



The Arcadia was issued with the no-sail order after failing a series of health inspections.

AP

Ralph Diehl, president of Great Lakes Cruises of Waukesha, Wis., which chartered the ship, said he was upset that the 1968 Spanish-built *Arcadia*'s owner, Attika Shipping (Cruises) of Athens, Greece, did not fix the problems earlier.

Inspectors had visited the ship in Greece and found a long list of deficiencies. In the

could sail without endangering the passengers," Mr Diehl said.

When the ship returned to Detroit on Wednesday, coast guard officers and CDC inspectors conducted another inspection and issued the no-sail order.

Should ship officials violate this no-sail order then they face up to a \$25,000 fine.

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Germany

# Seeamt probes Scandlines after third ferry incident

By Birgit Strietzel in Cologne

THE biggest ferry operator in the Baltic Sea, German-Danish Scandlines group, has reported a third incident on one of its vessels within two-and-a-half weeks, when the 12,289 gt ferry *Rügen* reported a smouldering fire in the engine room 2.5 miles off its destination port Trelleborg, injuring two crew members.

This followed the 14,621 gt *Prins Richard* crashing into the breakwater in the port of Puttgarden on June 19, leaving one person slightly injured, and on July 1, fire breaking out in the engine room of the 21,154 gt *Sassnitz*, causing damage

of around Dm1m (\$433,000). The *Rügen* took over the *Sassnitz* service on Monday.

The incidents could lead to stronger safety demands for ferries, said Jochen Hinz, head of the German Seeamt in Hamburg, Kiel and Rostock, the investigation authority on maritime accidents.

"One has to think about whether the intensity of the checks is sufficient, particularly with regard to details," he told *Lloyd's List*. Security standards and checks for aircraft could become a role model for shipping, too, he suggested.

Security standards on

board the Scandlines ferries had all been met, the initial investigation of the Seeamt in the latest incident found.

The *Rügen* had her last check-up a day before the incident.

The smoldering fire was caused by a short-circuit in the main switchboard.

The two crew members who extinguished the fire within minutes suffered injuries from the smoke.

They were taken to

hospital by lifeboat, but are back on board now, Scandlines spokeswoman Martina Golla-Paap told *Lloyd's List*.

The crews' quick reaction demonstrated how well the company was prepared for emergencies, she said.

"There is no shortage on our side with regard to safety standards," Ms Golla-Paap added.

No passengers were injured. However, those travelling by car were held up

for an hour in port because of a defect in the tailgate.

The *Rügen* is now being repaired in the port of Trelleborg.

A Swedish-German commission will start investigations today into the *Sassnitz* and the *Rügen* accidents, said Mr Hinz. "Scandlines will have to answer a number of questions," he said.

The incidents have already affected services. The crossing at 0800 hrs on Friday

morning was cancelled. Passengers with bookings for departures later on Friday were transferred to Rostock, where the group operates the 36,185 gt vessel *Mecklenburg-Vorpommern* and the 42,705 gt *Skane*.

From today, Scandlines has chartered the fast ferry *Max Mols* from Mols Lines for the route Sassnitz-Bornholm. The *Rügen* is planned to return into service on the Sassnitz-Trelleborg route.

Cruise

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