G10 SATURDAY, JANUARY 30, 2016

THE HAMILTON SPECTATOR • THE SPEC.COM



BREAK OUT THE BLUE CHEESE Suiteness.com is a key to luxe rooms

Very important person? Why yes, I am. Now. You'll find it at

It's a website that opens the doors to online booking for 17,000 luxury suites you never knew existed in Las Vegas, Miam and New York. Los Angeles is up next. More than 50 per cent of the inventory is exclusive to Suiteness. You're planning a bach-

elorette party for 10 ladies? How about booking a 4,500square-foot, five-bedroom penthouse suite on the 37th floor of the Fontainebleau Miami Beach hotel with a wraparound porch overlooking the intercoastal waterway? Search filters allow for bookings for up to 12 persons and five bedrooms. Los Angeles Times



Windstar's newly-acquired and refitted "yacht," the Star Breeze, lies dock-side at Portoferraio, island of Elba

Exploring Tuscany's distant shores

The 208-passenger Star Breeze is nimble enough to squeeze up to almost any tiny cove

ANNE Z. COOKE

PORTOFERRAIO, ITALY - When you sail on a ship like the 208-passenger Star Breeze, a vessel nimble enough to squeeze up to almost any tiny cove or narrow gorge, it's a good idea to bone up on the ports-of-call in

Researching local history, anecdotal and otherwise, always adds zing to a day spent in an unfamiliar destination. If nothing else, you'll have time to decide which shore excursions — if any — promise to be that one and only magical mystery tour.

And so it was last spring, as we sailed down Italy's west coast on the Star Breeze, one of Windstar Cruises' three newly acquired and refitted all-suite yachts, a move that Windstar CEO Hans Birkholz de-scribes as the company's "first venture into ships without sails." Like Odysseus sailing home from Troy,

we — my husband, Steve, and I — couldn't resist the lure of Tuscany's distant shores, a siren song of rugged cliffs, green hills and secluded coastal villages. After a busy first day in Monaco and a glittering send-off at the Monte Carlo Casino, we sailed on to Portofino, the oft-photographed celebrity hide-away whose harbour and village are as famous as they are tiny.



Sunset over the coast marks the cocktail hour on the Star Breeze's top deck.

Italy as one of European history's most infamous prison sites.

If you're a fact-freak, you may know that Elba is the island where Napoleon, self-pro-claimed emperor of France and the scourge of Europe in the late 18th and early 19th cen-turies, was exiled. Why Elba? If Elba's a barren, storm-tossed rock like Alcatraz (as I'd dends. The first, a visit to Napoleon's intown quarters, the gardens, a museum and his country residence, would cure my ignorance. Napoleon, in fact, didn't live on Elba very long, escaping within the year. (More fool he, considering how things turned out.) But the second excursion, a circle-island tour, offered a chance to see the real Elba, ge-

ny seaside town. Porto Azzurro nearby. leaving enough time to stretch our legs on narrow cobblestone streets, shop for souve nirs and postcards and to sit in the sun with a glass of wine. Elba, it seemed, was the kind of no-worry paradise where novelists go to find inspiration and the rest of us can only dream about.

Sitting on the piazza, watching the slow pace of life, the residents shopping, tourists carrying backpacks and fishermen tying their boats to the dock was so pleasant l wondered why Napoleon wasn't tempted to stay. But the day on Elba was a testimonial to Windstar's conviction that small ships and offbeat destinations are the answer to the growing demand for more innovative and authentic cruises.

On the Star Breeze, luxury set the pace. But it was the ship's size that felt so manage able. It took me just an hour to explore from top to bottom, learning my way around every space from the decks and the dining room to the lounges, library and the gym.

With fewer than 200 passengers on this cruise, meeting people and learning names was easy. The crew members, too, made a point of remembering not just our names but our preferences. And the longer we were on-board, the more comfortable it felt.

But it was a couple of sad-tears days for

THE HAMILTON SPECTATOR . THE SPEC.COM

SATURDAY, JANUARY 30, 2016 GII

TRAVEL

NICE TIME TO SEE NICE

Miller's family knew the ship and their favourite stateroom so well that they felt like owners, she told me. When Windstar an-nounced the Star Breeze's new itineraries, Miller decided to take

itineraries, Miller decided to take ber chances with a one-week with a one-week with a one-week with a one-week wing to make the control of the control of the control of the control ingleton to board, she'd had a change of heart.

"I guess the ship really needed a facelin," she reported as the wait-ers began to serve dessert, then ever the colour schemes work and the upholstery is elegant but undother universal to the control of the control of the control of the brighter.

sive. This room, especially, seems brighter.

"Tearl get used to the new name orwhy they call it a yacht. But it's the same ship, same polished breas and teak deles. The bath-rooms still have those gorgous marble counters and big tubs. And the walk-in closet that I don't really need."

For most us, the Star Breeze was still a ship, But as Birkholz explained, the "yach!" classification is part of a cruise industry shift toward more narrowly focused cruise-experience.

cruise experiences. In the early days of cruising,

In the early days of cruising, ships were aone-size-file-sal product. If you were saling on the Muddy Duck, you and every other Muddy Duck possenger-borded the ship in Port A and disembarked todays later in Port B. Students and bargain hunters bought inside staterooms on D beek, sometimes called third class; middle class travelers booked second-class, or "Cabin Class" staterooms, and celebrities and corporate milliomires booked first-class using, with a separate first-class dining room.

But with today's langer pool of

first-class dining room.
But with today's larger pool of frequent cruise travelers looking for new destinations, cruise lines are targeting more narrowly defined demographics. Passengers, ages and income levels still martie, but their interests come first.
Expedition ships can be Spartan or deluxe, but they invariably



offer demanding or even strenu-ous shore tours and single-themed trips. Polar bears and Arc-tic ice, the Amazon jungles, coral rec'health.

The biggest, most affordable ships, the 2,000- to 4,000-passen-ger giants, sell on-board vacation funa slow as stoop er person a day, with poolside parties, loud music, c'iniaks by the pitcher, glittery the-atre shows, casinos and basketball courts.

courts.

And in the yacht category, the And in the yacht category, the Star Breeze adds new dimension to the Windstar Beet, continuing to offer authentic experiences in offbeat places, with all the creature comforts anyone could be required to the continuity of the co



Blow@ff Winter

In the yacht category, the Star Breeze adds a new dimension to the Windstar fleet, continuing to offer authentic experiences in offbeat places.

IF YOU GO

IF YOU GO

FOR PRICES: To compare discounted fares with listed 'brochare fares', go to wiwwardstarcrusies.com. For example, the fare for our 7-day crusies, 'Yachting the Reviera,' If booked form is 52,799 U.Sep express. If booked later at the 'brochare fare,' the crusie costs more than twice as much, at 56,599 U.Sep express. If 20% SALING GATES: The Sax Deveze salts to Costs Rica and Phraman in January and February: In April to Moreco and the Carairy Islands: in May to Spain and Pertugal, in late May to Monaco (includes two days of Grand friva events); in June August to Talsk, Sickly and Spain: in September and of Crobber to Venice and Alberts: and in late October the site preturns to the Carabbean.



