

# Ocean Times

## Chapter Notes

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

Happy New Year! I hope the new year is treating you well. The SoCal Chapter continues its steady progress toward the goals laid out last year. The Education program is well on its way in development. Fund raising remains slow, likely due to the economy. We encourage everyone to help as best they can. Small gifts do add up to success if enough arrive. The Board of Directors has some very delightful nominees. See the enclosed ballot and do vote. With some of the new talents hoping to be selected, we will have a diverse and very professional new crew who will help take us to new heights. These nominees bring legal, financial and scientific expertise not yet seen by this board. The meetings for the year are as follows:

**February 7, 2009** – Liners to Cruise Ships  
– Shawn Dake

**May 2, 2009** QE2 Forever; The Last Westbound Crossing – Everett Hoard and Scott Becker

**August 1, 2009** The maritime art of Bob Aul  
- by Bob Aul

**November 7, 2009** Semi-formal Fall Tea

We are making plans for 2 – 3 evening special events including Dr. Laurel Breece with video and presentation of a recent freighter cruise. Yours truly, Bruce Vancil, has been asked to present the lecture cruises and opportunities done with Princess Cruises. Dates and times have yet to be arranged, but you will be notified in advance.

In a new program developed by our National HQ and as a part of the formalization of the non-profit incorporation of the Chapter, all members who have not joined the National organization will be given a sample, trial membership free of charge. Benefits include special discount photo offerings; 20% discounts on a growing number of maritime publications, books, videos and hard-to-find out of print periodicals; unique special cruise discounts (at least six in 2009); access to & ability to interact and contribute info to our growing 40,000+ Image Porthole; conferences, free admission to Maritime Museums at the CAMM level membership

rate; and a fun group to be associated with! It's important to stress that this is a one-time only free membership trial offer.... so that we can demonstrate how SSHSA is really offering much more for everyone. Executive Director

severity of the problems manifest themselves in 2009 and beyond.

If one were to only look at the stock market figures for the cruise industry, the patient's prognosis would be bleak. Based on the value of stocks on December 10, 2008, every publicly traded line had lost nearly half their value, and some significantly more. Mighty Carnival Corporation fared the best but was still down 48.5% over the previous year falling from \$44.16 per share to \$22.74. Royal Caribbean International, the second largest

group was down 73.8%. On the Hong Kong exchange, Star Cruises, a 50% partner in Norwegian Cruise Line saw their prices fall to .57 cents, a decline of nearly 76%. In California, Ambassadors International, parent company of both Majestic America Line and Windstar Cruises saw their value fall 93.8% to well under \$1.00 per share. Fortunately, for at least the first two companies mentioned, the stock market tells only part of the story. Profits were still being made, even if they were no longer at record setting levels. Carnival Corporation reported a net profit of \$2.33 billion on revenue of \$14.65 billion. Although this was down 3.2% from 2007, it was still an impressive accomplishment in a difficult year. Royal Caribbean announced a 2<sup>nd</sup> quarter profit of \$84.7 million, before laying off 400 shore side employees in August. Chairman and CEO Richard Fain, said "Too much of our profitability is being eroded by the increase in fuel prices." That statement could be echoed by not only every cruise line, but by nearly every person in the world during 2008.

As was the case last year, this annual recap of the most important events in the cruise industry begins with Cunard Line. It was a year of transition as the venerable QUEEN ELIZABETH 2 made her final voyages and the new QUEEN VICTORIA completed her first year in service. Both ships kicked off the year together, with a tandem crossing of the Atlantic at the start of their 2008 World Cruises. The voyages will always be remembered for the spectacular photographs taken in very rough seas

**NEXT MEETING: Saturday, February 7, 2009**  
**1:00 - 3:00pm aboard the RMS QUEEN MARY**  
**Liners to Cruise Ships**  
**By Shawn Dake**

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**Caronia Room (former 3<sup>rd</sup> class cinema) "B" Dk Fwd.**  
**==== RSVP to (949)454-8849 =====**

and National Board of Directors have worked hard over the past couple of years to modernize the offerings and programs to better meet the expressed desires of our members. It is a membership worth having.

Thanks for your support of the SoCal Chapter. We are looking forward to an active and fun 2009.

## CRUISE SHIPS 2008 THE YEAR IN REVIEW

By Shawn J. Dake, copyright 2008.

Politics, the economy, terrorism, revolution and piracy were among the top news stories of 2008. Each of them affected the cruise industry - sometimes all in the same week. To say the past year was not a good one, would be a vast understatement. As the bad economic news of September spread around the world, cruise lines began restructuring in October. Last year the focus shifted to basing ships in Europe, while by the fourth quarter of 2008, many were fleeing those waters and the declining Euro as fast as they could. Still, during the first half of 2008, the number of international cruise passengers grew by 31%, while passengers originating from North America increased by only 0.29%. Passenger embarkations in the top ten U.S. ports actually declined by 2%. The triple threat of a tightening economy, poor management decisions and rigid SOLAS 2010 safety regulations around the corner, have already forced some companies and vessels out of business. More are sure to follow as the

showing the QUEEN ELIZABETH 2 with her bow rising completely out of the water in a large swell, while the QUEEN VICTORIA buries hers in huge waves as high as the Promenade Deck. On arrival January 13, 2008 in New York harbor, the two ships were joined by the QUEEN MARY 2, marking the first time three Cunard Queens were in port together. As the two ships traveled around the world, they would celebrate additional "Royal Rendezvous" in Ft. Lauderdale and Sydney and with all three ships again in Southampton in late April. The QUEEN ELIZABETH 2 "Farewell Voyages" provided a huge boost to Cunard Line which was able to command high prices for the sold out trips. Especially poignant memories were made on the 10-day "Farewell To The British Isles" cruise which departed Southampton on September 30<sup>th</sup>, with its port calls at Liverpool and Greenock on the River Clyde, near the ship's birthplace.



QE2's Last L.A. Departure, March, 2008

The QE2 was launched at Clydebank on September 20, 1967 by Her Majesty Queen Elizabeth II. Two years later on May 2<sup>nd</sup> the ship would enter commercial service and make history as the "last Atlantic liner," cruising on to a career that lasted 39 ½ years. The final trans-Atlantic crossings of the QE2 took place on October 10<sup>th</sup> Westbound from Southampton, and Eastbound on October 16<sup>th</sup> from New York. The ship sailed in tandem with the QUEEN MARY 2 which docked at the Brooklyn cruise terminal, while the QE2 continued up the Hudson River to Pier 90. The newly renovated pier had been built in the 1930's to accommodate the old Queens. On November 11<sup>th</sup> the grand old QUEEN ELIZABETH 2 commenced her final voyage, a 16-day delivery trip from Southampton to Dubai. She arrived there on November 26<sup>th</sup> to a huge welcome and the following day passengers disembarked and the ship was formally handed over to the new owner Nakheel, a division of Dubai World. Captain Ian McNaught sounded the ship's whistle for a final time, lasting 39 seconds, one for each year the ship was in service. The new owners intend to turn the liner into a five-star hotel and entertainment complex. Plans leaked so far indicate that the iconic funnel will be removed and replaced with a funnel-shaped glass penthouse. All existing cabins within the hull will be gutted. It will not be the same QE2 that her passengers remember so fondly. Carnival

Corporation announced that they had added \$31 million to their bottom line through the sale of the ship. During her long career, the QUEEN ELIZABETH 2 traveled 5.8 million nautical miles. During her first year, the QUEEN VICTORIA traveled an impressive 111,828 miles, made 222 port calls, and carried 54,827 guests. Most press and passengers gave the ship excellent reviews, praising the décor which is an amalgamation of past Cunard styles with modern amenities. The one complaint, especially among British passengers, was lack of sufficient drawer space in the cabins. This was remedied throughout September and early October, while the ship was underway, as 243 pallets loaded with 5,738 drawers, were brought aboard and installed in bedside tables and under the beds themselves. Following the massive operation the Queen is now proudly displaying her new drawers. Less funny were the ongoing problems with the QUEEN MARY 2's propulsion system. Carnival Corporation has sued Rolls-Royce for \$100 million over defects in the Mermaid Pods, which have repeatedly malfunctioned causing cruises to be interrupted. The suit claims that Rolls-Royce defrauded Carnival into the "selection, acceptance and continued use" of the pods. Celebrity Cruises had previously filed a similar suit over defective pods on all four of their Millennium Class ships. Looking toward the future, Cunard Line expects to take delivery of their 92,000 ton new build, to be named QUEEN ELIZABETH, in late 2010.

