

CRUISE SHIPS

THE SMALL SCALE FLEET



PETER C. SMITH

Cruise Ships – The Small Scale Fleet

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The Great Ships Pass

Cruise Ships – The Small Scale Fleet

A Visual Showcase

Peter C. Smith



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Foreword and Acknowledgements

Cruising as a popular holiday as we know it today may be said to have been originated in 1900 by Albert Ballin the then general manager of the Hamburg–America Line. He commissioned the first ship built specifically for what we now call cruise tourism from the German shipbuilder Blohm und Voss, and it was a 4,409-GRT German vessel christened the *Prinzessin Victoria Luise*. This vessel was equipped with more than one hundred first-class cabins and in order to keep these high-paying customers entertained throughout their journey it was fitted with a gymnasium, a library and a film-developing darkroom. She proved most successful and carried a succession of wealthy Germans industrialists and their families to such destinations as the West Indies, the Black Sea and the Mediterranean, locales that still feature highly on the itineraries of cruise ships today. Ballin was ahead of his time in foreseeing the demand for such holidays among the newly rich but even he would have been amazed at the results of his experiment. Just over one hundred years later the cruise line industry was booming and the international tourism was a world-wide tourist phenomena with some small island states almost totally reliant upon it for their income.

In the last three decades the growth of the cruise line industry has been a remarkable event. The sheer size of the market, dominated by North America, has astonished many, even in the industry itself, and until comparatively recently there seemed no end to the phenomenal acceleration both of numbers and the size of the ships being built to

cater for them. At its pre-recession peak, 2007, more than 12.5 million took a cruise vacation, as against 3.7 million in 1990, a remarkable leap by any standards. By 2008 the UK cruise industry alone expanded by 11 per cent, while even Spanish interest was almost double that percentage over the same period.

Events since 2008 have slowed, but not halted, this expansion. But even before the world downturn many discerning cruise enthusiasts were more drawn to the smaller ships rather than the giants of the deep with the disaster of the *Costa Concordia*, which brought in its wake many significant changes and costs.

Strangely enough this tragedy, although it had some initial impact and demand in the immediate aftermath, has not, in the end, fatally weakened the allure of cruising as many feared it might. In 2012 a total of twenty-two new leviathans were on the order books, holding between them some 66,831 new berths to be filled and the total order book was a staggering US\$14,919,800,000. Certainly, Michelle Fee, founder of Cruise Planners, remained upbeat, stating that the *Concordia* affair was, ‘...a non-issue’ as far as cruise business was concerned. ‘Something like that hasn’t happened since the *Titanic*, over one hundred years ago,’ she is reported as saying. ‘Cruising was, and still is, one the safest modes of travel.’

The large vessels have more and more facilities and allure, but if one is to ‘get away from it all’ then the fact that these colossal ships

appear to take it all with them, with malls, amusement centres and sports facilities, some travellers prefer the idea that fewer people is a better option. And the smaller cruise liners do not stint on luxury, quite the contrary with the Seabourn, Silver and Le Ponant flotillas, among many others, having breathtaking ships and restaurants and casinos that defy comparison in opulence and class. Even those smaller cruise ships that offer the barest of essentials can offer what many much larger vessels cannot, besides exclusivity, and that is access to ports, harbours and destinations that the big ships cannot reach. Exotic islands and ports of call, with shallow, shelving coastlines or limited harbour access, offer the traveller a unique series of experiences beyond the reach of their brethren embarked in the larger ships. As the world shrinks and the unspoilt areas become more pedestrian, small cruise ships open up parts of the world still largely untainted and unsullied for the delight of their guests. They evoke the original wonder of the first quests and offer a different facet on our beautiful world.

Thus, this book celebrates the smaller of these wonderful pleasure ships, those of 40,000 GRT or less, in all their beauty and style, and illustrates not only their external appearance but also how they are conceived, designed, built and utilized. It is the intention of the author and publisher that the book will be regularly updated and become a basic reference tool for lovers of the ultimate in maritime magnificence.

