

**Shipyard De Hoop is approaching the moment of delivery  
of the latest Spido day-passenger / event vessel**

Shipyard De Hoop is currently in the process of finalising / outfitting the latest day-passenger / event vessel for the Rotterdam based shipping company, Spido. On the 28<sup>th</sup> of March 2019 the hull of yard number 491 was launched at the Lobith facilities of Shipyard De Hoop. This day-passenger, or rather event vessel, is specifically designed and built for more upmarket events, stand-alone or in collaboration with business or political delegations, activities such as company presentations, theatre shows or music and sport events in the Rotterdam area. Alternatively, the vessel is also still very suitable for the touristic sightseeing tours with in this same area. Also the growing interest in the Maasvlakte developments has been one of the drivers behind this project. Spido signed the contract for this vessel with Shipyard De Hoop on the 18<sup>th</sup> of April 2018 and the keel of the first section was laid on the 16<sup>th</sup> of October that same year. Since 1995, De Hoop has already built a number of high profile and innovative ships for Spido, including the Marco Polo (1995), Vasco da Gama (1998), and the Abel Tasman (2000). After a period of formulating objectives and wishes, exploring the market, conducting exploratory meetings, studying proposals or artist impressions of potential builders, and assessing previous experiences, Spido again awarded Shipyard De Hoop the assignment for building their new flagship. To build up the tension, Spido will not yet reveal the date for the name giving ceremony, nor the name of the vessel itself - an additional announcement will follow soon.

Recognised for both their interior and exterior styling of large motor yachts, Dutch design studio, Cor D. Rover partnered with Shipyard De Hoop and Spido to develop a new water-bound party and event experience, based on the recognisable and trusted Spido look. The ship has a modern straight axe bow, with an optimised hull shape for better sailing characteristics and fuel saving. The characteristic Spido arc that runs forward from the transom appears to hold a protective hand above the wheelhouse. All passenger decks are fitted with artificial teak deck and brushed stainless steel railings dressed with petrol coloured glass. The same colour glass is found all over the ship, in large windows and floor-to-ceiling sliding doors, to match the petrol carpet and wood pattern vinyl flooring. The descending line of the decks to the aft ship is recognisable from the world of mega yacht design. To accentuate the enhanced profile, the outside is illuminated by separately switchable contour lighting.

The interior is characterised by a modern and warm appearance, with the use of high-quality luxury materials such as exquisite leather, comfortable carpet and stainless steel. The vessel has the capacity to seat 122 passengers on the main deck for a dinner setting, whilst the VIP lounge seats 22 guests. Both decks are equally accessible through an internal grand staircase, as well as via the outside decks. Located amidships on both side at main deck, the entrances feature large glass sliding doors with a gangplank in a dedicated davit installation. Forward on main deck is a luxury bar and buffet for the culinary experiences prepared by star chefs in the galley below deck. The buffet platter is on scissor lift below deck to facilitate preparing from the galley; when ready for serving, the buffet will go up to main deck level. The platter and 'cage' on the scissor lift are designed to hold and lift heavier items too and as such can also be used by companies for presenting their new products - even small cars or motorbikes. From the main deck, guests have access to the cloakrooms and spacious toilets via a staircase down. A special toilet for wheelchair users is provided on the main deck, whilst all outside decks are also accessible by stair lift for wheelchair users and disabled guests.

This Spido flagship is built according to the ILENT / NBKB regulations for inland shipping and designed with specific environmentally low-impact features such as solar panels above the foredeck (mooring deck) and in the sides of the top deck and LED-lights. Furthermore, Shipyards De Hoop has put a lot of effort into decreasing noise and vibrations, the result of which can be seen in floating floors, flexibly mounted equipment and anti-vibration panels in walls and ceilings.

As this vessel is expected to be stationed at the Spido jetty near the Erasmus Bridge in Rotterdam, the navigational equipment is placed on a hingeable topmast above the wheelhouse to provide the required air draft of 8,80 metres above the 1,10-metre waterline. The wheelhouse itself features all required instruments and equipment for navigating the Dutch canals. The on-board CCTV-system is capable of registering what happens on board and around the vessel and storing images on hard disk. Due to the shape and size of the vessel, in combination with the sometimes-restricted manoeuvring spaces, the cameras will also be used for navigating.

