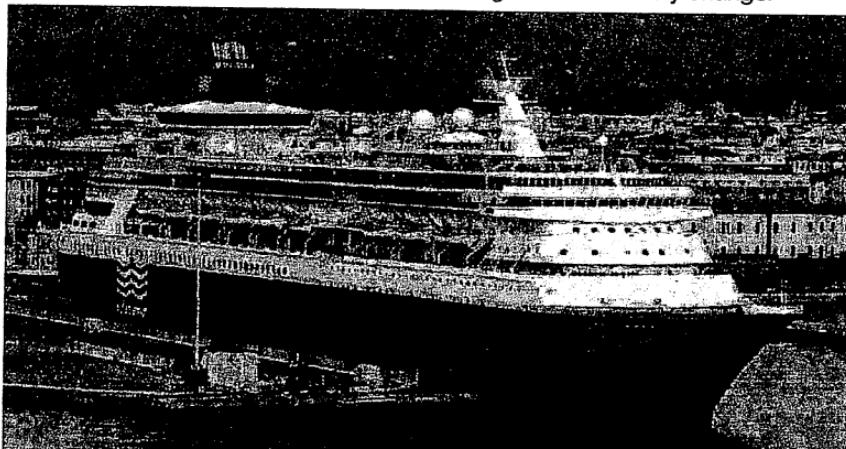


CRUISE SHIP NEWS

Alan Moorhouse

The continuation of the COVID-19 pandemic into July and August has had a devastating effect on the cruise industry worldwide. There is a worrying uncertainty, and the prospects for a restart vary across the world. Considerable efforts have been made by cruise lines themselves to improve health and environment standards on board, and to address coronavirus issues. The key theme this quarter is ship disposal and scrappage rather than heralding new arrivals. Almost without exception, cruise ships are in lay up across the world, predominantly offshore, including Manila Bay, Kuala Linggi off South West Malaysia, and the Singapore Straits, The Bahamas, Barbados, Limassol, and Weymouth Bay. Lay ups whether hot or cold are expensive and unproductive. The repatriation of all but essential crew has been a global exercise with support from the International Transport Workers Federation. There are concerns about the welfare of crew still aboard the ships.

It will be a monumental task for the cruise lines to re-establish themselves. The adverse publicity and involvement with the start of the pandemic clearly means that a number of countries will not be in a hurry to see a resumption of cruising. Many countries have closed their doors altogether and some governments have officially advised against cruise travel. Some lines, including Pullmantur, Birka and CMV, have ceased to operate. There is a growing list of ships being sold and others consigned to the breakers. SOVEREIGN, MONARCH, and HORIZON from Pullmantur, MARELLA CELEBRATION, CARNIVAL FANTASY, CARNIVAL INSPIRATION, and COSTA VICTORIA are but a few. Many of the older ships may not survive. Ships that have been sold include P&O's OCEANA and Holland America's AMSTERDAM and ROTTERDAM. New ship deliveries are being delayed. Those originally programmed for delivery this year are CARNIVAL MARDI GRAS, SILVER MOON, MSC VIRTUOSA, SPIRIT OF ADVENTURE, EVRIMA, COSTA FIRENZE, ODYSSEY OF THE SEAS, and ENCHANTED PRINCESS. Those delivered in 2020, including SCARLET LADY, IONA and CELEBRITY APEX, await their first fare paying passengers. Whilst there are concerns about further virus outbreaks, the industry is resilient and there is hope for a successful revival of fortunes, but cruising will undoubtedly change.



SOVEREIGN at Livorno, 5.9.2019.

Alan Moorhouse

AIDA Cruises: There is a proposed restart of operations with AIDAPERLA (124,100/17) sailing on a short no-stops cruise from Germany on 5 August. On 27 June the mid section of the LNG-powered AIDACOSMA was floated out at Meyer Werft in Papenburg. Delivery of AIDANOVA (183,900/19) was originally planned for 2021 with a third ship due in 2023.

Azamara Cruises: There was an initial planned restart date of 1 August. AZAMARA PURSUIT (30,277/01, ex R8, ADONIA, ROYAL PRINCESS, MINERVA II), AZAMARA QUEST (30,277/00, ex R7, BLUE MOON, DELPHIN

RENAISSANCE) and AZAMARA JOURNEY (30,277/01, ex R6, BLUE DREAM, BLUE STAR) are laid up in Glasgow.

