

Maritime Knowledge Centre

INFORMATION RESOURCES ON THE AL SALAM BOCCACCIO 98

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IMO MATERIAL ON THE WEBSITE

SeaLibrary Online. Maritime Knowledge Centre Catalogues online.

http://www.imo.org/InfoResource/mainframe.asp?topic_id=827

Secretary-General expresses shock over Egypt ferry disaster: Thoughts and prayers of entire IMO membership go out to victims, families and loved ones. *Briefing 03/2006, 3 February 2006.*

http://www.imo.org/Newsroom/mainframe.asp?topic_id=1320&doc_id=6103

See also :

MKC Online catalogue [SeaLibrary](#)

IMO Secretary-General offers support after ferry accident. IMO offers technical expertise for accident investigation. *Briefing 04/2006, 9 February 2006.*

http://www.imo.org/Newsroom/mainframe.asp?topic_id=1320&doc_id=6116

Red Sea ferry: IMO provides assistance to casualty investigators. Consultants to provide technical expertise in accident aftermath. *Briefing 06/2006, 23 February 2006.*

http://www.imo.org/Newsroom/mainframe.asp?topic_id=1320&doc_id=6142

INTERNET RESOURCES

REGISTRO ITALIANO NAVALE (RINA) – M/V Al Salam Boccaccion 98 – Technical update.

http://www.rina.org/template_news_eng.asp?NEWS=1c&id=2610

ANSWERS.COM - M/V Al Salam Boccaccion 98. <http://www.answers.com/topic/m-v-al-salam-boccaccio-98>

ARTICLES FROM THE PRESS

TECHNICAL PERIODICALS

'Shipping world united in grief over Red Sea tragedy'. "International Maritime Organization secretary general Efthimios Mitropoulos has led global expressions of shock and grief at the sinking of the Egyptian passenger ro-ro ferry Al Salam Boccaccio 98. "IMO stands ready to offer any assistance it can in this time of great distress," Mr Mitropoulos said. The cause of the disaster was under investigation yesterday. The ship's classification society has confirmed that recent inspections revealed no apparent problems. The ship, with about 1,310 people on board, sank late last week in the Red Sea." - LLOYD'S LIST, 6 February 2006 (No.59097) , p 1

'IMO lends support to nations affected by Al Salam Bocaccio 98 loss'. "International Maritime Organization Secretary-General, Efthimios Mitropoulos (left), has spoken of his shock at the loss of Al Salam Boccaccio 98. He said: "It was with deep regret that we learnt of the incident and the thoughts and prayers of the entire membership, the secretariat and myself go out to all those who have lost their lives and, of course, to their families, friends and loved ones."" - LLOYD'S LIST, 6 February 2006 (No.59097) , p 1

'El Salam offices hit as bereaved vent their fury'. "Hundreds of angry protesters yesterday trashed the Safaga offices of El Salam Maritime Transport Co, operator of the ferry that sank in the Red Sea last week with the loss of 1,000 lives. Windows were broken and furniture was thrown into the street, while the signboard was ripped down from the front of the premises. Riot police removed the mob from the building, with reports of at least one injury. There was later an attempt to storm a nearby hospital where the bodies of victims are being kept. Attempts to contact the company for comment proved unsuccessful." - LLOYD'S LIST, 7 February 2006 (No.59098) , p 1

'Steamship Mutual: Red Sea ferry appeared well-run'. "Steamship Mutual, one of the senior protection and indemnity clubs, has said that there was no obvious reason at this stage to criticise the condition of the Al Salam Boccaccio 98. "I do not think there is anything that would lead one to believe that this vessel was in any other than perfectly acceptable condition," said management chief executive James Stockdale." - LLOYD'S LIST, 7 February 2006 (No.59098) , p 3

'Letter: Al Salam Bocaccio 98 accident probe must help avert further tragedies'. "SIR, Everyone will be greatly saddened by the foundering of the Egyptian ferry Al-Salam Boccaccio 98 in the Red Sea last week with such appalling loss of life. They will wish to extend their sincerest sympathies to the families of the victims. The nature of the tragedy will put great pressure on those charged with investigating the accident and I have no doubt there

will be vociferous calls to apportion blame for what happened. John Lang" - LLOYD'S LIST, 7 February 2006 (No.59098) , p 3

