

# Cruising

23RD YEAR OF PUBLICATION  
ESTABLISHED 1998

## WORLD WIDE CRUISING NEWS & PICTORIAL

OCTOBER 2020 ISSUE 127 PRICE \$10.60 (INCL GST)



**Coral Princess to cruise on a world cruise from Auckland, Sydney and Brisbane in 2022 – page 8**

**Wonder of the Seas for Royal Caribbean – when completed it will be the world's largest cruise ship – page 6**



Featuring a comprehensive coverage of Global Cruising for Cruise Passengers, the Trade and the Industry

[www.cruisingnews.com](http://www.cruisingnews.com)





# CRUISING FROM AUSTRALIA 2021/2022 PROGRAM ON SALE NOW

PLAN YOUR NEXT HOLIDAY WITH PRINCESS AND START DREAMING.

Start holiday dreaming, make plans and look forward to exploring this big beautiful world with Princess®. Summer 2021/2022 Australia, New Zealand and South Pacific cruises are on sale now.



**LEARN MORE!** Visit your Travel Agent | 1300 385 631 | [princess.com](https://www.princess.com)



Front Cover – This Issue Photos from Princess Cruises & Royal Caribbean Group

Moving Forward .....	4
RCI Update for 2021 Cruises .....	6
Princess Plans for 20/2 .....	
Australian Season .....	8
Cunard Extends Pause in Operation .....	9
Restart of Operations .....	10
Seabourn's 2021 Alaska & British Columbia Season .....	14
Silver Origin's Art Collection .....	27
Memories .....	30

This Edition



Farewell Pacific Dawn

< 12



Milestone for Holland America's Rotterdam

< 14



Royal Caribbean's First 50 Years

< 18

Plus the latest news and information on Global Passenger Cruising

## Editor's Say



As I prepare to send this issue to the printers the latest news from Cruise Lines International Association (CLIA) states that ocean cruise line members worldwide have agreed to conduct 100% testing of passengers and crew on all ships with a capacity to carry 250 or more persons – with a negative test required for any embarkation.

This is a travel industry first and an example of the cruise industry leading the way. They see testing as an important initial step to a multi-layered approach that they believe validates the industry's commitment to making health, safety, and the well-being of the passengers, the crew, and the communities visited their top priority.

For many months, cruise lines have worked tirelessly with experts worldwide, and in recognition of health authorities, to develop unprecedented public health protocols and are optimistic these measures will allow for gradual, phased resumption of cruising to continue in ever more markets.

CLIA has been extremely active worldwide as they discuss with relevant authorities the way back for the cruising industry. We all await the green light to return to our favourite style of holidays. Only a limited number of cruise lines have returned to cruising. The following statement from CLIA explains their plans for a return to cruising. Also Australian businesses have united for a cruise revival.

CLIA has announced a significant step forward in the cruise industry's global response to COVID-19, with the adoption of mandatory measures to support cruise operations in the Americas. The measures involve the core elements of a strong set of health protocols that will be implemented as part of a phased-in, highly controlled resumption of operations in key regions including the Caribbean, Mexico and Central America.

In addition to the resumption that has begun under strict protocols in regions including Europe, these latest initiatives will support an initial resumption in the world's largest cruise market and help guide discussions on resumption in other parts of the world, including Australia and New Zealand.

The core elements have been submitted to the US Centers for Disease Control and Prevention (CDC). Highlights include: **Testing** – 100% testing of passengers and crew for COVID-19 prior to embarkation; **Mask Wearing** – Mandatory wearing of masks by all passengers and crew whenever physical distancing cannot be maintained; **Distancing** – Physical distancing in terminals, onboard ships, on private islands and during shore excursions; **Ventilation** – Air management and ventilation strategies to increase fresh air onboard; **Medical Capability** – Risk based response plans tailored for each ship to manage medical needs and **Shore Excursions** – Only permit shore excursions according to the cruise operators' prescribed protocols.

CLIA Managing Director Australasia Joel Katz welcomed the core elements for the Americas and said they would help inform the development of global measures.

"These initiatives are part of a response that goes far beyond the measures of other industries and involves stringent protocols covering the entire cruise experience, from booking to disembarkation," Mr Katz said. "The core elements will help inform CLIA's global policy work, and represent an important milestone to support our ongoing discussions with the Australian and New Zealand governments."

*Continued next page...*

**This magazine has been produced in a controlled environment – Once received dispose of the plastic wrap responsibly and immediately wash your hands.**

Proudly Published in Australia by John Treacy & Associates.  
Opinions expressed are not necessarily those of the publisher.  
Every effort is made to ensure the information published is correct.

www.cruisingnews.com 3





MSC Grandiosa in Genoa

Informed by leading scientists, medical experts, and health authorities, the core elements are the product of extensive work by CLIA oceangoing cruise lines and their teams of eminent scientific and medical experts. They include recommendations from the Healthy Sail panel established by Royal Caribbean Group and Norwegian Cruise Line Holdings Ltd, as well as MSC's Blue Ribbon group and Carnival Corporation's collection of outside independent experts. Other considerations included the effective protocols developed for the successful sailings in Europe by MSC Cruises, Costa, TUI Cruises, Ponant, SeaDream, and Dream Cruises in Asia.

**Australian businesses unite for cruise revival** – Representatives of Australia's farmers, food wholesalers, beverage providers and transport companies have joined other suppliers to support plans for a phased resumption of cruise operations in Australia. The businesses are among thousands of Australian companies impacted by the suspension of Australia's \$5 billion-a-year cruise economy, which has put more than 18,000 jobs at risk across the country. A new Cruise Suppliers Advisory Group has been created by CLIA Australasia made up of businesses that supply cruise lines' on-board operations. They include representatives of farmers, food wholesalers, beverage suppliers, technical support providers, transport companies and others from the industry's supply chain.

CLIA Australasia Managing Director Joel Katz said the advisory group would meet regularly as part of efforts to ensure the industry's voice is heard by governments at state, territory and national levels.

**Please keep safe and dream cruising!**

**Kerry & John Treacy**

## How the Cruising Industry has changed

Last issue I reported there has been many changes brought on by the Covid-19 virus with cruise companies closing, ships being sold, some to other operators and others for scrap as well as delays in delivery of new ships. It has been a time of re-organization planning for the future.

Firstly the big shock was the announcement that Carnival Corp. would see some 18 ships leave the various fleets owned by the company. Already from Carnival Cruise Line Carnival Fantasy, Carnival Inspiration and Carnival Imagination have arrived at the shipbreakers in Alaga, near Izmir, in Turkey. No doubt there will be other announcements. Also there was the demise of Cruise & Maritime Voyages. During the month of October five of their ships are to be auctioned. Astor, Columbus (Star Princess and recently Pacific Pearl), Magellan (Holiday), Marco Polo (Alexandr Pushkin) and Vasco da Gama (Statendam and recently Pacific Eden).

Holland America has sold off four ships, Amsterdam and Rotterdam to Fred. Olsen to be renamed Bolette and Borealis. Maasdam and Veendam have gone to Seajets as Aegean Myth and Aegean Majesty, respectively. Fred. Olsen has sold Black Watch (1972, Royal Viking Star) and Boudicca (1973, Royal Viking Sea) to Turkey as accommodation vessels. Seajets has purchased from P&O Cruises the Oceania to be renamed Queen of the Oceans.

Costa Cruises has sold Costa Victoria to San Giorgio del Porto, possibly to be used as an accommodation ship in Genoa. Also Costa neoRomantica is joining Celestyal Cruises to be renamed Celestyal Experience. Two other ships Costa Atlantica and Costa Mediterranea will transfer to a joint venture between Carnival Corp. and China State Shipbuilding Corp.

In this issue we say farewell to Pacific Dawn who has now been sold to an undisclosed buyer. We await to see the fate of Pacific Aria. Both ships had been sold to CMV. As we go to press the ships are off Limassol in Cyprus.

Princess Cruises has announced the sale of two of its ships, Sun Princess and Sea Princess, to undisclosed buyers, although it is reported that Sun Princess will become a Peace Boat. The sale of these vessels is in line with parent company Carnival Corporation's plan to accelerate the removal of less efficient ships from its fleet. Sun Princess was introduced in 1995 debuting in the Caribbean and was amongst the largest ships in the world at the time. The 2,000-guest Sun Princess also sailed in Alaska and Panama Canal, among other destinations, before being homeported in Australia in October 2007. The 2,000-guest Sea Princess became synonymous with World Cruises, completing over half of six global voyages since 2009, including the first ever world cruise from Australia. During her time based in Australia, Sea Princess travelled the equivalent of 35 times around the world.

Two ships from Pullman Sovereign and Monarch are at the breakers in Turkey.

**In the next issue we will prepare an update of further changes – JT**



Sun Princess





Celebrity Apex



Silver Moon



Rotterdam



MSC Virtuosa

## New ships are coming!

The pandemic has disrupted the building and the introduction of new ships. Here is a look at some of the new ships that will grace the various oceans of the world. Some a little sooner than others!

Carnival Cruise Line's newest ship Mardi Gras has been undergoing sea trials ahead of its 2021 debut. The vessel will be 180,800 gross tons with a 5,282-passenger capacity based on double occupancy. The cruise line has also announced that its next Excel-class ship arriving in 2022 to coincide with its 50th birthday celebration will be named "Carnival Celebration." Carnival Celebration is expected to debut from PortMiami in November 2022, and will be a sister ship to Mardi Gras.

Celebrity Apex has recently returned to the shipyard in France for sea trials

before sailing to the USA. It is the second of four new cruise ships that will debut under Celebrity's Edge Class and follows the highly claimed Celebrity Edge.

Enchanted Princess was delivered to Princess Cruises in an official handover ceremony live streamed from the Fincantieri shipyard in Monfalcone, Italy. The ceremony was virtually attended by executives from Carnival Corporation including chairman of the board Micky Arison, president and CEO Arnold Donald, and group president of Princess Cruises and Carnival Australia Jan Swartz. The 3,660-passenger ship is the fifth in Princess' Royal-class of ships.

For Holland America the third ship in the Pinnacle class, Rotterdam will be able to accommodate 2,668 passengers in 1,340 cabins. The ship is the seventh to bear the Rotterdam

name for Holland America Line, honouring the cruise line's first ship, which sailed its maiden voyage in 1872. Rotterdam is also the 14th ship to be built by Fincantieri's Marghera shipyard for the cruise line and is scheduled to be delivered on 30 July 2021.

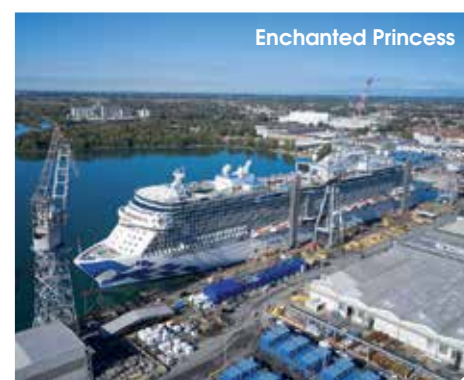
Silversea's new ship Silver Moon is one step closer to welcoming the cruise line's guests, having successfully carried out her sea trials journeying between Fincantieri's shipyards in Ancona and Trieste, Italy.

MSC Virtuosa is the second of the highly acclaimed Meraviglia-Plus class vessels. Debuting in 2021, this ultra-modern, family-friendly, 177,100-ton, 4,827 guests' mega-ship has features to delight all age groups.

More details on new ships in coming issues. **JT**



Mardi Gras



Enchanted Princess

## Royal Caribbean Announces Updates to International 2021 Cruises

Royal Caribbean International has announced updates to its 2021 international deployment, announcing upcoming changes in itineraries and homeports.

Tapping market research and valuable feedback from guests and travel partners, the cruise line has adjusted its schedule with the goal of providing guests with greater variety for their 2021 adventures.

Highlights of the updated northern summer cruises for 2021 include new 4 and 5 night Mediterranean getaways from Barcelona, and more island time in the Caribbean with ships sailing from additional, popular U.S. cruise ports including Tampa, Florida and San Juan, Puerto Rico.

The new itineraries combined with Royal Caribbean ships and crew will deliver the signature vacation experience that guests know and love. Most importantly, the global cruise line is applying the best available public health, science and engineering insights to deliver a safer and healthier cruise vacation.

Guests with confirmed bookings between April and November 2021 and whose cruises are affected by these changes are being notified directly. These existing bookings are covered by Royal Caribbean's Cruise with Confidence program.

