

This Spido flagship is built according 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, Shipyard 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

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



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 CO2- 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



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