shipping Inspection, they decided to construct a vessel with a folding bow. Its length with the bow deployed would be roughly 114m – but with the bow folded up it would be precisely 110m long. Thanks to this design, the vessel’s internal volume (and its turnover advantage) could be maintained even though the vessel was equipped with a pointed, traditional bow. This new design concept was subsequently used to build three ships: the Amadeus Diamond, the Amadeus Elegant and the Amadeus Brilliant.

***The future***

The market is changing. New designs and new features are following one another at an ever-increasing rate. The tenth ship recently ordered by Lueftner Cruises will once again need to be something special! So it’s time for another new design concept – and the engineers and designers at Shipyard De Hoop are already hard at work. The basic principles are as follows: low fuel consumption (to make the vessel more environmentally friendly), more passengers, more public spaces and, last but not least, more comfort at the same price. To be continued!

***Lueftner Cruises***

Lueftner Cruises holds a strong position in the middle segment of the European cruising market. Its vessels sail mainly between Amsterdam and the Black Sea. The exception is the Amadeus Symphony, which sails in France, on the Rhone. Shipping company Lueftner Cruises owns a total of ten vessels, the last nine of which have been designed and built by Shipyard De Hoop.

***Shipyard De Hoop***

Shipyard De Hoop is a Dutch designer and builder of custom-built vessels. These include both sea-going vessels and those for inland waterways. Designing and building a completely new ship calls for an innovative and creative approach – and a good nose for the latest developments and possibilities. This is what sets De Hoop apart from the competition. Shipyard De Hoop’s order book is well-filled, and the company has grown substantially in recent years. De Hoop operates from two yards: De Hoop Lobith in the east of the Netherlands (10.5 hectares and 130 staff) and De Hoop Foxhol in the north of the country (2.5 hectares and 65 staff). The Lobith yard has two slipways, the largest of which measures 200m x 60m. De Hoop has its own engineering department as well as in-house expertise in all the disciplines required to build a complete vessel. This means that De Hoop is able to offer rapid delivery and a high degree of flexibility and quality.

*Shipyard De Hoop, ship designers & builders since 1889*

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