P & O Cruises, another of Carnival Corporation's British-based companies, took delivery of their largest ship ever with the introduction of the 116,000 gross ton, 3,100 passenger VENTURA. The christening ceremony at Southampton on April 16<sup>th</sup> was presided over by Dame Helen Mirren. The ship evolved from Princess Cruises newest Crown-class vessels, which themselves sprang from the earlier GRAND PRINCESS design. A sistership is also on the horizon for 2010, and has been named the AZURA. The keel was laid on October 27<sup>th</sup>. These ships, with their 19-decks, compete for P & O's more contemporary end of the market, catering to families, couples and first-time cruisers. The OCEANA, (ex. OCEAN PRINCESS) also caters to a lively crowd. The ARTEMIS, (ex. ROYAL PRINCESS) the ORIANA and AURORA look for a more traditional group of experienced travelers. The sixth ship in the current fleet, the 86,799 gross ton ARCADIA (iv) underwent an extensive refit in November and December adding several cabins and modifying the stern decks in a similar way to her Holland America Line, "Vista Class" sisterships. The ARCADIA is advertised as offering a "classic cruising experience" in a child-free environment.

P & O Australia and Ocean Village need to be discussed together, as Carnival, U.K. announced their decision to shut down the latter, and transfer the ships to Australia.

OCEAN VILLAGE TWO has had a difficult time finding her proper niche within the corporate structure having also briefly operated as AIDA BLU and AROSA BLU. The former 1990-built CROWN PRINCESS will rejoin her sistership PACIFIC DAWN (ex. REGAL PRINCESS) under the new name of PACIFIC JEWEL in autumn, 2009. The 1989-built OCEAN VILLAGE (ex. FAIRMAJESTY, STAR PRINCESS, ARCADIA) will join her fleet mate in Australia in 2010 after closing down the Ocean Village brand. PACIFIC DAWN had a very successful first year in Australian waters, greatly expanding the cruise market from Sydney. The PACIFIC SUN (ex. JUBILEE) spent 2008 home ported in Brisbane, and will add departures from Auckland, New Zealand in 2009. In March, 2008 the PACIFIC STAR, was sold to Pullmantour Cruises. The ship began her career in 1982 as Carnival's first newly built vessel the TROPICALE before a four-year stint under the Costa banner as COSTA TROPICALE. After a refurbishment in Singapore, the ship began her fourth career as the OCEAN DREAM in May.

Princess Cruises was also deeply involved in the happenings in the "Land Down Under." The 77,000 gross ton SUN PRINCESS operates an interesting program of cruises year-round from Sydney, Melbourne and Fremantle. During 2008, the ship offered the longest ever roundtrip cruise from Australia, an ambitious 75-day Grand Circle Pacific voyage. The 1,950 passenger DAWN PRINCESS joins her sister for the 2008/2009 winter, {or summer depending on your perspective} season in the South Pacific. In Vancouver, B.C., Princess will turn off their engines and hook up to shore power supplies. Nine ships currently have the capability to connect to the local electrical system. Besides being better for the environment, the change saves 35 metric tons of engine fuel per ship call, or 1,260 tons for the entire Alaska season with four ships based in Vancouver. The newest Princess ship, RUBY PRINCESS was welcomed to Ft. Lauderdale by fireboats spraying "ruby" red water plumes. The 113,000 gross ton cruiser was christened on November 6<sup>th</sup> by Trista and Ryan Sutter, of "The Bachelorette" TV show fame. The introduction of the ship completes Princess Cruises current building program as no new ships are on order for them. Since ships move around, it might be best not to name them after their cruising destination. The TAHITIAN PRINCESS has abandoned Tahiti for good after five years of cruising there with Princess. It had also been based there when it sailed as the R FOUR.

During 2008, the 670 passenger ship offered a series of cruises to Alaska and in early 2009 will sail around the world along with her sistership ROYAL PRINCESS (ex. R EIGHT, MINERVA II). To reflect the new worldwide deployments, TAHITIAN PRINCESS will be renamed OCEAN PRINCESS (ii) in November, 2009.

Carnival Cruise Lines had a less flamboyant year than usual. They added only one new ship in 2008 but it was their largest ever, the 113,300 gross ton, 3,006 passenger, CARNIVAL SPLENDOR. The ship was christened July 10<sup>th</sup> at Dover, England by British TV personality, musician and singer Myleene Klass. It features Carnival's signature, garish décor. With the ship too big to fit through the Panama Canal, it will make the long positioning voyage around South America before beginning cruises to the Mexican Riviera from Long Beach in April, 2009. Carnival retired their veteran ship, CELEBRATION from the fleet in April. It was transferred to Spain's Iberocruceros and entered service for them as the GRAND CELEBRATION. Originally built in 1986, the ship underwent an extensive refit for her new operators, but retained the whale tale funnel that has become a recognizable symbol of Carnival. The oldest ship in the current fleet is the 1985-built HOLIDAY, which operates 4 and 5-day cruises to the Mexican Caribbean from Mobile, Alabama. Carnival had a profitable year, as previously noted, despite the high cost of fuel. Passengers paid increasingly larger fuel supplements up until December when they were finally eliminated. Despite better than expected results in 2008, Chairman and CEO Micky Arison lowered the outlook for 2009, citing weak demand and later booking patterns. Carnival will suspend its quarterly dividends to investors throughout 2009, which is expected to save the company \$1.3 billion and thereby avoid tapping credit markets. The line currently operates a fleet of 22 ships under the red, white and blue Carnival banner, with two more 130,000 gross ton new builds on order. The first of the pair, the CARNIVAL DREAM was floated out on October 24<sup>th</sup> at the Fincantieri yard in Italy.

Holland America Line grew to a fleet of 14 ships, with the debut of the EURODAM. The ship was christened on July 1<sup>st</sup> in Rotterdam by Holland's Queen Beatrix. At 86,700 gross registered tons and carrying 2,104 passengers it is the largest ship yet built for the line. It is being billed as the first "Signature Class" ship, with a second vessel following in autumn 2010, which will be named NIEUW AMSTERDAM. In reality, these are simply expanded versions of the successful "Vista Class" ships, with an extra deck and 63 more staterooms. Adding staterooms and making money onboard seem to be the current focus at Holland America. For an extra fee, cabanas are now being rented around the pool and other locations. The line announced "Signature Of Excellence" upgrades to the four

STATENDAM class ships and the ROTTERDAM. The 18-month, \$200 million initiative, adds 44 to 46 new staterooms to each of the five ships, 32 with verandahs and the remainder insides. To accomplish this task, the aft sections of Verandah, Navigation and Lido Decks will be radically altered. The existing aft pools and sunbathing areas will be filled with cabins, as will the former pool tanks. A new area called The Retreat, will be created at the stern aft of the Lido Restaurant. Deck chairs will be able to be placed in the new "pool" for sunbathing in the water, but the center of the pool will only be 16 inches deep. The only true swimming pool will now be the midship pool on Lido Deck. More passengers and less space does not usually make for a winning combination. Only time and future reviews will tell. Another major alteration will be the reconfiguration of Lanai Staterooms opening directly onto the Lower Promenade Deck. The outer bulkhead will be replaced with sliding glass doors, giving a floor to ceiling view of the deck and ocean beyond from inside the cabin, and providing strolling voyeurs a good look into these staterooms unless the curtains are pulled shut, thereby negating the view. Each ship will require an extensive dry dock period for the rebuilding. The VEENDAM will be the first ship completed in Spring 2009, with the MAASDAM scheduled to be the last ship altered by early 2011. The ZUIDERDAM and her "Compass Point" sisters will plug into shore side power in Seattle in a process known as "cold ironing." The AMSTERDAM is also capable of doing this. The cost to retrofit each ship is \$1.4 million but the reduction in fuel consumption and emissions is worth it. The much-loved former Holland America flagship ROTTERDAM (v) made a triumphant return to her home of Rotterdam on August 4<sup>th</sup>. The liner looks splendid in the original livery from when she was built in 1959. The ship had been in Wilhelmshaven, Germany from September 2, 2006 until August 2, 2008. Unfortunately, the projected opening did not take place as anticipated and it appears the investors are experiencing financial difficulty with the project as it nears completion.

Costa Cruises increased their presence not only in Europe but in far-flung ports throughout the world during 2008. The COSTA VICTORIA repositioned for a series of winter cruises from Dubai. COSTA EUROPA (ex. HOMERIC, WESTERDAM) greatly expanded the line's impact adding Indian Ocean cruises from Mauritius. And in 2009, the pioneering efforts of the 28,500 ton COSTA ALLEGRA (ex. ANNIE JOHNSON), will be supplemented by the much larger 53,000 ton COSTA CLASSICA, when both ships maintain a year-round presence there. The Mediterranean will remain Costa's home waters, but the 12 ship fleet has become quite influential worldwide and is a major contributor to parent company Carnival Corporation's bottom line. While Costa did not add any new ships during 2008, they have five additional vessels on order for

delivery between 2009 and 2012 making them the fastest growing unit in Carnival's empire. In June, a dual christening will be held at Genoa, Italy for the 92,700 gross ton COSTA LUMINOSA and the 114,500 gross ton COSTA PACIFICA. Another 2,828 passenger vessel, (those are the smaller ones on order) was given the rather dubious, though tasty name of COSTA DELIZIOSA during 2008.

