

PANAGIA SOUMELA – all photographs © Captain Allan Albiston – October 2006



The **Panagia Soumela**, ex **Lady of Mann** entered service with SAOS LINES in summer 2006 after a long career with the Isle of Man Steam Packet Co. Before entering service on the Aegean her aft end was completely rebuilt for stern loading and the carriage of a limited number of commercial vehicles. These photographs were taken 9/11th October 2006 when a group of her Steam Packet ex officers travelled on the ship between Kavala – Lemnos and Samothraki.



On top of the new stern there is now a large open deck with seating under a blue plastic canopy.



There is also a new bar lounge on this deck.



Foot passengers now board the vessel over the stern ramp and up new staircases port and starboard fitted with disabled access



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The aft mooring deck is immediately above the stern ramp, behind the shaded passenger deck.



The Promenade Decks are now stripped of their wooden planking and taffrails, as well as the lifeboats and their davits, giving a much more spacious appearance – as well as removing weight from the ship.



(but it looks if the paint job is not yet complete).



The open sun-deck area on top of the new lounge bar would also be used for helicopter evacuation.



A second fast rescue boat is now carried as can be seen looking aft from the bridge. The MES (marine evacuation slides) have been moved aft to the new open deck from their previous position in the forward lounge. The life rafts shown in the photo on the left are above the new MES position.

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In the forward passenger accommodation remarkably little has been changed by the ship's new owners – with Steam Packet signage remaining much in evidence, although in some cases new Greek signs have been added.



With the rebuilding of the stern, the crew cabins located there have now disappeared. To offset this the passenger cabins in the upper superstructure are now used by the crew.

The upper car deck remains in position, but with the removal of the spiral ramps, is now accessed by a hoistable ramp.

Part of the self-service restaurant is now reserved for use by the "Distinguished Class" passengers who also now have the use of the Blue Riband Lounge.



The help of Captains Allan Albiston and Tom Harrison in compiling these pages is gratefully acknowledged.

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