### New Itineraries and Homeports

**Europe - Adventure of the Seas**, which was previously scheduled to sail from Copenhagen and Stockholm,



will head for Barcelona to sail a mix of new 4 and 5 night Mediterranean itineraries to historic destinations like La Spezia and Rome, Italy; Ajaccio, Nice and Marseille, France; and Palma and Ibiza, Spain and **Jewel of the Seas**, originally planned to homeport in Amsterdam and Barcelona, will now sail from Copenhagen and Stockholm on 7 night cruises calling on Northern Europe's picturesque ports of Helsinki, Finland; Tallinn, Estonia; and Visby, Sweden.

**The Caribbean - Independence of the Seas**, originally sailing from Fort Lauderdale offering 3 and 4 night cruises, will now make the neighbouring city of Miami her home for the summer season and offer a combination of 6 and 8 night cruises to the Southern and Western Caribbean, visiting far-flung islands including Aruba and Curacao; **Vision of the Seas**, previously planned to sail from Barcelona, will sail from San Juan, offering a new program from the island of enchantment. She will offer 7

night Southern Caribbean itineraries to exotic destinations like Phillipsburg, St. Maarten; Basseterre, St. Kitts and Nevis; St. John's, Antigua; Castries, St. Lucia; and Bridgetown, Barbados and **Brilliance of the Seas** will stay in Tampa offering a new drive to port for guests. She will sail 4, 5 and 7 night cruises to the Caribbean, elevating Caribbean summer sailings from Florida's west coast.

Royal Caribbean's other summer 2021 cruises will sail on as planned in the Caribbean, Alaska, Europe and Asia-Pacific. Visiting more than 200 destinations in over 50 countries with 27 ships, next summer's highlights span the globe.

In Europe, new ship Odyssey of the Seas will join Anthem and Harmony of the Seas and make its debut in Rome to kick off its inaugural Europe season.

Over in Alaska, the region will see the cruise line's biggest season yet with four ships, including newcomer Quantum of the Seas.

The warmer temps in the Caribbean bring travellers variety in itineraries, destinations and ships with newly amplified favourites like Mariner and Navigator of the Seas sailing 3 night weekend and 4 night weekday itineraries to The Bahamas and Perfect Day at CocoCay, and Oasis of the Seas cruising from the New York area for the first time. In Asia, guests can sail the region's newest ship, Spectrum of the Seas, offering 4 and 5 night sailings from Shanghai and visiting Japan.



## Wonder of the Seas

Under construction in Saint-Nazaire, France, Wonder of the Seas will follow after Odyssey of the Seas in Royal Caribbean's line-up of innovative ships. She is expected to debut in 2022 as the world's largest cruise ship and the first of the renowned Oasis Class to sail the Asia Pacific. It is set to accommodate five thousand guests with double occupancy and have a crew of around 2,200. Wonder of the Seas will be over 360 metres long and 65 metres wide, weighing 228,000 tons.







*Explore The*



**NO KIDS | NO CASINOS | NO COMPARISON**

The Viking Way of exploration is our commitment to delivering profoundly enriching journeys that immerse you in the history and culture of each destination while fostering the creation of lifelong friendships with your fellow like-minded travellers.

Importantly, The Viking Way places your wellbeing and comfort before all else, always.

When the time is right to travel again, The Viking Way will lead the way. We look forward to exploring with you.

Book before 30 November 2020 and you could save up to \$5,000 per couple. Plus, our exclusive Risk-Free Guarantee will give you the freedom to change your plans up to 24 hours before your scheduled departure date.

Visit [vikingcruises.com.au](https://vikingcruises.com.au) for more information on offers.



**BOOK BEFORE 31 OCTOBER 2020 AND YOU'RE COVERED BY OUR RISK-FREE GUARANTEE**

**138 747**



**VIKINGCRUISES.COM.AU OR SEE YOUR LOCAL VIKING AGENT**



## Princess Cruises Looks Ahead to Return of Cruising with Plans for New 2021-22 Australian Season

In anticipation of cruising ultimately being able to resume in the region, Princess Cruises has unveiled the cruise line's proposed new Australian program beginning late next year and proceeding into 2022.

Royal Princess and Coral Princess will cruise Down Under for the first time under the planned forward program. The season also includes plans for Coral Princess' first roundtrip world cruise from Australia in 2022, as well as the return of Emerald Princess and Sapphire Princess.

Princess Cruises Senior Vice President Asia Pacific Stuart Allison said, "The first of the cruises being offered are still a year away and two years for the last voyages in the season. We know that many of our guests wish to cruise again when the time is right and it is important that we have options available so that they can plan to resume holidaying at sea. Our new itineraries will give our Australian guests some holiday inspiration for the time when we will all be able to travel again." Mr Allison said the five-ship program underlined Princess Cruises' strong commitment to the Australian market. "With new ships on offer and a total of 95 departures to choose from, 2021-22 will be one of our strongest seasons Down Under, and reflects demand from our Princess guests and travel agent community who have

remained loyal to cruising during this challenging period."

Both Brisbane and Sydney have homeport seasons in late 2021, with Brisbane hosting the 2000-guest Coral Princess and Sydney hosting the 3560-guest Royal Princess as well as the 3080-guest Emerald Princess.

Mr Allison said the deployments meant guests sailing from Sydney would experience the latest cruise innovation. The 142,229-tonne Royal Princess and the 113,561-tonne Emerald Princess are both equipped with the cruise line's OceanMedallion technology.

The 2670-guest Sapphire Princess will be homeported in Melbourne, while the boutique 670-guest Pacific Princess will cruise on two different itineraries from Australia during the season.

Mr Allison said he expected Coral Princess' world cruise and her 28-night Australian circumnavigation to be popular with holidaymakers. The 91,627-tonne ship offers a mix of premium staterooms with more than 500 private balcony staterooms and more than 200 suites and mini-suites. "Coral Princess is a great mid-sized ship, which carries 2000 guests yet offers a wide range of public spaces and amenities normally only found on much larger ships. So she provides a very affordable way to see Australia and the world in comfort and style."

The 107-night world circumnavigation by Coral Princess will visit 43 destinations in 27 countries, and feature overnights stays in Dubai, Venice, New York and Lima as well as visits to four stunning new world cruise ports – Sibenik in Croatia, Cornwall (Falmouth) in the UK, Olden in Norway and Isafjordur in Iceland. The world cruise will sail from Sydney on 18 May 2022 and Brisbane on 20 May 2022. Guests will be also able to join the ship from Auckland on 14 May 2022.

Other highlights of the 2021-22 season include: A Round Australia cruise on Coral Princess, departing from Sydney on 16 March 2022 and Brisbane on 18 March 2022; New Zealand roundtrip cruises from Sydney on Royal Princess and Emerald Princess; from Brisbane on Coral Princess and from Melbourne on Sapphire Princess. Six one-way New Zealand voyages between Auckland and Sydney on Royal Princess and Emerald Princess; Five Tasmanian roundtrip cruises from Sydney, three from Melbourne and two from Brisbane; Five Southern Australia Explorer cruises from Melbourne on Sapphire Princess; A Pacific Princess roundtrip cruise to Solomon Islands and Papua New Guinea from Sydney; Two Papua New Guinea cruises on Coral Princess sailing from Brisbane and a roundtrip voyage to New Caledonia from Melbourne on Sapphire Princess.



## Cunard Extends Pause in Operations and Confirms Itinerary Changes

Cunard has extended its pause in operations from November 2020 until 25 March 2021 for its ship Queen Elizabeth; until 18 April 2021 for Queen Mary 2 and until 16 May 2021 for Queen Victoria.

Cunard president Simon Palethorpe said: "We are so sorry to all those guests who were due to sail on any of the cancelled voyages and for the disappointment this news will cause. After very careful consideration and reviewing the latest guidance, we simply do not feel it would be sensible to start sailing again with our current schedule so we have reviewed future itineraries. Queen Elizabeth has returned to the UK and with ongoing uncertainty over the re-opening of many ports and countries, it is sadly not practical to continue her planned itineraries for 2021." Mr. Palethorpe continued. "Therefore, in addition to the pause in operations, all of Queen Elizabeth's sailings due to depart between 26 March 2021 and 13 December 2021, in and around Australia, Japan and Alaska, will be cancelled. These voyages will be replaced with a program of shorter duration European holidays ranging from three to 14 nights, departing from Southampton. These will start at the end of March 2021, with a series of scenic voyages around the coast of Cornwall, the west coast of Ireland and the Scottish Isles. There will also be short breaks to Amsterdam which will include an overnight in the city, as well as voyages to northern and southern European destinations including Norway and the Iberian coast, with several of these itineraries featuring overnight city stays. Queen Elizabeth's new program will be completed with a series of seven and 14 night voyages in the Mediterranean, sailing



from Barcelona. It is an exciting new program which I am sure will have great appeal."

Originally scheduled to sail in March 2021, Australia's first-ever Gardening Journey is also affected by the changes and will now re-start Cunard's operations Down Under on 14 December 2021. Leading gardening experts such as Jamie Durie and Graham Ross will join this highly anticipated eight-night sailing from Sydney to share their knowledge and the latest garden trends with our guests during informative talks and dinners. Queen Elizabeth's entertainment program will have a green-fingered twist with opportunities to take part in a range of themed activities, hands-on workshops, trivia, special craft classes and lessons in cooking from your garden. Excursions at the popular

ports of Hobart, Burnie, Melbourne and Eden will feature beautiful gardens alongside a range of local activities and sightseeing options.

Queen Mary 2's new World Voyage visits Australia – Palethorpe continued "Additionally, recognising the immense disappointment of those on board Queen Mary 2's curtailed World Voyage this year, and the cancellation of her World Voyage in 2021, we are delighted that Queen Mary 2 will sail a classic World Voyage in 2022. This will replace her scheduled sailings departing 3 January 2022 to 3 April 2022, including the voyage to South America."

The new 104 night adventure will depart from Southampton on 10 January 2022 and include calls to Greece, Dubai, Sri Lanka, Singapore, Vietnam, Hong Kong, Australia (Sydney, Melbourne, Adelaide, Fremantle, Darwin, Yorkeys Knob and Airlie Beach) and Bali before returning to Southampton via Abu Dhabi, Oman, Italy and Portugal. The ship will sail through the Suez Canal both on the outbound journey and on return.

"Given the current uncertainty, the complexity of our scheduled World Voyage with our international mix of guests visiting many countries and continents, each with its own evolving travel regulations was a very real factor in our decision making."





## Restart of Operations

Australia's pioneering small ship expedition line, Coral Expeditions, has confirmed a restart of operations from 14 October 2020 with a series of new 7 night sailings onboard the yacht-like Coral Discoverer. Operating out of Cairns with planned departures through mid-December this year, these highly experiential nature-based expeditions will take small groups of guests to explore the pristine outer reefs and lesser-known islands of the Great Barrier Reef, showcasing the extraordinary marine life and the rich natural and cultural history of Far North Queensland.

Coral Expeditions will be delivering its SailSAFE plan developed by Australian medical specialists for the current environment, giving guests and crew confidence and peace of mind to travel. The SailSAFE plan has been approved by all Australian State and Territory governments and is based on the most rigorous safety principles which effectively create a "safe travel bubble" for guests and crew through pre-screening steps, onboard mitigation process and authorised response control.

Jeff Gillies, Commercial Director at Coral Expeditions, comments, "We are pleased at the strong guest response we have received over the past weeks following the release of our new sailings. At this time of global health challenges and uncertainties,

there is no better sanctuary than our own Great Barrier Reef. We have led expeditions on the Reef for 35 years and this extraordinary place remains at the heart of our DNA. We are confident and excited to be able to restart after the challenges of the last 6 months and encourage those Australians who are able to explore their home shores to join us on board".

The highlights of the itinerary include access to remote locations and a glimpse into Reef conservation efforts: Experience remote diving and snorkelling at Osprey Reef, Escape Reef, and the Ribbon Reefs; Spot the Great Eight and other birdlife and marine creatures on the Great Barrier Reef; Learn about culture and Australian heritage in historic Cooktown; Enjoy sunset drinks with the sand between your toes on isolated Sudbury Cay and Hope Island; Learn about the conservation of endangered marine reptiles at the Turtle Rehabilitation Centre on Fitzroy Island and Visit the Great Barrier Reef Research Station and snorkel over giant clam gardens at Lizard Island.

Coral Discoverer is purpose-built for expedition cruising with a shallow draft allowing access to remote locations that larger vessels cannot reach. A signature Xplorer tender vessel, glass-bottom boat and Zodiac tenders enable guests to explore the Great Barrier Reef up close. An

expert expedition team including our Master Reef Guides provide insightful commentary and interpretation along the way.