Seabourn Cruise Line has the difficult task ahead of it, of adding three luxury ships each of which is three times the size of its existing vessels, in a down economy. The high-end passengers have been hit harder and frightened more by the wildly fluctuating stock market. Seabourn ordered their new ships at a time when all berths were filled and passengers were on waitlists for space, but in more recent times they have been offering discounts of up to 60% on some cruises in Europe. The 32,000 gross ton, 450 guest, SEABOURN ODYSSEY which launches in June, 2009 had its incomplete hull towed to the T. Mariotti shipyard in Genoa, where prefabricated blocks of the superstructure have been constructed. The second ship in the new building series has been named the SEABOURN SOJOURN.

At Aida Cruises, the Club Cruise concept for the German market has proven to be extremely successful. So much so that Carnival Corporation has four additional new ships on order for them. On February 24<sup>th</sup>, the newest vessel AIDABELLA was floated out of the building shed at Meyer Werft shipyard. The 69,203 gross ton ship carries a high density capacity of up to 2,500 passengers. Like her sisterships, her hull "art" is made up of a pair of red lips wrapped around the bow, with eyes on either side and a squiggly blue line. The official naming ceremony took place on April 23<sup>rd</sup> with model Eva Padberg doing the honors in Warnemunde, Germany. The AIDABELLA sailed to Scandinavia and the Baltic Sea during the summer and will cruise the Canary Islands in the winter.

Iberocruceros is the newest member of the Carnival corporate family. It is a joint venture with the Orizonia Corporacion and their existing Iberojet fleet. Each company will initially contribute two ships to the operation. The 2008 fleet was made up of the 1,244 passenger GRAND MISTRAL (ex. MISTRAL), the 834 passenger GRAND VOYAGER (ex. OLYMPIC VOYAGER, OLYMPIA VOYAGER, VOYAGER) and the 1,486 passenger GRAND CELEBRATION (ex. CELEBRATION).. In November, 2009 the HOLIDAY will be retired from the Carnival

fleet to become Iberocruceros GRAND HOLIDAY. The company competes directly against Royal Caribbean's Pullmantur, which with six ships is Spain's largest cruise line.

Royal Caribbean International may trail behind Carnival Corporation as the second largest cruise group in the world, but they are certainly the largest when it comes to the size ships they build. It has gotten to the point that launching the world's largest ship doesn't make much in the way of headlines, when even more gargantuan vessels loom in the very near future. The new INDEPENDENCE OF THE SEAS was christened April 30, 2008 in Southampton by Elizabeth Hill, a British woman who had won the honor in a contest. The 154,407 gross ton ship



**Oasis of the Seas Under Construction**

shares the current title of largest ship with her identical sisters FREEDOM OF THE SEAS and LIBERTY OF THE SEAS. But the spotlight is clearly focused on the two upcoming "Genesis Class" ships which have been named OASIS OF THE SEAS and ALLURE OF THE SEAS, currently under construction at the STX Europa Yards in Turku, Finland. Each vessel is projected to be approximately 222,900 gross tons and carry 5,400 passengers. The first ship was floated out on November 21, 2008 when it was moved from dry dock to wet dock for fitting out of the interiors. When it enters service in November, 2009, the line announced it will have two captains. Appointments were made to Captain William S. Wright, an American, and Captain Tor Olsen from Norway. Among the many unique features of these vessels is a superstructure that is open along the centerline, creating "neighborhoods" that are as large as football fields. One of these days a cruise line maybe should just add a football field to their ship, since it is always being used for comparison purposes anyway. In 2008, Royal Caribbean operated 21 ships just within their own brand, eight of them in excess of 138,000 gross registered tons. The oldest and smallest vessel in the fleet, SOVEREIGN OF THE SEAS, made her final voyage for the company on October 31<sup>st</sup>. At the time of her delivery in 1987, the 73,192 ton vessel, was the largest passenger ship in the world and the first newly built mega-cruise ship, kicking off a trend to ever larger vessels that has continued over the last 20 years. Renamed

SOVEREIGN, the ship will continue to sail for Royal Caribbean's Pullmantur subsidiary.

Royal Caribbean Cruises, Ltd. (RCCL) is the parent company for Royal Caribbean International (RCI), Celebrity Cruises, Azamara Cruises, Pullmantur Cruises and Croisieres de France (CDF). The combined companies have 37 ships in service with seven more under construction. During 2008, RCCL dropped their joint ownership of Island Cruises and ceased operating The Scholar Ship. In October, Royal Caribbean sold their 50% stake in Island Cruises to the other 50% owner First Choice Holidays Ltd., themselves a subsidiary of British based TUI Travel Plc. The companies agreed to an early termination of the charter of ISLAND STAR, formerly Celebrity Cruises 48,811 ton HORIZON. The ship will be retained by RCCL for their Pullmantur Cruises, Spanish brand, most likely under its original name. Sistership ZENITH is already in that fleet and so far has retained her original name. Pullmantur Cruises present fleet also includes the EMPRESS (ex. NORDIC EMPRESS, EMPRESS OF THE SEAS), the 1965-built steamship OCEANIC, the OCEAN DREAM (ex. TROPICALE, COSTA TROPICALE, PACIFIC STAR), the previously mentioned SOVEREIGN, and the SKY WONDER (ex. FAIRSKY, SKY PRINCESS, PACIFIC SKY) although that ship has been laid up at Perama Bay in Greece. Island Cruises other vessel, ISLAND ESCAPE (ex. SCANDINAVIA, STARDANCER, VIKING SERENADE) will stay with TUI for their Thomson Holidays division, operating as a casual, three-star cruise ship. As you most likely can already sense, the relationship between Royal Caribbean and TUI can be quite convoluted. In April, 2008 the two companies sealed a deal to create TUI Cruises, specifically designed for the German market. The company will be based in Hamburg. TUI AG is Europe's leading travel and shipping group. They are the world's fifth largest container shipping line, operating as Hapag-Lloyd, which previously had absorbed the container vessels of CP Ships. They also control the top German luxury line with Hapag-Lloyd Cruises and their six-star rated, 28,600 ton EUROPA, along with the BREMEN (ex. FRONTIER SPIRIT), c. COLUMBUS and HANSEATIC.

Celebrity Cruises as part of the Royal Caribbean family has been drawn into the TUI Cruises venture with the donation of a ship. The 12-year old GALAXY will transfer to TUI as their first ship, following a \$62 million refit in March, 2009. The rebuilding will add more balconies, similar to the operation performed last year on the CENTURY. Sistership MERCURY, which has primarily been based on the U.S. West Coast, will remain with Celebrity for the foreseeable future. The biggest news during 2008 was the delivery of Celebrity Cruises biggest ship. CELEBRITY SOLSTICE at 122,000 gross tons and carrying 2,850 passengers is also the largest ship to be

built by the Josef L Meyer, Meyer Werft shipyard in Papenburg, Germany. The ship was christened on November 14<sup>th</sup> at her berth in Port Everglades, Florida by Sharon L. Smith, an oceanographic scientist. After extensive previews for the press and travel trade, the ship commenced its maiden voyage on November 23, 2008 calling at San Juan, St. Maarten and St. Kitts. By nearly every account this was the most spectacular ship to emerge during the year. It is not only architecturally stunning, but wonderfully decorated throughout. The Grand Epernay Dining Room can easily rival that of any ship past or present. The much touted standout feature is the Lawn Club, a half acre of real grass at the top of the ship. There are many other important innovations aboard the CELEBRITY SOLSTICE that should be a delight to passengers, and sensitive to the environment. Celebrity has a definite winner with this ship, so much so, that during 2008 they announced an additional order for a fifth ship of the class. One ship per year will debut between 2009 and 2012. The next two have already been named CELEBRITY EQUINOX and CELEBRITY ECLIPSE. Celebrity Cruises operated nine ships of their own during 2008, along with two additional vessels in their Azamara Cruises brand, the AZAMARA JOURNEY (ex. R SIX, BLUE DREAM (ii), CELEBRITY JOURNEY) and AZAMARA QUEST (ex. R SEVEN, DELPHIN RENAISSANCE, BLUE MOON) which were brought over from Pullmantur Cruises in 2007.

