





# *Spido*

DUTCH DESIGN STUDIO, COR D. ROVER AND SHIPYARD DE HOOP PARTNER TO DEVELOP A NEW WATER-BOUND PARTY AND EVENT VESSEL FOR SPIDO.



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## DUTCH TOUR COMPANY SPIDO EDGES TOWARDS TAKING DELIVERY OF ITS LATEST FLAGSHIP VESSEL.

The collaborative relationship between Spido and Shipyard De Hoop has been a successful one since it first started in 1995 with the launch of Marco Polo. Vasco da Gama (1998) and the Abel Tasman (2000) followed. Now, after an extensive period of R&D, as well as exploring the market for what is required, Spido has again awarded Shipyard De Hoop the assignment for building its new flagship.

In March 2019 the hull of yard number 491 was launched at the Lobith facilities of

Shipyard De Hoop. However, neither the date for the name giving ceremony, nor the name of the vessel itself had been announced at the time of publication, but what has been revealed is that the vessel promises to provide a new water-bound party and event experience for Spido's passengers.

The day-passenger/event vessel is specifically designed and built for upmarket events, both stand-alone or in collaboration with business or political delegations, including company presentations, theatre shows or music and sport events in the Rotterdam area. However, the vessel remains highly suitable for more tourist-based excursions too, such as sightseeing tours within the Rotterdam neighbourhood.

## Dutch Design

One of the most striking examples of innovation and sustainable port development in Rotterdam is Maasvlakte 2. This project combines two of the world's most modern container terminals, where the world's largest container ships are handled and giant wind turbine foundation piles for new offshore wind farms are assembled. In total, 1,000ha will eventually become available for innovative, sustainable, deep sea-related port industry.

It's reported that growing interest in the Maasvlakte developments has been one of the drivers behind Spido's latest project, with the tour company signing a contract for the vessel with Shipyard De Hoop in April >>



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2018, while the keel of the first section was laid in October that same year.

Recognised for both 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 Spido's existing DNA. 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 finished 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 superyacht design and, to accentuate the enhanced profile, the outside is illuminated by separately switchable contour lighting.

### Interior Aesthetics

The ship's interior is characterised by a modern and warm design language, with the use of high-quality luxury materials such as exquisite leather, comfortable carpet and stainless steel. Able to accommodate up to 122 passengers on the main deck for a dinner setting, the VIP lounge can also seat 22 guests for a more intimate dining experience. Both decks are equally accessible through an internal grand staircase, as well as via the outside decks. Entrances located amidships on both sides of the main deck feature large glass sliding doors with a gangplank in a dedicated davit installation. A luxury bar and buffet for a high-end culinary experience, prepared by star chefs in the galley below deck, are located forward on the main deck. When in operation, considerations have been made for service, by way of a buffet platter fixed on a 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, which means when companies hire out the space to hold events for presenting their

new products, the space is as flexible as possible, with even small cars or motorbikes able to be accommodated. From the main deck, guests have access to the cloakrooms and spacious toilets via a staircase down, while a disabled toilet with wheelchair access is provided on the main deck. All outside decks are also accessible by stair lift for wheelchair users and disabled guests.

### Environmental Considerations

Sustainable practices are at the fore of the cruise ship industry, and the Spido flagship has been designed with an emphasis on comfort and low-impact environmentally-friendly features, built according to ILENT / NBKB regulations for inland shipping. These include solar panels above the foredeck (mooring deck) and in the sides of the top deck and LED-lights. Furthermore, efforts have been made by Shipyard De Hoop to decrease noise and vibrations, the result of which can be seen in floating floors, flexibly mounted equipment and anti-vibration panels in walls and ceilings.

At present, the vessel is expected to be stationed at the Spido jetty near the Erasmus Bridge in Rotterdam, the second

largest bridge in the Netherlands, and which connects the north and south parts of the city. Due to height restrictions, the navigational equipment is placed on a hingeable topmast above the wheelhouse to provide the required air draft of 8,80m above the 1,10m 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.

### State-of-the-Art

In contrast to previous Spido ships, which only have air-handling equipment, the new

flagship vessel has fully functioning HVAC units. The main AC-unit room to portside on the 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.

