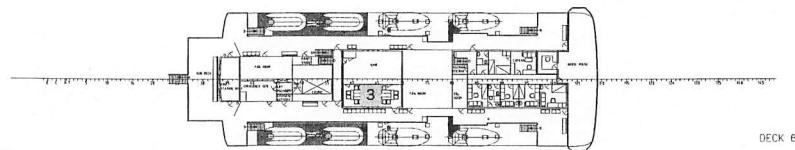
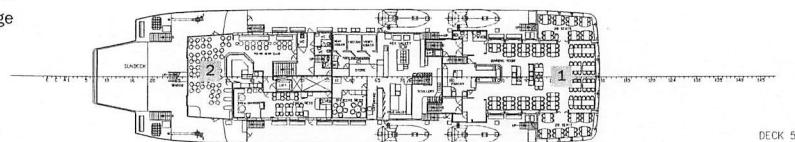


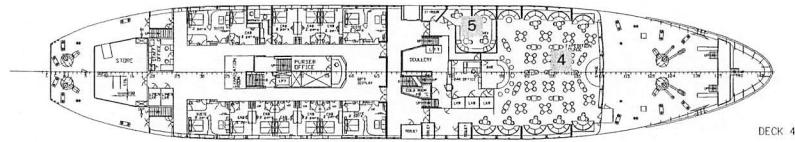
1 Dining room
2 Polar Bear Pub
3 Conference rooms
4 Expedition Lounge
5 Library



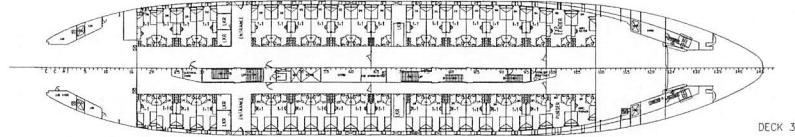
DECK 6



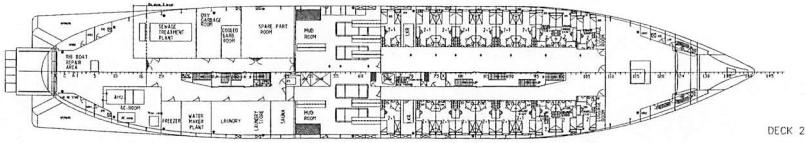
DECK 5



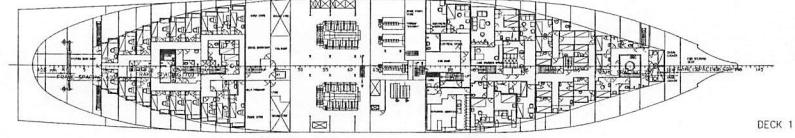
DECK 4



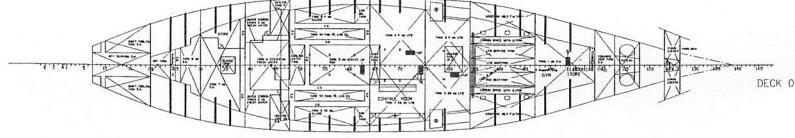
DECK 3



DECK 2



DECK 1



DECK 0

EXPEDITION

IMO 7211074



Converted by STX Europe, Rauma, Finland for GAP Adventures, Toronto, Canada (Liberia flag). Redelivered March 31, 2009. Cruising in Arctic, Europe and Antarctic.

CONVERSION COST

USD 15 million

CLASSIFICATION

Lloyd's Register +100A1, Passenger, +LMC, ShipRight MPMS, Ice class 1B

DIMENSIONS

Length o a	105.2 m
Length p p	94.0 m
Beam mld	18.9 m
Draft	4.7 m
Air draft	35.0 m
Depth main deck	6.3 m

TONNAGE

GT	6,334
NT	1,900
tDW	965

PASSENGERS

Max capacity	137
Lower berths	124

• Cabins

4 suites	8
45 x 2-berth	90
13 x 2+1-berth	39
62 cabins, 100% outside, 0% balconies	93

• Saloons

Dining room (deck 5)	140
Polar Bear Pub (deck 5)	67
Conference rooms (deck 6)	17
Expedition Lounge (deck 4)	150
Library (deck 4)	24

CREW

Number of crew	53
Expedition team	10

MACHINERY

• Main engines

Make	2 B&W
Type	10U45JU
Effect, kW each	4,070

Rpm

450

• Auxiliary engines

Make	3 MAN
Type	GV 35.5
Effect, kW each	530

Rpm

600

• Propellers

Make	2 Kamewa
Rpm	180
Diameter	3.5 m
Bow thrusters	1 Kamewa

• Other equipment

Fin stabilisers

Denny Brown

SPEED/CONSUMPTION

Service speed	14.5 knots
Fuel consumption	20 t/24H
Fuel quality	MGO

TANK CAPACITIES

Heavy fuel oil	340 m ³
Lub oil	18 m ³
Fresh water	390 m ³
Ballast water	370 m ³

SELECTION OF SUPPLIERS

(applicable to conversion only)

• Project

Naval architect	ASCE Mariehamn
Turnkey interior	O&P Group

• Accommodation

Galley	Loipart
PA system	Zeatec
Panels	NORAC

Hull



Passengers



Hardware

Air condition	Fläkt/Woods
Evaporators	ENWA

Glass, insulation, climate .. Saint Gobain

control, flooring .. Marine Application

Safety

Fire detection system .. Consilium

Lifeboats .. Suchenming

Sprinkler .. Marioff



As built as KATTEGAT

EXPEDITION was purchased and converted to replace the ill-fated **EXPLORER**, which sank at Antarctic in November 2007. As there was no ideal cruise vessels available on the market, GAP Adventures instead opted to purchase an ice-classed ferry for conversion, which is likely to have been a more economical solution. The vessel was sailing for Viking Line between Kapellskär - Mariehamn in the years 1986 - 2008, but was originally built as the Danish domestic ferry **KATTEGAT** (see photo above). She was delivered in July 1972 from Helsingør Skibsværft. She later sailed in UK waters as the **TIGER**. Following the completion in Rauma, the vessel was chartered by Noble Caledonia to perform around-UK cruises. She is the first polar vessel to be fully 2010 compliant with the new International Association of Antarctic Cruise Operators (IAATO) environmental recommendations.