CDF Croisieres de France formed by Royal Caribbean in 2007, took to the water in May, 2008 with their completely refurbished 37,301 gross ton vessel BLEU DE FRANCE. Like so many others we have touched on, this ship came over from Pullmantur Cruises switching from the Spanish market to being dedicated exclusively to the French. During the summer season the ship cruised the Mediterranean, based out of Marseille, France. In the winter, she relocates to warmer Caribbean waters, sailing from La Romana in the Dominican Republic. Under Pullmantur, the ship was known as the HOLIDAY DREAM but has had an interesting career since her building in 1981 as the German, EUROPA, later trading under the Star Cruises banner as SUPERSTAR EUROPE and SUPERSTAR AIRES. Hopefully this wonderful ship has finally found her niche late in her career.

Also expanding the French cruising market is Compagnie des Iles du Ponant. The company currently has two 10,600

ton cruise ships scheduled for almost simultaneous delivery in Summer 2010. The two ships were named this year and will emerge as the LE BOREAL and the LE AUSTRAL. The current ships in the fleet are the LE DIAMANT (ex. BEGONIA, EXPLORER STARSHIP, SONG OF FLOWER) notable for it's one-to-one crew to passenger ratio, the 90-passenger LE LEVANT and the three-masted sailing cruise ship LE PONANT which carries 64 passengers and 30 crew. The LE PONANT made international headlines in early April when it was hijacked by pirates while sailing in the Gulf of Aden, off Somalia. The ship was repositioning without passengers from the Seychelles with a crew of 30 aboard when it was seized. On April 12<sup>th</sup> the ship and crew were released after a \$2 million ransom had reportedly been paid. The ship is 290 feet long and measures 1,489 gross tons. Compagnie des Iles du Ponant, is owned by the CMA-CGM Group, and their return to passenger service can be viewed as a revival of sorts for the French Line.

Norwegian Cruise Line continued their soap opera-like saga in 2008.. After much ballyhooed publicity over two futuristic 150,000 gross ton ships, code named F3, the cruise line became strangely silent when a dispute developed between them and the renamed STX Europa Shipyard in St. Nazaire, France. Back on April 25<sup>th</sup> it was all smiles and goodwill as the keel was laid for the first ship. At the same time,

NCL revealed the first innovative feature of the vessels, the curved walled, so-called "Wave Staterooms" with separate toilet and shower units on either side of the entry. All 1,415 outside cabins would have private balconies, out of the 4,200 berths on the ship. The publicity machine remained in overdrive, then ground to a halt amid rumors that the two ships would be delayed, cancelled or sold by the yard to another line. In September, the shipyard confirmed reports that it was in a dispute with NCL over the cost of the vessels. It took until December for an announcement to be made on a resolution. Construction would continue on the first F3. While terms were not disclosed, it is estimated the cost will be well in excess of \$1 billion. The second vessel will not be built. The F3 fiasco and the bottomless plunge of profits, largely due to the ill-fated NCL America venture, led to more speculation that NCL was in deep financial trouble. To counter claims of impending doom for the line, NCL took the unusual step of announcing it's 3<sup>rd</sup> quarter earnings in November, which it is not required to do, as 50% owner Apollo Management is a private investment company. For the first time since 2006 the news was positive, with NCL reporting net income of \$171.2 million for the quarter. NCL's other half owner, Star Cruises, which is publicly held, reported that its share of NCL holdings, had lost \$85.5 million dollars during the first half of 2008. Star's stock was consistently trading at below 75% of it's previous year's value; at one point as low as .55 cents a share. At the end

of the year Star Cruises sold its interest in the NCL America division to NCL Corp., for around \$500 million. The now one-ship operation, will continue Hawaii service with the PRIDE OF AMERICA until at least January, 2012 under current agreements. To the relief of the rest of the cruise industry, NCL lost out in their bid to change the Passenger Vessel Services Act, which would have granted even more protections to their ships, while eliminating most cruises to Hawaii and Alaska by foreign-flag vessels. The other two Hawaii-based ships left those waters during the first half of 2008. PRIDE OF HAWAII sailed it's last cruise through the islands in January before heading to Los Angeles. There the ship was wet docked and transformed into the NORWEGIAN JADE. It left on February 16<sup>th</sup> on it's second "maiden voyage" without any artwork on the freshly painted white hull, but with Hawaiian scenes still painted on the bulkheads around the outdoor promenade and with the NCL America logo still on the funnel. The ship had been plagued by poor service and low revenues, which contributed to dragging down the entire company. In May, the PRIDE OF ALOHA was also withdrawn from Hawaii. Initial plans called for the ship to be transferred to Star Cruises, but with the downturn in Asia that idea was dropped and she was offered to Pullmantour. When that deal fell through the converted ship went back to her original name of NORWEGIAN SKY (ex. COSTA OLYMPIA) and returned to NCL. With the U.S. economy also plunging and little lead time for marketing, three and four day Bahamas cruises on the ship were being sold for as little as \$99.00. Amid all the chaos, CEO Colin Veitch stepped down in November. He was replaced as president and CEO by Kevin Sheehan, another example of a Chief Financial officer becoming head of a cruise line. Almost without exception, it is the money guys, not the shipping veterans, that run the cruise industry today. Although he could be controversial, Mr. Veitch originated many of the ideas that, for better or worse, are now commonplace in the industry.. He is responsible for NCL's "Freestyle Cruising" concept, which did away with traditional two-seating dining in favor of multiple alternative dining venues, many that carry an additional fee for passengers. He also started "Homeland Cruising" placing ships in home ports near major U.S. population centers as passengers became reluctant to fly after the September 11<sup>th</sup> attacks in 2001. During his tenure he helped form NCL America and presided over its unraveling, along with the demise of the NCL owned liners NORWAY, INDEPENDENCE and the continued rotting away of the fabled s. s. UNITED STATES. It remains to be seen what the immediate future will hold for Norwegian Cruise Lines. NCL intended to dispose of their older tonnage, with the goal of having the "youngest fleet on the planet," but even there they ran into a few snags. The 1993-built NORWEGIAN WIND (ex. WINDWARD) was transferred to the Star Cruises fleet and renamed SUPERSTAR



Star Cruises' Star Aquarius

AQUARIUS for cruises from Hong Kong. Sister NORWEGIAN DREAM (ex. DREAMWARD) was set to be sold to Louis Cruise Lines for a reported \$218 million, along with the NORWEGIAN MAJESTY (ex. BIRKA QUEEN, ROYAL MAJESTY) for \$162 million. The deal for the NORWEGIAN MAJESTY was completed in July with Louis chartering the ship back to NCL for the 2009 season to Bermuda. However, something happened at the time of the September 29<sup>th</sup> transfer of NORWEGIAN DREAM to Louis causing them to issue the cryptic statement that "due to technical issues relating to the vessel" they were canceling the deal. The ship is now reportedly laid up at Freeport, Bahamas while the search continues for a buyer. For most of the year, Norwegian Cruise Lines ran a fleet of 12 ships, half of which were the very similar near-sisters of the NORWEGIAN STAR class.

Oceania Cruises is another company controlled by Apollo Management.. During 2008, they announced the first 65,000 ton new build scheduled for delivery in 2010, will be named the MARINA. A second ship, 782 feet in length and carrying 1,252 passengers, will arrive the following year. The luxury line is widely regarded as having some of the best food in the industry, overseen by master chef Jacques Pepin. November 30<sup>th</sup> will be remembered as the day that the 684-passenger NAUTICA (ex. R FIVE) was fired upon by Somali pirates who attacked in fast skiffs. The NAUTICA was able to take evasive maneuvers and outrun the attackers, without injury to passengers or crew. Two days earlier the German cruise ship ASTOR (ex. ASTOR, FEDOR DOSTOEVSKIY) narrowly avoided being attacked in the waters between Somalia and Yemen, when the pirate's speedboats were driven off by a German naval frigate. The waters of the Gulf of Aden have become so dangerous that the Germans are now flying their passengers around the troubled area, while the cruise ship deadheads to safer ports in Oman or Dubai. On November 15<sup>th</sup> the newly built, 1,090 foot long, 162,252 ton Saudi (Liberian flag) Supertanker SIRIUS STAR was captured

by pirates off the coast of Kenya. While not a passenger liner, the vessel is the largest ship ever to be hijacked by pirates and illustrates the extent of the piracy problem.