Coral Expeditions is welcoming all guests who are able to cross domestic borders and have been encouraging bookings with Queenslanders initially. They look forward to welcoming all guests able to travel into Cairns in the months ahead. To celebrate the restart, Coral Expeditions is offering special deals for travellers on this itinerary, including: Flexible Booking Policy; Book now with no deposit for 30 days; Complimentary Deposit Protection; One night's accommodation pre-cruise (includes breakfast); A \$500 per person travel credit; No fare supplement for Sole Travellers and children 4-14 travel half price.

Jeff Gillies concluded "We are planning a staged restart across the next 6 months which will be in collaboration with authorities from Australian states and territories. Following on from the Great Barrier Reef, we have made advanced preparations for our domestic summer season in Tasmania and developing new local expeditions for the Northern Territory, Western Australia, and South Australia regions in early 2021. We hope that many Australians will be able to join us on board as restrictions lift and it is safe to travel".



# VENTURE TO THE WHITE CONTINENT

EXCLUSIVE BRAND NEW 30-NIGHT ULTRA-LUXURY EXPEDITION CRUISE TOUR - COMMENCES 14 FEB 2023

Join us on Valentine's Day 2023 in Buenos Aires for an exclusive 30-night, ultra-luxury expedition cruise tour incorporating 21 nights on the brand new, purpose-built PC6 Polar Class expedition ship, *Seabourn Venture*.

*Seabourn Venture* will feature 132 luxurious oceanfront veranda suites and will bring the expedition experience to life in true Seabourn ultra-luxury. As part of the tour, *Seabourn Venture* will visit Antarctica, South Georgia and the Falkland Islands.

Our tour also incorporates stays at Four Seasons Buenos Aires, Tango show & dinner, Arakur Hotel & Resort Ushuaia, all flights, transfers and if you book early, we'll include a 3-night stay post-tour at the Belmond Das Cataratas, Iguazu Falls with our compliments.



## HIGHLIGHTS

### FOUR SEASONS, BUENOS AIRES 4-night Stay

Set in the exclusive Recoleta neighbourhood, Four Seasons is a combination of an early-20th-century mansion and a contemporary high-rise, offering the best of modern comfort with European-style glamour.



### ARAKUR HOTEL, USHUAIA 2-night Stay

Located in a privileged environment, on a natural balcony inside reserva natural cerro alarkén, Arakur is much more than a luxury hotel – it is an experience that will be etched in the memory of its visitors.



### SEABOURN VENTURE 21-night Cruise

Brand new innovative design, created specifically for the ultra-luxury expedition traveller. Inclusive of all meals, drinks, daily shore excursions and onboard activities.



### BELMOND DAS CATARATAS, IGUAZU FALLS 3-night Stay

A gem beside Brazil's Iguazu Falls. Surrounded by lush rainforest, this pastel-pink hideaway grants exclusive access to the park - with private tours of both the Argentinian and Brazilian side of the falls.



COMMENCING: 14 FEB 2023 | LIMITED TO 20 TRAVELLERS ONLY

WATCH OUR VIDEO: <https://bit.ly/Venturewhitecontinent2023>

For more information visit [www.latitude33.travel](http://www.latitude33.travel) or call 1300 636 848





## Farewell Pacific Dawn

P&O Cruises Australia has announced it will wave goodbye to the backbone of the Australian cruise industry – Pacific Dawn. The 70,000-tonne Pacific Dawn was Australia's first superliner when she sailed from Sydney on 9 November 2007 – and since that time she has carried a staggering 1.2 million guests. She has homeported from Sydney, Melbourne, Brisbane and Auckland over the past 13 years, arguably doing more than any other ship to lead the growth of cruising. It had previously been announced the 1,546-guest Pacific Dawn was due to leave the P&O Cruises fleet in February next year as part of the transformation of the fleet over time. "Seafarers talk about ships having personalities because they develop such affection for the unique way each one operates," P&O Cruises Australia President Sture Myrmell said. "Pacific Dawn has spawned the amazing careers of many of our highly-professional hotel directors, cruise

directors and entertainment staff who have grown with P&O into a modern cruise line that has been the backbone of the industry. But Pacific Dawn has also been much admired and loved by her many guests, especially her loyal following in Queensland, as well as her crew. Having made more than 610 voyages, she has been the backdrop for countless holiday memories and family celebrations."

Mr Myrmell said he was P&O's Head of Hotel Operations when Pacific Dawn first joined the fleet and the ship has many strong memories for him too. "While I am disappointed at not being able to farewell her with a final voyage because of the pause in operations, I am excited about our future as we keep evolving as a brand and look to welcoming Pacific Adventure and Pacific Encounter to the fleet," he said. It has been widely reported that Pacific Dawn was to be bought by CMV, however, that has not eventuated and

the ship's departure has now been brought forward after reaching an agreement to sell the ship during the pause in operations.

### **Pacific Dawn's P&O Service 2007-2020**

– During her P&O Cruises Australia service, based on itineraries sailed, Pacific Dawn travelled a total of 1,208,812 nautical miles or 2,238,719 kilometres. In sailing the estimated 1.2 million nautical miles or 2.2 million kilometres, Pacific Dawn travelled the equivalent of to the moon and back nearly three times or nearly 56 times around the Equator.

Also during her P&O Cruises Australia service, Pacific Dawn made the following calls and turnarounds at these ports: Brisbane approximately 480, Port Vila approximately 310; Noumea approximately 280 and Sydney approximately 160.

Sydney Olympic gold medal hero Catherine Freeman honoured Pacific Dawn as her godmother.







## Brisbane International Cruise Terminal ready for when cruising resumes in Queensland

Brisbane's new home for cruising -- the Brisbane International Cruise Terminal -- has been completed on time and has transformed the greenfield site at Luggage Point into a world-class cruise facility.

The Brisbane International Cruise Terminal is located in Pinkenba, on the north side of the Brisbane River and only 15 minutes from Brisbane Airport. It will become a new tourism gateway for Brisbane, welcoming thousands of visitors with every vessel call.

"As a piece of national tourism infrastructure, we're proud of what our teams have delivered. They have worked closely with the cruise industry, government, our Principal Contractors and other key stakeholders for more than four years to design and deliver a bespoke facility. The project has supported jobs throughout construction and, perhaps most importantly, is enabling infrastructure that will now play a key role in supporting Brisbane and South East Queensland's economic and tourism recovery post-COVID-19."

While a timeline for the resumption of cruising remains uncertain, Port of Brisbane took a long term view and made a long-term commitment to Queensland when investing \$177 million to deliver the Brisbane International Cruise Terminal.

"Ultimately, the decision to resume cruising in Queensland is one for the relevant authorities, in consultation with the cruise lines. However, we believe the new Brisbane International Cruise Terminal will play a key role in the industry's recovery in Queensland. It goes without saying that we look forward to welcoming cruise lines, their passengers and the community to the Brisbane International Cruise Terminal once it is operational and it is safe to do so." BICT

## \*\*\* BREAKING NEWS \*\*\*

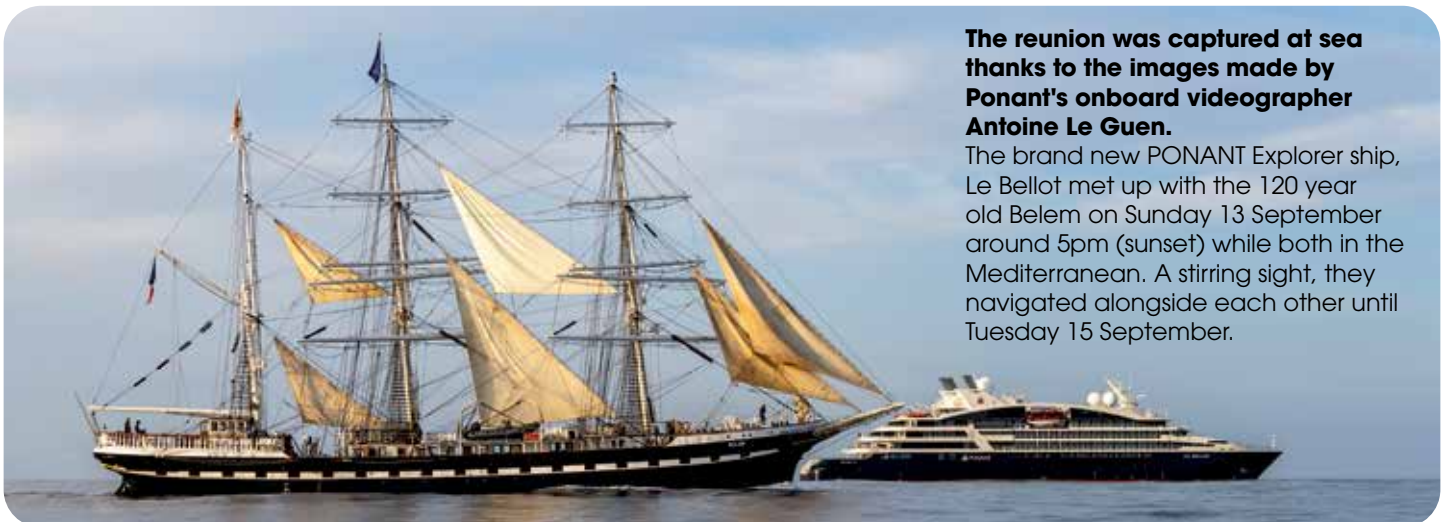
### World Dream First Cruise Ship to Restart Service in Singapore

Genting Cruise Lines has announced that Dream Cruises will be the first cruise brand to restart service in Singapore with World Dream, as she makes her homeport debut from 6 November 2020 onwards. World Dream will also be the newest built cruise ship to homeport in Singapore, offering a series of brand new 2 and 3-night "Super Seacation" experience for Singapore residents during the school and year-end holidays.



Mai Elmar as Rotterdam's madrina at Fincantieri's Marghera shipyard in Italy

**See report on page 14**



**The reunion was captured at sea thanks to the images made by Ponant's onboard videographer Antoine Le Guen.**

The brand new PONANT Explorer ship, Le Bellot met up with the 120 year old Belem on Sunday 13 September around 5pm (sunset) while both in the Mediterranean. A stirring sight, they navigated alongside each other until Tuesday 15 September.

## Seabourn's 2021 Alaska & British Columbia Season

Seabourn will offer a host of immersive experiences and adventures in Alaska and British Columbia in 2021 aboard the luxurious Seabourn Odyssey. The ship will take travellers to explore the vast wilderness and beauty of "The Great Land" as it winds its way through the region next northern summer during a series of 7, 10 and 11 day voyages in a way that is unique in the market. With its small ship, club-like atmosphere and award-winning onboard luxury rivaling any resort, Seabourn is the best way to explore America's Last Frontier for travellers looking to book a vacation for next summer. The intimate size and manoeuvrability of Seabourn Odyssey, which carries just 458 guests, all in spacious oceanfront suites, most with verandas, assures a privileged view of this great land that is virtually unmatched and where larger cruise ships cannot access.

"Alaska and British Columbia have so much to offer, from amazing wildlife to breathtaking, natural scenery, and unique culture," said Chris Austin, Seabourn's senior vice president of Global Marketing & Sales. "Our ultra-luxury voyages and experiences, combined with the splendour of this region, will provide the ultimate Alaska experience that will undoubtedly leave them feeling rejuvenated by the incredible wide-open spaces."

Inspired by the success of the past several seasons, Seabourn has carefully curated an enriching and in-depth schedule for its 2021 season. These include eight innovative 7 day voyages between Vancouver and Juneau, Alaska, which are ideal for a one-week vacation or can be combined into 14 day voyages with no repeated ports. The schedule will also feature 10 and 11 day voyages sailing between Whittier (Anchorage), Alaska, and Vancouver. Every voyage will include a spectacular glacier experience at either Hubbard Glacier or Tracy Arm/Endicott Arm. In addition, four sailings will visit the remote Glacier Bay National Park, with narration and insider observations by a National Park Service Ranger to enhance the experience.

All the 2021 voyages will offer optional for charge Ventures by Seabourn expedition-style tours, featuring guided Zodiac and kayak excursions launched directly from the ship, as well as hiking and wildlife viewing. Guests will not only enjoy glaciers, fjords and rustic Alaskan ports that every Alaska cruiser expects, but also signature "hidden gems" like Misty Fjords that larger ships cannot access. These excursions will be led by Seabourn Odyssey's expedition team of naturalists, science, wildlife and historical experts. They will also interact with guests throughout

each sailing, including complimentary formal presentations as part of the Seabourn Conversations program, and on deck, pointing out, interpreting and enhancing desirable locations as well as in more casual conversations over meals or at leisure. Guests who can't get enough can get more through team chronicles and photos shared via Seabourn's Voyage Tracker.

