

Tydeman to return

A former hydrographic vessel is being rebuilt as a luxury expedition ship for the growing Arctic and Antarctic cruise markets.

Work is progressing at the Scheepswerk Rotterdam shipyard in Huisdunen, in the south-west of The Netherlands, on an interesting conversion project that will see the emergence of what, to all intents and purposes, will be a new ship capable of offering exploration cruises for those wishing to visit polar regions.

Oceanwide Marine Services engaged naval architect Olivier F van Meer Design to undertake the complete reconfiguration of the former Royal Netherlands Navy hydrographic survey vessel HPL Tydeman, built in 1975, into a luxury expedition ship. In a project that has seen the complete stripping out of the ship's interior and all hydrographic equipment, and installation of a new bridge system, including a probe alarm and monitoring system. The project will see Tydeman return as a cruise deck ice class passenger ship with capacity for 100 passengers and 30 crew by the time work is completed, before the end of 2018. Cabin will range from 12m² to 22m² in size.



Olivier F van Meer, naval architect.

According to OMS, the ship, which was originally built by Merwede, should now be viewed as a completely new vessel, whose keel laying date is given as August 2007.

With a length of 90.13m, a beam of 18.44m, and a draught of 7.2m, the 2977gt Tydeman is being classed by Lloyd's Register to Ice Class 1D and will fly the Dutch flag. She will feature two gravity davits, offering capacity for 80 persons, and four stern-launched lifeboats, with capacity for 25 persons each.

For naval architect Olivier F van Meer Design, the scope of work has been wide ranging. As well as negotiating to purchase the vessel from the Dutch Navy in the first place, work involved overall design and engineering, liaising with Class and preparing Class drawings, and stability calculations.

With new accommodation areas fore and aft, Mr van Meer's scope of work has also included conceiving the interior design, including completely new dining and observation areas, with fitting out coming from Hooftplaten Maritime Interieurbouw in Wierdenham. Also under his van Meer's responsibilities have been the lay outs for electric systems from Wierkins, of Wierdenham, and Retic, of Romania, fresh water and sewage piping from Roman Shipping Installations, Geestmolen, air conditioning from Wierkin Engineering, of Hardinxveld-Gesuisdam, as well as the activities of numerous smaller subcontractors.

Owner OMS is the main contractor, and its project team is comprised of Hans Hevel, who spent over 20 years working for the Netherlands Shipping Inspectorate, and Mark van der Hout, who has worked on a similar project in the past, in the shape of the MT Smeethuis conversion.

Not everything about Tydeman will be new on her completion. The existing main engine, for example, is being overhauled, together with the diesel-electric propulsion. The diesel electric propulsion

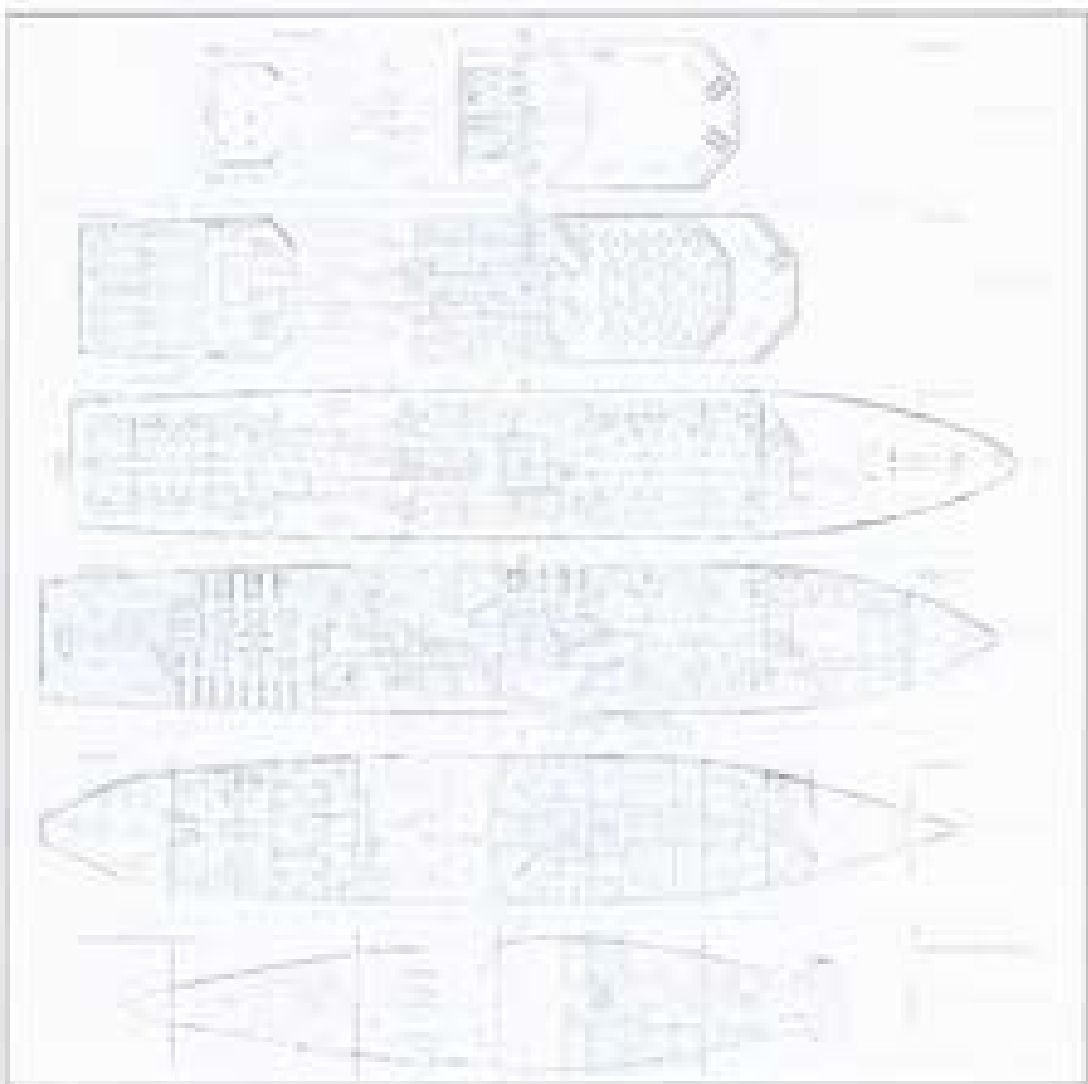


Artist's impression of Tydeman after her conversion to a high-end expedition cruise ship.

system comprises three Stork Workspace (EMC340) units, driving AEG generators. One Pelotick turbine generator is also onboard, which may also be used to sail in 'silent mode'.



Germany's Albatross (A 905) is the world's largest research vessel (powered by Stork and Pelotick).



Stork
 Pelotick
 AEG
 EMC340
 A 905