Silversea Cruises took delivery of their first expedition-style ship and renamed it on June 12<sup>th</sup> in Monte Carlo, honoring Monaco's ruler PRINCE ALBERT II. The ship was originally built in 1989 and has had a checkered career since then having six previous names: DELFIN CLIPPER, SALLY CLIPPER, BALTIC CLIPPER, DELFIN STAR, DREAM 21 and most recently WORLD DISCOVERER (ii). The A1A ice-rated ship is 354 feet long with a beam of 52 feet. Gross tonnage is 6,072. Her 132 guests are accommodated in 66 staterooms and suites ranging in size from 180 to 600 square feet. The atmosphere onboard is informal with no dress nights and the cruise prices are all-inclusive, extending to liquor and gratuities. For an expedition ship, this one comes close to Silversea's luxury cruise experience, with the ability to travel to even more exotic locales. The addition of the PRINCE ALBERT II brings the current fleet to five ships with the recently named 36,000 ton SILVER SPIRIT due late in 2009.

Crystal Cruises continues to be regarded by most major travel magazines as the best large-ship luxury cruise line. While rarely making headlines, they continue to quietly deliver an outstanding experience to their loyal passengers. The company has been conservative when it comes to jumping into the new ship arena, and currently has no vessels on order. Instead they are investing \$40 million over a two year period in the two existing ships. In November, the CRYSTAL SERENITY had the Plaza Lobby and Crystal Cove area redesigned. Alterations were also made in the accommodations, with eight new Penthouse Suites being created from 12 Category AA staterooms. The ship does an annual world cruise for up to 1,050 passengers.

Fleetmate CRYSTAL SYMPHONY is slightly smaller, with a capacity of 940 passengers. Crystal reported that their fuel costs were up 47%, costing them \$38.6 million during 2008.



**MSC Fantasia Float-out February, 2008**

MSC Cruises had another busy year as the fastest growing cruise line, while challenging NCL for the title of world's youngest fleet. By spring, 2010 the line will have grown to 12

ships, all of them built since 2001, with one exception. During 2008, they added two new vessels, the 94,600 gross ton MSC POESIA and the 133,500 gross ton MSC FANTASIA, the largest ship yet built for a European operator. Both were christened by actress Sophia Loren, the former on April 5<sup>th</sup> at Dover, England; the latter on December 19<sup>th</sup> at Naples, Italy. For the winter season in the Caribbean two ships are being deployed to Ft. Lauderdale. Newly built in 2007, 89,600 ton MSC ORCHESTRA will join perennial favorite MSC LIRICA, built in 2003 and measuring 58,600 tons, for a series of seven and ten day cruises, expanding the line's presence in North America. The oldest ship in the fleet, the 17,095 ton RHAPSODY will be retired following a final deployment to South Africa. The last voyage departs Durban for Genoa on March 3, 2009. The ship was built in 1977 as the CUNARD PRINCESS (launched as CUNARD CONQUEST) and has been with MSC since 1995. Their other veteran cruise ship is the MELODY built in 1982 for Home Lines as the ATLANTIC. After that company was bought out by Holland America Line in 1988, the ship went to Premier Cruise Line as their STARSHIP ATLANTIC before joining Mediterranean Shipping Company in 1997. During 2008, MSC Cruises ordered two more MSC MUSICA class ships, bringing the total of that type to six. They have been given the rather odd-sounding names of MSC MIRAVIGLIA and MSC FAVOLOSA. At least they are original, which is more than can be said for many of the cookie-cutter names being used by other lines.

Besides changes at the cruise lines, 2008 saw many changes that will affect the future of shipbuilding. South Korean shipbuilders STX took control of Aker Yards with a \$635.5 million investment. The two major European shipyards, once known as Chantiers de l'Atlantique in France and Wartsila in Finland are now named STX Europa. The French yard is building NCL's "Project F3" giant, and four new ships for MSC. In Finland, they are busy working on the two largest ships in the world, OASIS OF THE SEAS and ALLURE OF THE SEAS for Royal Caribbean. The price of fuel was a major problem for cruise companies during much of 2008. High oil prices impact not only the operation of the ships but everything else as well, from incoming freight shipments to food costs, onboard products and airline travel positioning crews to the ship. The slipping U.S. economy caused problems with finding sufficient numbers of crew willing to work for devalued dollars. The vast number of large, new ships has also caused the pool of available talent to shrink. It has already become a major problem finding enough good people to crew these ships, and that applies to all departments from officers down to cabin and dining room stewards.

Fred. Olsen Cruise Lines showcased their latest and largest acquisition, the 43,537 ton BALMORAL (ex. CROWN ODYSSEY,

NORWEGIAN CROWN) at Dover on January 25<sup>th</sup>. The ship was lengthened by 98 feet, and a few technical problems delayed her return to service by a week. Fleetmate, BRAEMAR (ex. CROWN DYNASTY, NORWEGIAN DYNASTY) was also stretched, with a 102 foot midsection being added in late spring at Blohm and Voss Shipyard in Germany. This increased the tonnage to 24,344 and increased her passenger capacity to 977. An observation lounge was added above the bridge, but the extra length kept this comfortable sized ship looking sleek. Fred. Olsen continues to operate the BLACK WATCH and the BOUDICCA, built in 1972 as the ROYAL VIKING STAR and ROYAL VIKING SKY respectively, on worldwide itineraries. Their oldest ship, the 1966-built BLACK PRINCE remains extremely popular, but will see her final year in 2009, retiring on October 16<sup>th</sup>, just 3-days shy of a 43-year career. In earlier days, the ship would change her name to VENUS during the summer months when operating for Bergen Line on the Newcastle to Bergen ferry service.

Saga Holidays is another British company the has found great success using quality, second-hand tonnage. In 2008, they purchased the 1981-built ASTORIA (ex. ASTOR, ARKONA). They had intended to rename the ship QUEST FOR ADVENTURE for a separate division of the company, but due to shifting market conditions, they will keep her for themselves as the SAGA PEARL II. Ultimately, she will replace the veteran SAGA ROSE, which will sail her "Farewell Season" during 2009, forced into retirement by SOLAS 2010 regulations. This beautiful ship began her career in 1965 with Norwegian America Line as the SAGAFJORD and retained that name after joining Cunard Line in 1984. She was briefly renamed GRIPSHOLM in 1996 and was sold to Saga later that same year. The also lovely, SAGA RUBY (ex. VISTAFJORD, CARONIA) will be refit to sail beyond 2010. The company's other ship SPIRIT OF ADVENTURE (ex. BERLIN, PRINCESS MAHSURI) continues to operate under an eponymous named division.

Imperial Majesty Cruise Line continued to operate the oldest ship sailing from North America, the REGAL EMPRESS (ex. OLYMPIA, CARIBE I, CARIBE) but not for much longer. New SOLAS regulations do not take kindly to her lavish wood paneled interior and the ship is scheduled to be retired in early 2009. Originally built in 1953 for the Greek Line, the 21,909 ton ship has been used mainly for two-day cruises to the Bahamas in recent years. During the late months of 2008 the

ship was taken off this service and chartered to provide disaster relief in Galveston, Texas following the devastation of Hurricane Ike. She was returned to the line in November, then received another unique charter opportunity. On January 16, 2009 the ship will add to her storied history with the 8-night, "Yes We Can Cruise" carrying 1,100 people to Baltimore for the inauguration of President Barack Obama. Passengers will travel into Washington, D.C. by bus and train. The ship returns via Freeport, Bahamas to Port Everglades on January 24<sup>th</sup>, where it will resume regular 2-night cruises on Mondays and Wednesdays, with 3-night cruises departing on Fridays. Over the past 10 years, 2.4 million passengers have traveled with Imperial Majesty on their short cruises from Port Everglades to the Bahamas. When REGAL EMPRESS does retire, her replacement will be the 35,483 ton BAHAMAS CELEBRATION. This ship was originally built for Oslo-Kiel service of the Norwegian, Jahre Line which later became Color Line, as the PRINCESSE RAGNHILD. The ship left Norway on October 1<sup>st</sup> and has since been at Freeport, undergoing renovations. Her owners are Celebration Cruise Holdings, which bought the vessel for 23 million Euros. The Imperial Majesty name will not be used when the ship enters service, which could be as early as February.