In addition to Ventures by Seabourn, the line will offer a number of exciting, optional shore excursions for guests to explore the destinations, from whale watching outings and nature walks to helicopter and seaplane adventures. One of the offerings include the line's popular "Enjoy Your Catch" experience, an exclusive culinary experience available at select ports where guests can hook and savour their own personal catch of the day prepared by the onboard culinary team.

Guests can extend their time in Alaska and British Columbia with Seabourn Journeys, pre- and/or post-cruise packages featuring destinations and experiences in treasured locations that cannot be accessed on single-day excursions from Seabourn Odyssey. These include a visit to Banff National Park, a designated UNESCO World Heritage site, aboard the Rocky Mountaineer luxury train.



## Holland America Line's Rotterdam Reaches Next Building Milestone

In anticipation of Rotterdam's float-out, Holland America Line celebrated the ship's coin ceremony on Thursday 1 October at Fincantieri's Marghera shipyard in Italy. Following Italian shipbuilding tradition, Mai Elmar, executive director of Cruise Port Rotterdam in the Netherlands, served as the ship's madrina and participated in the festivities.

During the socially responsible ceremony, Dutch coins minted in 1872 to honour Holland America Line's first Rotterdam were welded to the outside deck of the ship to bring good fortune, followed by a blessing by the shipyard chaplain. In attendance were Antonio Quintano, director of the Fincantieri

Marghera Shipyard; Cyril Tatar, Holland America Group's vice president of newbuilding services; and Nico Bleichrodt, vice president, international sales, for Holland America Line.

"We are pleased to honour the coin ceremony tradition and celebrate this milestone that signals less than a year until Rotterdam's delivery," said Gus Antorcha, president of Holland America Line. "With a name like Rotterdam, there is no other person more ideal than Mai Elmar to serve as the ship's madrina. Mai's name is synonymous with the cruise industry in the port city of Rotterdam and she has been a tremendous champion of our brand for decades."

On 7 October Rotterdam's drydock was filled with water and the ship was floated out to begin the next stage of construction at an outfitting pier.

The third in the Pinnacle Class series, Rotterdam will carry 2,668 guests, measure 99,500 gross tons and feature highly successful amenities and innovations introduced with her sister ships, including the 270-degree surround screen World Stage, Rudi's Sel de Mer and Grand Dutch Café.

Following Rotterdam's Premiere Voyage departing 1 August 2021, the ship will spend its inaugural summer season in northern Europe.





## Aqua Expeditions Unveils Its Newest Vessel Aqua Nera

Aqua Expeditions has added a brand new vessel to their stylish fleet. Setting a new standard for luxury river expeditions on the Amazon, Aqua Nera draws design inspiration from the Peruvian Amazon's mystical black water lagoons and bears the hallmarks of contemporary style and generous interiors that Aqua Expeditions is known for.

Currently docked in District 2 of Hai Minh Shipyard in Ho Chi Minh, Vietnam, Aqua Nera is one-of-a-kind in the world of small ship expeditions. Custom built following the success of sister vessel Aqua Mekong, this stunning 20-suite luxury river ship has been designed by award-winning architects Noor Design, who have crafted every space to perfection, combining refined

elegance with a touch of drama. The ship's building contract was signed on 1 August 2019 and was built in the record time of less than one year, with workers clocking in eight hours per day, six days a week.

Aqua Nera was ceremonially launched on 29 July 2020 according to an auspicious date according to the Zodiac calendar and in a solemn Buddhist blessing tradition. The ship left Vietnam on 31 August 2020 to make her 35-day journey from Ho Chi Minh via a specially reserved heavy lift transport vehicle to be delivered in Belém, Brazil, some 9,233 nautical miles away.

Once her crew takes possession in Brazil, Aqua Nera will start her engines



to navigate the entire length of the Amazon; an upriver transfer that will take a total of 15 days and 1,494 nautical miles to her home port of Iquitos.

Aqua Nera will operate alongside the Aria Amazon following her maiden voyage in late 2020, taking guests into the depths of the Peruvian Amazon in the comfort of luxury. The expedition will feature cuisine by Pedro Miguel Schiaffino, one of Peru's finest chefs who is celebrated for creating refined cuisine from native Amazonian produce. Every day, expert naturalist guides will conduct small group excursions that reward guests with up-close wildlife encounters in the world's most biodiverse rainforest.

## Globus family of brands reveals 2021 Asia including 'Small Group Discovery' tours

See the shrines, pagodas and temples of Tokyo and Kyoto and find serenity in the art of a Japanese garden. Survey the armies of Terracotta Warriors – still standing guard over the Emperor after 2,000 years. Find Zen in a Tai Chi class or take a train passage in India for a safari in search of the elusive Bengal Tiger. Globus, Cosmos, Monograms and Avalon Waterways invite travellers to awe-inspiring places and behind-the-scenes adventures in Asia in 2021.

"We get travellers up close to the must-see sites and introduce them to special moments in time," said Gai Tyrrell, managing director Australasia of Globus family of brands. "Whether travellers want to sip sake in Takayama or traditional tea in Tokyo; learn to cast a wide net in Vietnam with a local fisherman or take a rickshaw ride through Delhi's famous outdoor bazaar, authentic experiences and Small Group Discoveries await travellers throughout Asia."

With an average of just 20 guests per departure, all 2021 Globus and Cosmos Asia holidays are Small Group Discovery tours, promising travellers room to roam with up-close access to fascinating attractions in Japan, China, Vietnam, Cambodia and India.

**Eternal Japan** – In 2021, travellers are invited to joyously drink-in traditional hot sake, matcha green tea and the delicious views from neon-lit Tokyo to time-honoured Kyoto. Peaks, palaces, pavilions and pagodas provide picture-perfect backdrops;

while hands-on calligraphy class, kimono fitting and interactive cooking demonstrations offer-up memories to last a lifetime. Sample holidays include: 7-day Best of Japan; 10-day Discover Japan (Globus) and 10-day Timeless Japan (Cosmos).

### Captivating Cambodia & Vietnam

– On a colourful holiday through Southeast Asia, travellers can witness the fascinating wartime tunnels of Cu Chi; take a fishing lesson on the Thu Bon River and take-in a breezy city cyclo ride around vibrant Hanoi. From the mystical temples of Angkor Wat to the picturesque pagodas of Hue, a trip to and through Vietnam and Cambodia is fascinating. Sample holidays include: New 10-day Taste of Vietnam & Cambodia (Monograms); 12-day Simply Vietnam (Cosmos); 13-day Vietnam & Cambodia: A Grand Adventure (Globus) and 8-day Mekong Discovery (Avalon Waterways).

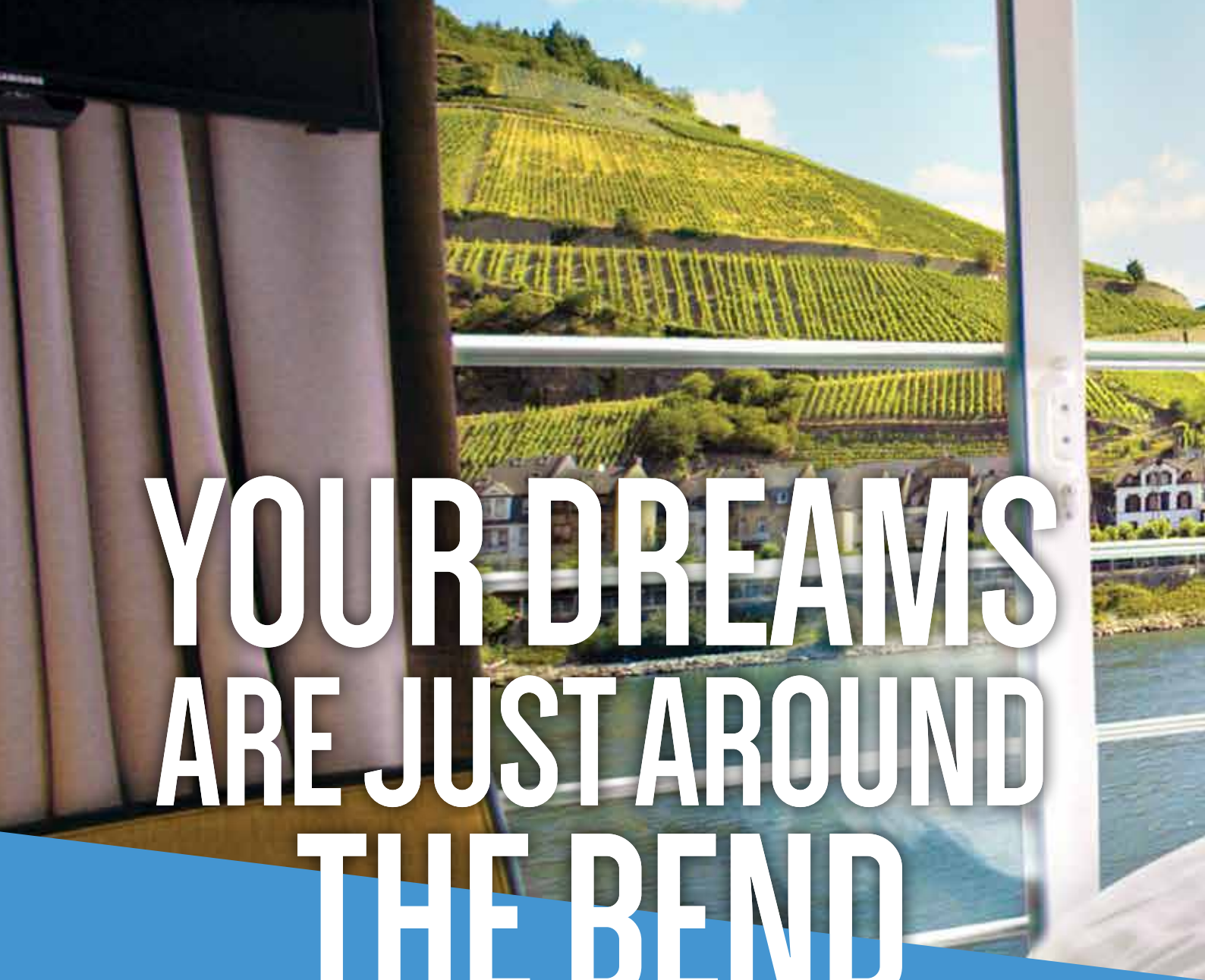
### Enchanting China

– Ancient wonders, modern cities, timeless traditions. Like a classic Chinese dumpling, a tour through China is filled with flavour, zest and delectable elements of surprise. From the hutongs of Beijing

to the longtangs of Shanghai, the Far East delivers an exceptional holiday in every way. Sample holidays include: 9-day China Experience (Cosmos) and 14-day Flavours of China & the Yangtze (Globus).

**Soul-Inspiring India** – Beyond a sunrise visit to the magnificent Taj Mahal – India's sparkling jewel – lies priceless experiences throughout India. Travellers can hop in a rickshaw for a ride through Delhi's centuries-old Chandni Chowk bazaar; sit down for traditional Indian cuisine in the home of a noble family in Jaipur; embark on open-air safari game drives or sail down the Ganges, the holy river of Hinduism. Sample holidays include: 7-day Spirit of the Ganges (Avalon Waterways); 8-day India's Golden Triangle (Monograms) and 10-day Icons of India: The Taj, Tigers & Beyond (Globus).





# YOUR DREAMS ARE JUST AROUND THE BEND

*Cruise with confidence*

Where will you go when the time is right?

Perhaps you will drift down the Danube to discover fairytale castles and storybook settings or meander cobblestone paths of medieval villages along the Moselle? Or maybe you travel off-the-beaten path to untouched, tradition-rich sites along the magical Mekong?

Wherever your journey takes you, your dreams are just around the river bend. Until that joyous day comes, dream on! We certainly are.