Bahamas Paradise Cruise Line: The company planned to resume sailings on GRAND CELEBRATION (47,262/87, ex CELEBRATION) on 25 July. Sailings on GRAND CLASSICA (52,950/92, ex COSTA NEOCLASSICA, COSTA CLASSICA) are due to resume on 3 October.

Carnival Cruise Line: A staggered return is likely in line with international post coronavirus reopening, with a leaner future for cruising. Shipyard delays are expected. Older, less economic and less efficient ships will go following a second quarter loss of \$4.4 billion.

CARNIVAL MARDI GRAS is progressing at the Meyer Turku yard in Finland, on schedule for completion in February 2021. It will be based in Port Canaveral, but early sailings have been cancelled. A roller coaster has recently been installed. On 13 July it was announced that CARNIVAL FANTASY (70,367/90, ex FANTASY) and CARNIVAL INSPIRATION (70,367/96, ex INSPIRATION) were heading to breakers yards in Aliaga, Turkey. CARNIVAL ECSTASY (70,526/91, ex ECSTASY) and CARNIVAL ELATION (70,390/98, ex ELATION) are believed to be following. On 7 July work was suspended at Nevantia, Cadiz on the \$200 million upgrade and refurbishment of CARNIVAL RADIANCE (101,509/00 ex CARNIVAL VICTORY).

Celebrity Cruises: On 27 May the cruise line celebrated its 30th birthday. There were no special events, although a celebratory video was published. Established in 1990 by the Chandris Group, the line became part of Royal Caribbean Cruises in 1997.

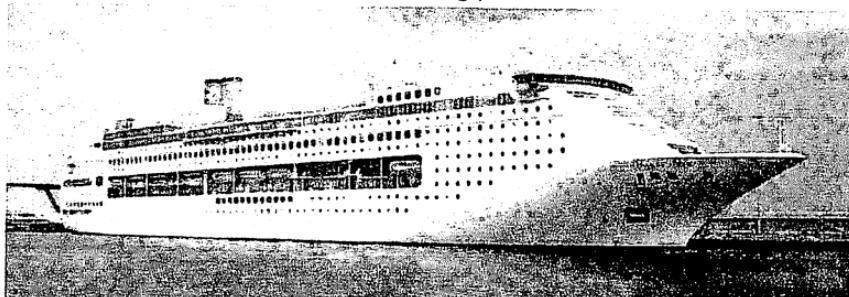
CELEBRITY APEX (130,000/20), already handed over, remains in St Nazaire with its naming ceremony and maiden voyage postponed. She is a sister to CELEBRITY EDGE (130,818/19). The third of the class, CELEBRITY BEYOND, is in the early stages of construction at Chantiers de L'Atlantique, St Nazaire. Two further ships will follow.

Celestyal Cruises: Operations are not planned to restart until 2021.

On 16 July Celestyal Cruises announced the purchase of COSTA NEOROMANTICA (57,150/93, ex COSTA ROMANTICA).

Costa Cruises: Operations were planned to restart on 15 August, but the North European season has been cancelled.

In June it was announced that COSTA VICTORIA (75,166/96) had been sold to breakers with initial dismantling work taking place in Piombino.



COSTA VICTORIA at Barcelona, 8.7.2003.