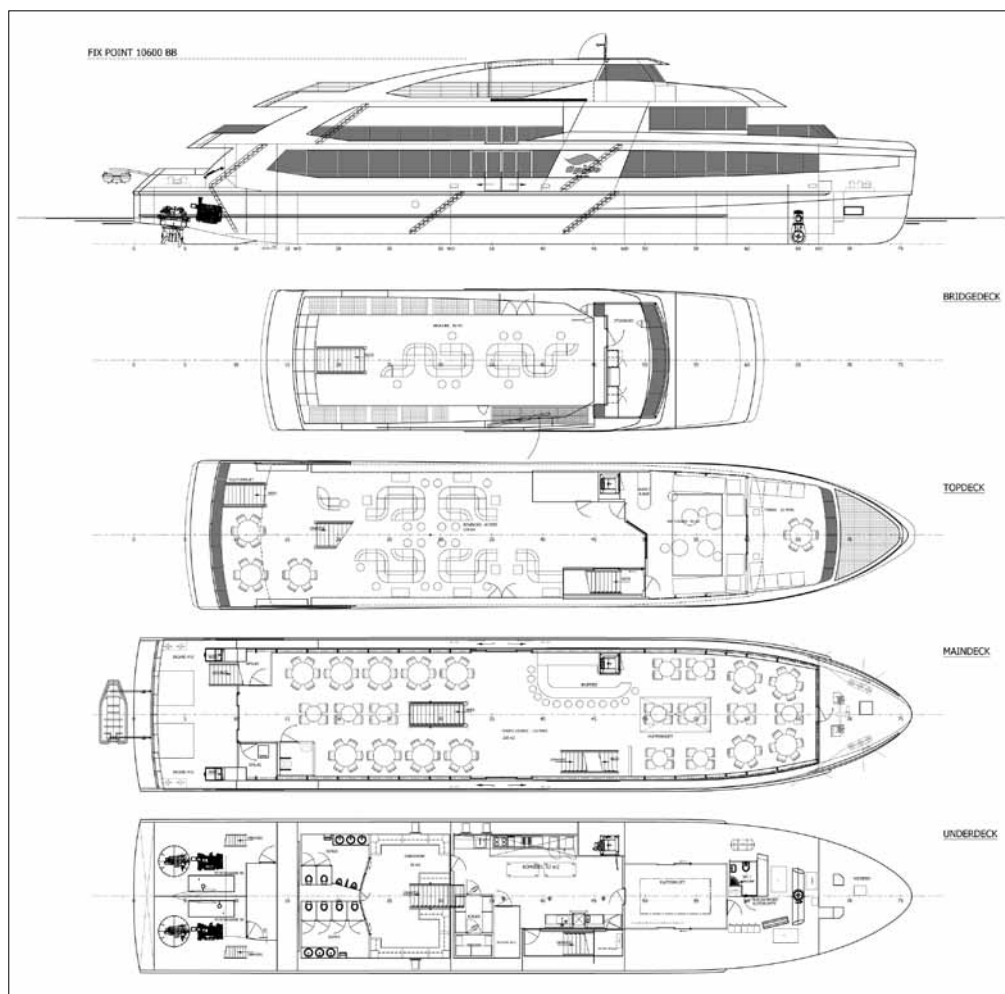
The two rudder propellers (Z-drives with a double propeller) are diesel-direct driven, while the bow thruster is electrically driven by the generator sets. The main propulsors, as well as the diesel generators, are situated in two aft engine rooms. Both engine rooms are protected from fire by a FirePro system, injecting an 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.

At present, the Cor D Rover-designed vessel is undergoing fitting out at Shipyard De Hoop's Lobith facility, and delivery is scheduled for later in 2019. Coincidentally, Shipyard De Hoop celebrates its 130-year anniversary at almost the same time.

i. [www.spido.nl](http://www.spido.nl)

i. [www.dehoop.net](http://www.dehoop.net)



## SPECS

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	11.5 knots
Day-passengers	max. 250 persons

<b>Tank capacities</b>	
Fuel oil	11.40m <sup>3</sup>
Fresh water	9.80m <sup>3</sup>
Sewage grey	15.25m <sup>3</sup>
Sewage black	0.31m <sup>3</sup>