'Ferry had equipment to save all on board'. "Doomed Red Sea ferry Al Salam Boccaccio 98 had life-saving equipment for about three times the number passengers it had aboard on the night it sank, according to records and certificates. Panama Shipping Register, the company that issued the passenger safety certificate for the ship told Lloyd's List yesterday that there was no shortage of life-saving equipment on the vessel when it carried out its last inspection of the vessel in September 2005. Abdiel Diaz, Panama Shipping Register's managing director added that with 1,400 passengers onboard, the vessel would not have been overloaded." - LLOYD'S LIST, 8 February 2006 (no.59099) , p 1

'P&I mutuals face \$26m Red Sea bill'. "Shipowners' protection and indemnity mutuals may face a \$26m bill in compensation for families of the victims of the Al Salam Boccaccio 98 ferry disaster. Egyptian company El Salam Transport has offered a payment of Egyptian £ 150,000 (\$26,165) per deceased person. The figure reflects the limit under Egyptian law." - LLOYD'S LIST, 8 February 2006 (No.59099) , p 1

'Quarterpoints: Safety lessons came too late for Al Salam Bocaccio 98 victims'. "The debate on the possible updating of the 1995 Standards of Seafarers' Training, Certification and Watchkeeping Convention and Code had perhaps been a little livelier, and discernibly more dramatic, than most people attending the International Maritime Organization's recent 'STW 37' session had anticipated. However, delegates had every reason to return home with a smile on their faces about a job well done. Little did they suspect that barely one week later, their endeavours to promote safety at sea through a greater focus on the human operator would be dealt a crushing blow by the catastrophic death toll in the capsize and sinking of a Red Sea ro-ro passenger ferry with some 1,400 souls on board." - LLOYD'S LIST, 8 February 2006 (No.59099) , p 8

Captain rejected plea for help from doomed ferry. TIMES ONLINE, 8 February 2006.

http://www.timesonline.co.uk/tol/news/world/middle_east/article728351.ece

'From grief to anger to blame: Al Salam ferry aftermath puts spotlight on certification'. "While it may take months, even years, to establish the causes of the tragic ferry sinking in the Red Sea last week, harrowing tales from survivors have turned the attention on the operator's immediate response to the disaster. The frustrations of the families of around 1,000 victims reached boiling point on Monday when the crowd tore through the offices of El Salam Maritime Transport Co in their search for answers to why their loved ones died on their way from Saudi Arabia to Egypt last Friday morning." - LLOYD'S LIST, 9 February 2006 (No.59100) , p 3

'Panama send heavy-hitter Castillero to start investigation'. "Panama, the flag state of the Al Salam Boccaccio 98 , has sent an investigator to Egypt to begin the investigation into the causes of the ferry tragedy that claimed up to a 1,000 lives last week. The Panama Maritime Authority, the body that oversees the world's largest ship register, has responded to the disaster by appointing Alfonso Castillero, the deputy director of the merchant marine section, as the head of PMA's Board of Investigation of Serious Casualties." - LLOYD'S LIST, 9 February 2006 (No.59100) , p 3

'Lookout: Idiocy, failure and death'. "Search for survivors ends, search for scapegoats begins. A tragedy on the scale of the Al Salam Boccaccio 98 is proof that the industry's safety systems aren't working properly. But which systems are wrong and what needs fixing?" - FAIRPLAY, 9 February 2006 (Vol.356, No.6365) , pp 1-2

'Close to a thousand deaths spark outrage in Egypt'. "Scarce information has exacerbated the Red Sea ferry disaster. Richard Meade reports that a fire appears to have started the trouble, but investigators are struggling to determine what happened next. As the trickle of survivors from the Red Sea ferry disaster slowed this week, it became clear that the sinking would rank among the worst the industry has ever seen. Search and rescue efforts have given way to grief and anger - and a barrage of questions about how the sinking could have happened. Close to a thousand people are now believed to have died in the sinking of the passenger ferry Al Salam Boccaccio 98 off the Egyptian coast last week" - FAIRPLAY, 9 February 2006 (Vol.356, No.6365) , p 5

'Compensation confusion'. "Compensation of 150,000 Egyptian pounds (\$26,000) is being offered to the families of Al Salam Boccaccio 98 victims by El Salam Maritime Transport. Egyptian President Hosni Mubarak has declared that the families of close to a thousand dead will be paid \$5,200, and survivors will each receive \$2,600, a spokesman at the Egyptian Embassy in London told Fairplay. How much compensation the insurers will pay is a little more complicated, say international law experts. The maximum payable under the 1974 Athens Convention is