This volume acts as a companion to the first *Cruise Ships*, which covered those cruise ships of more than 40,000 GRT, of which, despite the world-wide recession, there is an even larger number, with many more on the stocks at the time of writing. But, if big is beautiful, then small is select and those vessels covered here have their own special merits and attractions.

There are also many other facets to the story, which can only be touched on here for lack of space. There are the very popular major

river cruise ships, large vessels that probe the breathtaking scenery of Europe, from the Scottish Highlands and the Thames to the Rhine, Danube and other major rivers and waterways of Europe and also that probe the Mississippi, Alaskan coastline and the great American wilderness and others in Burma and beyond. Just a taste of these is included here, although it is hoped a whole book will be devoted to them soon. There are the casino ships, mainly in the Far East, that cruise beyond the jurisdiction of the nearby lands to enable gambling of all types; there are hotel ships in the Middle East and accommodation ships for world-wide exhibitions and Expos, including in 2012 on the Thames for the most successful London Olympics. Again, a few are listed here as examples of a growing trend. Purists may turn up their noses at their inclusion, but they exist and are increasing so cannot be ignored and most were genuine cruise ships not so long ago – and their present employment is a better alternative to ship lovers than the welder's torch in an Indian scrapyard.

Finally, two important points need to be emphasized right at the start. Firstly, there is inevitably some repetition here, not only because some ships have had many different owners and operators down very long lives, but also with Volume One of *Cruise Ships*, which dealt with the larger vessels, because many lines own, or have owned, both large and small ships. While the history of such owners is the same in both volumes, emphasis has naturally been placed on the smaller vessels in this volume, but duplication is unavoidable for not every person who reads this volume will necessarily read the other and vice versa. The reader of both is asked to be indulgent on this point. Secondly, tracking ship history through the labyrinthine maze of ships owners, operators, holding companies, LLCs, charters, leases, take-overs, amalgamations and name-changes requires a lot of patience and considerable time. I am acutely aware that I may not have covered every base in this quest.

The gap of time between final proofread and publication is quite large and much can happen but any errors will be rectified in future updated editions to reflect the continuous changes in the cruise world that occur almost daily and with increasing complexity.

A book of this kind would be impossible without the kind and dedicated help from numerous people connected with the ships and the industry. I fully acknowledge my debt to the following individuals and organizations who gave me the utmost assistance in tracking down details and photographs and answering my many questions. In alphabetical order then, let me sincerely thank the following:

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NB – In this book all tonnages are Gross Registered Tonnage (GT – formerly GRT) unless otherwise stated. GT is not the ship's displacement tonnage but a calculation of its size to the formula 1000 cu/ft of permanently enclosed revenue-generating space = one gross ton. Engine-rooms, fuel and water-bunkerage are discounted under this equation, but food and supply storage is included.

Peter C. Smith
Riseley, Bedford, 2013



The Author aboard the *Thomson Celebration*.

Part One

The Ships



Ship: ADMIRALTY DREAM

IMO: 8963727

MMSI: USCG 614006

Callsign: WDF7628

Operator: Alaskan Dream Cruises, Sitka,
AK/Allen Marine Tours

Tonnage (GRT): 514

Dimensions (length × beam × draught):

43.5 m (143 ft) × 8.53 m (28 ft) × 1.9 m
(6.5 ft)

Constructor & Yard Number: Eastern
Shipping, Gulf Coast, Panama City,
Florida. **Yard No:** NS-225

Motive Power: 2 × GM12V71 diesel =
700 hp; 1 propeller

Speed (knots): 10

Launched/Floated out: 1979

Christened by: Mrs Jane Blount

Passenger Cabins: 33

Passenger Decks: 4

Passengers/Crew Numbers (max.):
66/20

Class: Coastal Cruise

Registered: Juneau, Alaska

Former Names: NEW SHOREHAM III/
SPIRIT OF COLUMBIA

*(Courtesy of Alaskan Dream Cruises via
C N Design)*



Ship: ADONIA

IMO: 9210220

MMSI: 310530000

Callsign: ZCDV2

Operator: P&O Cruises, Southampton, UK

Tonnage (GRT): 30,277

Dimensions (length × beam × draught):

180.45 m (592 ft) × 25.46 m (83 ft 6 in) ×

6 m (19 ft 8 in)

Constructor & Yard Number: Chantiers
de l'Atlantique, St Nazaire, France.