**2021 & 2022 RIVER CRUISES ARE OUT NOW**







## BOOK WITH CONFIDENCE



✓ Flexible booking terms



✓ Exceptional health & safety standards



✓ Swiss family-owned business



✓ 90+ years of experience



✓ CLIA accredited

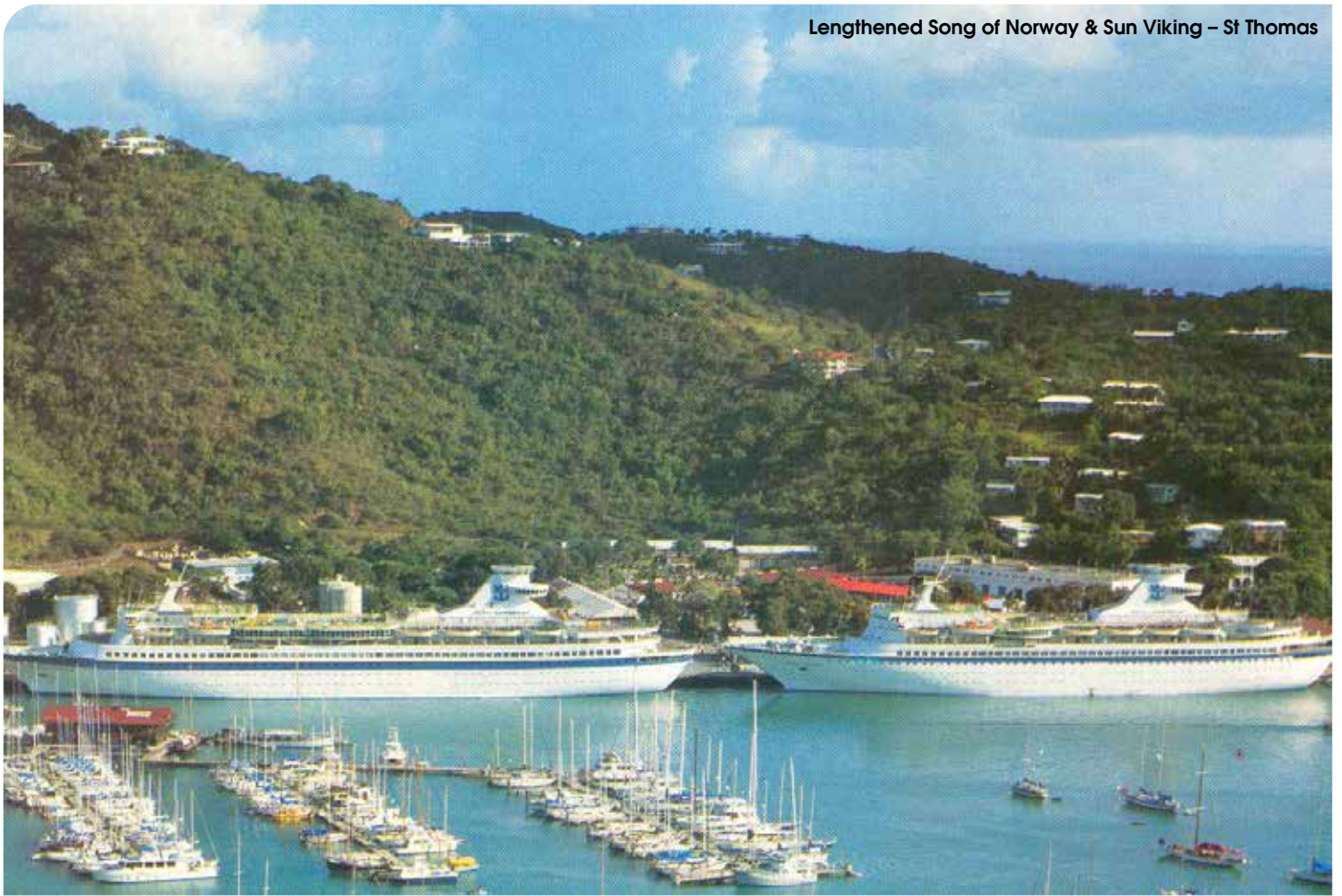


✓ 95% customer satisfaction rating

visit [avalonwaterways.com.au](https://www.avalonwaterways.com.au)  
call 1300 812 354

 **AVALON**  
WATERWAYS®





# ROYAL CARIBBEAN CRUISE LINE

## The First Fifty Years Part 1

Royal Caribbean Cruise Line, now well established in the Australian summer cruise market, commenced operating 50 years ago when the brand new *Song of Norway* departed Miami on its maiden cruise. The driving force behind the founding of the company was Edwin Stephan, who became involved in the cruise industry in the 1960s working for the Yarmouth Steamship Company and then Commodore Cruise Line. Believing cruising had a bright future Edwin Stephan began canvassing for investors to enable him to establish a new company that would operate a fleet of three purpose-built luxury cruise liners from Miami, one making 7-day cruises and two offering 14-day cruises.

Stephan went to Norway in 1968 to meet with local ship owners and managed to secure financial backing for his plan from Arne Wilhelmsen and Sigurd Skaugen, and on 31 January 1969, Royal Caribbean Line was formed in Miami, with Edwin Stephan as President. "We believe Miami has a destiny as the cruise capital of the world," Stephan said in a 1969 interview with the *Miami Herald*. Orders were placed with the Wartsila shipyard in Helsinki for two ships of a modern design unlike anything then in service. After a third Norwegian shipowner, Gotaas Larsen, also invested in the new company, in August 1969 a third ship was ordered from the Wartsila shipyard.

The first ship was launched on 12 December 1969 and named *Song of Norway*. Costing US\$14.3 million, the 18,416 gross ton liner was fitted with luxurious staterooms for 724

passengers. A unique feature was the 'Viking Crown' bar-lounge located on the aft side of the funnel to provide spectacular views, which would become a Royal Caribbean trademark. *Song of Norway* departed Miami on Saturday, 7 November 1970 on its maiden cruise, to Nassau, San Juan and St Thomas, and this itinerary would be followed throughout the year.

The second ship had been launched on 9 July 1970 and named *Nordic Prince*, being basically identical to *Song of Norway*, though fitted out to carry 714 passengers. On 31 July 1971, *Nordic Prince* departed Miami on the first 14-day cruise to be operated by Royal Caribbean, going to Nassau, San Juan, St Thomas, Fort de France, Curacao, La Guaira, Aruba, Montego Bay and Port-au-Prince.

The third vessel built for Royal

Caribbean was named *Sun Viking* when launched on 27 November 1971, and it departed Miami on 10 November 1972 on its maiden 14-day cruise, going to Nassau, San Juan, St Thomas, Fort de France, St George's, Port of Spain, La Guaira, Curacao and Port-au-Prince. Edwin Stephan's dream of two ships departing Miami every Saturday throughout the year on cruises had been realised, and the modern cruising era had commenced.

Over the following years the Royal Caribbean operation was steadily developed, and while *Song of Norway* maintained its original 7-day itinerary, the 14-day itineraries were altered to allow more sea days. In 1974 *Nordic Prince* was operating to San Juan, St Thomas, Fort de France, Curacao, La Guaira, Aruba, Curacao, Port Antonio and Port-au-Prince, while *Sun Viking* went to San Juan, St Thomas, Guadeloupe, Grenada, Bridgetown,





Sun Viking



Nordic Empress Bermuda



Viking Serenade



Sovereign of the Seas



Song of America Bermuda



Song of Norway lengthening



Edwin Stephan

La Guaira, Curacao and Port-au-Prince.

Although the original intention had been to concentrate on attracting rich residents of Florida to cruises, Royal Caribbean was soon looking toward other markets, including the west coast. The company introduced an 'air-sea' package from San Francisco and Los Angeles, chartering aircraft to fly passengers to Miami and including a short tour of the city before they embarked, while after disembarking they were flown home, all at a cost of \$60, so the minimum total cost of a 7-day was \$368 per passenger.

By 1978, Royal Caribbean was unable to satisfactorily meet the demand for berths on their three ships, with waiting lists of up to eighteen months. Clearly more berths were needed, but it would take at least two years to have a new ship designed and built, so the decision was made to have Song of Norway lengthened at the Wartsila shipyard in Helsinki, where it was built.

On 30 August 1978, Song of Norway arrived at the shipyard, where a 26m/85ft long new centre section had been built, containing 164 cabins and extended public room space. The ship was cut in two and the stern section floated out of the drydock, then the new section was floated in and placed in position, the stern was brought back

into the dock and the three sections joined together. Song of Norway, now measuring 22,945 gross tons with accommodation for 1,196 passengers as well as enlarged public rooms and more open deck space, returned to service with a departure from Miami on 26 November, having been out of service for only fourteen weeks.

The stretching of Song of Norway proved so successful that on 7 March 1980 Nordic Prince arrived at the Wartsila shipyard in Helsinki to have a new centre section inserted. When the work was completed on 17 June, Nordic Prince was 23,149 gross tons and could accommodate 1,194 passengers.

Instead of lengthening the third sister, Viking Sun, an order was placed with the Wartsila shipyard in Helsinki for a new ship, which would be twice the size of Sun Viking and carry double the number of passengers. Floated out of the building dock on 26 November 1981, the new vessel was named Song of America. At 37,584 gross tons, Song of America was the sixth largest cruise liner in the world, could accommodate 1,535 passengers in 633 cabins, and featured a greatly enlarged 'Viking Crown' lounge that wrapped right around the funnel. On 5 December, Song of America began operating out of Miami on 7-day cruises to Nassau,

San Juan and St Thomas.

With four ships operating very successfully, in late 1983 Royal Caribbean began designing a ship for the future, and in August 1985, a contract was signed for the construction of a revolutionary liner that would be twice the size of Song of America. It would be built by Chantiers de l'Atlantique at St Nazaire in France, in the same shipyard as the famous Normandie, and be delivered in December 1987.

Meanwhile, Royal Caribbean was gradually expanding its cruise ports, and had begun making occasional cruises to Bermuda, mostly by Nordic Prince. The company secured a five-year contract with the Bermuda Government to provide a regular summer service from New York, commencing in 1985, when Nordic Prince operated between 20 April and 21 September. This was the start of a lengthy connection with Bermuda by the company.

Royal Caribbean became the first cruise line to have their own private destination when, in 1986, they leased a 260-acre property named Labadee on the coast of Haiti, and spent more than \$3 million to create a luxury resort, with no impact on the area's remarkable pristine beauty, and built two specially designed tenders to



**Song of Norway**

transfer passengers ashore.

On 19 December 1987, Royal Caribbean took delivery of what was then the largest cruise liner ever built, the 73,192 gross ton *Sovereign of the Seas*. With accommodation for a maximum of 2,524 passengers in 1,141 cabins, 722 outside and 419 inside, *Sovereign of the Seas* was notable for having the first modern shipboard atrium, five decks high with glass elevators, an entire deck devoted to cabins with private balconies, and the trademark Viking Crown Lounge enveloping the funnel.

The arrival of *Sovereign of the Seas* in Miami, on 4 January 1988, caused a

sensation, being the largest vessel yet to enter the port. Rather unfortunately described by a Royal Caribbean representative as 'the world's first floating shopping mall' while showing visitors around the new liner, the sheer size of everything left them stunned. On 16 January *Sovereign of the Seas* departed Miami on the first of its year-round 7-day cruises to St Thomas, San Juan and Labadee.

Shortly after *Sovereign of the Seas* entered service there was a major change in the company. Gotaas Larsen, who owned a one-third share of Royal Caribbean, also had a 51% interest in Admiral Cruises, a much smaller operation formed in October

1986 by the amalgamation of two small cruise companies they owned, Eastern Cruise Lines and Western Cruise Lines, with Sundance Cruises, in which they held a majority interest. Admiral Cruises had three vessels, *Stardancer*, offering 7-day trips from Los Angeles to Mexico in winter and Vancouver to Alaska in summer, *Emerald Seas*, operating 3- and 4-day cruises from Miami to the Bahamas, and *Azure Seas*, once well known in Australia as the Shaw Savill liner *Southern Cross*, making 3- and 4- day cruises out of Los Angeles.

In late 1987 Admiral had ordered a ship to be built in France and delivered in 1990, referred to as *Future Seas*, and



**Nordic Prince**





Nordic Prince & Song of Norway Miami

intended for the short cruise market out of Miami. In March 1988, at the behest of Gotaas Larsen, Royal Caribbean and Admiral were merged under a newly formed holding company, Royal Admiral Cruises, giving them the largest cruise fleet in the world at that time. Despite the merger, Royal Caribbean and Admiral Cruises continued to operate as totally separate entities.

Royal Caribbean had enjoyed so much success with the summer cruises from New York to Bermuda by Nordic Prince, they decided to double their presence in the Bermuda market during the peak summer period of 1988 by adding Song of Norway to the service. Song of Norway had operated only from Miami until the end of 1987, when, with the arrival of Sovereign of the Seas, it was transferred to San Juan. In late May, Song of Norway left San Juan on a cruise to New York, and made thirteen trips to Bermuda between 8 June and 31 August.

In 1988 Royal Caribbean was suddenly faced with a situation that could have seen the company disappear completely, or become a minor subsidiary of another operator, when Gotaas Larsen decided to leave the cruise industry. On 17 August 1988 it was reported Larsen had agreed to sell his holding in Royal Admiral Cruises to Carnival Cruise Lines, the major rival of Royal Caribbean, for \$270 million. Soon after, it was reported that Carnival had also arranged to purchase the shareholding of Sigurd Skaugen and two others in Royal Admiral Cruises, the total price being \$550 million.

