Lives transformed through hope and healing...

Africa Mercy deployed 2007

Specifications
- Length: 152m
- Breadth: 23.7m
- Gross Tonnage: 16572
- Built: 1980 Elsinore, Denmark
- Registered: Malta
- Crew Capacity: 474
- Cargo Capacity: 1724 m3
- Main Engines: 4 B&W (3120 kW each)
- Draft: 6.0m
- Surveyed By: Bureau Veritas

History
Acquired in 1999, the Dronning Ingrid underwent conversion from a Danish rail ferry into the world’s largest non-governmental hospital ship. Sponsored by corporate and individual donors, the purpose-built Africa Mercy, with six operating theatres and a 78-bed ward, effectively doubles the annual medical capacity of her predecessors.

Facilities & Features

Hospital
The hospital is divided into quadrants containing supply/services, six operating theatres, recovery, intensive care, and low dependency wards totaling 78 patient beds. Surgical capacity is approximately 7,000 surgical interventions onboard in one year, including cataract removal/lens implant, tumor removal, cleft lip and palate reconstruction, orthopaedics, and obstetric fistula repair. The hospital contains a CT Scan as well as X-Ray, laboratory services, and a Nikon Coolscope which allows remote diagnosis. These diagnoses are transmitted, along with all other data and telephone calls, via an onboard satellite communication system.

Programs Ashore
In addition to the surgeries performed onboard, ship-based teams serve in local villages providing a wide array of services to increase health and well-being which includes: dental clinics, medical clinics, community health education, HIV/AIDS intervention, water and sanitation projects including well drilling, construction, agriculture, and micro-enterprise projects.

Accommodation
The Africa Mercy has meeting and work spaces as well as berths for an average crew of 450. The 474 berths include 26 family cabins, 25 couples/2-berth cabins, and the balance consisting of 1, 2, 3, and 4-berth cabins.

Safety & Security
The vessel is fitted with an automatic sprinkler system throughout the accommodation and hospital areas. An addressable smoke detector system pinpoints the exact location of the source of any potential fire. Machinery spaces are covered by a CO₂ gas flooding system as well as a “Hi Fog” system which can be very effective in controlling localized fires in the machinery space.

Security guards man the gangway 24 hours a day with a metal detector and other screening devices. They are backed up by closed-circuit television monitors around the vessel, while critical spaces such as the bridge and engine room remain locked at all times.