

Ocean Times

Chapter Notes

Southern California Chapter of the Steamship Historical Society of America
Bruce Vancil, Chairman

Happy New Year to all members and friends! With the new year, we have announcements of board members, meetings and speakers and local happenings.

First, thanks to everyone who voted in the Board of Directors elections. Congratulations to the 2008 Board of Directors who are: Chairman, Bruce Vancil; Vice Chair, Chris Butler; Treasurer, Bill Keene; Secretary, Lovetta Kramer and members at large, Bruce Lyons, Daniel Crosswell, Tom Nicolai, Shawn Dake, Laurel Howat. And welcome to our newest Board of Directors member, Everett Hoard.

Also, the presentations and meeting dates are as follows:

February 2, 2008: Chris Butler – [A California Astronomer in Queen Mary's Court:](#)

May 3, 2008: Nelson Arnstein – [Holland America's Grand Dame, ss ROTTERDAM](#)

August 2, 2008: Merle Thomsen - [Ocean Liner Silver and China](#)

November 1, 2008: [Annual Fall Semi-Formal Tea and Awards](#)

It promises to be an exciting year of great lectures so mark your calendar and save the dates.

Local events are shaping up to be quite amazing – you won't want to miss out. January 30, 2008 Cunard's new **QUEEN VICTORIA** makes her maiden call in Los Angeles at the San Pedro docks with a 5pm sailing time. Also, **QE2** will make her last call in Los Angeles at the San Pedro docks on March 30, 2008. April 12, 2008 in set for the Queen Mary's annual Titanic Remembrance Dinner. It is promised that it will truly be a night to remember. Look forward to the spring edition of Ocean Times to see the results of our "Ship of the Year" ballots. The stories have been great.

Send yours in today if you haven't already. Here's to the New Year! Now, lets go!

NEXT MEETING: Saturday, February 2, 2008
1:00 - 3:00pm aboard the RMS QUEEN MARY
Featuring
John Christopher Butler
"A California Astronomer in Queen Mary's Court"

Caronia Room (former 3rd class cinema) "B" Dk Fwd.
==== RSVP to (562) 499-1696 =====

CRUISE SHIPS 2007 THE YEAR IN REVIEW

By Shawn J. Dake

Paradigm shift may be a term most often applied to physics, but in 2007 it seemed to be appropriate for the cruise industry as well. The big shift was away from the American cruise market, and the weak U.S. Dollar, in favor of a larger emphasis on Europe and other foreign destinations. As the year ended, nearly half of the 42 new ships on order were destined for European operators. At the world's largest cruise conglomerate, Carnival Corporation, 13 out of 22 new orders were going to their European brands with Aida and Costa Cruises being the biggest beneficiaries. By the year 2010, 4.5 million Europeans will cruise each year. Half will be carried on Carnival owned ships. Already, 30% of Carnival Corporation's entire revenue is derived from Europe. Another part of this year, unfortunately, was the shift away from customer service, to squeezing the highest level of profits out of passengers above all else. Whether it was adding excessive fuel surcharges, introducing new fees for everything under the sun, cutting commissions to travel agencies which represent their main source of passengers, or charging for onboard services that were formerly expected pleasures of a cruise voyage, the consumer came out the loser, while the major cruise lines once again raked in record breaking profits.

Before getting to the major events of the contemporary cruise industry, much of the world's interest was focused on the plight of

the venerable former Cunard Liner **QUEEN MARY**, permanently moored in Long Beach, California. Rumors swirled that the ship was for sale, when in fact it was only the lease to operate the ship that was up for grabs. In March of 2005, the ship's former operator QSDI (Queens Seaport Development, Inc.) went into bankruptcy after a dispute with the City Of Long Beach over rent credits. The long, convoluted proceedings took two and a half years to sort out, but with most issues resolved the lease was finally sold at auction to a consortium called Save the Queen. A variety of unspecified lenders and investors came up with \$43 million to buy the lease for the **QUEEN MARY** and development rights for the 55 acres of land around the ship. Many issues will still need to be resolved, but importantly for the 71-year-old ocean liner the new operators have pledged to contribute \$6 million toward her maintenance, which is desperately needed. Day to day operations continue as normal.

With this annual recap of the most important events in the cruise industry, I will begin, as usual, with the biggest news, which in 2007 came from **Cunard Line**. Most surprising was their press release of June 18th announcing the sale of their aging, but still popular liner **QUEEN ELIZABETH 2**. The 38 year old ship was purchased for \$100 million U.S. dollars by Istithmar, a division of Dubai World, to be permanently docked at their Palm Jumeirah development in Dubai. A series of "Farewell Voyages" went on sale at 6:00am Pacific time, nine days after the announcement and within 36 minutes the last cruise was sold out. The **QE2** will depart Southampton a final time on November 11, 2008, cruising for 16-days to her new home in the desert. The **QUEEN ELIZABETH 2** is the longest serving liner in Cunard history, first entering regular service in 1969. Just as she replaced the original **QUEEN MARY** and **QUEEN ELIZABETH**, the **QE2** is herself being replaced with a new and vastly different Queen.

QUEEN VICTORIA was first floated in her building dock on January 15, 2007. By December 10th the new ship was ready for her christening, which would mark the first time a Cunard Queen liner would not be sponsored by the reigning Queen. This time Camilla, Duchess Of Cornwall was given the honor. As she said the words, "I name this ship QUEEN VICTORIA. May God bless her and all who sail in her," she pressed the button, the giant champagne bottle hesitated, then swung against the ship's bow with a thud, failing to shatter. A man then ran out on the bow with a second bottle and smashed it over the side, as confetti rained and fireworks went off while the lavish spectacle continued. The following day, QUEEN VICTORIA officially entered service with a 10-day maiden voyage to ports in Northern Europe. The second voyage, a 16-day Christmas and New Year's cruise, was marred by an outbreak of Norovirus which affected 78 passengers. The QUEEN VICTORIA measures 90,049 gross registered tons, with a Panamax length of 964.5 and width of 106 feet. While not an identical sister ship, she is certainly a close relative of Holland America's "Vista Class" vessels and similar ships of other Carnival Corporation brands. In 2008, the newest Queen will embark on her first cruise Around The World, while the QUEEN ELIZABETH 2 begins her last long voyage. The two ships will rendezvous three times; in New York, Ft. Lauderdale and Sydney. The New York call on January 13, 2008 will be unique as the ships will be joined by the QUEEN MARY 2, the first time three Cunard Queens are in port together. During 2007, the QUEEN MARY 2 completed her own first World Cruise before enjoying another successful season on the North Atlantic and cruising. The QM2 was also honored as the "Best Luxury Cruise Ship" by the readers of "Travel Weekly." As if this wasn't enough, Cunard Line had yet another major announcement to make before the year ended. They plan to build a new ship, to be named QUEEN ELIZABETH. The 92,000 gross ton ship will be a slightly modified version of the QUEEN VICTORIA, costing \$700 million, with expected delivery in the autumn of 2010.