46,660 Special Drawing Rights (worth \$67,000) but that is capped at 25M SDR per ship incident under a later convention." - FAIRPLAY, 9 February 2006 (Vol.356, No.6365) , p 6

'Why investigators are focusing on ferry safety'. "Investigators from the Egyptian prosecutor's office, the Panama flag and the Italian class society RINA are sifting through witness accounts and rescue reports to establish what caused the sinking of Al Salam Boccaccio 98 last week. Attention is also being turned to the vessel's owner and the poor safety record of ferries in that region. El Salam Maritime Transport is the principal operator on ferry routes from Egypt and is one of Egypt's largest travel and tourism organisations. It has a history of buying European ferries from companies such as Color Line, Tirrenia and Europa Linien from the 1960s and '70s, which have been rebuilt or 'jumboised' to increase their passenger capacity." - FAIRPLAY, 9 February 2006 (Vol.356, No.6365) , p 6

'Editorial: A proper reaction'. "The visit to Egypt last week by the IMO Secretary-General Efthimios Mitropoulos, following the sinking of the al-Salam Boccaccio 98 , showed both sensitivity and leadership. The message of "solidarity and compassion of the IMO membership" are not empty words or diplomatic niceties but a very human reaction that is entirely appropriate in the circumstances and with which all will be able to identify. It is the IMO role to take the lead in maritime safety, and it is important that the agency moves with alacrity after such an appalling event." - LLOYD'S LIST, 14 February 2006 (No.59103) , p 5

'Opinion: Panama flag must step up to the plate'. "International efforts to raise standards for shipping safety have failed miserably in the very area where human lives are most at risk. When the 17,879-gt Al Salam Boccaccio 98 (built 1970) sank in the Red Sea claiming 1,000 lives, it was the latest in a long line of ferry tragedies, mostly in developing countries (see page 42). Perhaps the most disturbing news is that the ship was fully compliant with international standards. It was not a ship forced out of Europe by stricter regulation of the ferry industry following the 16,000-gt Estonia (built 1980) disaster. The Al Salam Boccaccio 98 was entitled to trade in Southern Europe until 2010." - TRADEWINDS, 10 February 2006 (Vol.17, No.6) , p 2

'Class stands behind ferry'. "Class society Rina and the broker that sold the ill-fated Al Salam Boccaccio 98 say the ship was up to standard. Italian sources familiar with the condition of the Egyptian ferry that tragically sank in the Red Sea killing 1,000 have dismissed stability problems as a possible cause of the accident, claiming the vessel was structurally sound. But although Egypt's El Salam Maritime's fleet meets international standards, it had a poor accident record in recent years, having now lost three ferries of a similar construction" - TRADEWINDS, 10 February 2006 (Vol.17, No.6) , p 42

'Tradeline vessel rushes to rescue ferry survivors'. "Valiant efforts in rough seas by naval and commercial ships helped saved lives amid the horrific death toll of the Egyptian ferry disaster. One such vessel was Dubai-based TradeLine's 18,400-dwt Regal Star (built 1984), which was notified of the sinking by Jeddah Radio on 2 February and asked to keep a lookout for survivors." - TRADEWINDS, 10 February 2006 (Vol.17, No.6) , p 42

'Victims compensation "could be cut to half"'. "Compensation for victims of the Egyptian ferry disaster could be cut to half the relatively modest amount available under the international convention covering payouts to passengers. Under the 1974 Athens Convention that appears to apply in Egypt, the maximum compensation for passengers is limited to SDR 46,660 (\$67,300). But the Athens Convention figure is a limitation amount, so families of the dead or missing, or the 387 survivors, could get much lower amounts." - TRADEWINDS, 10 February 2006 (Vol.17, No.6) , p 42

'Letter: Al Salam sale ethics are questionable'. "Sir, The sinking of the Al Salam Boccaccio 98 was indeed a tragic and unnecessary accident. Words of sympathy always seem so inadequate in these times. It was reported in Lloyd's List that the ferry was "sold on" because it did not meet the requirements of the Stockholm Agreement for such vessels operating in European waters. That means it would have been criminal to operate the vessel. Ian Bowles" - LLOYD'S LIST, 15 February 2006 (No.59104) , p 7