Majestic America Line voluntarily went out of business after huge losses and numerous setbacks. History will remember 2008 as being the year that steamboats left American rivers. In an unusually candid statement for a CEO, Joe Ueberroth stated, "I acknowledge that no matter how well structured or how little capital was required, our investment in the domestic river cruise business was a very bad investment. We flat got it wrong." With an admission like that it is not surprising that no buyers came forward to purchase Majestic America Line as a whole company which was the most desirable plan. Now the boats are laid up and being offered for sale individually. Limited interest has been shown so far, although a group calling themselves Delta Queen Steamboat is looking into possible operations for the COLUMBIA QUEEN, AMERICAN QUEEN and the acquisition of the DELTA QUEEN in a non-operational role. Congress failed to grant the usual exemption from fire safety rules for the wooden structured DELTA QUEEN, and the 81 year old steamboat disembarked her last passengers on October 31<sup>st</sup> and proceeded to New Orleans for lay up. The boat was built in 1927 in California and served 13 years on the Sacramento River. From 1940-46 the Queen provided support services to the U.S. Navy around San Francisco Bay in a variety of roles. But for the past 60 years, 1948 - 2008 she has provided pleasure to countless numbers of passengers and crew on the rivers of the Midwest and South. If any vessel in the world deserves to be saved and returned to service, it is the DELTA QUEEN. With no current operator,

horrible economic conditions and an indifferent, even belligerent Congress, there is little hope of that in the near term. Including the DELTA QUEEN, Majestic America Line owned seven boats, now all laid up. EMPRESS OF THE NORTH concluded her last voyage on August 9<sup>th</sup> and was seized by the U.S. Maritime Administration, MARAD. Her companion on the Columbia, QUEEN OF THE WEST suffered an engine fire on April 8<sup>th</sup>. The boat was beached and 124 passengers were evacuated by the bow ramp without injury. After repairs the sternwheeler returned to service and had the dubious honor on November 16<sup>th</sup> of being the last of the boats to be laid up, ending the Majestic America Line brand. The COLUMBIA QUEEN was laid up on October 25<sup>th</sup> and the 1995-built, 3,707 ton AMERICAN QUEEN left service on November 15<sup>th</sup>. The MISSISSIPPI QUEEN lies gutted and largely forgotten at New Orleans, and is a likely candidate for the scrap heap. The little 48-passenger catamaran, CONTESSA did not operate during 2008. With Majestic America Line behind them, parent company Ambassadors International hopes to be able to turn the company around financially. Their stock prices have lost over 90% of their value in the past year, but 3<sup>rd</sup> quarter profits of \$9.6 million were up significantly over the same period the previous year. Ambassadors plans to continue to run Windstar Cruises and their marine management and travel events divisions. Putting an exclamation point on the loss of boats on our inland rivers Riverbarge Excursion Lines, Inc. halted their operations, with the final cruise departing on December 29, 2008. The unusual R/B RIVER EXPLORER consisted of two barges, the DE SOTO which contained the public rooms and the LA SALLE housing the passenger staterooms.

Two coastal ships that were affiliated with Delta Queen Steamboat Company and American Classic voyages, had a flicker of hope that they might eventually see service. In June, MARAD sold the CAPE MAY LIGHT and the CAPE COD LIGHT to the European Clipper Group for \$20 million. Both ships are essentially new; the former having a brief five month career in mid-2001 and the latter completed in 2002, never having sailed.

B.C. Ferries new Super C-class ferry COASTAL RENAISSANCE inaugurated service on March 8<sup>th</sup> from Nanaimo to Horseshoe Bay, British Columbia. The 21,980 ton vessel was joined later in the year by two sisterships COASTAL INSPIRATION and COASTAL CELEBRATION. A fourth ferry liner, NORTHERN EXPEDITION was launched on September 25<sup>th</sup> at the FSG yards in Flensburg, Germany. The new ship will carry 130 vehicles and 600 passengers between Port Hardy and Prince Rupert. The order is part of a fleet renewal program that will replace the 42-year old QUEEN OF PRINCE RUPERT in 2009. Trouble continued to plague recently acquired vessel

NORTHERN ADVENTURE (ex. SONIA) when human error triggered an automatic engine shutdown due to contaminated oil. B.C. Ferries obtained the ship in March, 2007 then had to pull it from service for 10 months to correct a host of problems. It replaced the lost QUEEN OF THE NORTH (ex. STENA DANICA, QUEEN OF SURREY), which tragically sank in March, 2006. In 2008, B.C. Ferry Services collected \$61.3 million in insurance claims on that ship. The final report on the accident released in March blamed human error, citing a male bridge officer and female quartermaster had failed to keep a proper lookout and failed to make a routine but crucial course change, causing the 8,806 ton ship to slam into Gil Island at 17.5 knots, sinking an hour later. The two had ended a romantic relationship two weeks before the incident, and were at least, having a "personal" conversation when the grounding occurred. Lights on the bridge were dimmed and music was playing. There should have been a third person on the bridge at the time but for whatever reason there was not. Ninety-nine passengers and crew were safely evacuated into lifeboats but two were lost, presumably trapped in the wreckage.

In what has become an all too familiar news item, another Philippine ferry has capsized with a large loss of life. On June 20<sup>th</sup> the 1984-built PRINCESS OF THE STARS (ex. FERRY LILAC) put to sea in Typhoon conditions. The next day her engines failed and the ship drifted helplessly before contact was lost. The 23,824 gross ton ferry was carrying more than 740 passengers and possibly as many as 820 when disaster struck.

Sea Escape operated from Port Everglades, Florida for 21 years. Their sole remaining ship, the ISLAND ADVENTURE (ex. KAZAKHSTAN, UKRAINA) was seized on August 23<sup>rd</sup> following claims by crew members that they had not been paid. The ship was auctioned by Federal Marshal's on October 16<sup>th</sup>, and subsequently towed to Freeport, Bahamas, appearing to be very dilapidated. The 15,410 ton ship was built in 1975 as one of five vessels built in Finland for the cruise services of the Soviet Union's Black Sea Shipping Company. Much of her career was spent cruising from the United States.

OM Ships International continues to operate the oldest passenger liner in the world. The DOULOS was built in 1914 as the MEDINA. It became Costa Line's FRANCA C in 1948 and DOULOS in 1977. It's long career may be coming to an end in 2009 due to the changes in SOLAS regulations. The ship travels the

world as a floating book fair for Christian outreach programs. The LOGOS HOPE became the largest vessel yet for OM Ships. The 12,252 gross ton ship was built in 1973 for Lion Ferry AB as the GUSTAV VASA for service from Sweden to Germany. In 1984 it went to the Smyril Line as NORRONA. From 2004 to 2008 the former ferry underwent conversion to its new role. The arrival of the new ship led to the departure of the older LOGOS II in July, 2008. The 4,804 ton ship had been built in 1968 for Spain's Compania Transmediterranea and launched as the ANTONIO LAZARO. During 20 years of service to OM, the LOGOS II welcomed over 10 million visitors on board. OM stands for Operation Mobilization.

The number of steamships left in the world has dwindled to a handful. The OCEANIC of Pullmantur Cruises may very well end up being the last one left in service during 2009, which is very likely to be the last year there is steam propulsion on the high seas. Three classic ships have been laid up at Perama Bay in Greece; frequently the last stop before the scrap yard. The IVORY (ex. AUSONIA) of 1957, has been withdrawn by Louis Cruise Lines. Joining her is the 25,000 ton MAXIM GORKIY (ex. HAMBURG, HANSEATIC, MAKSIM GORKIY) of 1969, which completed her long-term charter to Phoenix Reisen, then retired in November. A deal to revive defunct expedition specialists, Orient Lines and bring the ship back as the MARCO POLO II, failed to materialize when the economy turned bad. The SKY WONDER is the most modern steamship to lie idle in the Greek backwater. Built in 1984, the ship was the last passenger steamship ever constructed, and was once the pride of Sitmar Cruises as their first newly-built cruise ship FAIRSKY. The ship later passed to P & O to become the SKY PRINCESS and PACIFIC SKY. Pullmantur's plans to run the ship on Mexican Riviera cruises was shelved. Earlier in the year the SKY WONDER continued her habit of running aground, this time at Kusadasi, Turkey on March 25<sup>th</sup>. She was successfully freed after five days. Thomson Cruises has ended their charter of Louis Cruise Lines steamship EMERALD (ex. SANTA ROSA) built in 1958. Future service beyond 2009 appears unlikely.

The Peace Boat organization ended their charter of THE TOPAZ in spring, 2008. The very seaworthy ship had a long career, being built in 1956 for Canadian Pacific Steamships as the EMPRESS OF BRITAIN. The remainder of her varied career was also brilliant under the names QUEEN ANNA MARIA, CARNIVALE, FIESTA MARINA, OLYMPIC and TOPAZ. It was hoped that the old liner would find further employment but when she sailed from Japan for the last time it was the beginning of the end. While anchored off Singapore, another vessel collided with her snipping off part of the bow. She was beached at Alang, India and cutting had begun by years end. Her place

with Peace Boat was taken over by the 1970-built motorship CLIPPER PACIFIC (ex. SONG OF NORWAY, SUNDREAM, DREAM PRINCESS, DREAM, CLIPPER PEARL) which proved to be a poor choice. The ship was plagued by technical problems, not the least of which were cracks in the hull, resulting in the ship being detained at New York City and other ports. In November, Peace Boat announced the selection of a much more suitable choice for world cruising, giving the MONA LISA (ex. KUNGSHOLM, SEA PRINCESS, VICTORIA, MONA LISA, OCEANIC II) a reprieve from her winter lay up in Greece and possibly prolonging the ship's life. The former Swedish American Liner was built at John Brown's shipyard at Clydebank in 1966. Her most recent career had been two long voyages for students under Royal Caribbean's short-lived Scholar Ship program before that initiative was cancelled. As an aside, the other floating college campus program, Semester At Sea, bought full interest in their ship the EXPLORER (ex. OLYMPIA EXPLORER).