Carnival Corporation has to be mentioned, in addition to their 11 subsidiary brands. They presently operate 85 ships totaling 158,000 berths with 22 additional new ships scheduled to enter service between April, 2008 and May, 2012. For the fiscal year 2007, Carnival revenue rose 10% to \$13.02 billion. Net income rose 6% to \$2.41 billion. Projections for 2008 expect profits to rise even further, largely due to fuel surcharges and a stronger Caribbean market. The

deal announced last year for a joint venture with German operator TUI fell through, but on the same day Carnival Corp. announced a new agreement with Spanish tour operator Iberojet. The new cruise brand will be known as Iberocrueros which will be 75% owned by Carnival and 25% by Iberojet. Initially, the Spanish fleet will consist of three ships, the 1,244 passenger GRAND MISTRAL (ex. MISTRAL), the 834 passenger GRAND VOYAGER (ex. OLYMPIC VOYAGER, OLYMPIA VOYAGER, VOYAGER), and Carnival's 1,486 passenger CELEBRATION. In addition to Iberocrueros, Carnival Corporation & plc, also operates P&O Cruises, P&O Australia Cruises, Ocean Village, Aida Cruises, Costa Cruises, Princess Cruises, Cunard Line, The Yachts Of Seabourn, Holland America Line and of course Carnival Cruise Lines. In 2007, they discontinued ownership of Windstar Cruises and Swan Hellenic.

Carnival Cruise Lines continued to be the pace-setter for all others to follow. Perhaps their biggest news came not from aboard the ships but within the executive offices. Bob Dickinson, one of the true pioneers of the cruise business retired as President and CEO of Carnival. He joined the company in 1972 and coined the slogan "Fun Ships." His place will be taken by Gerry Cahill, most recently the Chief Financial Officer of the line. Bob Dickinson gave his farewell address aboard Carnival's newest ship, the 110,000 gross ton CARNIVAL FREEDOM when it arrived in Miami in November. The ship was christened in Venice, Italy by former supermodel Kathy Ireland on March 4th. The 2,974 passenger ship is the fifth Conquest Class vessel. The next one coming up, CARNIVAL SPLENDOR is being touted as a new class of ship with an enlarged tonnage of 113,300 gross, and expanded passenger capacity of 3,006 guests. In reality, each of the nine ships of this type are an ever expanding evolution from the 101,351 ton CARNIVAL DESTINY, which led to the 110,000 ton CARNIVAL CONQUEST and in July, 2008 will bring CARNIVAL SPLENDOR to the world. After that, there are only two more ships presently on order which Carnival says will be as large as they plan to go. Those 130,000 gross ton vessels have been named CARNIVAL DREAM coming in 2009 and CARNIVAL MAGIC due in 2011. Recognizing where the money is, for the first time Carnival will base two mega-ships in Europe during 2008. After that season ends, and a winter stint in the Caribbean, the new CARNIVAL SPLENDOR will offer the line's first South America Cruises which will bring the ship to her new home port of Long Beach, California beginning March 29, 2009 for year-round cruises to the Mexican Riviera. During 2007, Carnival based four ships in Southern California offering 3, 4, 5, 7 and 8-day cruises aboard the sisterships CARNIVAL SPIRIT and CARNIVAL PRIDE and the older siblings CARNIVAL ELATION and CARNIVAL

PARADISE. The eight "Fantasy class" ships were all rebranded with the Carnival prefix before their given names, such as FANTASY becoming CARNIVAL FANTASY. Those vessels are also undergoing a \$250 million refurbishment program known as "Evolutions Of Fun." This includes "resort-style pools," a "Serenity" area for adults, and "Waterworks" aqua parks for kids. A 300 foot long, blue plastic tube waterslide will overhang the side of the ships along with three additional 82 foot slides on board. Adults will need some serenity, as Carnival ships carried 600,000 children during the previous year. Just as every theme park has characters that are identified with it, Carnival has Fun Ship Freddy as their mascot. He seems to be a slightly creepy man-creature with a winged-funnel for a head, but somehow he's managed to sell 50,000 plush toys in the gift shops. Freddy also appears in the welcome videos at Carnival's new terminals D and E in Miami, which are able to process 4,000 embarking and disembarking passengers.

Princess Cruises was an active participant in the annual Carnival ship shuffle. They added one newly built ship with the addition of the EMERALD PRINCESS, gained a second ship by the transfer of the ROYAL PRINCESS (ii) and lost a veteran vessel by moving the REGAL PRINCESS out to Australia. If you thought you were having some kind of 1970's television show flashback, then you must have been in Athens for Mother's Day. On May 13th, "Happy Days" Joannie Cunningham and her TV mom Marion, also known as Erin Moran and Marion Ross, along with "The Brady Bunch" mom and daughter team of Carol and Cindy Brady; Florence Henderson and Susan Olsen, were joined by Captain Merrill Stubing, Gavin MacLeod from "The Love Boat", when all assembled at the Piraeus docks to christen the 3,100 passenger EMERALD PRINCESS. The next ship in this 113,000 gross ton series has been named RUBY PRINCESS for delivery in November, 2008. Another christening took place a month later on June 14th with the renaming of the 30,200 ton ROYAL PRINCESS in Portofino, Italy. After Carnival dismantled the **Swan Hellenic** brand, their only ship, MINERVA II (Ex. R EIGHT) was available to transfer to Princess. This ship now rejoins her sisters PACIFIC PRINCESS (Ex. R THREE) and TAHITIAN PRINCESS (Ex. R FOUR) under the same banner. These days, it is rare when a

successor ship is smaller than her predecessor. The original 45,000 gross ton ROYAL PRINCESS now sails for P&O as the ARTEMIS. In related news, Lord Sterling, former chairman of P&O, announced that he was buying the Swan Hellenic brand name, reviving the cultural cruise programs that have been offered for over 50 years. Princess Cruises plans to focus much of their expansion in Australia. The 77,000 gross ton SUN PRINCESS is now committed to the market year-round and will be followed in 2008 by her sister DAWN PRINCESS. They will be the largest ships ever to be based down under. The REGAL PRINCESS sustained bottom damage at Huatulco, Mexico, February 18th. The next cruise to South America had to be cancelled. REGAL PRINCESS also took part in the shift to Australia but not as part of the Princess fleet. Moving to the **P&O Australia** division, the ship was renamed PACIFIC DAWN in a lavish ceremony held in Sydney on November 9th. She is being marketed as Australia's first SuperLiner. PACIFIC STAR (ex. TROPICALE, COSTA TROPICALE) was seriously damaged in a Pacific Storm on July 17th. Thirty foot waves smashed out 20 windows and caused hull damage. The forward exterior stairs were washed away and the upper section of the bow and steel framework had to be replaced. The ship has sailed in Australia since 2005, but has since been sold to Pullmantur Cruises and will join their fleet in March, 2008. With the arrival of the PACIFIC DAWN, fleet mate PACIFIC SUN (ex. JUBILEE) has switched her homeport to Brisbane.

Ocean Village is another subsidiary of Carnival Corporation that is highly dependent on former Princess tonnage. The casual cruise operation started with the original OCEAN VILLAGE (ex. FAIR MAJESTY, STAR PRINCESS, ARCADIA). The concept has been so successful that a second ship OCEAN VILLAGE TWO was added in April. Like her fleet mate, this ship was ordered by Sitmar Cruises but became the CROWN PRINCESS upon the takeover by Princess Cruises. She has also served under two other Carnival European brands as A'ROSA BLU and AIDA BLU.

Aida Cruises may have lost one ship with the transfer of the 70,000 gross ton AIDA BLU, but gained another brand new one. The 68,500 ton AIDADIVA was christened April 20, 2007 at Hamburg. The ship has a very unusual profile and sports the "hull art" of her fleet mates; red lips wrapped around the bow and huge eyes on either side. This diva won't win any beauty contests, but her German clientele flock to these high-density Club Ships, which are more like a European holiday camp for adults, than a traditional cruise. The concept is so popular that Carnival has five additional vessels on order

for Aida, and has increased the tonnage on the latest three orders to 71,000 gross tons each. Every spring, for the next five years, another Aida ship will enter service. The next one has already been named AIDABELLA. Built in 2003, the 42,289 gross ton AIDAAURA suffered a mechanical breakdown in December following a scheduled drydocking and was forced to return to the shipyard in Genoa. No passengers were aboard. The following voyage, a transatlantic crossing from Palma de Majorca to Aruba had to be cancelled.