However, under the terms agreed by

the three Norwegian partners when Royal Caribbean Cruise Line was formed in 1969, it was accepted by Gotaas Larsen and Sigurd Skaugen that the other major shareholder, Anders Wilhelmsen, had to be given the first option to buy out his partners, but he had to raise the funds to match the Carnival bid in just thirty days. Wilhelmsen beat the deadline by forming a joint venture with the Pritzker family, owners of the Hyatt hotel chain, who obtained 50% of Royal Caribbean stock, securing the future of Royal Admiral Cruises. As if to celebrate, Royal Caribbean embarked their two millionth passenger on Sovereign of the Seas at Miami on 22 October. Having taken thirteen years to reach their first million, it had only taken five more years to double that.

Under the restructured ownership, Royal Admiral Cruises was completely reorganised and renamed Royal Caribbean Cruise Line Ltd. Royal Caribbean Cruise Line and Admiral Cruises continued to operate as separate entities, but the new ship ordered by Admiral Cruises would instead join the Royal Caribbean fleet when it was completed in June 1990. An order was also placed by Royal Caribbean Cruise Line for the construction of a slightly larger sister ship to Sovereign of the Seas, to be named Monarch of the Seas.

On 27 January 1990, Stardancer was transferred to the Royal Caribbean fleet and renamed Viking Serenade, expanding the Royal Caribbean operation to the west coast, cruising out of Los Angeles to Mexico in the

winter and from Vancouver to Alaska in the summer. This reduced Admiral Cruises to just two ships, but being much older and smaller than the Royal Caribbean ships, they attracted a totally different market and were proving quite successful in their roles.

A further expansion of the operational area for Royal Caribbean occurred in the summer of 1990, when Sun Viking went across the Atlantic to Lisbon for seven 12-day Mediterranean cruises, followed by a series of 12-day cruises to ports in the Baltic Sea from Tilbury.

The ship ordered by Admiral Cruises was delivered to Royal Caribbean Cruise Line in France on 31 May 1990 as the 48,563 gross ton Nordic Empress, with accommodation for 1,606 passengers in 805 cabins. One of the features added to the original design by Royal Caribbean was a Viking Crown Lounge. On 25 June, Nordic Empress began operating 3- and 4-day cruises from Miami to the Bahamas year-round, introducing a new standard of luxury to this short cruise market. It was also in 1990 that Royal Caribbean introduced the first computerized booking system in the cruise industry.

When Royal Caribbean Cruises celebrated their twentieth anniversary in November 1990 they were operating a fleet of seven liners, but it would soon expand further.

**Part Two next issue, Royal Caribbean grows into the largest cruise line in the world with seventeen large new ships, and expands to Australia and New Zealand.**



# Farewell to Classic Ships

by Tim Ryan



Pacific Dawn & the Melbourne Cup flotilla including Pacific Jewel and Pacific Pearl



Golden Princess in Port Phillip



Boudicca in Port Phillip



Pacific Dawn passing under Westgate Bridge

**The Covid 19 pandemic has led to the withdrawal of many classic cruise ships worldwide including several well known to local waters including P&O Australia's Pacific Dawn, and also Fred. Olsen Cruises' Boudicca and Black Watch. Several overseas vessels have also been withdrawn including three Carnival Fantasy class ships as well as two of Pullmantur's Sovereign class vessels along with the Marella Celebration from UK based Marella Cruises. Sadly, many more older liners are also expected to be withdrawn in coming months.**

Of particular significance is the withdrawal of Pacific Dawn which has a long association with Australian travellers over the past thirty years, firstly as Regal Princess between 1991 and later as Pacific Dawn which has been permanently based in Australia since 1997. Originally ordered by Sitmar Cruises, that company was acquired by the P & O Steam Navigation Co in 1988 and as part of the purchase contract P & O would acquire and complete three partly built cruise ships with Star Princess and Crown Princess entering service for P&O's then Princess Cruises division in 1989 and 1990. These two ships later operated for P&O Australia as Pacific Pearl and Pacific Jewel until 2018 and 2019 respectively. The final newbuilding emerged in 1991 as the 70,000 tonne Regal Princess which along with its two new sisterships operated for Princess Cruises in the North American market mainly

alternating between the Caribbean and Alaska on a seasonal basis. Regal Princess was the first of the three ships arriving in Australia in November 2000 for its first Australia – New Zealand cruise season.

Crown Princess and Regal Princess, which were built by Fincantieri in Italy in 1990 and 1991, represented the benchmark for the mega super liners of the 1990s. In particular the high degree of styling and interior design of these vessels has reshaped the entire concept of cruise ship design and propulsion and were the first modern cruise ships built at Fincantieri's Monfalcone yard. The recently completed Enchanted Princess is now the 100th cruise ship built by the yard over the past 30 years.

Rising 14 stories and carrying 1,900 passengers, Regal Princess boasted a wide teak Promenade and upper decks – as well as two pools, a well-

appointed fitness centre, 184 private balconies, a Patisserie, six bars and three dining areas. Other public areas including the Princess Theatre and numerous lounges all reflected a very high standard of ongoing design development introduced by the company which were all augmented during the vessel's subsequent transformation into Pacific Dawn.

Noted Italian architect Renzo Piano was responsible for the revolutionary design of the profile of the Regal Princess and the forward observation lounge was intended to resemble the silhouette of a dolphin's head which would flow into the vessel's clean and very pleasing profile. The interior spaces of the vessel also represented a major breakthrough in interior design and the ship's triple height atrium, The Dome and the double level show lounge have set the standard for all cruise ships built over the past decade.





Thomson Celebration in Istanbul



Royal Viking Star maiden call to Melbourne 1985



Regal Princess in Port Phillip

Regal Princess was based in Australia for the 1991-92 and 1992-93 summer seasons and returned briefly in September 1997 before proceeding to Singapore for a refit, then re-emerging as Pacific Dawn in November 1997 for a season of South Pacific cruises from Sydney. Over the past 13 years Pacific Dawn has been mainly based in Brisbane attracting a very loyal following. P&O announced the sale of the ship in September to undisclosed interests with its inaugural season based in Melbourne over the 2020-21 summer season now being cancelled. Two other ships well known in Australia over the past 40 years have been withdrawn by Fred. Olsen Cruises being the 29,000 tonne Black Watch and Boudicca originally built by Wärtsilä in Finland for Royal Viking Line in 1972 and 1973 as Royal Viking Star and Royal Viking Sky respectively. Along with sistership Royal Viking Sea now Phoenix Reisen's Albatros, the three Royal Viking Ships were regular visitors on their glamorous world cruises until the late 1980's. Royal Viking Star also inaugurated the Line's Australia – New Zealand cruise circuit in the mid 1980's. Both ships have sailed under many different names over the past thirty years often visiting Australia in the process. In the mid 1990's Royal Viking Sky sailed for P&O's Princess Cruises Division as its first Golden Princess for the Australia – New Zealand summer seasons. Entering services as Fred. Olsen's UK based Boudicca in 2005, the ship reappeared once more in

Australian waters earlier this year on a world cruise still looking as pristine as it did 40 years ago.

Royal Viking Star, after also sailing under several different names, entered service with Fred Olsen Cruises as Black Watch in 1996 and has also visited Australia several times during its annual world cruises over the past twenty years. Although scheduled to visit Australia again in 2021, sadly this will not transpire as both Black Watch and Boudicca have been sold by Fred. Olsen Cruises to Turkish owners purportedly for use as accommodation ships.

Another significant first generation cruise liner Marella Celebration operated by Tui's UK based Marella Cruises has also recently been withdrawn from service with its future uncertain and probably now following in the footsteps of sister ship Marella Spirit sold for recycling last year. The 34,000 tonne Marella Spirit and Marella Celebration were built for Holland America Line by Chantiers de l'Atlantique in France as Nieuw Amsterdam and Noordam in 1983 and 1984 respectively.

Both ships introduced a new standard of comfort for Alaskan Cruises and Nieuw Amsterdam was the only unit of the pair to visit Australia when it inaugurated Holland America Lines' Australia – New Zealand cruise program over the 1998-99 summer season. Nieuw Amsterdam returned to Australia in September 2000 serving

as a hotel ship for the Sydney Olympic Games before being renamed Patriot under the US flag shortly thereafter to commence a weekly cruise circuit from Honolulu around the Hawaiian Islands which quickly proved to be an unsuccessful venture.

Both ships were subsequently taken over by Thomson Cruises serving the UK market and were renamed Thomson Spirit and Thomson Celebration in 2003 and 2005 respectively and with their wide open spaces and extensive teak decks both ships were exceptionally popular with their British Fly/Cruise clientele in the Mediterranean and Caribbean regions.

In 2017 Thomson Cruises was rebranded as Marella Cruises by parent company Tui and the two ships were renamed Marella Spirit and Marella Celebration under which names they have served until their recent withdrawal from Marella Cruise service.

**The loss of so many classic liners will be mourned by a select group of cruise passengers who enjoy the ambience of the smaller ships together with the attraction of their wide decks, pleasing lines and other design features on board. These ships – the likes of which will shortly disappear from the oceans, will become memories as the only option for passengers in future will be the more modern and larger mega ships offering a somewhat alternative experience which simply will not be the same.**



Black Watch at Port Melbourne



Thomson Spirit in Kusadasi



Tamahine

## SOUTH PACIFIC CRUISES BETWEEN THE WARS – Part 2

by Peter Plowman

Domestic cruising in the South Pacific resumed in a very small way in January 1926, when the Union Steam Ship Company of New Zealand revived their summer weekend 'excursion' trips from Wellington to the Marlborough Sounds, which they last operated in 1911, using the 1,850 gross ton Tamahine. The first vessel specifically designed for the ferry service between Wellington and Picton, Tamahine was built in England and arrived in New Zealand in December 1925. A maximum of 637 passengers could be carried, and although the trip was less than four hours, cabins with berths for 117 persons had been provided primarily for the excursion trade.

Tamahine entered service across Cook Strait on Monday, 21 December 1925, and on Saturday, 9 January 1926, left Wellington on the first weekend excursion, though regular passengers were also carried one-way in each direction. A report in the Evening Post stated:-

The vessel left Wellington at 1.15pm, and after a smooth run across Cook Strait, arrived at Picton at 4.40pm. The Tamahine remained at Picton for the night, and a dance was held on the spacious upper deck. Departure was taken from Picton at 8.30 o'clock on Sunday morning, and passengers were landed at various places of interest in Queen Charlotte Sound, including Ship Cove. The weather was very pleasant.

The Tamahine returned to Picton shortly after 5pm, and the ship sailed at 6pm for Wellington.

The weekend excursion immediately became very popular, and the Sunday itinerary was expanded from 23 January to include more stops, with departures most Saturdays through the summer.

Meanwhile, the Carinthia world cruise had been such an overwhelming success, Raymond & Whitcomb organised a repeat voyage to depart New York in October 1926 on basically the same itinerary, except it would include Milford Sound and go to Hobart before Sydney, so all passengers would visit Tasmania. Another world cruise was organised by Thos Cook & Son, leaving New York in January 1927 on Franconia, the sister ship of Carinthia, going to 17 ports in 141 days, with four crossings of the Equator.

Carinthia left New York on 14 October 1926 with 311 passengers, going to Havana and through the Panama Canal to Los Angeles, San Francisco, Hilo, Honolulu, and spending eight days in Japan. It then continued to China, the Philippines and Port Moresby before reaching Auckland on 26 December.

Leaving on 29 December, Carinthia spent 31 December in Wellington, and on 2 January 1927, became the largest

vessel yet to enter Milford Sound. The crossing of the Tasman Sea was quite rough, so it was a very relieved group of passengers who arrived in Hobart on 5 January, leaving at 5pm.

Carinthia arrived in Sydney on 7 January, berthing overnight at Woolloomooloo and attracting much less interest from both the media and the public. About 25 passengers opted to make the trip to Melbourne overland, visiting the Blue Mountains and Jenolan Caves before catching the overnight train.

Carinthia arrived in Melbourne on 10 January, berthing at Princes Pier for the day. Morning organised tours were provided using a fleet of cars, the afternoon being left free for individual sightseeing, and departure at 10pm. Carinthia berthed at Victoria Quay in Fremantle on 14 January, departing at 4pm next day. Again no passengers from Australia were able to join the ship.

Meanwhile, Franconia departed New York at midnight on 12 January 1927 with 254 passengers, and following quite a different itinerary to Carinthia, would be the first world cruise to visit Australia, Africa and South America.