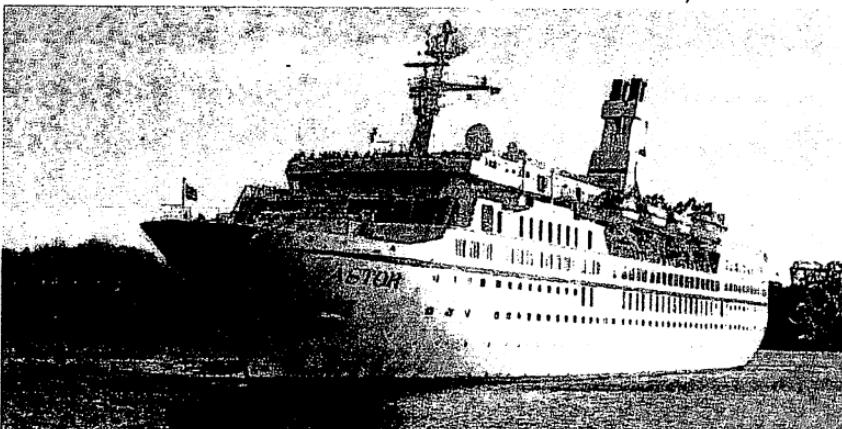
Alan Moorhouse

COSTA MEDITERRANEA (85,700/03) is to join COSTA ATLANTICA (85,619/00) in a joint venture between Carnival and China State Shipbuilding Corporation. COSTA TOSCANA, the next Helios class ship, will follow COSTA SMERALDA (185,010/19) from the Meyer Turku shipyard.

COSTA FIRENZE, a sister to COSTA VENEZIA (135,225/19), is building at Fincantieri, Marghera.

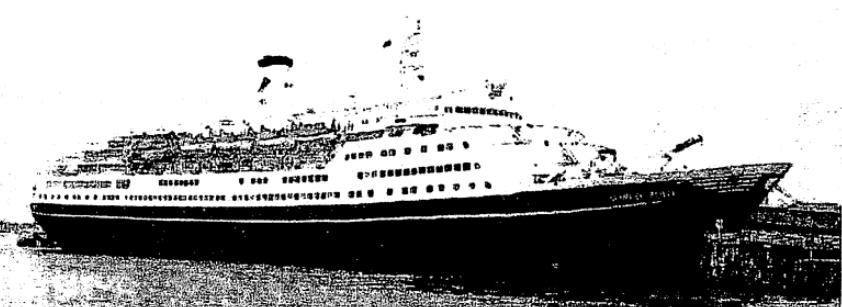
Cruise and Maritime Voyages: On 20 July the company went into administration, along with its German counterpart TransOcean Tours, as it was unable to secure financing. There are inevitably questions about the future of the fleet, mostly laid up in Tilbury, and whether AMY JOHNSON (70,285/91 ex PACIFIC DAWN, REGAL PRINCESS) and IDA PFEIFFER (55,820/93 ex RYNDAM, PACIFIC ARIA) will join the fleet from P&O Australia.

On 20 June the British Maritime and Coast Guard Agency detained a number of the ships laid up in Tilbury and Avonmouth, following an inspection related to maritime labour violations. They included COLUMBUS (63,786/89 ex FAIR MAJESTY, STAR PRINCESS, ARCADIA, OCEAN VILLAGE, PACIFIC PEARL), VASCO DA GAMA (55,451/92 ex STATENDAM, PACIFIC EDEN), ASTORIA (16,144/48 ex STOCKHOLM, VOLKERFREUNDSCHAFT, FRIDTJOF NANSEN, ITALIA PRIMA, VALTUR PRIMA, ATHENA, CARIBE, AZORES), ASTOR (20,606/87 ex FEDOR DOSTOEVSKIY), and MARCO POLO (22,080/66 ex ALEKSANDR PUSHKIN). It did not include MAGELLAN (46,052/85 ex HOLIDAY, GRAND HOLIDAY).



ASTOR at Stockholm, 23.5.2018.

Alan Moorhouse



MARCO POLO at Portsmouth, 19.5.2019.

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Crystal Cruises have celebrated 30 years. CRYSTAL SYMPHONY (51,044/95) and CRYSTAL SERENITY (68,870/03) have cancelled sailings until September and October. Voyages from Canada are cancelled altogether. The introduction of the 200 passenger CRYSTAL ENDEAVOR (19,800/21) from M.V. Werften is delayed. **Cunard Line:** No restart is planned until November. QUEEN VICTORIA (90,049/07), QUEEN ELIZABETH (90,901/10) and QUEEN MARY 2 (149,215/04) are laid up, some in Weymouth Bay. Construction of a 113,000 ton vessel, as yet unnamed, is paused at the Fincantieri Castellammare di Stabia ship yard.



QUEEN VICTORIA at Southampton, 24.6.2020.

Alan Moorhouse

Disney Cruises: Operations were planned to restart in August, but have been delayed. Delivery is delayed of DISNEY WISH, the first of a 144,000 ton three-ship series from Meyer Werft.

