

SHIPYARD DE HOOP DELIVERS 'AMADEUS QUEEN'

Shipyard De Hoop has recently delivered its fifteenth river cruise vessel to Lüftner Cruises. Named 'Amadeus Queen', the new vessel follows the award-winning model of the Amadeus Silver ships, but offers further innovative developments

Following a successful launch on 27th December last year and prosperous river trials on the 12th of March 2018, the vessel was handed over to Lüftner on March 23rd. With the ship's supplies on-board, *Amadeus Queen* began her maiden voyage to Amsterdam, where she was formally delivered during a name giving ceremony on the 4th of April 2018. The vessel went into service immediately after the ceremony and will operate for the entire season in Europe - mainly on the rivers Rhine, Main and Danube, along with other Dutch and Belgian Waterways.



HIGH SERVICE SPEED

The Amadeus Queen features an ergonomically designed hull shape, combined with a straightforward propulsion system, like on the Silver series. The layout of the propulsion system and aft hull design, however, were redefined to compensate for the addition of a pool. This resulted in an upgraded, well-balanced and matched engine room layout, allowing for an even higher maximum cruise speed with the same machinery. Due to the higher efficiency, lower fuel consumption and reduced exhaust emission levels were accomplished.

Using the two Caterpillar 3508 main engines, rated at 783kW @ 1600 RPM, the ship can achieve a service speed of 22km/hr. The engines directly drive two Veth Z-drives with contra-rotating propellers. These main thrusters are recessed, limiting the minimum operational draught to only 1.52 metres and allowing the vessel to cruise most European rivers where the water depths are often critical.

ISOLATING VIBRATIONS

In order to isolate vibrations from the propulsion units, a double hardwearing flexible mounting system has been applied. On both sides, the azimuthing thrusters are mounted on separated bottom sections, which are resiliently integrated in a frame of the actual ship's bottom. Furthermore, the main engines are mounted on double vibration dampers and paired to the thruster units through flexible couplings. This so-called 'boat-in-boat' solution has the effect of reducing the sound levels in the public spaces and guest cabins.

Sustainability was an imperative issue when this vessel was being (re)designed and then built at the 'De Hoop' shipyard. Absolute priority was given to achieving an optimum reduction in the ship's energy consumption and air pollution. Lüftner and De Hoop's sustainability efforts and resource-management measures on board, are recognised continuously by authorised bodies. To ensure Amadeus Queen will also meet the stringent requirements, many other additional precautions have been taken. Improvements have also been made on the climate control systems as well as the waste management systems for sewage and galley. Although based on the proven Amadeus Silver design, Amadeus Queen is another huge step forward in the river cruise world.

By Jake Frith

PRINCIPAL PARTICULARS

Length, over all	: 135.00m
Beam, over all	: 11.45m
Beam, moulded	: 11.10m
Depth	: 3.25m
Draught, operational	: 1.52m
Draught, ballast	: 2.15m
Air draught (@ T = 2.15m)	: 5.85m
Propulsion power	: 2x 783kW @ 16 RPM
Bow thruster power	: 350kW
Speed, max	: 22km/hr
Passengers sizes/categories)	: 162 persons in 81 suites (of six different
Crew	: 52 persons in 26 twin-berth cabins : 4 persons in 4 single-berth cabins