Cruise ships

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| --- | --- | --- | --- | --- |
| 820 | 1999 | Cruise liner | Aida-Cara | 14 |
| 899 | 1973 | Cruise liner | Boudicca | 7 |
| 964 | 2014 | Cruise liner | Allure of the Seas | 1 |
| 1026 | 2002 | Cruise liner | Trollfjord | 16 |
| 1076 | 2015 | Cruise liner | Britannia | 3 |
| 1091 | 2010 | Cruise liner | Norwegian Epic | 2 |
| 1225 | 1997 | Cruise liner | Disney Magic | 12 |
| 1260 | 1999 | Cruise liner | Europa | 15 |
| 1679 | 2012 | Cruise liner | Costa Fascinosa | 6 |
| 1680 | 2013 | Cruise liner | Royal Princess | 4 |
| 1705 | 1939 | Cruise liner | Robert Ley | 10 |
| 1706 | 1938 | Cruise liner | Wilhelm Gustloff | 11 |
| 2089 | 1968 | Cruise liner | Shota Rustaveli | 9 |
| 2091 | 1925 | Cruise liner | Admiral Nakhimov | 8 |
| 2118 | 2003 | Cruise liner | Crystal Serenity | 13 |
| 2120 | 2001 | Cruise liner | Celebrity Infinity | 5 |

When ships cease to be a means of transport and become an entertainment we get the cruise liner appearing. Starting with the booze cruises in the 1920s during prohibition in the USA and continuing in times of hardship, transatlantic liners began cruising as a means of covering costs, keeping ships busy. The first true cruise liners were designed specifically for the job of entertaining people in a one class ship – cheap and cheerful! Part of Adolf Hitler’s ‘strength through joy’, the Robert Ley, 1939 (Model number 1705) and the Wilhelm Gustloff, 1938 (Model number 1706) were constructed purely as cruise ships. They were smaller than transatlantic liners but had the facilities we expect of a comfortable way of life. The USSR’s Admiral Nakhimov, 1925 (Model number 2091), the former German liner Berlin taken after WW2 was used in the cruise trade in the same manner as the Ley and Gustloff.

By the 1970s cruises around the coasts of Europe and Scandinavia had become popular using ships such as the Boudicca, 1973 (Model number 899) and Shota Rustaveli, 1968 (Model number 2089). The rapid explosion of cruising from the 1990s saw the introduction of very specialised ships – almost floating blocks of flats with shopping centres added – which got bigger and bigger, restricted only by the size of canals and harbours and their capacity to handle a large number of these vessels. Smaller vessels such as Europa, 1999 (Model number 1260) and Trollfjord, 2002 (Model number 1026) served specific tours with restricted channel depths and access. These tended to be the ‘city tours’ and tours to exotic coastlines, particularly in Northern Europe, Scandinavia and Iceland.

However, many wanted sun, sand and sea with the comfort of home and this was provided by ships such as Celebrity Infinity, 2001 (Model number 2120), Crystal Serenity,2003 (Model number 2118), Royal Princess, 2013 (Model number 1680), and Allure of the Seas, 2014 (Model number 964), particularly in the Carribean. Others preferred the Mediterranean in Costa Fascinosa, 2012 (Model number 1679), Aida-Cara (Model number 2118) some further east in Britannia, 2015 (Model number 1076), some to Scandinavia in Norwegian Epic, 2010 (Model number 1091) and some a theme park such as Disney Magic, 1997 (Model number 1225).

Cruise liners seem to have reached their size limit at 300m long and they depend on the capacity of venues to handle several such ships at once.



