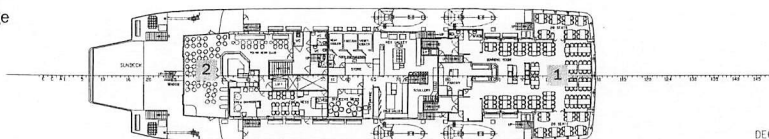
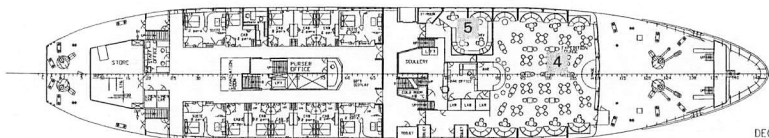


DECK 6

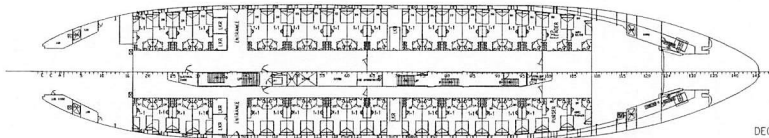
- 1 Dining room
- 2 Polar Bear Pub
- 3 Conference rooms
- 4 Expedition Lounge
- 5 Library



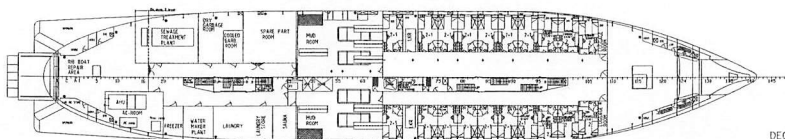
DECK 5



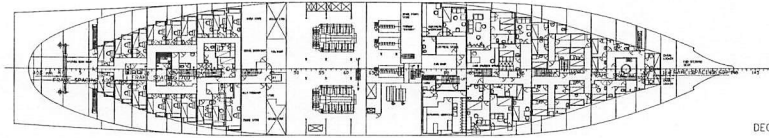
DECK 4



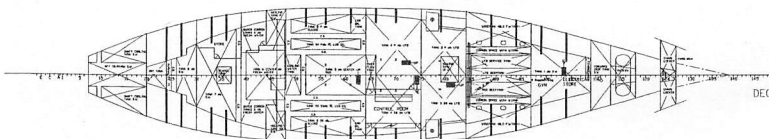
DECK 3



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 mid	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	
• 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
Effect, kW each	588
• 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 <sup>3</sup>
Lub oil	18 m <sup>3</sup>
Fresh water	390 m <sup>3</sup>
Ballast water	370 m <sup>3</sup>

## SELECTION OF SUPPLIERS

(applicable to conversion only)

• Project	
Naval architect	ASCE Mariehamn
Turnkey interior	O&P Group
• Accommodation	
Galley	Lolpart
PA system	Zeatec
Panels	NORAC

• Hardware	
Air condition	Fläkt/Woods
Evaporators	ENWA
Glass, insulation, climate ..	Saint Gobain
control, flooring	Marine Application
• Safety	
Fire detection system	Consilium
Lifeboats	Suchenring
Sprinkler	Marioff

### Hull



### Passengers



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.