Costa Crociere is responsible for Aida, as well as their own ships. Their huge European presence no doubt influenced Carnival's decision to place orders for five more ships for them, all of which will be between 92,700 and 114,200 gross tons. On May 19th, their newest vessel, the 112,000 gross ton COSTA SERENA was christened at Marseille, France by actress Marion Cotillard, in another lavish ceremony featuring 70 projectors and 2,500 fireworks. The location was chosen to highlight the importance of the French cruise market, which makes up 14% of Costa's passengers. The new ship features the Samsara Spa, the largest fitness and wellness center at sea, taking up 23,000 square feet on two decks. Costa ships have been busy pioneering new cruise destinations. The COSTA ALLEGRA is based in China in an attempt to introduce Chinese passengers to cruising, but it is now also marketed to Europeans and Americans. The smaller, 776 passenger COSTA MARINA is trying out Indian Ocean cruises based in Mauritius. During 2007, the COSTA CLASSICA sailed from the emerging port of Dubai, along with Aida Cruises. All of the newer Costa ships are based on a common platform with Carnival Cruise Lines ships, with interiors designed by Joe Farcus and identical interior layouts.

Yachts Of Seabourn is the new marketing name for Seabourn Cruises. All three of the existing ships are being refurbished with work on the SEABOURN PRIDE completed in 2007. Among the alterations are an expanded Veranda Café and new alternative dining. The hull stripe is being changed from blue to black and the logo on the smokestacks will be highlighted in gold instead of blue. Carnival has ordered three new 32,000 ton ships for the company, the first of which has been named SEABOURN ODYSSEY.

Holland America Line did not add any new ships in 2007, but 2008 will bring their largest ship ever, the 2,044 passenger EURODAM. A firm order was also placed for another 86,000 gross ton sistership. The new ship will be a break in tradition, not just in her name, which has never been previously used by Holland America, but also in décor. Staterooms will be a bit more spartan with a monochromatic design in contrast to the floral patterns used in the recent past. The EURODAM will still be

very recognizable as a Holland America ship with a large collection of onboard art and a profile resembling the last four "Vista Class" ships. Those vessels will receive "Signature Of Excellence" enhancements to match the recent NOORDAM as well as the new ship. What this means is that they are being expanded with the addition of 34 more cabins, and more revenue producing areas in former relaxing, but non-income producing spaces. A portion of the Crow's Nest Lounge will become the Explorations Café. The extra charge Pinnacle Grill and Bar will be enlarged and a new Marabella jewelry store is being added. During 2007, the lovely and much more intimate 793 passenger PRINSENDAM received a \$20 million refurbishment. The change to longer itineraries seems to be working well for Holland America, in addition to their established 7-day cruises in Alaska, Mexico and the Caribbean. The most famous former Holland America Line ship, the s.s. ROTTERDAM (v) continues to undergo a complete refitting in Wilhelmshaven, Germany. Lounges have been stripped to their bare steel bulkheads and some tourist class cabins have been combined into larger units for hotel rooms. The exterior colors have been restored to the original 1959 appearance. If all goes well the grand old ship will return to the City of Rotterdam in May, 2008.

Windstar Cruises which for years has operated under Holland America Line, was sold by Carnival to Ambassadors International for \$100 million in February. The sister vessels WIND STAR and WIND SPIRIT each carry 148 passengers in casual luxury, while the larger WIND SURF (ex. CLUB MED 1) holds 312 guests. Carnival chairman, Micky Arison said "Windstar is an outstanding and unique cruise product and has garnered an extremely loyal following, however Carnival Corporation & plc's growth strategy is focused on expanding our core growth brands and opening new markets." If that needs any translation, it means that this line was not going to get any more ships because there is not enough money to be made carrying only 148 passengers. Many of Holland America's executives and office staff moved over to the "new" Windstar's Seattle offices.

Royal Caribbean International continues to hold a firm grip on being the second largest cruise consortium in the world, behind Carnival Corporation. The RCI group vastly expanded the number of brands under

their umbrella in 2007. Besides Royal Caribbean, they also control Celebrity Cruises, Azamara Cruises, Pullmantur Cruises, Island Cruises, CDF Croisieres de France and The Scholar Ship. Like their larger competitor, they too freely shuffle ships among these fleets. Where Royal Caribbean excels however, is in building really large ships. In 2007, the first 570 ton keel section of what will eventually be a 220,000 gross ton ship was laid. With the working name of GENESIS 1, this vessel will be the first ship over 200,000 tons and the first to cost over \$1 billion, when it enters service in late 2009. A second ship comes out a year later. Royal Caribbean plans to base the two "Project Genesis" ships at Port Everglades and will contribute to the \$37.4 million dollar expansion of Terminal 18 to accommodate the behemoths which will each carry 5,400 passengers. Meanwhile, in the present day, Royal Caribbean took delivery of their 21st ship, and the largest in the world, the 158,000 ton LIBERTY OF THE SEAS. Godmother and travel agent, Donnalea Madeley christened the ship at Miami on May 18, 2007. The next day the 3,634 passenger vessel set out on her maiden voyage to the Caribbean. Another huge sister, the INDEPENDENCE OF THE SEAS is scheduled to enter service in May, 2008. In order to effectively compete against Carnival on the West Coast, the 138,000 ton "Voyager class" ship MARINER OF THE SEAS will move to California in February, 2009 for 7-day cruises to Mexico. At the same time, Royal Caribbean will be abandoning the short 3 and 4-day cruises out of Los Angeles that have been a staple of their operations since the 1980's. MONARCH OF THE SEAS will be moved to Port Canaveral, Florida in October, 2008, replacing the SOVEREIGN OF THE SEAS, which will leave Royal Caribbean for Pullmantur Cruises. The smaller 48,563 ton EMPRESS OF THE SEAS (ex. NORDIC EMPRESS) will also move to Pullmantur, only sooner, in March 2008.

While **Pullmantur Cruises** is gaining these two older Royal Caribbean ships, during 2007, they lost two of their newest ships. The newly formed **Azamara Cruises** is a more upscale division of **Celebrity Cruises**, and began operations with two more of the former Renaissance Cruises ships, which most recently had belonged to Pullmantur. The 30,277 gross ton AZAMARA JOURNEY (ex. R SIX, BLUE DREAM (ii), CELEBRITY JOURNEY) started first in May, followed by the AZAMARA QUEST (ex. R SEVEN, DELPHIN RENAISSANCE, BLUE MOON) in October, 2007. As you can see by the previous names, the first ship was originally intended to go to Celebrity before the Azamara brand was hastily formed. This resulted in some initial service problems before all the kinks were worked