Yard No: Z31

Motive Power: 4 × Wärtsilä 12V32 diesels

= 13,500 kW; 2 propellers

Speed (knots): 18

Launched/Floated out: 2000

Christened by: Dame Shirley Bassey
(re-christening May 2011)

Passenger Cabins: 355

Passenger Decks: 8

Passengers/Crew Numbers (max.):
710/373

Class: R (Renaissance)

Registered: Hamilton, Bermuda

Former Names: *R EIGHT/MINERVA III*
ROYAL PRINCESS

(Courtesy Trondheim Port Authority)



Ship: *AEGEAN ODYSSEY*

IMO: 7225910

MMSI: 248541000

Callsign: 9HA2404

Operator: Voyages to Antiquity/ Samos
Island Maritime Co. Ltd, Pireaus

Tonnage (GRT): 11,503

Dimensions (length × beam × draught):

140.51 m (461 ft) × 20.42 m (67 ft) ×
6.10 m (20 ft)

Constructor & Yard Number: Santierul
Galatz, Romania. **Yard No:** 617

Motive Power: 2 × Pielstick-Crossley
14 cyl diesel = 10,296 kW; 2 × C/P
propellers; Denny-Brown stabilizer;
1000 kW bow thruster

Speed (knots): 16

Launched/Float out: 1973

Passenger Cabins: 280

Passenger Decks: 7

Passengers/Crew Numbers (max.):
380/180

Class: Originally Ro-Ro ferry

Registered: Valletta, Malta

Former Names: *NARCIS/ALKYON/
AEGEAN DOLPHIN/DOLPHIN/
AEGEAN 1*

(Courtesy Voyages to Discovery)



Ship: *AEGEAN PARADISE*

IMO: 8902333

MMSI: 309877000

Callsign: C6UU6

Operator: Hainan Cruise Enterprises SA,
Hong Kong/ Etstur, Istanbul, Turkey

Tonnage (GRT): 23,287

Dimensions (length × beam × draught):

174 m (570 ft 8 in) × 24 m (78 ft 7 in) ×
6.7 m (21. ft 6 in)

Constructor & Yard Number:

Ishikawajima Harima Heavy Industries Co.
Ltd (IHI), Tokyo, Japan.

Yard No: 2987

Motive Power: 2 × 12-cyl Pielstick
12PC2 = 6V diesel = 13,316 kW; 2 C/P
propellers

Speed (knots): 21

Launched/Floated out: 26 January 1990

Re-christened by: Katrin Harkmann

Passenger Cabins: 325

Passenger Decks: 8

Passengers/Crew Numbers (max.):

650/250

Class: Germanischer Lloyd/BV

Registered: Nassau, Bahamas

Former Names: *ORIENT VENUS/CRUISE*

ONE/DELPHIN VOYAGER/HAINAN

EMPRESS/HAPPY DOLPHIN

(Copyright Norbert Nagel)



Ship: AIDA cara

IMO: 9112789

MMSI: 247117300

Callsign: IBNR

Operator: Aida Cruises

Tonnage (GRT): 38,531

Dimensions (length × beam × draught):

193.30 m (634.2 ft) × 27.58 m (90.5 ft) ×

6.19 m (20.3 ft)

Constructor & Yard Number: Kvaerner
Masa-Yards, Turku, Finland.