'Cairo police accused of beating ferry protestors'. "Protesters calling for the closure of El Salam Maritime Transport Co - operator of the Egyptian ferry that sunk with the loss of 1,000 lives - are claiming they were beaten by Cairo police. Families of the victims are accusing both El Salam and the government of negligence, bungled rescue efforts and failure to implement safety measures." - LLOYD'S LIST, 16 February 2006 (No.59105) , p 6

'Shipping counts the cost'. "After the confusion surrounding why the ferry Al Salam Boccaccio 98 sank, there is further uncertainty about the level of compensation to be paid to the victims. After the disaster, confusion. After the

confusion, some clarity. In the aftermath of the sinking of the Al Salam Boccaccio 98 ferry, the official Egyptian count is that, so far, 611 people are missing, 387 lives were saved and 411 bodies have been recovered. Details of the compensation to be paid to survivors and relatives of the deceased are now being discussed and liability for payment seems likely to fall on the Steamship Mutual P I club." - FAIRPLAY, 16 February 2006 (Vol.356, No.6366) , pp 4-5

'Letter: Ferry tragedy: a catalogue of possible errors'. "SIR, The sinking of the ferry in Egypt was a foreseen accident waiting to happen. To keep my job, I cannot tell you my name, since I would like to tell you about the monkey business in the marine industry; not only in regard to owners, but also P I, registry, class etc. I have twice made an onboard inspection of a ship belonging to the local owners, where my conclusions comprised many pages of serious and dangerous deficiencies. When writing down the deficiencies, I was offered cigarettes, whisky and food, a typical situation on many ships. But PSC and registry had given clean reports. How come?" - FAIRPLAY, 16 February 2006 (Vol.356, No.6366) , p 14

'Letter: Agencies should ensure that safety standards are maintained'. "Sir, I listened with interest and amazement, both at the events unfolding in the Red Sea on 3 February and at the differing ways in which various news organisations handled the disaster. Few had the name of the ship exactly right and some were even reporting that it was another ship, a former Townsend Thoresen ship which, I suppose, allowed for comparisons with the Herald of Free Enterprise accident. I am sure that under normal circumstances the ship was safe to travel aboard and was adequately equipped with life-saving equipment. It seems, however, that using large quantities of water to extinguish the fire on the vehicle deck made the ship unstable because there was inadequate drainage. Maybe a more modern ship would have had more sophisticated fire-fighting equipment in place." - FAIRPLAY, 16 February 2006 (Vol.356, No.6366) , p 15

'Letter: Reports suggest that sinking was the result of poor design'. "SIR, The reports in the media of the sinking of Egyptian ferry Al Salam Boccaccio 98 so far indicate that there's a strong possibility that this sinking was caused by an excess of water in the car deck(s), aggravated by strong winds on the ferry's side. Passengers congregating on the lee side, where the swinging out of lifeboats would have made stability even worse, may have compounded this. If so, then it's different from the 'Third World standards' type of sinking of ferries in Africa, Indonesia, the Philippines and elsewhere, caused by overloading, grounding and poor maintenance." - FAIRPLAY, 16 February 2006 (Vol.356, No.6366) , p 15

'Letter: Genuine and serious enforcements is the solution'. "Sir, I believe that standards are not the problem, but genuine and serious enforcement is the solution. Standards are not achieved through formal rubber stamping and signing of documents but by the presence of equipment maintained to the right standards, trained (not necessarily qualified) personnel, and good/experienced Port State Control officers. This is not just about Egypt but of a lot of other countries as well. Egypt is the story of an unfortunate incident that may likewise happen at any time, anywhere else." - FAIRPLAY, 16 February 2006 (Vol.356, No.6366) , p 15

'Letter: Why just one distress message?'. "SIR, There is little doubt there would have been many more survivors from the Egyptian ferry Al Salam Boccaccio 98 had the crew been more proactive in sending distress messages. It would appear only one distress message was sent by VHF and this was ignored by passing ships. In the end, it was the ship's EPIRB (Emergency Position Indicating Radio Beacon), which automatically activated as the ship sank, that alerted the world to this tragedy. This raises two very serious issues - why was the distress message sent by VHF radio ignored by passing ships and why did the crew of the sinking ship not use the full range of GMDSS (Global Maritime Distress and Safety System) radio equipment available for their use in these circumstances?" - FAIRPLAY, 16 February 2006 (Vol.356, No.6366) , p 15