out. AZAMARA JOURNEY spent the inaugural season cruising to Bermuda on the published itineraries of Celebrity's ZENITH, which also went to Pullmantur but was not renamed. The saga of these four cruise lines is so intertwined that it is impossible to discuss one without touching on all of them. Also at Pullmantur, the SKY WONDER (ex. FAIRSKY, SKY PRINCESS, PACIFIC SKY) continued her streak of bad luck by running aground at Buenos Aires in January. Originally constructed for Sitmar Cruises in 1984, this vessel was the last large passenger steamship ever built. A regular annual feature of this column is the continuing story of propulsion pod problems on Celebrity's "Millennium class" ships. This time, both the MILLENNIUM and CONSTELLATION received new pods in drydock. Celebrity has an ongoing lawsuit with the pod builders, Rolls Royce. On a happier note, the 1995 built CENTURY received a \$55 million makeover, transforming her into an almost new ship. Balconies were added to 314 existing staterooms, while 14 new suites and 10 new cabins were created. The 71,545 gross ton ship now has a capacity for 1,814 passengers. During 2007, Celebrity also took over their own food service operations, which had been under the command of celebrity chef Michel Roux. On the horizon (pun intended) is a huge new class of ship for Celebrity beginning at the end of 2008 and continuing over the next four years. Each vessel will measure 122,000 gross tons, carry 2,850 passengers and have dimensions of 1,033 feet in length by 121 feet in beam. The first three have been named, CELEBRITY SOLSTICE, CELEBRITY EQUINOX and CELEBRITY ECLIPSE, with a fourth unnamed vessel recently ordered. I'm hoping they name that one CELEBRITY MERIDIAN in honor of the first ship that started Celebrity Cruises back in 1988.

Island Cruises is a joint venture between Royal Caribbean and British tour operator First Choice. Their informal cruises are the answer to Carnival's Ocean Village, primarily designed for first-time European cruisers. Their first ship, the ISLAND ESCAPE (ex. SCANDINAVIA, STARDANCER, VIKING SERENADE) came from Royal Caribbean. The second originated with Celebrity. The former HORIZON is now the ISLAND STAR. The ship ran into serious trouble in September when it lost power in a storm off the coast of Nice, France and the captain ordered the passengers evacuated in the heavy weather. Other than that incident, the ship seems to fit well in her new roll as an affordable three-star cruise ship.

CDF Croisieres de France is another new division announced by Royal Caribbean in 2007. This new line will cater exclusively to French passengers. Their first vessel will be the former Hapag-Lloyd cruise ship EUROPA, built in 1981. This ship has also sailed for Star Cruises, briefly as SUPERSTAR EUROPE

before changing to SUPERSTAR AIRES, and most recently for Pullmantur Cruises as the HOLIDAY DREAM. After a 30 million Euro refit, this once German beauty will emerge as the quintessential French maiden with the new name of BLEU DE FRANCE.



EXPLORER at Dock in Argentina

The Scholar Ship began its first four-month-long student voyage from Athens, Greece aboard one of the most classic ocean liners afloat. The vessel is the OCEANIC II which was built at John Brown's yard on the river Clyde in 1966 as Swedish American Line's KUNGSHOLM. Other names included SEA PRINCESS, VICTORIA and MONA LISA before gaining her current name with Pullmantur. The three year lease agreement will take the ship up to her mandatory SOLAS retirement in 2010. It is then hoped that it will find a permanent home in Gothenburg, Sweden, fully restored to her look as KUNGSHOLM, for use as a hotel, restaurant and maritime museum. The student voyages compete with those of **Semester At Sea** which operates semester-long cruises aboard the EXPLORER (ex. OLYMPIA EXPLORER).

Royal Caribbean had one final surprise announcement as the year ended. Following the failure of the TUI Cruises joint venture with Carnival, they quickly linked themselves to Royal Caribbean. The new company which will kick off operations in 2009, will start with a refurbished vessel for the German market, followed by two newly built ships that should start service in 2011 and 2012.

In case you're wondering where Royal Caribbean Cruise Lines original trio of ships have gone, here is a quick recap. A Danish shipping group called **Clipper** recently purchased the former SONG OF NORWAY. The 1970-built ship also sailed under the names SUNDREAM, DREAM PRINCESS and DREAM. During 2007, the DREAM was evacuated at Rhodes, Greece after developing a 10 degree list while in port. Clipper plans to rename her

CLIPPER PEARL. The same company also bought the SUPERSTAR GEMINI (ex. CROWN JEWEL) and a riverboat. The NORDIC PRINCE of 1971, has sailed as the CAROUSEL, AQUAMARINE and ARIELLE and is currently owned by Louis Cruise Lines. The 1972-built SUN VIKING has had a checkered career in Asia cruising as the SUPERSTAR SAGITTARIUS, HYUNDAI POGNAE, POGNAE and OMAR III. In 2007, she was sold once again to become the LONG JIE. As for the 1982-built SONG OF AMERICA, she became the SUNBIRD in 1999, then went to Louis Cruise Lines in 2005 and is sailing under charter to Thomson Cruises, part of TUI, as their THOMSON DESTINY.

Apollo Management L.P. may not be a name you have ever heard before, but they have come out of nowhere to become the world's third largest cruise conglomerate. Apollo is a \$12 billion, private equity firm founded in 1990. For some reason, they decided cruising would be a good investment and during 2007 gained control, or partnered with, Oceania Cruises, Norwegian Cruise Line and Regent Seven Seas Cruises. It is still too early to tell what the full impact of an investment firm running cruise lines will be, but we can still examine each of the individual companies more in depth to see how this all came about.

Oceania Cruises was first to be acquired. This was announced in a press release dated February 26, 2007. Apollo bought a 60% stake in Oceania in a transaction valued at \$850 million. Shortly after the acquisition, Oceania placed orders for two brand new ships from Fincantieri. Each ship will be 782 feet long with an exceptionally wide beam of 105 feet, carrying 1,260 passengers. The 65,000 gross ton ships are slated for delivery in 2010 and 2011 and there is an option for a third sistership. All of the present three-ship fleet are former Renaissance Cruises vessels. They are the INSIGNIA (ex. R ONE, REGATTA) built in 1998, the REGATTA (ex. R TWO, INSIGNIA) also from 1998, and the NAUTICA (ex. R FIVE, BLUE DREAM {i}) built in 2000. Since this line's inception in 2003 they have received generally favorable reviews and seem to have found their niche among modern travelers starving for comfortable ships of this size; 30,277 gross tons, 684 passengers.

Norwegian Cruise Line was going through a very tough year before the \$1 billion infusion of cash from Apollo helped to keep them afloat. The transaction took place in August, when Apollo took a 50% share in NCL with the other 50% retained by Star Cruises. Star Cruises Chairman and CEO Tan Sri K T Lim, welcomed his new partners calling it "the start of the most exciting chapter of all." The extra cash will help to pay down debt and go towards