Yard No: 1337

Motive Power: 2 × MAN B7W CL48/60
diesel-electric = 21,720 kW twin-pitch
props

Speed (knots): 20

Launched/Floated out: 16 February 1996

Christened by: Christiane Herzog

Passenger Cabins: 593

Passenger Decks: 9

Passengers/Crew Numbers (max.):

1,186/360

Class: Clubschiff

Registered: Genoa, Italy

Former Names: AIDA

(Courtesy Aida Cruises)



Ship: ALBATROS

IMO: 7304314

MMSI: 308784000

Callsign: C6CN4

Operator: Phoenix Reisen GmbH, Bonn,
Germany

Tonnage (GRT): 28,518

Dimensions (length × beam × draught):

205.46 m (674.2 ft) × 25 m (82 ft) ×

7.30 m (23.9 ft)

Constructor & Yard Number: Wärtsilä,
Helsinki, Finland. **Yard No:** 397

Motive Power: 4 × Wärtsilä-Sulzer 9zh
40/48 diesel = 13,240 kW

Speed (knots): 21

Launched/Floated out: 19 January 1973

Christened by: Vesla Darre Hirsch

Passenger Cabins: 442

Passenger Decks: 8

Passengers/Crew Numbers (max.):

812/340

Class: Det Norske Veritas

Registered: Nassau, Bahamas

Former Names: ROYAL VIKING SEA/
ROYAL ODYSSEY/NORWEGIAN STAR 1/
CROWN

(Copyright Werner Goes Scheepvaartwest)



Ship: AMADEA

IMO: 8913162

MMSI: 308445000

Callsign: C6VE9

Operator: Phoenix Reisen, Bonn, Germany

Tonnage (GRT): 28,856

Dimensions (length × beam × draught):
192.82 m (632 ft 7 in) × 24.70 m (81 ft) ×
6.20 m (20 ft 4 in)

Constructor & Yard Number: Mitsubishi
Heavy Industries, Nagasaki, Japan.

Yard No: 2050

Motive Power: 2 × MAN-Mitsubishi
7L58/64 diesel = 17,300 kW; 2 propellers

Speed (knots): 21

Launched/Floated out: 6 April 1991

Christened by: Keiko Kishi

Passenger Cabins: 303

Passenger Decks: 8

Passengers/Crew Numbers (max.):
624/292

Class: N/A

Registered: Nassau, Bahamas

Former Names: ASUKA

(Courtesy John Newth, Clydesights)



Ship: AMADEUS DIAMOND
IMO: 04807380 (European ID Nor.)
MMSI: 211443640
Callsign: DB 5333
Operator: Luftner Cruises of Austria/Danuia
Kreuzfahrten, GmbH, Vienna, Austria
Tonnage (GRT): 1,566
Dimensions (length × beam × draught):
110 m (360 ft) × 11.40 m (37 ft) × 1.6 m
(5 ft 3 in)
Constructor & Yard Number: Shipyard de
Hoop Foxal, Lobith, The Netherlands.
Yard No: NB428
Motive Power: 2 × Caterpillar = 782 kW
Speed (knots): 11.9
Launched/Floated out: December 2008
Christened by: Martina Löffner
Passenger Cabins: 74
Passenger Decks: 4
Passengers/Crew Numbers (max.):
148/40
Class: Hotel ship
Registered: Passau, Germany
Former Names: N/A

(Courtesy Dr. W. Luftner Reisen GmbH)



Ship: AMERICAN GLORY

IMO: 8972338

MMSI: 366858820

Callsign: WDA8860

Operator: American Cruise Lines, Guilford,
Connecticut, USA

Tonnage (GRT): 1,480

Dimensions (length × beam × draught):

53 m (174 ft) × 12.30 m (40.5 ft) ×

1.98 m (6.5 ft)

Constructor & Yard Number: Chesapeake
Shipbuilding, Salisbury, Maryland, USA.

Yard No: 88

Motive Power: diesel; 2 Caterpillar 3406E
diesel = 650 hp; 2 propellers

Speed (knots): 10.2

Launched/Floated out: 2002

Passenger Cabins: 31

Passenger Decks: 4

Passengers/Crew Numbers (max.):
49/22

Class: Boutique ship

Registered: Wilmington, Delaware, USA

Former Names: N/A

(Courtesy of American Cruise Lines)



Ship: AMERICAN SPIRIT

IMO: 9283124

MMSI: 367023690

Callsign: WDC4371

Operator: American Cruise Lines, Guilford,
Connecticut, USA

Tonnage (GRT): 1,955

Dimensions (length × beam × draught):

67 m (220 ft) × 14m (46 ft) × 2.5 m
(8.2 ft)

Constructor & Yard Number: Chesapeake
Shipbuilding, Salisbury, Maryland, USA.