In contrast to previous Spido ships, which only have air-handling equipment, this ship has real air-conditioning units. The main AC-unit room to portside on main deck also features provisions to connect a mobile bar unit. For special music shows and DJ performances, 380VAC and speaker provisions are made in the technical spaces on the aft deck; these technical spaces also have see-through mirrors on which photos, movies or presentations can be projected from behind.

The two rudder propellers (Z-drives with a double propeller) are diesel-direct driven, while the bow thruster is electrically driven by the generator sets. The main propulsors, as well as the diesel generators, are situated in two aft engine rooms. Both engine rooms are protected from fire by a FirePro system, injecting a FPC solid compound, which transforms into a rapidly expanding fire extinguishing condensed aerosol. Fire extinguishing is accomplished by the interruption of the chemical chain reactions occurring in the flame and not by the depletion of oxygen and/or cooling as suggested by the traditional triangle of fire. The important characteristic of this extinguishing agent is that people can survive in it, in contrast to the traditional CO<sub>2</sub>- or FM2000-systems.

**Principal particulars**

Length, over all	: 44.55m
Length, waterline	: 43.98m
Beam, over all	: 8.80m
Beam, moulded	: 8.50m
Depth, moulded (maindeck side)	: 3.00m
Draught, fully loaded	: 1.50m
Air draught, at T=1.50m	: 8.80m
Propulsion power main engines	: 2x 294kW
Speed, appr	: 11.5kn
Day-passengers	: max. 250 persons

**Tank capacities**

Fuel oil	11.400 cu.m
Fresh water	9.800 cu.m
Sewage grey	15.250 cu.m
Sewage black	0.310 cu.m

### **ABOUT SPIDO**

On the 24<sup>th</sup> of January 2019, it was exactly one hundred years since SVH director, D.G. van Beuningen founded Spido - then a shuttle service for sailors. Nowadays, Spido is a tour company that mainly organises canal cruises in the port of Rotterdam. Every day, from their main terminal at Willemsplein at the foot of the Erasmus Bridge in Rotterdam, the company performs trips through the ports of Rotterdam and the surrounding area. In addition to harbour tours, Spido organises day trips too - for example to the Second Maasvlakte and the Delta Works.

During 2019, their 100-year jubilee, Spido organised a number of festive activities: for example, they published a book, '*Window on the port of Rotterdam - a hundred years of Spido*' and organised an exhibition of the same name in the Rotterdam Maritime Museum. The icing on the cake, however, will be the birthday present they have given themselves: a new luxury day-passenger / event vessel.

As Shipyards De Hoop has built the majority of the Spido's fleet and thus have a long-lasting relationship with Spido, they were selected to build this birthday present. Coincidentally, Shipyards De Hoop celebrates its 130-year anniversary at almost the same time and for the yard this generates a special feeling.

### **ABOUT SHIPYARD DE HOOP**

Shipyards De Hoop is a successful Dutch designer, engineer and builder of custom-built vessels. Each and every ship that is built is unique and built in-house, which means no standard processes, but customisation. De Hoop has a positive approach to trends and developments in the industry, allowing them to quickly embrace change and even anticipate future developments.

Shipyards De Hoop is a medium-sized shipyard headquartered in Lobith, in the east of the country, with a workforce of 250 to 500 people depending on the workload. The yard offers slipway facilities for vessels up to 200 metres length, has a combined quay length of 450 metres locally and a further 200m in the Rotterdam harbour area available for outfitting.

Shipyards De Hoop has an impressive track record in designing and constructing custom-built ships. This comprises both seagoing vessels and inland vessels, including river cruise vessels, passenger vessels, as well as high-end work and accommodation vessels for the offshore industry and renewables markets. Having their own design and engineering department, together with all other disciplines (not only hull building, but also prefabrication, carpentry/interior manufacturing, installation facilities, piping, etc.) allow them to build a complete 'turn-key' ship. The company is characterised by its flexibility and quality, whilst simultaneously offering fast delivery dates.

Shipyards De Hoop has celebrated its 130<sup>th</sup> anniversary with the turn of the year from 2018 to 2019.

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