The first port was Kingston in Jamaica, where 50 English passengers joined, having come out on a banana boat. Franconia went through the Panama Canal to Los Angeles, where 26 more





passengers joined. With 327 passengers on board, Franconia headed to Honolulu, then into the South Pacific, with a canvas swimming pool erected on the deck. At Apia in Samoa Franconia had to anchor outside the reef and bad weather made getting to the shore most uncomfortable for those passengers who braved the trip, many getting wet before landing on a beach. They were entertained by native dancers and visited the home and tomb of Robert Louis Stevenson.

Franconia berthed at the Government Wharf in Suva on 14 February for the day, then continued south, arriving in Auckland on 18 February for a four day stay, attracting little notice from the local media, one report simply stating:-

The Cunard liner Franconia, on a world tour with 400 pleasure seekers, arrived from New York today. The passengers at once went for a motor drive round the city, and subsequently more than 200 of them proceeded by special train to Rotorua. The Franconia will proceed south on the continuation of her tour early next week.

Franconia arrived in Wellington on 23 February for a one day stopover, and at dawn on 25 February entered Milford Sound, later passing through Bligh Sound and George Sound before setting off for Hobart, berthing on 28 February at Ocean Pier. The Mercury had a series of articles next day which included:-

With nearly 400 British and American tourists, who are in quest of "seas unsailed before and lands where everything is new and different,"

aboard, the Cunard 20,000-ton round-the-world cruise steamer Franconia arrived at Hobart at daylight yesterday morning, and berthed at Ocean Pier.

"The cruise was fully booked up in July last year, and there is not a spare berth in the ship," explained Mr J W Kirk, of T Cook and Son's staff. Cook and Son have a staff of 12 aboard, including two hostesses, two lecturers, two chaplains, a dentist, a cinematograph operator, and a librarian.

The voyage so far has been favoured by good weather, except at Apia, where a heavy gale prevented over 200 of the passengers from going ashore. On the way from Wellington to Hobart, Mrs Raymond L Warren, of New York, died. She came aboard an invalid at New York. Her body was embalmed, and is being taken back to America.

Thousands of people availed themselves of the company's invitation to look over the Franconia yesterday afternoon. They crowded over the ship until there was scarcely room left to walk.

Interesting side lights on the expense of such a cruise as this are revealed by the fact that there are 37 laundresses aboard, and nearly 20 cooks. There are two doctors, two hostesses, and even two captains!

The major shore excursion was a visit to Port Arthur by 323 passengers, and an unusual arrangement was organised. With no bridge across the Derwent, a fleet of 46 cars was assembled on the opposite side of the river, and in the morning half the group boarded the

ferry Cartela and were taken to the Bellerive Wharf, where they joined the waiting vehicles. Cartela then returned to Ocean Pier where the rest of the touring passengers embarked, and were taken to Taranna on the Tasman Peninsula, where the cars, which had already conveyed the first group to Port Arthur, were waiting to take them there. Those who travelled to Port Arthur by road made the trip back to Hobart on the Cartela, which then went to the Bellerive Wharf to collect the passengers returning by road, and bring them back to the ship.

A party of forty-four passengers stayed behind when Franconia left Hobart at 10pm, to make a four-day tour of the island state, while the remainder enjoyed a rousing send-off, as The Mercury reported:-

Many of the visitors, rising just in time to board the Cartela yesterday morning, failed to see Hobart, shrouded as it was in a cloak of cloud. In fact, many of them thought Bellerive to be Hobart. Nearly 5000 persons were ranged along the promenade deck of Ocean Pier, and on the wharf below to bid farewell to the visitors. One tourist remarked just before he boarded the steamer, that never before had they received such a send-off. Hobart gave the Franconia a fitting farewell.

Franconia arrived in Melbourne on Wednesday, 2 March, berthing at Princes Pier for an overnight stay. Soon the passengers were streaming ashore, some doing their own thing while others took advantage of organised tours. A fleet of cars was assembled



Franconia in Melbourne

at the wharf, and from 8.30am were departing for a drive to Sassafras, through Bayswater, Ferntree Gully and Olinda, returning via Mt Dandenong and Ringwood in time for lunch on the ship. While the cars were at the disposal of the tourists in the afternoon there were no organised tours.

Next day the tourists went ashore again to explore on their own. However, a group of 66 commenced a four day trip to Sydney on a specially chartered train, which left Princes Pier at 1.45am for Colac, arriving at 9.10am and visiting the butter factory, then going to see a roundup of kangaroos. Leaving Coolac at 12.10pm, the train arrived in Geelong at 2.15, and the tourists were taken on a visit to the Ford factory and a wool store. At 6.15pm the train left for Ballarat and Echuca.

With hundreds of sightseers watching, Franconia departed Princes Pier at 6pm on 3 March, bound for Sydney. The same evening, the party of 44 that had left the ship in Hobart boarded the Bass Strait ferry Nairana in Launceston for the overnight trip to Melbourne, where they arrived early the next morning. During the day they were taken on the same tours that had been available when the ship was in port, and that night they boarded the overnight train for Sydney.

Franconia arrived in Sydney on the morning of Saturday, 5 March, berthing at Circular Quay East for three nights. A report in the Sydney Morning Herald on 7 March stated:

With the third visit to Sydney of gigantic ocean liners conveying tourists on a world cruise, the citizens of the State capital might reasonably have been expected to have lost special interest

in such comings and goings. When, however, the liner Franconia with some 400 passengers aboard arrived here about 7am on Saturday and berthed at the Oceanic Co's wharf Circular Quay, she immediately attracted the attention of passing ferry passengers, who crowded to the sides of the boats to secure a view of the great vessel.

The duration of the Franconia's cruise is 141 days, and the ship will have travelled nearly 30,000 miles before returning to New York. Elaborate arrangements have been made for the comfort and entertainment of passengers during this long cruise. There has even been installed on the vessel a complete motion picture theatre with a full orchestra. The passenger list comprises 47 British passengers, 304 American passengers, and 11 from European countries.

The passengers have been divided into three groups, and during the four days

in Sydney will spend three days on sightseeing trips. Two days will be spent on a motor trip to the Blue Mountains and the Jenolan Caves, and half day trips round the city and beaches and to Ku-ring-gai Chase have been arranged.

On arrival in Sydney there were only 250 passengers on board, but on the Saturday morning the party of 44 that had travelled around Tasmania rejoined the ship, and on the Sunday morning the group of 66 who had come overland from Melbourne also went back on board, so that there was a full complement for the last full day in port. No passengers from Australia were able to join the ship, and Franconia was due to depart for Port Moresby at 6pm on 8 March, but had to move out into the harbour early, as reported next day in the Sydney Morning Herald:-

*The Franconia was scheduled to leave Sydney in continuation of her voyage at 6pm yesterday. Owing to the Harbour Trust regulations which do not permit overseas vessels to berth at or leave the Quay between 6pm and midnight, the Franconia was moved from her berth at No 1 wharf, Circular Quay, to Double Bay shortly before 5 o'clock. The tourists were taken to Fort Macquarie, where a special ferry-boat conveyed them to the ship.*

Shortly after leaving Sydney a stowaway was found on board. His excuse was that he had wanted to cross the harbour and got on the wrong ferry! Franconia dropped anchor in the harbour at Port Moresby on 14 March, for the day. The next port was Batavia, followed by Singapore, Colombo, Zanzibar, Durban, Capetown. Montevideo, Buenos Aires and Rio do Janeiro, the cruise ending at New York on 2 June.



Tamahine at Picton





## Silversea Reveals Details Of Silver Origin's Art Collection

When the all-suite, all-balcony, 100-guest Silver Origin begins year-round voyages in the Galapagos archipelago later this year, a regionally-inspired collection of 195 art pieces will enrich guests' travels, comprising 122 framed artworks, 69 sculptures, and four installations.

Amplifying Silver Origin's feel of whispered luxury, the meaningful art collection will combine contemporary and historical pieces to communicate the rich history of travel in the Galapagos Archipelago, as well as the region's scientific significance and its distinctive natural beauty. In some instances, the art pieces will provide context to the legendary second voyage of Charles Darwin aboard the HMS Beagle; in others, they will inspire deeper thoughts on the islands' unique wildlife; while other pieces might explore the theme of botany, for example.

The result is a ship brimming with curiosities, which tell many stories about the Galapagos. The ship's thought-provoking exhibits, displayed throughout the public spaces and suites, include elegantly framed artwork, sculptures, rare books, original and replica artefacts, and unusual objects gathered from both local sources and from around the world.

To source, commission and organize the works, Silversea turned to Peter Millard and Partners Ltd., a London-based art consultancy firm. Ally Millard, the firm's Creative Director, reached out to a variety of international artists to create original

works. "We wanted to ensure that this collection displayed not only historical and traditional artworks, but also incorporated pieces such as watercolours, photographs and paintings of the Galapagos experience, cast from the eyes of contemporary artists and travellers—offering guests new artistic discoveries to enrich their journeys," says Millard.

At the same time, Millard scoured major universities and libraries for collections related to historical expeditions, and tapped the expertise and resources of Silversea's long-time partner, the UK's Royal Geographical Society with IBG.

"The Royal Geographical Society is home to rare and unique items linked to early European documenting, mapping and scientific understanding of the Galapagos," says Alasdair MacLeod, Head of Enterprise and Resources at the Royal Geographical Society (with the Institute of British Geographers). "We are delighted that so many are featured, in beautiful facsimile form as part of Silver Origin's art collection: as inspiring today as they were when first created, some over 200 years ago."

One of Silver Origin's most innovative spaces, Basecamp, is designed especially to bring the destination on board. It is the heart of the ship, where educational activities are hosted and where guests can interact with Silversea's team of expert guides to learn more about the rare wildlife, remarkable landscapes and captivating history of the Galapagos.

## Industry News

**P&O Cruises Make Changes** – In anticipation of the resumption of cruising in a complex operating environment, P&O Cruises has made changes to its sales structure to ensure it can continue to offer a premium level of support to its travel agent partners.

The traditional sales structure of business development managers servicing large clusters of travel agents in defined geographic areas is being replaced with a structure where agents can go to the heart of the organisation to have their business needs met.

Ryan Taiabel, Vice President Sales and Marketing, said: "We know that we will be functioning as a business in a commercial landscape vastly different from what existed in our pre-COVID-19 world. In the post-COVID-19 world, we can expect a different sales environment but travel agents and their partnership will remain of vital importance to what we do, and we need to be in the best possible position to support them."

In the new operating environment, P&O Cruises is investing in its core sales support operation, which will evolve and be renamed Flagship Concierge. Travel agents will be able to go directly to the heart of the business to have their sales support needs met. Existing commission arrangements will be unaffected.

The Flagship Concierge team will be based in the Chatswood head office in Sydney.

**Susan Bonner Departs** – The former MD Australia, New Zealand and Asia for Celebrity Cruises has returned to the United States to join her family and pursue other opportunities. She is to join OneSpaWorld as its chief commercial officer. OneSpaWorld is a global provider of health and wellness services and products on board cruise ships and in destination resorts around the world.

Bonner has been replaced by Tim Jones, formerly of National Geographic Partners.

**New Commodore for Princess Cruises Global Fleet** – Captain Nick Nash, a 31-year veteran of Princess Cruises, has been promoted to the rank of commodore of the cruise line's global fleet, the seventh in the cruise line's history.

Commodore Nash becomes the senior master of the fleet, representing the interests of all ships and its captains. He was recently recognised at the delivery of Enchanted Princess as captain of the newest vessel. Commodore Nash succeeds Commodore Giorgio Pomata, who recently retired after serving Princess Cruises for 42 years.



#### From the ACA desk:

The re-opening of borders between Australian states and territories is starting to shine some light on the possible re-start of a cruise season

in 2021. In addition, discussions about the Trans-Tasman bubble – albeit this is one way right now – and even a Pacific bubble or a Japan bubble are signalling a willingness by our government and others to look toward a more robust re-start of our tourism industry.

Our Association has given its support to the industry led campaign #SaveAussieTourism launched late August which urged all our governments

– Federal and State – to take a cohesive approach to benefit the future of the sector. We are pleased to see that this movement seems to have taken hold. It is important to remember that when the cruise season is suspended so are operations at our ports and with tour operators. Small and medium businesses suffer including Welcome Centres, cafes and restaurants, attractions and transportation providers. Our partners at industry association, Cruise Lines International Association Australasia (CLIA), have just mounted a campaign which we support to highlight the overall impact the shutdown has had on farmers, food wholesalers, beverage suppliers and many others from the industry's supply chain.

