

Disney Magic *midsize cruise ship*

Gross tonnage: 83969

Net tonnage: 54280

Lightweight: 37025 des

Deadweight: 6175 des; 8450 scant; 8452 reg

Displacement: 43200 design

Designer: Fincantieri (overall); Njal Eide (exterior design); Deltamarin

Classification: LR ✱ 100A1, ✱ LMC, UMS, *IWS, LI

Length: 300.00m / 984.25ft oa; 256.17m / 840.45ft pp

Breadth: 32.29m / 105.94ft ext; 32.25m / 105.81ft mld

Draught: 8.17m / 26.80ft ld; 8.00m / 26.25ft scant

Decks: 11 passenger

Complement: 2697 (1750 pax dbl occ, 947 crew); 3660 (2713 pax max occ, 947 crew) - 272 officers, 675 crew

Machinery:

5 GMT-Sulzer 16ZAV40S

Alternators:

5 Ansaldo GSCR11Y14 (11200kW ea.)

Propulsion devices:

2 GE Canada EN electric propulsion motors (25479hp / 19000kW ea.)

2 Fincantieri-Lips Al-Bronze fixed-pitch propellers (5400mm dia. / 150rpm)

Total: 50959hp / 38000kW

Speed (service/max): 22.28 at 70% / 24.70 at 100%

Bow thrusters: 3 (2414hp / 1800kW ea.; 315rpm)

Fuel (endurance/speed): 1578m³ HFO; 399m³ MDO

Air draught: 52.27m / 171.49ft at 7.71m / 25.30ft

Depth: 11.00m / 36.09ft mld

Cabins: 875 (262 inboard, 613 outboard); 634 crew

Boilers: 2 x Aalborg AQ9 (10000kg/h)

Stern thrusters: 2 (2414hp / 1800kW ea.; 315rpm)

Lifesaving equipment:

18 lifeboats

2 rescue boats

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>Disney Magic</i> Fincantieri S.p.A. Marghera, Italy 5989	28 November 1995	31 October 1996	13 May 1997	21 June 1998 26 June 1998 \$350,000,000 16 September 1998 Patricia Disney 30 July 1998	Disney Magic Corp. Magical Cruise Co. Ltd. Nassau 9126807 308516000 N/A C6PT7 Sep 13 - Oct 13 2019

Project History:

In February 1994, Disney finalized plans for two new cruise ships. They were designed to resemble the grand 'ships of state' of the 1930s, with longer bows and more sloped sterns than their contemporaries. They are the first major passenger ships with large twin funnels positioned fore and aft built since the 1950s. Their hull colors mimic the colors used for Disney's famous Mickey Mouse character, as well as the ocean liner *Queen Mary*. The black, red, white, and yellow are all represented in the color scheme. Disney even went as far as to petition the regulatory bodies to permit them to make the lifeboats yellow instead of the prescribed orange, which was granted on the grounds of equivalent safety. As would be expected for a ship owned and operated by Disney, she has one of the largest children's facilities at sea. They were designed to safely accommodate a maximum of 4914 persons on board, although significantly less beds are carried, to allow for more spaciousness.

Design draught was set at 7.70m / 25.26ft, and she had one of the most efficient passenger ship hulls of the day. Disney valued efficiency and comfort, and put a great deal of money into model testing for various hull forms and configurations. This paid off, as on her trials, she made a respectable 23.21 knots at 41303hp / 30800kW, or just over 81% power. At a more moderate and economical 18.00 knots, her five engines use a total of 123.90t of fuel per day. Her thrusters were manufactured by her builders, although not by the Merchant Ship Business Unit of Fincantieri, but by their Military Division. She was constructed with 32% high-tensile steel by weight.

Disney Magic had her interior design based on the legendary Art Deco Cunarder *Queen Mary* of 1936. She was built in two halves, and her bow was floated from Fincantieri's yard in Ancona, Italy, to Marghera, Italy, in the spring of 1997. The glass chandelier in her atrium was designed and curated by legendary glass artist Dale Chihuly. Much attention was paid to virtually every aspect of the design for the new ships, extending even into crew spaces and accommodations. Of the 634 cabins allotted for her crew, 116 were single rooms for officers, 78 were double rooms for officers, and the remaining 440 rooms were for her junior ratings.

Her inaugural cruise was initially planned for 12 March 1998, but in November 1997 Disney pushed it back to 30 April 1998. She finally departed Port Canaveral, Florida, on her maiden voyage on 30 July 1998, four and a half months behind schedule, but still to great fanfare and jubilation.

In autumn 2013, she entered drydock at the Navantia shipyard in Cadiz, Spain, for a refit. In addition to a number of new features, she also received a brand new atrium and a ducktail for stability and increased hydrodynamic efficiency.