Not all of the news was bad for old ships. The BRAZIL MARU of 1954, was thought to have been scrapped, but actually is still a static attraction at Zhanjiang, China under the new name of PEARL MARU. The 10,216 ton ship became a Japanese museum and restaurant ship in 1974, after 20 years of service for Mitsui-OSK Line to South America. Another Japanese liner from the past, Nippon Yusen Kaisha's, HIKAWA MARU of 1930 reopened following renovations at Yokohama. The ship was renamed NYK HIKAWAMARU and remains a floating monument to that line's illustrious history.

One of America's great liners was towed away from our shores. Under the name OCEANIC, the former INDEPENDENCE (also named SEA LUCK I and OCEANIC INDEPENDENCE) was towed away on February 28, 2008 from San Francisco to an undisclosed destination. It currently is laid up in Dubai, pending disposal. The only thing preventing that so far is a complaint filed by the United States Environmental Protection Agency alleging the ship was illegally towed overseas while containing hazardous materials. Ironically, asbestos is temporarily preserving the now 58 year old liner.

Another, less famous ship is in limbo in India, hovering between a breakers torch and further cruising. The TEXAS TREASURE (ex. ST. GEORGE, SCANDINAVIAN SKY II, SCANDINAVIAN DAWN, DISCOVERY DAWN, ISLAND DAWN) built by Swan Hunter's yard in 1968, has arrived in India but the purchaser claims he doesn't have the heart to break her up. He sees future gambling cruises or possible use as a hotel ship in India. What he truly sees are dollar signs, I mean rupees, in his eyes. Perhaps he is a scrap dealer with a heart since the ship had not been beached by the end of the year.

Most of the BLUE LADY, famous as both the FRANCE and the NORWAY, disappeared during 2008. As the year drew to a close, only a bit of the keel still remained of the great ship. As previously mentioned, another former Trans-Atlantic liner, THE TOPAZ has been stripped of her fittings and her bow has disappeared. Alang scrap yards have also claimed the 1957-built JEAN MERMOZ which subsequently sailed as Paquet Cruises MERMOZ and Louis Cruises SERENADE before ending up as SERENA. The 13,804 gross ton ship is half gone, being cut back to the funnel. The LUCKY STAR was beached at Alang on January 29<sup>th</sup>. The 9,821 veteran was built for service on the Brazilian coast in 1962 as PRINCESA ISABEL. The Dominion Far East Line bought the ship in 1969 renaming her MARCO POLO. In 1978 she was sold to the Greek Kavounides group and renamed AQUAMARINE, becoming famous as the first cruise ship to take passengers to China when that country opened up to tourism. After a long lay up in Hong Kong harbor the vessel found new life with Epirotiki Lines becoming their ODYSSEUS, eventually passing to the merged fleet of Royal Olympic Cruises. There was an unsuccessful charter as the JOY WAVE before running out of both luck and time. The last of the former Sun Line fleet, the STELLA MARIS II was completely dismantled in 2008. The little 3,000 ton ship was built in Germany as the coastal liner BREMERHAVEN in 1960. Following her career with Sun Line the intimate cruiser became the VIKING BORDEAUX and was scrapped as the MADAGASCAR. Also completely gone is the PRINCE, which began life as the very attractive cruise ferry FINNHANSA in 1966. The ship was renamed PRINCESSAN in 1977, and in 1987 became the PRINCESA MARISSA, the first ship to be owned by Louis Cruise Lines. Another famous ferry from Finland, the FINNJET, is being scrapped. When this ship was built in 1977 she was the largest, longest and fastest ferry in the world, equivalent in size to contemporary cruise ships of the day. She was also powered by Pratt & Whitney Gas Turbines giving her a record speed of 33 knots. The original gross tonnage was nearly 25,000 and the ship was 698 feet long. After aiding relief efforts following Hurricane Katrina, the FINNJET was laid up at Freeport. In January, 2008 the ship was renamed DA VINCI, and sailed for Genoa for conversion to a cruise ship. Instead her owners, the Dutch-based Club Cruise, ran into severe financial difficulties with their large fleet of second-hand tonnage, which they chartered out to others.

May 10<sup>th</sup> the ship left Genoa stopping in Jeddah on the 16<sup>th</sup> before proceeding on

to Alang. For the delivery voyage the ship was renamed KINGDOM. Another well-known ferry, the former Fred Olsen BLACK WATCH of 1966, which would also sail for half the year as JUPITER for Bergen Line has been stripped and awaits the breakers torch. This ship also sailed for the Norway Line fully renamed JUPITER and as the CROWN M and BYBLOS for Marlines. The ship is being scrapped under the name CROWN. Another ferry going for scrap this year was the 1972-built ZAMAN, originally constructed as the FERRY ATSUTA in Japan, before going to Greece in 1979 as Minoan Lines EL GRECO, with an additional renaming in 2004 to CAPTAIN ZAMAN. Far from India, but not far from this author's heart, the Great White Steamship, s. s. CATALINA has come to the end of her days. The popular and historic ship was built by William Wrigley in 1924 to bring guests to his island, Catalina.



The 1924 steamship CATALINA is being dismantled at Ensenada, Mexico. This photo was taken just prior to commencement of scrapping on November 23, 2008. Photo credit: Mary Taylor copyright 2008

The ship ran until being retired in 1975. She partially sank at Ensenada, Mexico in 1997. Efforts to preserve the 301 foot long steamer were unsuccessful and the ship spent 11 years mired in the mud. Scrapping commenced in mid-December, 2008 and her superstructure was quickly removed. By the end of the year the ship was cut down to the Main Deck. It is estimated that it will take six months to remove the remaining steel hull which is underwater.

So another year has come and gone. There were less incidents and accidents than many years, but much activity as cruise companies struggled to remain profitable. We lost so much in 2008. Especially sad was the passing of two Queens: One of the seas, and one of the rivers. The world will be a poorer place without the QUEEN ELIZABETH 2 and the DELTA QUEEN sailing on it. Giant ships come and historic ships go, as the pendulum of time keeps swinging. Gazing into my crystal ball, in 2009 I see much more consolidation going on in the cruise industry. Carnival is bound to absorb attractive but weaker lines that can not survive on their own. If the economy does not improve, inevitably some tour companies and

possibly cruise lines will go bankrupt. It will be a tough year for all of us, including the giants of the industry. I also see new destinations emerging for cruises. Asia, and especially Viet Nam, will become more popular cruising grounds. Closer to home, cruises to Cuba could soon become a reality, with the likely lifting of travel restrictions by the Obama administration. As with many of the ships that were remembered in this essay, I too am getting older and more tired. So, time to wrap this up and move on to another year. As always, I close by wishing you a very Happy New Year and Happy Cruising.

## SSHSA SoCal - Building an Education Program

What began as a project of the Queen Mary's RMS Foundation has become an opportunity for SSHSA to step into it's new nonprofit role with a contribution to the Queen Mary (host of our West Coast Office) and to the maritime history community with an eye to generations to come.

In collaboration with the RMS Foundation's original group of community based volunteers known as the Queen Mary Leadership Coalition, the Queen Mary's management team Hostmark Hospitality Group and the SSHSA SoCal board of directors and the education committee a new education program for school groups is being developed. Here's the history tour overview:

### THE EDUCATION PROGRAM

#### HISTORY

The Queen Mary history program for schools will consist of a guided walking tour through the ship's "Historical Exhibits", followed by an interactive classroom presentation in the adjacent Royal Theatre. The experience will be lead by two docents. The entire program length is one hour.

The Queen Mary is one of the most significant historical sites in California, where students have the opportunity to explore a wide variety of subject areas. Our history program, however, is focused on the needs of high schools, as set forth in the California state standards for education:

*"Students in grade ten study major turning points that shaped the modern world, from the late eighteenth century through the present, including the cause and course of the two world wars (Grade 10).*

*Students in grade eleven study the major turning points in American history in the twentieth century (grade 11)."*

The Queen Mary has her roots in the industrial revolution. She was the physical embodiment of the close relationship between traditional, royal Britain and the revolutionary, democratic United States in the tumultuous twentieth century. The most climactic event of that century, the second world war, saw the Queen Mary pressed into military service; it has been suggested she helped shorten the war by a year. Created to serve and promote the British Empire, the Queen Mary saw that dominant world role transferred to the United States. Throughout her life, the Queen Mary's traditional British class structure and gender restrictions were under assault by the waves of social change.