We have said before that cruise is vital to the Australian economy and this initiative will show how deeply the impact is being felt. If we turn this on its head, it means that using your cruise credits or booking a new cruise next year will be vital to the re-start of cruising in this country.

We are hopeful that a sensible, staged restart will happen in the early part of next year working within all the designated health and hygiene procedures to ensure the safety of

passengers, crew and communities.

As noted previously, this may mean that we initially see local state by state cruising with our regular home-based operators and then eventually with the return of the larger cruise ships into our waters.

We are also hopeful that the international cruise lines will see Australia as a viable year-round destination for cruising. Ship visits during our winter period when the Top End of Australia including Western Australia, the Northern Territory and Queensland still enjoy tropical temperatures would help to extend our season.

What we do know is that there is a strong cruising fraternity out there who have been very vocal about their excitement to get back on cruise ships in Australia and explore all there is to offer and we look forward to welcoming them back.

#### Further Details – and all media enquiries:

**Jill Abel, Chief Executive Officer  
Australian Cruise Association**

**Tel/Fax: +61 3 6223 7334**

**Mob: 0419 511 966**

**ceo@australiancruiseassociation.com**



It is a week before our Political Election here and we are all very much feeling the frustration within the inertia that this time can

bring. Our cruise industry remains halted 'indefinitely' by the NZ Government and we anticipate no change to this until post-election when we will continue to lobby hard for a phased return. We know that kiwis love to cruise as well as Aussies so we are hopeful that this can recommence and we can have a semblance of a season ahead. So far we have had approximately 63% of our 20/21 season cancelled as it stands today.

Cruise has however had a positive change of direction in that Maritime New Zealand now once again lead the sector development instead of our Government Health Department. We are using this pre-election time to prepare for what might be, what potentially can be, to connect with

our Members and the overall tourism industry that remains grappling with what 2020 has bought upon us.

We have encountered a three-week second lockdown in Auckland and a lesser level for the rest of the country. We are hopeful that this is not our new normal because lightening lockdowns are hugely disruptive for any kind of business and we have sadly proved this here in New Zealand. It has also proved that it is effective at combating out of control clusters of COVID however, within three weeks we were able to get this back in to being traced and within 7 weeks we were able to move back to level one countrywide and achieve no community transmission.

With regards to how we have to work this year of course we are now comfortable with working from home and with working very much in a virtual world. We held our AGM virtually which was a blessing in that it landed on the day after our second lockdown so that was indeed fortuitous pre planning. The AGM worked well in the virtual world with over 80 industry colleagues

calling in including our cruise line members based in Sydney. We are also just about to conclude a week of the virtual Seatrade Conference. This has been an interesting exercise to observe and take part in; due to the time difference for the southern hemisphere it has meant NZCA pre-recorded an update alongside ACA and many other destinations around the world. I have to say though that whilst it was great to hear the conversations being had by industry experts' world over and seeing familiar faces on screen it quite frankly doesn't beat precious face to face conversations that a conference would normally bring. Roll on the time when we can all meet properly again, we are beginning to look now at our Cruise Conference in August in Christchurch 2021 where we hope that our Australian friends and colleagues can make the journey to attend and vis versa with the ACA Conference in 2021. Bring it on.

**Debbie Summers  
Executive Director IDNZ/Chairman  
New Zealand Cruise Association  
DSummers@idnewzealand.com**

**#WeAreCruise He Waka Eke Noa**



**Published**  
February, April, June, August,  
October & December

**Publisher/Editor**  
John Treacy

**Associate Editor**  
Kerry Treacy

**Advertising**  
John Treacy & Associates  
Ph + 61 7 3349 6788  
PO Box 2005, Mansfield  
Queensland 4122, Australia  
Email: jta@bigpond.com

**Web Site**  
www.cruisingnews.com

**Design & Layout**  
CINCO Solutions



Proudly Published in Australia by



ABN 71 083 652 019 | ISSN 1447 - 2112

Also PUBLISHER of special custom editions for  
Clean Cruising and Worldwide Cruise Centres.

**Photos this issue** – RCI, Princess, Holland  
America, Carnival Cruise Line, Cunard,  
Silversea, Coral Princess Cruises, P&O Cruises,  
Ponant, Seabourn Cruises, Aqua Expeditions,  
Globus Family, Celebrity Cruises, Viking  
Cruises and MSC Cruises.

## Next issue

DECEMBER 2020

## Moving Forward

Plus a comprehensive  
coverage of Global  
Passenger Cruising

## Subscribe now!

Published: February, April, June, August, October & December.

**Subscription Rates (includes postage):**

**Australia:** A\$47.85 (GST included)

**New Zealand:** \$65.00 AUD

**Rest of World:** \$95.00 AUD



- ▣ Subscriptions can be paid by sending a cheque or money order payable to John Treacy & Associates Pty Ltd, PO Box 2005, Mansfield Queensland 4122
- ▣ Or through I Subscribe or PayPal using credit cards
- ▣ Or by contacting (07) 3349 6788 to arrange a direct debit bank transaction.



## Viking Unveils Brand-New Panama Canal Cruises

Viking has announced two brand-new Panama Canal itineraries including a one-off, 18-day Panama Canal & Coastal Holiday sailing departing 24 December 2021 and two departures of a new 11-day Classic Panama Canal Passage voyage, departing 6 and 16 November 2021.

The 18-day Panama Canal & Coastal Holiday sails from Fort Lauderdale to Los Angeles via six countries, including calls to Cozumel and Cabo San Lucas in Mexico, Cartagena in Colombia, Puntarenas in Costa Rica, León in Nicaragua as well as Colón in Panama, plus a full transit of the Panama Canal. Taking place over the holiday season, Christmas Day will be spent at sea while New Year's Eve will be marked with the Panama Canal transit. Or guests can choose from two 11-day Classic Panama Canal Passage voyages from Fort Lauderdale to Panama City or v.v., visiting six countries including calls at Key West in the US, Cozumel in Mexico, Belize City

in Belize, Roatan in Honduras, San José in Puerto Rico and Colón in Panama. In addition, three new departures of Viking's popular 15-day Panama Canal & Central America voyage have been released for sale visiting seven countries, cruising roundtrip from Fort Lauderdale with departures in October, November and December 2021.

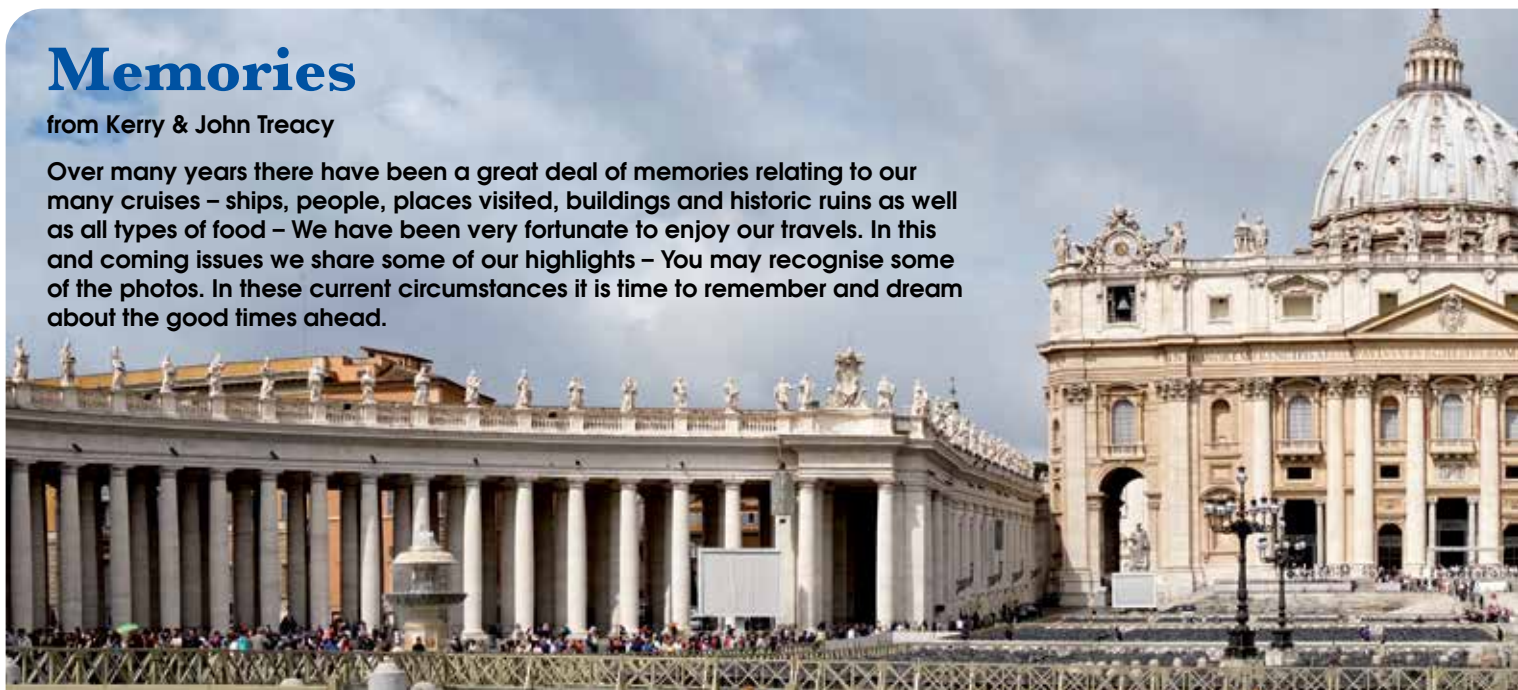
Each of the voyages will embark on the 930-guest Viking Star, one of Viking's award-winning small ships in its fleet of seven ocean vessels. To help travellers plan with confidence, Viking's Inclusive Value means everything they need is included in the fare, such as five-star accommodation, all meals including alternative dining, premium wine and beer served with lunch and dinner, Wi-Fi, a shore excursion in every port, 24-hour room service, unlimited specialty coffee, tea and bottled water, self-service laundry, complimentary spa access as well as gratuities.



# Memories

from Kerry & John Treacy

Over many years there have been a great deal of memories relating to our many cruises – ships, people, places visited, buildings and historic ruins as well as all types of food – We have been very fortunate to enjoy our travels. In this and coming issues we share some of our highlights – You may recognise some of the photos. In these current circumstances it is time to remember and dream about the good times ahead.



Anzac Cove Gallipoli



Queen Mary 2



Suez Canal







Vatican



Petra



Ephesus



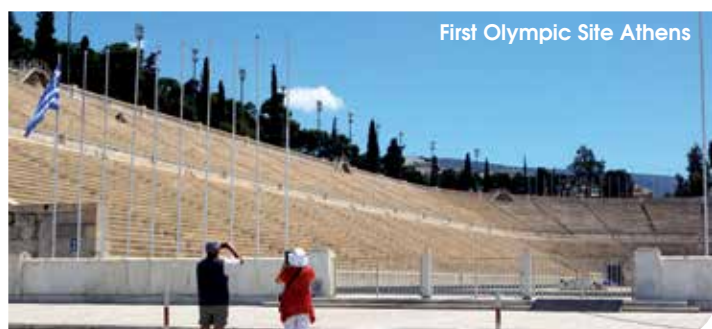
Avalon Vista



MSC Christening with Sophia Loren



Delos Greece



First Olympic Site Athens





**CLEAN CRUISING**  
Find Your Dream Cruise Faster



Clean Cruising is Australia's preferred cruise travel agency, based in Brisbane since 2000. Our team is passionate and experienced, having taken over 800 cruises between them. Let one of our expert consultants take care of your next cruise holiday today!

## Why book with us?



Large team of  
cruise specialists



Australian owned &  
operated

### Customer Reviews

★★★★★ 4.8 from 250 reviews



Highest rated cruise  
booking service



Multi award-winning  
agency



Celebrating 20 years  
in business

## Testimonials

"Awesome service! This was the first cruise we've booked through Clean Cruising and they made the process very easy. From the first phone call to book, to answering follow up emails and calls, organizing everything – it was all done quickly and professionally. We would definitely book through Clean Cruising again."

– **Michael, Melbourne**

"Everyone at Clean Cruising was helpful and very quick to respond to questions. Service was exceptional. Thank you!"

– **Kristy, Port Macquarie**

"Great service, helpful knowledgeable staff, highly recommend. Answered all queries quickly and with no hassles. I would use this cruise booking company again when booking my next cruise. Happy customer!"

– **Katherine, South East Queensland**

## Contact us today!

1800 007 987  
[cleancruising.com.au](http://cleancruising.com.au)  
[enquiries@cleancruising.com.au](mailto:enquiries@cleancruising.com.au)