completion of the "F3" series of 150,000 gross ton mega-ships ordered from Aker Yards, France. With considerable fanfare, NCL introduced their newest vessel, NORWEGIAN GEM. She is the sixth and final ship in a series of near sisters that began in 2001 with the NORWEGIAN STAR. The 2,394 passenger, "GEM 'It Girl'" was christened in New York on December 18th by Cindy Cardella. It is yet another vessel with a rock climbing wall, a four-lane bowling alley and a 2-story high Wii game screen in the lobby. If you don't know what that is, you probably don't need it. NCL reached an agreement with Nintendo to equip all of their ships with Wii units in the future. It seems to me that cruise lines are getting pretty far from the reason people used to take a cruise in the first place, which was the simple pleasure of being on the ocean and seeing new places. The new ship's American sister, PRIDE OF HAWAII will soon be trading in the Stars and Stripes for a Bahamian flag of convenience, when she moves to more profitable European waters under the new name of NORWEGIAN JADE. The NCL America brand has lost more than \$250 million in Hawaii since 2004. Now they are whining to the Federal government that they need more protection from foreign flag ships that are regularly cruising to Hawaii from California on roundtrip voyages. They have asked the Bureau of Customs and Border Protection to look into requiring ships on that service to spend at least two days in Mexico to comply with Jones Act restrictions. This could have a devastating affect not only on California departures, but also on Alaska cruises that make only brief stops in Canada. Instead of blaming foreign competition, they need to recognize their own culpability in the Hawaii mess, by utilizing ships that were too large for the market, provided vastly inferior service, and could not generate the revenues that were projected, and needed, to maintain a successful American flag operation. Sadly, the ship that was perfect for Hawaii, the INDEPENDENCE, languishes at a lay-up dock in San Francisco's China Basin under the new name OCEANIC. It may be remembered that after being named SEA LUCK 1, this ship had also been named OCEANIC INDEPENDENCE. The veteran liner had her mast removed and is being stripped of her fittings, most likely in preparation for a final voyage to the scrap yard. The UNITED STATES remains in Philadelphia with little hope for an operational future, despite earlier promises by NCL executives. The most famous of all Norwegian Cruise Line ships, the s.s. NORWAY spent another year stranded on the beach of Alang, while the Indian Supreme Court debated her fate. In the end they ruled that the ship could be scrapped, as there was no feasible way to remove her, while rejecting claims from environmental groups over asbestos and other hazardous

substances aboard the ship. Most fittings have already been removed, and the tip of her sleek, perfectly formed bow has been cut off. Meanwhile back in the United States, the National Transportation And Safety Board (NTSB) issued a lengthy and scathing report placing much of the blame for the May 25, 2003 boiler explosion that ended the ship's career on NCL's maintenance practices. The NTSB concluded: "The probable cause of the boiler rupture on the NORWAY was the deficient boiler operation, maintenance, and inspection practices of NCL, which allowed material deterioration and fatigue cracking to weaken the boiler. Inadequate boiler surveys by BV {Bureau Veritas} contributed to the cause of the accident." The NORWEGIAN DREAM (ex. DREAMWARD) continued her old habit of running into things when she collided with a container barge at Montevideo, Uruguay in clear weather on December 10th. The ship sustained a six foot wide hole above the waterline, with damage to her bow and forward ballast tank. The bigger problem was she closed the port to traffic trapping the INFINITY for a day and causing the MARCO POLO to bypass a stop there as well. The MARCO POLO has been sold and the **Orient Lines** subsidiary will disappear following a final season in Antarctica. The ship, built in 1965 as ALEXANDR PUSHKIN, will continue to sail under charter to the German, TransOcean Tours. NCL also sold their 1988 built NORWEGIAN CROWN, which has flip-flopped between that name and her original name of CROWN ODYSSEY, to **Fred. Olsen Cruise Lines** which renamed her BALMORAL. The comfortable cruise liner was stretched at Blohm & Voss, Hamburg increasing her capacity by 35% which upped the tonnage to 43,000. With the new addition Fred. Olsen now has five classic cruise ships in their fleet.

Regent Seven Seas Cruises was the final cruise line acquired by Apollo Management in 2007. After months of rumors, the deal went down on December 10th, for a reported \$1 billion. The cruise line will keep it's identity intact, but along with Oceania Cruises, ownership will be rolled into a single company called Prestige Cruise Holdings, Inc. The Regent brand will continue to focus on the luxury end of the market. Also in 2007, Regent extended an operating agreement for the chartered PAUL GAUGUIN until January, 2010. Hopefully not too many changes will be forced on this fine company.

Crystal Cruises rarely makes the news, which is a very positive thing. What they do well is operate their two ships CRYSTAL SYMPHONY and CRYSTAL SERENITY, quietly and efficiently, in considerable luxury. They are consistently voted the "Best Large Ship Cruise Line" by leading consumer travel magazines. Crystal offers 7 to 106-day voyages to 185 ports in 57 countries on all seven continents. Parent company **N.Y.K. Line** operates cruises for Japanese customers with the former CRYSTAL HARMONY, now renamed ASUKA II.

MSC Cruises continued their quest to become one of the major players in cruising, while keeping most of their resources in Europe, rather than North America. For the winter 2007/2008 only one vessel, MSC LIRICA will return to Florida for winter cruises to the Caribbean, when in previous years there have been two. The MSC LIRICA scored a perfect 100 on its latest U.S. Public Health Inspection. MSC took delivery of the MSC ORCHESTRA, the second ship in a quartet of 92,400 gross ton new builds. The ship is Panamax size of 964 feet long and 105 feet wide. It carries 2,550 passengers double occupancy with a maximum of 3,000. The christening ceremony was performed by actress Sophia Loren, who is now godmother to the last four MSC ships. Future sister, MSC POESIA was floated on the same September day that the MSC MAGNIFICA had its first steel cut. The naming of Costa's SERENA, prompted MSC to change their similarly named newbuilding MSC SERENATA to MSC SPLENDIDA. The largest ships ever built for the European market, the 133,500 gross ton ship will enter service in March, 2009, while her sister MSC FANTASIA arrives in November, 2008. When the extensive building program is completed, MSC Cruises will have a fleet of 12 cruise ships.



MSC LIRICA off Dominican Republic

Silversea Cruises placed an order for a new 36,000 ton luxury ship to be delivered by Fincantieri in November, 2009. They also purchased the 6,072 gross ton WORLD DISCOVERER, which was built in 1989 as the SALLY CLIPPER. The ice-strengthened

vessel will carry only 140 passengers on luxury cruises to Antarctica. The existing four ship fleet continues to sail worldwide itineraries, and is consistently ranked near the top among luxury lines.

Discovery World Cruises has been renamed **Voyages Of Discovery**. Their 20,000 ton flagship DISCOVERY is best known as the original ISLAND PRINCESS (ex. ISLAND VENTURE). IN 2007, they announced they had acquired a second ship, the 12,500 ton, 394 passenger EXPLORER II. The ship was to operate under a long-term lease agreement, but has more recently turned up as the start-up ship for a revitalized Swan Hellenic under a previous name, MINERVA (i).

Phoenix Reisen GMBH of Bonn, Germany continues to have a very successful charter operation. In 2007, they operated four ocean-going passenger ships and one river boat, primarily for German passengers. The aforementioned MINERVA was much in demand, sailing for Phoenix as the ALEXANDER VON HUMBOLT. This 436 foot long ship was built in 1989 as the OKEAN and converted to the MINERVA before being sold to Saga Holidays as SAGA PEARL and operating under charter to Abercrombie & Kent as EXPLORER II. The mainstay of Phoenix Reisen has been the steamship MAXIM GORKIY (ex. HAMBURG, HANSEATIC) built in 1969. Sadly, it has been announced that the old ship will be retired in November, 2008. Phoenix Reisen's other two ships are the ALBATROS (ii), (ex. ROYAL VIKING SEA, ROYAL ODYSSEY (ii)), NORWEGIAN STAR, NORWEGIAN STAR 1, CROWN, CROWN MARE NOSTRUM) built in 1973 and the AMADEA built as the ASUKA for N.Y.K. in 1991. It is an eclectic fleet with vessels built in four different decades.