Dream Cruises: Following its April refit at Damen in Rotterdam, WORLD DREAM (151,300/17) is laid up off Scheveningen, Holland. Early construction work has taken place at M.V. Werften in Rostock for the second 208,000 ton Global class ship, following GLOBAL DREAM whose introduction is likely to be delayed beyond 2021. EXPLORER DREAM has restarted cruising from Taiwan.

Fred Olsen Cruises: On 15 July the company bought Holland America Line's AMSTERDAM (62,735/00) and ROTTERDAM (59,855/97) which are to be renamed BOLETTE and BOREALIS, respectively. The existing fleet is laid up at Rosyth.

Hapag Lloyd Cruises: On 12 July the company was sold by TUI to Royal Caribbean International. On 21 July it was announced that BREMEN (6,752/90 ex FRONTIER SPIRIT) would cease operations.

Holland America Line: On 15 July it was announced that in addition to the Fred Olsen sales, MAASDAM (55,451/93) and VEENDAM (57,092/96) had been sold. Operations are paused at least until the end of September. Work has paused on RYNDAM, the next in the Pinnacle series, a sister to the KONINGSDAM (99,863/16) and NIEUW STATENDAM (99,500/18).

MSC Cruises: On 29 June the keel was laid in St Nazaire for the LNG powered, 200,000-ton MSC WORLD EUROPA. Delivery may be later than planned in 2022. The next Meraviglia Plus ship, MSC VIRTUOSA (181,000/20), is under construction at the Chantiers De L'Atlantique shipyard in St Nazaire. She was due to be delivered later this year for a maiden voyage in the Western Mediterranean. In addition, Fincantieri are building four 64,000 ton ships. Other future new builds include two further 169,300-ton Seaside EVO class ships.

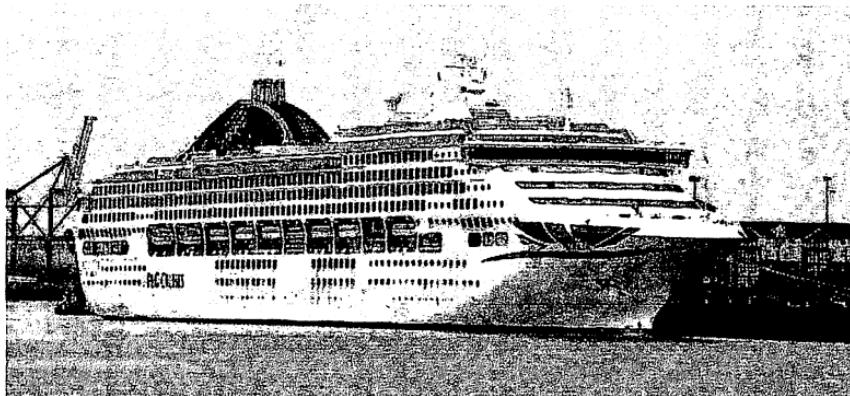
Marella Cruises: On 19 June all cruises were cancelled until 27 August.

MARELLA DISCOVERY (69,492/96 ex TUI DISCOVERY, SPLENDOUR OF THE SEAS) will no longer sail during the summer season from Palma. On 29 April it was announced that MARELLA CELEBRATION (33,930/84 ex THOMSON CELEBRATION, NOORDAM) will be retired. She left lay up off Southern England and sailed for Eleusis Bay.

Norwegian Cruise Line: NORWEGIAN BREAKAWAY (144,017/13) and NORWEGIAN GETAWAY (145,655/14) are being refurbished in Marseille. Other ships are planned to follow the same process including NORWEGIAN EPIC (155,873/10), NORWEGIAN STAR (91,740/01), and NORWEGIAN DAWN (92,250/02). Most NCL ships are laid up alongside in port rather than offshore.

Oceania Cruises: NAUTICA (30,277/98, ex R FIVE) is being refurbished in Marseille. The new 67,000 ton Allura class are planned for delivery from Fincantieri in 2022 and 2025.

P&O Cruises: OCEANA (77,499/00 ex OCEAN PRINCESS) has been sold to Seajets, a ferry operator established by Marios Iliopoulos, and renamed QUEEN OF THE OCEANS. Laid up in the Tyne, she has since sailed to Patras.



Oceana on the Tyne, 19.6.2020.

Ian Richardson

Following a dry dock inspection in Rotterdam, finishing work, and trials in the North Sea, IONA is laid up in Bremerhaven. Most of the current fleet is laid up in Weymouth Bay.