'Ferry probe to get help'. "Maritime accident investigators from the UK and France will assist the official investigation into the Al Salam Bocaccio 98 ferry disaster that claimed 1,000 lives. The investigators will assist Panama, the flag state involved, and the coastal state of Egypt, in trying to find out what went wrong when the 35-year-old, 11,800-gt ferry suddenly sank in the Red Sea two weeks ago." - TRADEWINDS, 17 February 2006 (Vol.17, No.7) , p 43

'Panama gets a bolt fom out of the blue'. "The painful loss of the Panamanian flagged ro-ro ferry Al Salam Boccaccio 98 has served as a wake-up call to the world's largest ship register with the staggering death-toll raising serious questions about the effectiveness and speed of changes being implemented at the Panama Maritime Authority. Regardless of the results of the investigation into the accident, Ruben Arosemena, the administrator of

the PMA and the country's Second Vice-President, is facing his toughest challenge since taking on the job in November 2004." - LLOYD'S LIST, 21 February 2006 (No.59108) , p 7

'IMO to examine reasons behind Al Salam Boccaccio 98 tragedy'. "Key Sub-committee meetings at the International Maritime Organization over the next two weeks are sure to turn the spotlight on why the Panama-flagged ro-ro Al Salam Boccaccio 98 failed to reach the Egyptian port off Safaga on Friday February 3. Members of the sub-committee on standards of training and watchkeeping and the ship design and equipment sub-committee will be sure to ask critical questions about the actions of the crew and further underlined doubts about the stability of this type of ro-ro vessels." - LLOYD'S LIST, 21 February 2006 (No.59108) , p 7

'Recovered Al Salam "black box" on way to UK experts'. "A diving operation over the wreck of the ferry Al Salam Boccaccio 98 has recovered the voyage data recorder from the vessel, lying in one of the the deepest parts of the Red Sea. The operation recovered the 'black box' VDR from the wreck at a depth of 920 m, with the device having suffered no apparent damage. The equipment will be flown to London and transferred to its makers Broadgate in Liverpool, which has the necessary equipment to extract and download the data" - LLOYD'S LIST, 22 February 2006 (No.59109) , p 1

'Letter: Al Salam hose claims made by survivors'. "Sir, Comments attributed to me referring to the use of fire-hoses in the case of the Al Salam Boccaccio 98 ("IMO to examine reasons behind Al Salam Boccaccio 98 tragedy", Lloyd's List, February 21) were based on reports from survivors to the media. A full and thorough investigation will need to take place before establishing the causes of the incident of the Al Salam Boccaccio 98. Alfonso Castellero, Deputy Director of Merchant Marine, Panama Maritime Authority" - LLOYD'S LIST, 27 February 2006 (No.59112) , p 6

'IMO promises speedy action on ferry safety'. "The International Maritime Organisation (IMO) is promising that fast action on ferry safety will follow the Panama/Egypt joint investigation into the Al Salam Boccaccio 98 tragedy. Maritime Safety Council director Koji Sekimizu at the IMO Design

Equipment (D&E) meeting this week said: "I hope the investigation into the accident will be able to identify the causes of the disaster and I am sure that, should it bring to light any areas where remedial action might be required, the IMO will move fast to act as necessary."" - TRADEWINDS, 24 February 2006 (Vol.17, No.8) , p 50

Captain refused to help sinking Red Sea ferry. MIDDLE EAST ONLINE, 26 February 2006.
<http://www.middle-east-online.com/english/?id=15675>

'Allan to advise Egypt on safety'. "Former chairman of the International Maritime Organization's Maritime Safety Committee Tom Allan is to provide technical advice to the government of Egypt on a number of maritime safety issues arising from the Al-Salam Boccaccio 98 ferry disaster. Following a request to the IMO from the Egyptian government, Mr Allan, who was also the UK's permanent representative at the IMO and is now an independent consultant, has been commissioned by the IMO to provide technical advice and support to the Egyptian Ministry of Transport on safety standards related to passenger ships." - LLOYD'S LIST, 28 February 2006 (No.59113) , p 18

Egyptian ship carrying 1,400 sinks in Red Sea. ALJAZEERA.COM , 2 March 2006.
http://www.aljazeera.com/me.asp?service_ID=10563

