

Carnival Vista *large cruise ship*

Gross tonnage: 133596

Net tonnage: 128778

Lightweight: 57906

Deadweight: 12122 load; 9745 design

Displacement: 70028 load; 67651 design

Designer: Fincantieri (overall); Partner Ship Design (interiors)

Classification: LR $\star$ 100A1, $\star$ LMC, UMS, $\star$ IWS, ECO(IHM)

Length: 323.63m / 1061.78ft oa; 287.10m / 941.93ft pp

Breadth: 48.10m / 157.81ft ext; 37.20m / 122.05ft mld

Draught: 8.55m / 28.05ft load; 8.25m / 27.07ft design

Decks: 19 (15 passenger)

Complement: 5405 (3934 pax dbl occ, 1471 crew); 6448 (4977 pax max occ, 1471 crew)

Machinery:

2 MAN 14V48/60CR (22529hp / 16800kW ea.)

3 MAN 8L48/60CR (12874hp / 9600kW ea.)

Total: 83680hp / 62400kW

Alternators: -

Propulsion devices:

2 ABB Type XO2100 azipods (22127hp / 16500kW ea.)

2 five-bladed medium-skew fixed-pitch propellers (5700mm dia. / 136rpm)

Total: 44254hp / 33000kW

Speed (service/max): 18.00 / 23.10 at 136rpm

Bow thrusters: 3 Wärtsilä (3353hp / 2500kW ea.)

Fuel (endurance/speed): 2780m³ HFO; 930m³ MGO

Boilers: -

Stern thrusters: -

Lifesaving equipment:

20 lifeboats (305 ea. / 6100 total)

2 rescue boats (6 ea. / 12 total)

4 launchable marine evacuation system liferafts (153 ea. / 612 total)

10 life rafts (153 ea. / 1530 total)

2 life rafts (101 ea. / 202 total)

Grand total: 8456

Name Builder's name Shipyard location Builder's hull no.	Contract date Cost	Steel cutting Laid down	Launched / Floated out	Completed Sea trials Delivered Cost Christened Godmother Maiden voyage	Owner Manager Port of registry IMO no. MMSI no. USCG no. Call sign Refits
<i>Carnival Vista</i> Fincantieri S.p.A. Monfalcone, Italy	26 October 2012	15 October 2014	early July 2015	Mar 2016 29 Apr 2016	Carnival Cruise Line Carnival Corp. Panama

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Project History:

The initial design resembled Fincantieri's 'Project Mille' design, which was also posed for *AIDAprima*, and eventually built as *MSC Seaside* in 2017. She represented the fifth and final iteration of the basic layout of *Carnival Destiny*, completed in 1996. The ships of this class are slightly larger than 2009's *Carnival Dream*, and have some significant differences. She was Carnival's first ship since *Carnival Miracle* of 2004 to have an azipod propulsion system. She also bore the unique distinction as the first Carnival ship without a large multi-level main theater since *Holiday* introduced the feature in 1985. Rather, they have a 'Liquid Lounge,' which is a smaller multipurpose space.

Carnival Vista's design was revealed to the public in January 2014 at the Lincoln Center in New York City. She was the first cruise ship for an American-based cruise line to have an onboard brewery. Although often quoted as the first cruise ship in the world with a brewery, that accolade lies with *AIDAblu* of 2010. She does, however, lay claim to the first IMAX theater at sea, as well as an elevated biking platform 45.00m / 147.64ft above sea level. The latter is somewhat reminiscent of the 'people mover' system on the never-built 'Project Pinnacle' in the early 2000s.

The second Carnival ship without the impeccably fun theming of Joe Farcus, after *Carnival Breeze*, *Carnival Vista* introduced some new and innovative features to the industry. She represents the lead ship of the last class to be based upon the general arrangement of 1996's *Carnival Destiny*. Though many frequent cruisers like the design as a whole, it had become a bit dated by this point, and Carnival was beginning to slip behind its competition in terms of ship size. In 1996, they debuted the largest passenger ship ever, at 101353 gross tons. By 2016, however, ships in excess of 225000 gross tons were in service with Royal Caribbean, and Norwegian had just introduced their first 165000 gross ton ship the year prior.

Although her maximum structural breadth is 48.10m / 157.81ft, her lifeboats protrude slightly beyond each side, increasing the operational beam to 49.40m / 162.07ft. This width gives her a lateral sail area of 12022.5 square meters, or 129409.1 square feet, which can affect her performance during docking maneuvers. When required to sail under a low bridge, her funnel mast can be lowered to decrease her air draught to 61.45m / 201.61ft.

On 3 June 2019, she lost power in her forward half, affecting lighting, elevators, and air conditioning. Sailings from mid-June 2019 until 12 July 2019 had itineraries affected by an issue with the bearings in the ship's twin Azipods. Carnival announced on 21 June 2019 that three cruises would be canceled for repairs to the ship's propulsion system. She was embarked aboard the heavy lift vessel *BOKA Vanguard*, becoming the largest ship to ever use a floating drydock. This was a result of a crane collapse on *Oasis of the Seas*, which caused Grand Bahama shipyard to close one of their drydocks. She received repairs while on the floating drydock for roughly two weeks, beginning on 12 July 2019, and she resumed service on 27 July 2019.