

AIDAnova *very large cruise ship*

Gross tonnage: 183858




Net tonnage: 207206

Lightweight: 69320

Deadweight: 17986 ld; 12500 des

Displacement: 87306 ld; 81820 des

Designer: Meyer Group (overall)

Classification: RINA C , , AUT-UMS, , AVM-IPS, GAS FUELLED, GREEN STAR 3, IWS, PMS

Length: 337.02m / 1105.71ft oa; 325.08m / 1066.54ft pp

Breadth: 42.00m / 137.80ft mld

Air draught: 60.20m / 197.51ft ld

Draught: 8.80m / 28.87ft ld

Depth: 11.80m / 38.71ft mld

Decks: 19 plus 1 partial deck forward (16 passenger)

Cabins: 2626 (inboard, outboard)

Complement: 6898 (5252 pax dbl occ, 1646 crew); 8300 (6654 pax max occ, 1646 crew)

Machinery:

4 Caterpillar MAK 16M46DF (20705hp / 15440kW ea.)

Total: 82822hp / 61760kW

Alternators:

4 ABB alternating current (16800kVA ea.)

Total: 67200kVA

Propulsion devices:

2 ABB Type XO azipods (24809hp / 18500kW ea.)

Total: 49618hp / 37000kW

Speed (service/max): 17.00 / 23.00

Boilers: -

Bow thrusters: 4

Stern thrusters: -

Fuel (endurance/speed):

2 insulated cylindrical tanks (1500m³; 35.00m x approx. 8.00m dia.)

1 insulated cylindrical tank (550m³; 28.00m x approx. 5.00m dia.)

Total capacity: 3550m³

Lifesaving equipment:

16 Hatecke PEL14 lifeboats (440 ea. / 7040 total)

2 rescue boats (6 ea. / 12 total)

Total capacity: 7052

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>AIDAnova</i> Meyer Werft GmbH Papenburg, Germany		6 September 2017	21 August 2018	30 Nov 2018 16 Nov 2018 12 December 2018	Costa Crociere S.p.A. Carnival Maritime GmbH Genoa

S.696				\$950,000,000 30 November 2018 Mirza family 19 Dec 2018	9781865 247389200 IBUK
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Project History:

The lead ship of this landmark class is the first cruise ship powered by LNG. The existence of this class was only made possible through an agreement made in 2016 between the Carnival Corporation & plc. and Shell Western LNG B.V. This agreement ensured a steady and sufficient flow of LNG to the Carnival Corporation's rapidly-expanding LNG cruise fleet. The benefits of this deal are positively felt throughout the Carnival Corporation's many cruise lines, including not just AIDA, but also Carnival, Costa, and P&O Cruises, as well as Princess' future LNG-powered ships. These ships can operate both in port and at sea using only LNG fuel, although if that isn't available for any reason, the dual-fuel engines can also operate using marine diesel oil. New strict Emissions Control Areas introduced in 2019 for Europe and North America reduced the maximum sulfur content in fuel to 0.1%, and in 2020 to 0.05%, which makes LNG ships and their clean-burning fuel all the more appealing to cruise lines. Use of LNG as opposed to the traditional HFO or MDO reduces CO₂ by 25%, NO_x by 85-90%, and SO_x to virtually nothing. Other perks include that LNG fuel is clean, with no sludge or visible smoke and extremely low particle emissions, and that it is less expensive than MDO. However, despite all the benefits, LNG requires vastly more fuel storage space than MDO or HFO. It is roughly 1.8 times the volume of MDO, and needs to be kept extremely cold, at approximately -161.67 degrees Celsius. The refrigeration equipment and insulated tanks increases the total volume of the fuel tanks and related spaces to nearly 4 times the space required for the same quantity of MDO. This precludes cruise lines from retrofitting older ships with LNG tanks and engines. Additionally, as LNG is just beginning to be used for cruising, the availability of the fuel in cruise ports is also an issue. However, for ships sailing closed-route systems or repetitive and cyclical itineraries, LNG will be easier to obtain, with shipments regularly heading to the same ports. Until LNG becomes the fuel of choice for cruise lines, the few futuristic ships capable of using it will have to use dedicated fueling ports, or set up rendezvous points with LNG tankers. However, the benefits outweigh the temporary downfalls of LNG use, as AIDA and Costa ships with LNG are expected to be up to 40% more efficient than the rest of the fleet. For their passengers, these ships feature the all-weather Beach Club, introduced on the *AIDAprima* class, as well as a Theatrium with a 360-degree rotating stage. For cruisers who would prefer to relax, the ships' spas measure 3545m² each.

Unfortunately, as her machinery was the first of its kind on such a large scale, *AIDAnova* had many technical issues which delayed her debut. She was christened at Meyer Werft in Papenburg, Germany, on 31 August 2018, becoming the first cruise ship in over 20 years to be named there. Grammy Award-winning DJ David Guetta performed for the sold-out crowd of 25000, while many more watched the event from home, as it was streamed around the world in real time. AIDA canceled the ship's scheduled preview cruises, which would have offered passengers a glimpse into the ship's onboard amenities, when they announced the first construction delays in October 2018. A minor shipyard fire also delayed her sea trials slightly. However, her maiden voyage date remained as 2 December 2018, and was set to depart from Hamburg, Germany. In November 2018, AIDA announced a further delay, pushing her sea trials to 16 November 2018 and her completion to 30 November 2018. She was delivered finally on 12 December 2018, much to the relief of all involved. She began her weeklong maiden voyage from a brand new cruise terminal in Santa Cruz de Tenerife, in the Canary Islands, on 19 December 2018. She is also a groundbreaking ship in terms of new features for her passengers. She is the first cruise ship with a TV studio that broadcasts live daily, with a mix of live broadcasts and TV shows developed specifically for her. The studio has seating for passengers, enabling them to watch the live broadcasts in person.

