

Norwegian Joy *very large cruise ship*

Gross tonnage: 167725

Net tonnage: 152831

Lightweight: -

Deadweight: 11700

Displacement: -

Designer: Meyer Werft (overall); Henning Stellarmann (technical manager); Thorsten Kroes (project manager); Reimo (go kart track); Tan Ping (hull art)

Classification: DNV ✕ 1A1 BIS, BWM(T), LCS(DC), Silent(E)

Length: 333.46m / 1094.03ft oa; 303.92m / 997.11ft pp

Breadth: 48.00m / 157.48ft ext; 41.40m / 135.83ft mld

Draught: 8.72m / 28.61ft load

Decks: 20 plus 1 partial deck forward (16 passenger)

Complement: 5583 (3883 pax dbl occ, 1700 crew)

Machinery:

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

3 MAN 12V48/60CR (19311hp / 14400kW ea.)

Total: 102990hp / 76800kW

Propulsion devices:

2 ABB Type XO azipods

2 five-bladed aluminum-bronze propellers (nearly 6000mm dia.)

Speed (service/max): 22.50 / over 25.00 (trial)

Bow thrusters: 3

Fuel (endurance/speed): -

Air draught: -

Depth: 11.60m / 38.06ft mld

Cabins: (inboard, outboard); crew

Boilers: -

Stern thrusters: -

Lifesaving equipment:

16 Hatecke PEL 12.5 lifeboats (314 ea. / 5024 total)

2 rescue boats

Grand total: 5024

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>Norwegian Joy</i> Meyer Werft GmbH Papenburg, Germany S.694	17 Oct 2012	16 Sep 2015 5 Apr 2016	4 Mar 2017	Apr 2017 Mar-Apr 2017 27 Apr 2017 €700,000,000 27 Jun 2017 Wang Leehom 28 Jun 2017	Breakaway Four Ltd. Norwegian Cruise Line Holdings China Nassau 9703796 311000599 C6CX3

Project History:

In late 2012, anticipating the success of the first two 'Project Breakaway' ships, *Norwegian Breakaway* and *Norwegian Getaway*, Norwegian Cruise Line Holdings acquired funding and placed the orders for two 'Breakaway Plus' ships. Initially estimated at 163000 gross tons, these were designated S.693 and S.694 by their builders, the German yard of Meyer Werft which had built the first two ships of the type. Slated for completion in autumn 2015, S.693 would be followed into service in 2017 by S.694. The former was given the name *Norwegian Escape*, and significant alterations were made when compared to her predecessors. Still definitively an unapologetic descendent of *Norwegian Breakaway*, she retained the ropes course and overhanging lifeboats, while adding an extra deck level for passenger cabins. This additional deck, slotted in her superstructure just below the bridge, increased the number of cabins to 2174. Her bridge was thus moved up one deck level, providing slightly better visibility than the previous ships. In terms of her public spaces, the Haven pool enclosure was increased from two to three decks in height, and the extreme forward end of her promenade deck was enclosed to form a restaurant on each side of the ship.

On 10 September 2013, Norwegian announced a competition to name their two improved 'Breakaway-plus' ships. The winners were announced just under a month later, on 8 October, and S.694 was allotted the name *Norwegian Bliss*. By early 2015, it had been decided that *Norwegian Bliss*, as she was still known at that point, would have some major changes from the preceding *Norwegian Escape*. The early ships of the type, namely *Norwegian Breakaway*, *Norwegian Getaway*, and *Norwegian Escape*, suffered from visibility issues owing to the overhanging lifeboats. The lifeboats were therefore moved inboard, now flush with the hull of the ship. Additionally, while *Norwegian Escape* moved the navigating bridge up from deck 14 to deck 15, on S.694, it would be returned to deck 14 to allow for a multi-level observation lounge above. However, she had not yet reached her final configuration, with her design incorporating the ropes course of *Norwegian Escape* and sporting a new glass enclosure over her adults-only deck atop her stern. The space these occupied would be taken up in her final design layout by the go-kart track, the first of its kind aboard a cruise ship. In addition, a clear waterslide extends over the ship's size, the first of the *Norwegian Breakaway* series of ships to feature this. It would be included, and in fact improved upon and enlarged, aboard *Norwegian Bliss* and *Norwegian Encore*.

Norwegian announced on 12 October 2015 that S.694 would no longer be named *Norwegian Bliss*, and would be outfitted for the Asia market instead of her original intended audience of mostly American passengers. It was later made known, on 29 February 2016, that she had been renamed *Norwegian Joy*, a name which suited her new role as the keystone in Norwegian's expansion into the Chinese cruise market. A new go-kart track and a ducktail were both added, the former as a new gimmick against their competition and the latter to improve the stability and comfort of the modified ship. In terms of changes to accommodate the differences between Chinese and American tastes, Norwegian replaced the Caribbean-themed restaurant on deck 17 aft with an American-themed diner-style restaurant.

The construction process was delayed by a fire on 28 September 2016, minor in that it only cost the yard €50,000 to repair the damage. Ten days later, on 8 October, yet another fire occurred, which affected a small portion of her superstructure. The delays caused by the two conflagrations were relatively insubstantial, and the yard had made up the lost time and necessary rework by 9 November.

On 26-27 March 2017, she underwent her conveyance down the Ems to the North Sea. Shortly thereafter, the metal additions, which had allowed tugboats to latch onto her hull for the narrow river passage, were removed. She conducted her sea trials in the last days of March and into early April, and achieved in excess of an incredible 25.00 knots. This was aided by the Silverstream air lubrication system, which is not too unlike the MALS system installed aboard *AIDAprima* the year prior, or the air lubrication system included aboard *Quantum of the Seas*. *Norwegian Joy* was the first commercial ship to be fitted with this system, which reduces her fuel costs by up to 5% by allowing the ship to essentially

ride a cushion of air bubbles pumped beneath her hull. This reduces the drag, as the water isn't completely covering the surface of her hull, thus eliminating a portion of the friction associated with that.

After barely a year sailing to East Asian ports with mainly Chinese passengers, *Norwegian* stated that the ship would be removed from the region. Following this announcement, which occurred on 18 July 2018, MJM Marine was contracted to oversee her conversion into a ship for the US market, sailing to Alaska out of Seattle. On 11 March 2019, work began while she was still in China, although she was quickly transferred to a drydock in Singapore. During this drydocking, a significant number of cabins were removed on the forward third of deck 15, and this space was reclaimed by the observation lounge. This is largely due to this space being so popular as a viewing area for the Alaskan scenery, and its popularity on the Alaska-based *Norwegian Bliss*. The drydock was completed on 6 April, and work continued apace throughout her subsequent transpacific crossing. A five day pierside stay in Seattle concluded on 21 April, thus completing her refit and transformation to more American tastes. The total cost of her renovation was around \$50,000,000, making it one of the most significant refits ever to be conducted on a ship which wasn't even two years old yet. Following her repositioning, she sailed on two cruises for travel agents, which occurred between 26 April and 30 April 2019, and her inaugural commercial voyage departed Seattle on 4 May.