Louis Cruise Lines began marketing in the United States under their own name for the first time. Their luck could not have been worse, as they promptly sank their flagship SEA DIAMOND (ex. BIRKA PRINCESS) on April 6th at Santorini, Greece. The day before, the ship ran aground in the heavily traveled caldera and began taking on water. After 15 hours, it sank, with the loss of two passengers. The remaining passengers were returned to Piraeus on the PERLA (ex. SOUTHWARD, SEAWING) and Golden Star Cruises 1957-built AEGEAN TWO (ex. AUSONIA, IVORY). The sunken wreck is leaking 400 tons of diesel fuel, and the cruise line has been sued by the Greek government. For a summer replacement, they borrowed Monarch Classic Cruises OCEAN COUNTESS (ex. CUNARD COUNTESS, AWANI DREAM II, OLYMPIC COUNTESS, OLYMPIA COUNTESS, OCEAN COUNTESS, LILI MARLEEN) and renamed her RUBY. As a permanent replacement for their loss, Louis quickly purchased and renamed CRISTAL for \$49 million. This unusual looking, 1980-built ship has had quite



SEA DIAMOND and SKY WONDER

a checkered past having been burnt out and run aground in separate incidents, over a career that has seen her sail under six previous names. In order, those are VIKING SAGA, SALLY ALBATROSS, LEEWARD, SUPERSTAR TAURUS, SILJA OPERA and OPERA. Louis Cruise Lines is a virtual museum of 13 old ships from the 1950's through the 1980's.

Monarch Classic Cruises is another smaller Greek company that marketed themselves in the U.S. during 2007. In addition to the aforementioned OCEAN COUNTESS, they also operated the BLUE MONARCH (ex. RENAISSANCE, HOMERIC RENAISSANCE, WORLD RENAISSANCE, AWANI DREAM, WORLD RENAISSANCE {again}, GRAND VICTORIA) and the OCEAN MONARCH (ex. PORT SYDNEY, AKROTIRI EXPRESS, DAPHNE, SWITZERLAND). The OCEAN MONARCH has now been sold to the Portuguese, Arcalia Shipping for their **Classic International Cruises**, under the new name of PRINCESS DAPHNE. She rejoins her sister PRINCESS DANAE (ex. PORT MELBOURNE, THERISSOS EXPRESS, DANAE, STARLIGHT PRINCESS, BALTICA) in 2008.

Budget operator **easyCruise** added their second ocean-going ship EASYCRUISE LIFE built in Poland in 1981 for the Soviet Union as LEV TOLSTOY. The ship has changed names frequently, also cruising as NATASHA, PALMIRA, THE JASMIN and FARAH. The 12,711 gross ton ship is currently being refit as a high density, 500 passenger cruiser, with facilities such as a "Wellness Zone" and a "Chill Out Zone." Original ship, EASYCRUISEONE (ex. RENAISSANCE II, THE NEPTUNE, THE NEPTUNE 2) spent the summer season cruising among the Greek Islands. That ship is only 4,077 gross tons and carries 232 passengers. In 2007, 23 new cabins were added, so the ship is virtually all small cabins with

almost no public rooms. No news was forthcoming on new construction or partnerships that were announced in 2006.

Imperial Majesty Cruise Line continues to operate the REGAL EMPRESS (ex. OLYMPIA, CARIBE I) as the oldest ocean liner cruising from North America. The 54 year old ship still ranks among the highest scoring vessels for cleanliness, receiving a 98 on her most recent U.S. Public Health inspection. Cruises depart every two days from Port Everglades, Florida to the Bahamas, and are one of the great pleasures left in the world of modern day shipping.

Majestic America Line runs the oldest operating vessel in the United States, the famous 1927 steamboat DELTA QUEEN. In August, they announced her retirement would come in November, 2008 due to lack of action on legislation necessary to grant her a continuing exemption from SOLAS regulations. As the only overnight passenger boat with a wooden superstructure, the DELTA QUEEN remains threatened, although serious efforts are underway to preserve this American icon in service. It was a rough year for the cruise line which had expanded rapidly to a seven vessel fleet of river and coastal boats. The MISSISSIPPI QUEEN remained idle, her interior completely gutted out. Neither she, nor the 48-passenger CONTESSA will sail in 2008. In Alaska, EMPRESS OF THE NORTH ran hard aground again, 50 nautical miles south of Juneau, sustaining several holes in her hull. It was the fourth grounding for the vessel since it was built in 2003. At the time of the May 14th accident, the 360 foot long boat was under control of a 22 year old navigator, who had never been in those waters before and had limited training. All 206 passengers and 75 crew were safely evacuated and the vessel was repaired. However, late in the year it was withdrawn from service again to repair propulsion problems. The smaller QUEEN OF THE WEST replaced her for the remainder of the 2007 season on the Columbia River programs. On the positive side, Majestic America Line has significantly upgraded the quality of food and comfort aboard their river fleet. The experience is one of the most pleasant to be found in cruising. Company president David Giersdorf, left the line after resigning October 25th, which should help things to get back on track. Ambassador's Chairman and CEO, Joe Uebberoth will assume the position of interim president. Ambassadors International also purchased the three ship Windstar Cruises fleet in 2007.

Clipper Cruise Line is no more. Parent company Intrav, itself a division of First Choice, sold off the CLIPPER ODYSSEY and CLIPPER ADVENTURER (ex. ALLA

TARASOVA) to International Shipping Partners, a passenger management company based in Miami. They are primarily involved in ship charters, and Intrav may charter back the CLIPPER ADVENTURER for part of each year. In 2006, the American side of Clipper was sold to **Cruise West**. The two coastal vessels, NANTUCKET CLIPPER and YORKTOWN CLIPPER were renamed SPIRIT OF NANTUCKET and SPIRIT OF YORKTOWN respectively. On November 8th the SPIRIT OF NANTUCKET struck a submerged object and was deliberately run aground after taking on water in the Intracoastal Waterway off Virginia. Following repairs, the vessel will be renamed SPIRIT OF GLACIER BAY and relocate to the West Coast for 2008. First Choice Cruises, replaced Clipper with their purchase of **Quark Expeditions**, a polar cruise company.

American Cruise Lines took delivery of their latest small ship which was named AMERICAN STAR. The maiden voyage departed June 2nd beginning a summer program of 7-day New England cruises. In 2008, a new division, **Pearl Sea Cruises** will begin operations with the first of two 8,700 gross ton, 210 passenger vessels, newly built for operations in the Canadian Maritimes, Great Lakes, and winter in the Caribbean. The names of the ships have not been announced, but they will not fly the American flag.

B.C. Ferries received the first in a trio of 21,980 gross ton ferries being constructed in Germany. Dubbed the Super C-class, the first ship, COASTAL RENAISSANCE, was launched, traditional-style in April. She arrived in Nanaimo, British Columbia on December 13th after a 48-day, 10,000 nautical mile delivery voyage. The other two vessels have been named COASTAL INSPIRATION and COASTAL CELEBRATION. They seem to be appropriating cruise ship names for these vessels, which will be the largest double-ended ferries in the world.

While **Mercy Ships** may not exactly be a passenger ship company, they do utilize former passenger ships, and this year presented major changes in their operations. The AFRICA MERCY (ex. DRONNING INGRID, INGRID) finally completed her conversion work and entered service. Built in 1980, the 16,572 gross ton former Danish Ferry is now the world's largest non-governmental hospital ship. The original rail decks have been turned into a large hospital, complete with six operating theaters. The ship has 484 berths. As AFRICA MERCY began her new career, the veteran ANASTASIS (ex. VICTORIA) ended hers. The two ships rendezvoused at Monrovia, Liberia to transfer supplies and equipment. Then ANASTASIS stopped in Cape Town, South Africa for fuel the night of July 14th, before sailing under her own power to the scrappers at Alang, India. The VICTORIA was built in 1953 and became

the ANASTASIS in 1979. She was the last surviving Lloyd Triestino liner, in what was once a large passenger fleet.