Yard No: 52

Motive Power: 2 × MTU 16v-2000 diesel =
1100 hp; Thrustmaster bow thruster;
2 propellers

Speed (knots): 12.6

Launched/Floats out: 14 October 2003

Passenger Cabins: 51

Passenger Decks: 4

Passengers/Crew Numbers (max.):
92/27

Class: Boutique ship

Registered: Wilmington, Delaware, USA

Former Names: N/A

(Courtesy of American Cruise Lines)



Ship: AMERICAN STAR

IMO: 9427615

MMSI: 367184740

Callsign: WDD7311

Operator: American Cruise Lines, Guilford, Connecticut, USA

Tonnage (GRT): 1,973

Dimensions (length × beam × draught):

67 m (220 ft) × 14 m (46 ft) × 2.5 m (8.2 ft)

Constructor & Yard Number: Chesapeake Shipbuilding, Maryland, USA. **Yard No:** 89

Motive Power: 2 D Caterpillar C-32 diesel – 1,250 hp; Thrustmaster bow thruster; 2 propellers

Speed (knots): 12.4

Launched/Floated out: 2007

Christened by: Karen Baldacci

Passenger Cabins: 52

Passenger Decks: 4

Passengers/Crew Numbers (max.): 100/27

Class: Boutique ship

Registered: Wilmington, Delaware, USA

Former Names: N/A

(Courtesy of American Cruise Lines)



Ship: AMUSEMENT WORLD

IMO: 6620773

MMSI: 572243000

Callsign: T2JA2

Operator: New Century Tours Corporation
Pte Ltd, Singapore/Universal Ship
Management, Singapore

Tonnage (GRT): 12,764

Dimensions (length x beam x draught):
141.2 m (463 ft) x 22.5 m (74 ft) x 5.75 m
(19 ft)

Constructor & Yard Number: Lindholmen
Varv A/B, Gothenburg, Sweden.

Yard No: 1095

Motive Power: 4 x Pielstick-Lindholmen
6PC2-2L400 diesel = 7,415 kW; 2 x V/P
propellers; 2 bow thrusters

Speed (knots): 13.3

Launched/Floated out: 29 September
1966

Christened by: Svenska Lloyd

Passenger Cabins: 250

Passenger Decks: 3

Passengers/Crew Numbers (max.):
900/200

Class: Casino ship

Registered: Tuvalu Palau

Former Names: PATRICIA/STENA
OCEANICA/STENA SAGA/LION
QUEEN/CROWN PRINCESS/CROWN
PRINCESS VICTORIA/PACIFIC STAR/
SUN FIESTA/PUTRI BINTANG

(Copyright Frank Katzer)



Ship: ASTOR

IMO: 8506373

MMSI: 311348000

Callsign: C6JR3

Operator: Astor Premicon
Hochseekreuzfahrten, Germany/
Transocean, Bremen

Tonnage (GRT): 20,606

Dimensions (length x beam x draught):
176.50 m (579 ft) x 22.61 m (74.1 ft) x
6.10 m (20 ft)

Constructor & Yard Number:
Howaldtswerke-Deutsche Werft, Kiel,
Germany.

Yard No: 218

Motive Power: 4 x Sulzer-Wärtsilä 6ZAL40
diesel = 13,200 kWw + 2 x 8zal40 =
8,800 kW; 2 C/P propellers

Speed (knots): 16.5

Launched/Floated out: 30 May 1986

Christened by: Inta Gleich

Passenger Cabins: 285

Passenger Decks: 7

Passengers/Crew Numbers (max.):
578/278

Class: E1

Registered: Nassau, Bahamas

Former Names: ASTOR/FEDOR
DOSTOEVSKIY

*(courtesy Astor Premicon
Hochseekreuzfahrten)*



Ship: ATHENA

IMO: 5383304

MMSI: 255801380

Callsign: CQRV

Operator: Classic International Cruises,
Neutral Bay, Australia

Tonnage (GRT): 16,144

Dimensions (length × beam × draught):
160.10 m (525.2 ft) × 21.04 m (68.8 ft) ×
7.6 m (24.9 ft)