P&O Cruises Australia: Operations are paused until October. Plans remain unchanged to acquire STAR PRINCESS (108,977/02) from Princess Cruises and rename her PACIFIC ENCOUNTER. GOLDEN PRINCESS (108,865/01) will later become PACIFIC ADVENTURE.

Ponant Cruises: On 10 July the latest Explorer class ship, JACQUES CARTIER, was delivered from VARD in Norway. The ice strengthened LE COMMANDANT CHARCOT is planned for delivery in 2021.

Princess Cruises: Operations were initially planned to commence in mid October but this has changed to mid December.

On 9 July ENCHANTED PRINCESS (143,700/20) completed her sea trials. The ship is the fifth in the Royal class and will be based in Los Angeles. The sixth of the class, DISCOVERY PRINCESS, is planned for delivery in November 2021. Two 175,000 LNG-fueled ships are to be built in 2023 and 2025.

Pullmantur: The company has ceased operating following an unsuccessful attempt at refinancing and its three ships are heading to Aliaga for breaking up. MONARCH (73,937/91 ex MONARCH OF THE SEAS) left Malta on 12 July and was beached on 23 July, followed by SOVEREIGN (73,192/88 ex SOVEREIGN OF THE SEAS) which was beached on 26 July. Significantly, both held the mantle of the largest passenger ship in the world on delivery in 1988 and 1991 respectively. HORIZON (47,427/90) will follow.

Regent Seven Seas Cruises: Cruises have been cancelled at least until October. SEVEN SEAS NAVIGATOR (28,550/99, ex AKADEMİK NIKOLAY PILYUGIN) is laid up in Marseille awaiting refurbishment. A sister to SEVEN SEAS SPLENDOR (55,000/20) and SEVEN SEAS EXPLORER (55,294/16) will follow in 2023.

Royal Caribbean International: In July it was announced that the latest Oasis class, WONDER OF THE SEAS would not be initially based in China. On 23 June Royal Caribbean International continued the pause in its operations until September. Most of its fleet is laid up off Barbados. Construction of ODYSSEY OF THE SEAS is progressing at Meyer Werft, Papenburg.

Saga Cruises: On 28 July SPIRIT OF ADVENTURE, a sister to SPIRIT OF DISCOVERY (58,250/19), was floated out of Hall 5 at Meyer Werft, Papenburg. On 18 June SAGA SAPPHIRE (37,301/82 ex BLEU DE FRANCE, HOLIDAY DREAM, SUPERSTAR ARIES, SUPERSTAR EUROPE, EUROPA) was sold to Anex Tours and left lay up at Tilbury.

Scenic Cruises: SCENIC ECLIPSE (22,498/19) sailings are halted until September.

Seabourn Cruises: All sailings have been cancelled until October. Following the keel laying SEABOURN VENTURE some progress has been made on construction work at the T. Mariotti shipyard in San Giorgio di Nogaro, Italy. Delivery is planned for 2021. A second Seabourn expedition vessel is scheduled for 2022.

Silversea Cruises: All cruises have been cancelled until the autumn. The delivery of SILVER MOON has been delayed. On 3 June, SILVER ORIGIN was delivered from the Dutch De Hoop yard. SILVER DAWN will follow.

TUI Cruises: Operations restarted on 24 July when MEIN SCHIFF 2 did a short non-stop cruise from Hamburg, effectively the restart of ocean cruising.

Viking Ocean Cruises: On 11 June VIKING VENUS (47,800/21) was floated out at Fincantieri Ancona. Delivery is planned for 2021. It will be followed by VIKING TELLUS. Another two further vessels will join Viking from Vard in 2021 and 2022.

Virgin Voyages: Operations are planned to resume in mid October.

On 16 June VALIANT LADY was floated out at Fincantieri Sestri shipyard. The first blocks have been assembled for the third ship in the class. SCARLET LADY (110,000/20) returned to Genoa on 6 July for maintenance. Formal naming and the official maiden voyage are on hold.

alan.moorhouse245@gmail.com

81 Mentmore Crescent, Dunstable, Bedfordshire, England, LU6 3NW

A list of cruise ship locations compiled by Michael Pryce is included in the Marine News Supplement for September.