Hurtigruten is the new official name for the company formerly known as the **Norwegian Coastal Voyage**. Often overlooked in shipping circles, the line operates 16 ships. They took delivery of a new expedition ship in April, the 318 passenger FRAM. The ship was christened in Oslo on May 19th by Crown Princess Mette Marit. Like her namesake, this FRAM is designed for polar expedition cruising, primarily in Greenland and Antarctica. The 66-day repositioning voyages are being sold as an alternative, longitudinal World Cruise, from Reykjavik, Iceland to Ushuaia, Argentina or vice-versa. The oldest unit in the fleet, the NORDSTJERNEN of 1956 remained on scheduled cruises to Spitzbergen in the Arctic, where she was joined by the POLAR STAR (ex. NJORD). The coastal vessel LYNGEN (ex. MIDNATSOL) was sold to Lindblad Expeditions, to be made over as a deluxe expedition ship under the new name of NATIONAL GEOGRAPHIC EXPLORER. The 2,612 gross ton LOFOTON, built in 1964, is the only remaining traditional vessel on the Hurtigruten, coastal service. She takes over in the winter months while the NORDNORGE is off cruising in Antarctica. There was plenty of drama in Antarctica during 2007. The incidents began on January 30, 2007 when the 11,386 ton NORDKAPP ran aground on Deception Island. Nearly 200 gallons of diesel fuel was discharged into the pristine environment. The NORDNORGE safely rescued all 294 passengers from her identical sister. The damaged ship was repaired but her three remaining Antarctica itineraries had to be cancelled. On December 28th, the FRAM lost power and drifted into the cliff of a glacial iceberg, damaging one of her lifeboats, which caused the following cruise to be cancelled. In the most serious incident, the NORDNORGE again helped rescue all 154 passengers and crew from the sinking EXPLORER.

G.A.P Adventures were the operator of the EXPLORER (ex. LINDBLAD EXPLORER, SOCIETY EXPLORER) at the time of her loss. Although the precise reason for her sinking may never be known, the ship struck an iceberg in the early morning hours of November 23, 2007. Passengers were told that water was coming in through a fist-size hole. Eventually, water flooded the engine room, knocking

out power and the ship was doomed. The ship was designed and built to operate in this type of environment and under normal circumstances should have survived what seems to have been a minor encounter with ice. There may have been a rock lodged in the ice, and there is a possibility that a second iceberg might have delivered the fatal blow. The 2,393 gross ton EXPLORER sank in 4,921 feet of water, in the Bansfield Strait near King George Island. There were 48,000 gallons of light marine diesel fuel aboard. As the LINDBLAD EXPLORER, the little orange, (later red) ship was built in 1969 as the world's first expedition passenger vessel. Besides pioneering cruises to the Antarctic, she was the first passenger ship to navigate the Northwest Passage in 1984. Only 246 feet long, the LINDBLAD EXPLORER had a huge impact on the travel industry and was much loved by her passengers and crew. G.A.P quickly chartered the attractive little ship POLARIS from the Murmansk Shipping Company, as a replacement. I have not been able to locate former names for this ship but it is not the same POLARIS (ex. ORESUND, LINDBLAD POLARIS) that currently sails for Lindblad Expeditions. This replacement was built in 1968 at Svendborg, Denmark. She carries 74 passengers and 36 crew, is 211 feet long, and measures 2,097 tons. If a ship like the EXPLORER can be sunk by ice, it just proves that large, non ice-class ships like those of Holland America Line and Princess Cruises, to name just two, have no business sailing in Antarctic waters.

August was a particularly bad month for collisions at sea. In the first incident, it was more of a touch, when the bow of the THOMSON SPIRIT (ex. NIEUW AMSTERDAM, PATRIOT, NIEUW AMSTERDAM, SPIRIT) bumped the OCEAN MAJESTY (ex. JUAN MARCH, SOL CHRISTINA, KYPROS STAR, OCEAN MAJESTY, OLYMPIC, OCEAN MAJESTY, HOMERIC) which is under charter to Page and Moy. The ships were mooring offshore in Norway's Geirangerfjord, on August 10th when the incident occurred. The much smaller OCEAN MAJESTY took the brunt of the impact and lost a lifeboat. In a much more serious accident, two lives were lost when the 1962-built SALAMIS GLORY (ex. ANNA NERY, DANAOS, CONSTELLATION, MORNING STAR, REGENT SPIRIT) collided with the Israeli freighter SHELLY (ex. DORA, LOTI) cutting that ship in two and sinking her, on August 30th.

Another sinking occurred on November 17th, but this time it was intentional. The decommissioned training ship U.S.T.S. TEXAS CLIPPER went to the bottom as an artificial reef and dive site off South Padre Island, Texas. This famous American ship was commissioned in 1944 as the U.S.S.

QUEENS. Her greatest fame was as the combiliner EXCHAMBION, one of American Export Lines, postwar "Four Aces". The ship had been the TEXAS CLIPPER since 1965.

After years of rotting away, the last remnants of the wreck of AMERICAN STAR disappeared below the surface at Fuerteventura, Canary Islands. Best remembered as the s.s. AMERICA the ship was renamed WEST POINT during World War II. After the war she regained her original name AMERICA before being sold to Chandris as their AUSTRALIS. A brief and failed attempt to revive cruising from New York saw her named AMERICA again in 1978, before reverting to Chandris as the ITALIS. During this period one of her two funnels was removed. The ship spent many years laid up in Greece during which time she was renamed ALFERDOSS, then NOGA, and finally AMERICAN STAR. While under tow in bad weather, she ran aground on Fuerteventura on January 18, 1994. Now the great liner is just a memory. The scrap yards of the world continued to claim ships that the seas didn't get first. As previously mentioned, the most famous liner on the beach continued to be the BLUE LADY (ex. FRANCE, NORWAY). The great ship was beached at Alang on August 15, 2006, and has sat there deteriorating in the harsh Indian weather ever since. Late in the year, she was stripped of her fittings, and the first minor cut was made. Scrapping should proceed in earnest throughout 2008. Scrapping is well underway on the ANASTASIS (ex. VICTORIA). Another sad arrival at Alang is the lovely cruise ship ODESSA which was renamed SYDNEY. This ship spent her career being unwanted at both the beginning and end of her short life. The ship was laid down as the COPENHAGEN in 1973 but her original owners failed before she saw service. The ship went to the Russians instead and became the ODESSA. During this period she enjoyed a successful career until after the collapse of the Soviet Union, which put her on shaky financial ground. She was laid up under arrest at Naples, Italy from 1995 to 2002. The ship returned to the port of Odessa, but funds to refurbish her did not materialize and she remained laid up. The final voyage would be to the scrap yard. On January 6th the former ODESSA transited the Suez Canal and was beached in Alang by late January. The ship has the dubious distinction of being one of the most modern passenger ships to be scrapped. Another 1973-built passenger vessel, this one a ferry, found its way to Alang. The IGNATIA III (ex. STENA SCANDINAVIA, ST. KILLIAN, ST. KILLIAN II, MEDINA STAR), had been with Hellenic Mediterranean Lines since 2002. The ship had a very attractive exterior profile. During 2007, the final scrapping of the s.s. MONTEREY (ex. FREE STATE MARINER) was completed at Alang. Two lesser known, but wonderfully designed American ships also met their ends at other scrap yards. The MARINE STAR was built in 1945 as a C-4 type cargo ship, but will always be best remembered as the streamline