A complete list of the lessons offered by the Queen Mary in history are too numerous to include here; a few examples are offered to give a sense of the breadth of what students will learn:

The ability to create and operate massive mechanical devices is linked very strongly to the development of the practical steam engine.

The social hierarchy of the machine age is reflected dramatically in the Queen Mary's three class structure for passengers.

The economic crisis of the early 1930s affected Europe as well as the United States.

The economic and manpower resources of the United States allowed Britain to survive world war 2, partly because of the Queen Mary's success as a troop transport for American soldiers.

Unlike other institutions which offer a film, a book, or an exhibit about history, the Queen Mary was itself a major player in those events. She is a piece of the past, a hands-on reality where students can confront the glories and horrors of the past, and place these in context with the challenges we face today.

The pilot phase calls for one class per week through May of 2009. Evaluation data will be collected and analyzed to allow for modifications and improvements for the next phase. Other planned topics include science and art using similar curriculum techniques. Can you help? Donations of any size are welcome. Send your tax deductible gift to:

**SSHSA Ed Program**  
c/o William Keene, Treasurer  
28 Lakefront  
Irvine, CA 92604

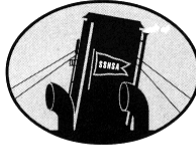
## NEW CRUISE SHIPS ON ORDER

Compiled by Shawn J. Dake

Cruise Line/ Ship Name	Gross Tonnage	Delivery Date	Shipyard Builder
<b><u>AIDA CRUISES</u></b>			
AIDALUNA	69,200	April, 2009	Meyer Werft
AIDABLU	71,100	April, 2010	Meyer Werft
UNNAMED	71,100	April, 2011	Meyer Werft
UNNAMED	71,100	May, 2012	Meyer Werft
<b><u>AMERICAN CRUISE LINES</u></b>			
INDEPENDENCE	3,000	August, 2009	Chesapeake Shipbuilding
<b><u>CARNIVAL CRUISE LINES</u></b>			
CARNIVAL DREAM	130,000	October, 2009	Fincantieri
CARNIVAL MAGIC	130,000	June, 2011	Fincantieri
<b><u>CELEBRITY CRUISES</u></b>			
CELEBRITY EQUINOX	122,000	August, 2009	Meyer Werft
CELEBRITY ECLIPSE	122,000	June, 2010	Meyer Werft
UNNAMED	122,000	Fall, 2011	Meyer Werft
UNNAMED	122,000	Fall, 2012	Meyer Werft
<b><u>COMPAGNIE DES ILES DU PONANT (CMA-CGM GROUP)</u></b>			
LE BOREAL	10,600	Spring, 2010	Fincantieri
LE AUSTRAL	10,600	Summer, 2010	Fincantieri
<b><u>COSTA CROCIERE</u></b>			
COSTA LUMINOSA	92,700	Spring, 2009	Fincantieri
COSTA PACIFICA	114,200	Summer, 2009	Fincantieri
COSTA DELIZIOSA	92,700	March, 2010	Fincantieri
UNNAMED	114,200	Spring, 2011	Fincantieri
UNNAMED	114,200	Spring, 2012	Fincantieri
<b><u>CUNARD</u></b>			
QUEEN ELIZABETH	92,000	Fall, 2010	Fincantieri
<b><u>DISNEY CRUISE LINE</u></b>			
UNNAMED	124,000	Spring, 2011	Meyer Werft
UNNAMED	124,000	Spring, 2012	Meyer Werft
<b><u>HOLLAND AMERICA LINE</u></b>			
NIEUW AMSTERDAM	86,000	October, 2010	Fincantieri
<b><u>MEDITERRANEAN SHIPPING COMPANY CRUISES (MSC CRUISES)</u></b>			
MSC SPLENDIDA	133,500	March, 2009	STX Yards Europe (France)
MSC MAGNIFICA	94,600	Spring, 2010	STX Yards Europe (France)
MSC MERAUGLIA	94,600	February, 2011	STX Yards Europe (France)
MSC FAVOLOSA	94,600	February, 2012	STX Yards Europe (France)
<b><u>NORWEGIAN CRUISE LINE</u></b>			
UNNAMED F3 (DELAYED)	150,000	November, 2009	STX Yards Europe (France)
<b><u>OCEANIA CRUISES</u></b>			
MARINA	65,000	September, 2010	Fincantieri
UNNAMED	65,000	July, 2011	Fincantieri
<b><u>PEARL SEA CRUISES</u></b>			
PEARL MIST	8,700	July, 2009	Irving Shipbuilding
<b><u>P &amp; O CRUISES</u></b>			
AZURA	116,000	Spring, 2010	Fincantieri
<b><u>ROYAL CARIBBEAN INTERNATIONAL</u></b>			
OASIS OF THE SEAS	222,900	November, 2009	STX Europe (Finland)
ALLURE OF THE SEAS	222,900	August, 2010	STX Europe (Finland)
<b><u>SEABOURN CRUISE LINE</u></b>			
SEABOURN ODYSSEY	32,000	Spring, 2009	T. Mariotti SpA
SEABOURN SOJOURN	32,000	Spring, 2010	T. Mariotti SpA
UNNAMED	32,000	Summer, 2011	T. Mariotti SpA
<b><u>SILVERSEA CRUISES</u></b>			
SILVER SPIRIT	36,000	November, 2009	Fincantieri

**TOTAL NEW SHIPS ON ORDER 37 TOTAL GROSS TONNAGE ON ORDER 3,408,500**

The above information is accurate as of December 1, 2008. As with all aspects of the cruise industry, the information is subject to change. Current tonnage on order is down significantly, falling below 3.5 million gross tons. 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, 90% of the total berth capacity is on large ships owned by major brands. As these newbuilds come on line, the cruise industry will continue to see significant expansion through 2012. The economic downturn of 2008 has led to a halt in new orders, and some existing contracts may be delayed or cancelled entirely.



THE STEAMSHIP HISTORICAL SOCIETY  
OF AMERICA  
Southern California Chapter

## Steamship Historical Society of America, Southern California Chapter

### ELECTION FOR BOARD OF DIRECTORS AND OFFICERS - 2009

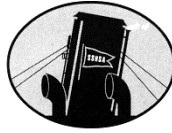
Please take a moment and make sure that your wishes for the leadership of the SoCal Chapter are heard. Nominations are noted below and have been confirmed.

Please enter your votes by checking next to the names for each position. You can vote for all names listed. If you wish to serve enter your name as a write-in vote on the lines provided and return to Chapter Chairman by January 30, 2009. Late ballots will not be included in the final results.

- President     Bruce Vancil  
                   \_\_\_\_\_
- Vice President     Bruce Lyons  
                           \_\_\_\_\_
- Treasurer     William Keene  
                   \_\_\_\_\_
- Secretary     Donna Wieger  
                   \_\_\_\_\_
- Members At Large     Mike Shockley  
                                   Tom Nicolai  
                                   Shawn Dake  
                                   Bob Aul  
                                   Aimee Aul  
                                   Laurel Breece  
                                   \_\_\_\_\_

*Fill out and mail to:*  
Steamship Historical Society of America  
21001 Lacebark Lane  
Mission Viejo, CA 92691  
Attn: Bruce Vancil

SAVE TIME AND TROUBLE - TURN OVER –  
MEMBERSHIP RENEWAL ON OTHER SIDE



THE STEAMSHIP HISTORICAL SOCIETY  
OF AMERICA  
Southern California Chapter

## Southern California Chapter

### Membership Application/Renewal Form for 2009

Benefits of membership include:

***“Ocean Times” Newsletter - Special Meeting Opportunities***

For an annual membership in the Southern California Chapter of the Steamship Historical Society of America please fill in this form and return at the address noted below. Please include the \$10.00 membership dues - \$12.00 for family membership (check or money order).

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE (\_\_\_\_\_) \_\_\_\_\_ FAX (if available) (\_\_\_\_\_) \_\_\_\_\_

Please check one       New Member \$10       Renewal \$12

***Please return this completed application form and dues to:***

Steamship Historical Society of America; Southern California Chapter  
c/o Bruce Vancil  
21001 Lacebark Lane  
Mission Viejo, CA 92691  
(949) 454-8849

## Help SSHSA SoCal Grow!