Constructor & Yard Number: Götaverken,
Gothenburg, Sweden. **Yard No:** 611

Motive Power: 2 × Wärtsilä 16V32 diesel =
10,700 kW; 2 propellers

Speed (knots): 19

Launched/Floated out: 9 September
1946

Passenger Cabins: 277

Passenger Decks: 8

Passengers/Crew Numbers (max.):
580/240

Class: RINA

Registered: Funchal, Madeira, Portugal

Former Names: STOCKHOLM/
VOLKERFREUND SCHAFT/VOELKER/
FRIDTJOF NANSEN/ITALIA I/ITALIA
PRIMA/VALTUR PRIMA/CARIBE

(Courtesy and copyright Andrew Knox)



Ship: AZAMARA JOURNEY

IMO: 9200940

MMSI: 256204000

Callsign: 9HOB8

Operator: Azamara Club Cruises

Tonnage (GRT): 30,277

Dimensions (length × beam × draught):

181 m (593.7 ft) × 29 m (95.1 ft) × 5.85 m (6 ft)

Constructor & Yard Number: Chantiers de l'Atlantique, Nantes Saint Nazare, France. **Yard No:** Y31

Motive Power: 4 × Wärtsilä 12V32 diesel = 18,600 kW; 2 × GEC Alstom electric @ 6,750 kW; 2 propellers

Speed (knots): 18.5

Launched/Floated out: 17 January 2000

Passenger Cabins: 338

Passenger Decks: 9

Passengers/Crew Numbers (max.):

694/408

Class: R

Registered: Valletta, Malta

Former Names: R SIX/BLUE DREAM

(Courtesy and copyright Manuel Moreno)



Ship: AZAMARA QUEST

IMO: 9210218

MMSI: 256216000

Callsign: 9HOM8

Operator: Azamara Club Cruises

Tonnage (GRT): 30,277

Dimensions (length × beam × draught):
180.4 m (591.8 ft) × 30 m (96 ft) × 5.8 m (19 ft)

Constructor: Chantiers de l'Atlantique,
Nantes, Saint Nazaire, France.

Yard No: Y31

Motive Power: 4 × Wärtsilä 12V32 diesel =
18,600 kW; 2 × GEC Alsthom electric @
6,750 kW; 2 propellers

Speed (knots): 18.5

Launched/Floated out: 23 May 2000

Passenger Cabins: 358

Passenger Decks: 9

Passengers/Crew Numbers (max.):
777/306

Class: R

Registered: Valletta, Malta

Former Names: R SEVEN/DELPHIN
RENAISSANCE/BLUE MOON

(Courtesy and copyright Manuel Moreno)



Ship: BAHAMAS CELEBRATION

IMO: 7904891

MMSI: 3110113000

Callsign: C6XJ3

Operator: Celebration Cruise Line,
Plantation, Florida, USA

Tonnage (GRT): 35,855

Dimensions (length × beam × draught):
205.25 m (673 ft 5 in) × 24 m (78 ft 9 in)
× 6 m (19 ft 8 in)

Constructor & Yard Number:

Howaldtswerke-Deutsche Werft, Kiel,
Germany. **Yard No:** 164

Motive Power: 4 × Stork-Wärtsilä
9FEDH240 diesel; 2 × Stork-Wärtsilä
9FEDH240G = 36,356 kW; 2 C/P
propellers

Speed (knots): 21

Launched/Floated out: 31 July 1980

Christened by: Princess Ragnhild of
Norway/Glenn Ryerson Allinson

Passenger Cabins: 499

Passenger Decks: 7

Passengers/Crew Numbers (max.):
1,200//312

Class: Ice 1B

Registered: Nassau, Bahamas

Former Names: PRINCESS RAGNHILD

(Courtesy Celebration Cruise Line)