

# AIDAprima *large cruise ship*

Gross tonnage: 125572

Net tonnage: 105110

Lightweight: -

Deadweight: 9200

Displacement: -

Designer: Elomatic (overall)

Classification: DNV-GL ✕ 100 A5 BWM (D2) ERS IW ✕ MC AUT EP-D RP3-50%

Length: 299.95m / 984.09ft oa; 294.00m / 964.57ft pp; 290.90m / 954.40ft ld

Breadth: 37.65m / 123.52ft wl; 37.60m / 123.36ft mld

Air draught: 54.00m / 177.17ft des

Draught: 8.25m / 27.07ft ld; 8.00m / 26.25ft des

Depth: 11.40m / 37.40ft mld

Decks: 18 (15 passenger)

Cabins: 1643 (312 inboard, 1331 outboard); 607 crew

Complement: 4238 (3286 pax dbl occ, 952 crew); 5362 (4350 pax max occ, 1012 crew)

Machinery:

3 Caterpillar-MaK 12M43C (16092hp / 12000kW ea.)

1 Caterpillar-MaK 12M46DF (14483hp / 10800kW)

Total: 62760hp / 46800kW

Alternators:

4 Siemens 1DK 5141-8DM 07-Z (12000kVA ea.)

Total: 48000kVA

Propulsion devices:

2 ABB Type XO2100L-S3000E4 azipods (18774hp / 14000kW ea.)

Total: 37549hp / 28000kW

Speed (service/max): 14.00 / 22.60

Boilers: -

Bow thrusters: 3 Brunvoll (4023hp / 3000kW ea.)

Stern thrusters: -

Fuel (endurance/speed): 3196m<sup>3</sup> HFO; 745m<sup>3</sup> MGO

Lifesaving equipment:

14 lifeboats

2 rescue boats

2 MES main life rafts

18 MES additional life rafts

Total: 5392 (4382 in lifeboats and 1010 in MES)

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>AIDAprima</i> Mitsubishi Heavy Industries	2 Nov 2011 €455,000,000	14 Dec 2012	3 May 2014	14 Mar 2016	Costa Crociere S.p.A. Carnival Maritime GmbH Genova, Italy

Nagasaki, Japan 2300				\$650,000,000 7 May 2016 Emma Schweiger 25 Apr 2016	9636955 247353800 IBGU
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#### Project History:

Although the contract for these two ships ultimately went to Mitsubishi, the Italian shipyard Fincantieri had also created a proposal that was pitched to AIDA's top executives. Codenamed 'Project Mille,' the idea was passed over by AIDA, but the design was kept. 'Project Mille' was eventually ordered by MSC Cruises, and it is better known today as their innovative Seaside class. The ships of this class are collectively known as the 'Hyperion' class, and were the first cruise ships built at Mitsubishi since *Sapphire Princess* was delivered in 2004. They were the first cruise ships built with Mitsubishi Heavy Industries' proprietary "Mitsubishi Air Lubrication System (MALS)," which reduces carbon dioxide and fuel consumption each by roughly 7%. Meyer Werft had previously delivered *Quantum of the Seas*, the first cruise ship fitted with any air lubrication system, but the AIDA twins remain the first with the Mitsubishi version of this. They fully comply with all environmental protection standards, even being fitted with a state-of-the-art advanced exhaust gas treatment system, which reduces SOx, NOx, and soot particles by up to 99%. They are also the first cruise ships with vertical bows, and the combination of that and the slender hull was developed by the Carnival Corporation, along with Mitsubishi and the Hamburg Shipbuilding Research Institute (HSVA). The engines feature computer-controlled fuel injection, which is proven to increase the fuel economy of the ships. These ships can also use LNG fuel when in select ports, when trucks can come alongside and pump the fuel into the ships' engines directly. The engines are paired in the fore and aft engine rooms, albeit slightly offset to port of the centerline. It is difficult to discern the *raison d'être* for this arrangement, although it appears not to have affected the ship's stability at all.

In terms of passenger comfort, these ships are also very innovative, including the first AIDA Beach Club, which is a weather-independent outdoor area. A highly sophisticated membrane dome remains open in good weather, but in bad weather is closed and provides UV radiation, which acts as sunlight. The dome also doubles as a projection screen for laser shows or even as a makeshift planetarium, as the space doubles as a disco at night. When the dome is closed, the ships boast the longest indoor waterslides at sea, as well as a lazy river. The ships also feature seasonal ice rinks on deck 16 measuring 200m<sup>2</sup>, which are open from November until March.

The level of innovation proved very difficult for a shipyard with limited experience in passenger ships, and *AIDAprima* was delivered more than two years late, and at a loss of US\$ 585 million, which was absorbed by the yard. Initially slated for delivery in September 2015, to be followed by an extensive inaugural cruise to 22 countries, several accidents, albeit minor, during construction pushed her release date to December 2015. She was finally delivered to her owners in April 2016, and on the 25th of that month she departed on her maiden voyage. German child actress Emma Schweiger christened the ship during the 827th anniversary celebrations in Hamburg, Germany, on 7 May 2016.

AIDA canceled a weeklong western Mediterranean cruise scheduled to depart in late August or early September 2018, due to the urgent need to have the ship's propulsion pods checked at a local shipyard. This cancellation also affected the next cruise, which was to depart Barcelona on 7 September 2018.