designed AQUARAMA. This "ocean liner on the Great Lakes" was 523 feet long and 12,773 gross tons; definitely the biggest passenger ship on Lake Erie. With the bridge located in the round structure of the dummy funnel, the exterior look was unique. She spent much more time laid up than she ever did sailing. While idle in her later years, she reverted to her original name, MARINE STAR. The ship arrived at Aliaga, Turkey in October, after the long tow from Lackawanna, New York. Both AQUARAMA and the ship intended to be PRESIDENT JACKSON of 1950, were the visionary designs of George Sharp. The PRESIDENT JACKSON never got to sail with revenue passengers instead being completed as the Korean War era troopship U.S.S. BARRETT (T-AP196). The ship was 503 feet long and 73 feet wide with a gross tonnage of 13,319. With its rounded superstructure and twin uptakes instead of a traditional funnel, the ship would have made an unmistakably modern, mid-20th Century ocean liner. In later years the ship sailed as the New York Maritime Academy training ship EMPIRE STATE V, with the name eventually shortened to EMPIRE STATE and then just to STATE. After deteriorating in the Ft. Eustis, Virginia reserve fleet, the ship went for scrap at Bay Bridge Enterprises of Chesapeake, Virginia.

More ships make for more news, and 2007 was a particularly eventful year. I sincerely hope this Year In Review article, helps you to recall some of the highlights and lowlights that have occurred on the oceans and waterways of the world. For myself, I decided to say goodbye to the old year, and welcome the new one, in familiar surroundings. The QUEEN MARY has now been in Long Beach for 40 years, and in that time, it has been my pleasure to be a part of that history, as both observer and participant. What better place to bring this story and this year full circle than to join the New Years Eve celebrations aboard one of the world's great ocean liners. With thousands of people roaming her decks and moving from lounge to lounge, the old ship was more alive than I had ever seen her. In that festive atmosphere, she could have been in mid-Atlantic or tied to a California pier. The spirit of the evening made the location irrelevant. That's how I celebrated in the New Year. I hope your celebration was grand too. As always, I close by wishing you a very Happy New Year and Happy Cruising.

Read Shawn Dake's story of the Steamboat DELTA QUEEN on line.

In a publication the size of the OCEAN TIMES it is not always possible to cover every important story. One you won't want to miss is available at the website www.maritimematters.com. The story, LOG OF THE STEAMBOAT DELTA QUEEN: Along Southern Rivers, by Shawn J. Dake, blends the saga of a contemporary cruise aboard the 1227-built steamboat with historical facets from her 81 years of service. The three-part article combines fascinating text illustrated with 90 photographs by the author. The direct address is www.maritimematters.com/dakes_deltaqueen-blog1.html. The future of the DELTA QUEEN is in jeopardy, but at the end of the story you will find important links which enable readers to help preserve this important piece of American history, so future travelers can enjoy a cruise like the one described. Check it out!



The new QUEEN VICTORIA makes her maiden call to L.A. January 30, 2008



QE2 as seen in Los Angeles 2005, will make her final visit to the city of angles March 30, 2008.

NEW CRUISE SHIPS ON ORDER Compiled by Shawn J. Dake

Cruise Line/Ship Name	Gross Tonnage	Delivery Date	Shipyard Builder	
AIDA CRUISES				
AIDABELLA	68,500	April, 2008	Meyer Werft	
UNNAMED	68,500	April, 2009	Meyer Werft	
UNNAMED	71,000	April, 2010	Meyer Werft	
UNNAMED	71,000	April, 2011	Meyer Werft	
UNNAMED	71,000	May, 2012	Meyer Werft	
CARNIVAL CRUISE LINES				
CARNIVAL SPLENDOR	112,000	June, 2008	Fincantieri	
CARNIVAL DREAM	130,000	October, 2009	Fincantieri	
CARNIVAL MAGIC	130,000	June, 2011	Fincantieri	
CELEBRITY CRUISES				
CELEBRITY SOLSTICE	122,000	December, 2008	Meyer Werft	
CELEBRITY EQUINOX	122,000	Summer, 2009	Meyer Werft	
CELEBRITY ECLIPSE	122,000	June, 2010	Meyer Werft	
UNNAMED	122,000	Fall, 2011	Meyer Werft	
COSTA CROCIERE				
COSTA LUMINOSA	92,700	Spring, 2009	Fincantieri	
COSTA PACIFICA	112,000	Summer, 2009	Fincantieri	
UNNAMED	92,700	March, 2010	Fincantieri	
UNNAMED	114,200	Spring, 2011	Fincantieri	
UNNAMED	114,200	Spring, 2012	Fincantieri	
CUNARD				
QUEEN ELIZABETH	92,000	Fall, 2010	Fincantieri	
DISNEY CRUISE LINE				
UNNAMED	122,000	Spring, 2011	Meyer Werft	
UNNAMED	122,000	Spring, 2012	Meyer Werft	
HOLLAND AMERICA LINE				
EURODAM	86,000	June, 2008	Fincantieri	
UNNAMED	86,000	October, 2010	Fincantieri	
MEDITERRANEAN SHIPPING COMPANY CRUISES (MSC CRUISES)				
MSC POESIA	92,400	April, 2008	Aker Yards France	
MSC FANTASIA	133,500	November, 2008	Aker Yards France	
MSC SPLENDIDA	133,500	March, 2009	Aker Yards France	
MSC MAGNIFICA	92,400	Spring, 2010	Aker Yards France	
NORWEGIAN CRUISE LINE				
UNNAMED	150,000	November, 2009	Aker Yards France	
UNNAMED	150,000	April, 2010	Aker Yards France	
OCEANIA CRUISES				
UNNAMED	65,000	September, 2010	Fincantieri	
UNNAMED	65,000	July, 2011	Fincantieri	
PEARL SEA CRUISES				
UNNAMED	8,700	July, 2008	Irving Shipbuilding	
UNNAMED	8,700	June, 2009	Irving Shipbuilding	
P & O CRUISES				
VENTURA	116,000	April, 2008	Fincantieri	
UNNAMED	116,000	Spring, 2010	Fincantieri	
PRINCESS CRUISES				
RUBY PRINCESS	113,000	November, 2008	Fincantieri	
ROYAL CARIBBEAN INTERNATIONAL				
INDEPENDENCE OF THE SEAS	158,000	April, 2008	Aker Finland	
UNNAMED (Genesis Class i)	220,000	Fall, 2009	Aker Finland	
UNNAMED (Genesis Class ii)	220,000	August, 2010	Aker Finland	
SEABOURN CRUISE LINE				
SEABOURN ODYSSEY	32,000	Spring, 2009 T.	Mariotti SpA	
UNNAMED	32,000	Spring, 2010 T.	Mariotti SpA	
UNNAMED	32,000	Summer, 2011 T.	Mariotti SpA	
SILVERSEA CRUISES				
UNNAMED	3	6,000	November, 2009	Fincantieri
TOTAL NEW SHIPS ON ORDER 42				
TOTAL GROSS TONNAGE ON ORDER 4,218,000				

The above information is accurate as of December 29, 2007. As with all aspects of the cruise industry, the information is subject to change. Current tonnage on order has once again passed the 4 million gross ton mark. The most recent contracts are nearly evenly split between vessels over 100,000 gross tons and those below that figure. Although a significant area of growth has been from orders placed by luxury cruise operators, overall 90% of the total berth capacity is on large ships owned by major brands. Another significant shift, is the increase of orders for European cruise companies. As these newbuilds come on line, the cruise industry will continue to see significant expansion through 2012.