

DAILY SHIPPING NEWSLETTER SPECIAL EDITION



THE FINAL ROLL-CALL

Compiled by Piet Sinke

Up to 80 cruise vessels could be withdrawn when new SOLAS rules regarding combustible materials come into effect in 2010.

All passengerships must be fitted with Sprinklers by October 2005, when new regulations under the new International Maritime Organization's SOLAS convention come into force, smoke detectors were required on all ships by 1997 and sprinklers were to be fitted on the oldest ships by the same date.

By 2010 no combustible materials will be allowed anywhere in the construction of any passenger ship. In this case cruiseships buildt under the old SOLAS 48 rules that permitted the use of such combustible materials will be most affected. In a report it is deemed that, by the 2010 SOLAS watershed 15.956 lower berths presently in service or available for service will be on ships more then 50 years old, vessel built pre-1960 are the :

Name	Built	Lower Berth Capacity	Age by 2010
Aegean Spirit	1951	664	59
Albatros	1956	940	54
Atalante	1953	484	57
Ausonia	1957	508	53
Brand	1959	40	51
Emerald	1958	990	52
Dolphin IV	1956	588	54
Enchanted Isle	1958	729	52
Fair Princess	1956	890	54
Flying Cloud	1935	64	75
Independence	1951	809	59
Kristina Brahe	1943	184	67
Legacy	1958	122	52
Mandalay	1923	72	87
Mermoz	1957	570	53
Monterey	1952	600	58
Nordsternen	1956	156	54
Oceanbreeze	1955	776	55
Princessa Amorosa	1957	284	53
Princessa Victoria	1936	566	74

Top the **THE VICTORIA** which is now named **PRINCESSA VICTORIA** which is laid up in Greece at present as shown in newsletter 064



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Regal Empress	1953	893	57
Rembrandt	1959	1074	51



Rembrandt, which is purchased by some local interest in The Netherlands and will be towed from the Bahamas soon to Rotterdam. — photo : Piet Sinke ©

Royal Star	1956	222	54
Sea Cloud	1931	68	79
Serenade	1957	507	53
Star of Venice	1953	452	57
Stella Solaris	1953	620	57



left : The **STELLA SOLARIS** —
Photo : coll Piet Sinke

Topaz	1956	976	54
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Top : The
Thomson
passenger
liner **THE
TOPAZ** —
photo :
Piet Sinke
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Universe Explorer	1958	740	52
Valtur Prima	1948	540	62
Yankee Clipper	1927	64	83

Total (Average) 31 ships 15.956 berths

Given their age and the SOLAS standrads to which they were original built, major modifications will be necessary if they are to remain in service after 2010.

The table below shows the passenger liners built between 1960 and 1970 :

Name	Built	Lower Berth Capacity	Age by 2010
Apollo	1962	914	48
Arcadia	1969	270	41
Astra	1965	282	45
Bali Sea Dancer	1962	143	48
Big Red Boat 1	1966	1124	44
Big Red Boat II	1966	1012	44
Big Red Boat III	1961	1148	49
Black Prince	1966	446	44
Bolero	1968	802	42
Caledonia Star	1966	120	44
Calypso	1968	486	42
Costa Riviera	1963	924	47
Dalmacija	1965	284	45
Don Juan	1965	448	43
Empress	1966	884	44
Explorer	1969	100	41
Freewinds	1968	500	42
Funchal	1961	439	49
Hebridean Princess	1964	48	46
Jason	1967	272	43
Joy Wave	1967	480	43
Joywave	1962	452	48
Kristina Regina	1967	276	50
La Habana	1967	448	43
Leisure World	1969	730	41
Marco Polo	1966	848	44



The **MARCO POLO** seen here departing from Amsterdam – **photo : Pim de Goederen ©**

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Maxim Gorki

1969

650

41



The Maxim Gorkiy homeported Odessa

Norway

1962

2032

48

Ocean Majesty

1966

535

44



Top : The **Ocean Majesty** – photo – coll Piet Sinke

Odysseus

1962

454

48

Orient Princess

1967

301

43

Polaris

1960

80

50

Princessa Cypria

1968

548

42

Princessa Marissa

1966

628

44

Princess Danae

1955

560

40 (hull conv 1975)

Queen Elizabeth 2

1969

1741

41

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left : The famous **Queen Elizabeth II** of Cunard – photo : Coll Piet Sinke

Saga Rose	1965	589	45
Salamis Glory	1962	407	48
Sapphire	1967	540	43
Seawind Crown	1961	764	49
Shearwater	1968	92	42
Shota Rustaveli	1968	493	42
Silver Star	1964	286	46
Stella Oceanis	1965	300	45
Switzerland	1955 (hull)	424	40



Top : The **SWITZERLAND** – photo : Coll Piet Sinke

Taras Shevchenko	1967	574	43
Victoria	1966	778	44
Wold Renaissance	1966	457	44

Many of this ships will contain significant quantities of wood and therefore also likely to be significantly affected by the 2010 watershed.

In both cases, however, only a detailed survey will show the extent of the problem. The survey shows figures that as many as 43000 lower berths on 80 ships might be withdrawn as a result of the high cost of SOLAS modifications during or before 2010.

For the first deadline of October 2005 it is estimated that 25 ships will need sprinklers fitted at considerable expense, but that the expense will be considered worthwhile.

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Following discussions with contractors and manufacturers, it is estimated that the cost of retrofitting would be between \$ 1.8m and \$ 2.5m depending on the size of the ship (16.000 > 40.000 grt) These cost are based on European labour rates, time out of service, which may amount to 60 working days, is a separate issue and has not been included in the costing, however as the date approach it is likely that innovative designs may well be found that may affect installation times and prices.

The report concludes that it seems likely the majority of these ships will be retrofitted "given that the ships involved will not have reached the date by which they could be given a vintage classification and may still have significant book values in 2005, along with the relatively modest price tag"

Wooden cabin areas

The 2010 deadline is likely to have a much greater effect on the fleet, with ships built before 1960 the worst affected as they have entire cabin area built of wood. The work required involves the removal and replacement of all combustible materials from the ship structure. Hence all cabins would need replacing at an estimated cost of \$ 30.000 each, it is expected that about \$ 15m would need to be spent on a typical 800 lower berth ship with 400 passenger cabins in these areas alone. Crew areas would be a further additional cost. Give these costs, it seems unlikely that many of the pre-1960 ships will undergo the required refit , The ships built between 1960 and 1969 will also be severely affected leading to the conclusion that almost all these ships will be withdrawn from mainstream cruising as a consequence of the 2010 SOLAS regulations.

To replace these ships/berths it is estimated, would cost around \$ 11.5 bn.



The SOLAS convention was a document that started life in 1914 as a result of a conference called to consider the implications of the loss of the TITANIC in 1912. It is most significant regulation was that passenger ships should carry sufficient lifeboat capacity for all the passengers and crew, unlike the **TITANIC**.

Source : Cruise International