'Comment: When will we ever learn?'. "Perhaps the only lesson that can be learnt from the disaster that befell the al-Salam Boccaccio 98 in the Red Sea last month is that the lesson is never learnt" - FAIRPLAY SOLUTIONS, March 2006 (No.114) , pp 1-2

'Preliminary Egypt ferry report in two months'. "A preliminary report into last month's Egyptian ferry disaster that killed about 1,000 people will be published in around two months, the official in charge of the investigation said yesterday. The final report will not be ready for a further two months after that, Mohammed Abdel-Fattah Shama added." - LLOYD'S LIST, 9 March 2006 (No.59120) , p 3

'IMO to fast-track Red Sea findings'. "The IMO has pledged to fast-track findings from investigations into the sinking of the ferry Al Salam Boccaccio 98 in the Red Sea last month. Addressing the opening of its search and rescue subcommittee in London on Monday, IMO secretary-general Efthimios Mitropoulos assured member countries that the organisation would take rapid action should casualty investigators identify problem areas. While casualty inquiries are being conducted by Panamanian flag officials and Egyptian government investigators, the IMO has stepped in with technical support." - FAIRPLAY, 9 March 2006 (Vol.356, No.6369) , p 6

'Editorial: An example to all'. "It is difficult to fault the process that has been under way in Egypt since the dreadful loss of the Al Aalam Boccaccio 98 last month. Under the aegis of the Egyptian transport minister, who has driven the process onwards, the operation to discover the circumstances surrounding the catastrophe has been dynamic and an example to many other countries whose reaction to marine disasters is both opaque and pedestrian." - LLOYD'S LIST, 13 March 2006 (No.59122) , p 7

'Egypt owners's parliamentary immunity axed'. "Egyptian politician Mamdouh Ismail, named as the owner of the ill-fated ferry Al Salam Boccaccio 98 , has had his parliamentary right to immunity from prosecution removed ahead of an official investigation into the accident. Ismail is a member of the Shura Council, or upper level of the Egyptian parliament. His immunity was removed over the weekend by the committee for constitutional and legislative affairs. The accident investigation, conducted jointly by Panama and Egypt with help from the UK and France, is expected to produce its findings in the next few months." - TRADEWINDS, 24 March 2006 (Vol.17, No.12) , p 55

'Relatives of Red Sea ferry tragedy want answers'. "Last month's Red Sea ferry disaster, killed about a 1000 of the 1,414 passenger onboard, has left angry relatives in need of answers" - SAFETY AT SEA, March 2006 (Vol.40, No.445) , p 2

'L'Egypte lève l'immunité parlementaire du propriétaire du ferry Al-Salam-98' - JOURNAL DE LA MARINE MARCHANDE, 24 March 2006 (No.4501) , p 10

'Huge claims poser over Al Salam Boccaccio 98 sinking'. "Egypt's tragic loss of the passengership Al Salam Boccaccio 98 could trigger claims totalling hundreds of millions of dollars, according to a leading marine insurance broker, although others in the insurance market expect a more manageable outcome. A protection and indemnity claim may reach beyond \$200m, according to Mark Cracknell, of Benfield Corporate Risk, but the size of the demand will depend on whether the 1990 protocol to the Athens Convention, which increased the compensation per passenger to SDR175,000 (\$224,000), applies to Egypt." - LLOYD'S LIST, 31 March 2006 (No.59136) , p 3

'Master blamed for Red Sea ferry loss'. "Egypt has blamed the master of Al Salam Boccaccio - the Red Sea ferry which sank in February with the loss of more than 1,000 lives - for the casualty. A cabinet statement on Wednesday claimed that analysis of recordings of the conversation on the bridge showed that key safety measures were not carried out. The master allegedly did not send a distress signal, did not report the problems to either the port of departure or the port of arrival, did not try to return to port when fire broke out, and did not order the crew or passengers to use rescue systems." - LLOYD'S LIST, 7 April 2006 (No.59141) , p 3

"'Wicked collaboration" by safety chiefs and owner blamed for Al Salam tragedy'. "Egyptian parliamentary committee report says maritime safety authority colluded with owners to allow doomed ferry to operate" - LLOYD'S LIST, 21 April 2006 (No.59149) , p 1

'Egyptian ferry owner's assets frozen'. "Egyptian prosecutors have frozen the assets of the owner of the ill-fated 11,800-gt ferry Al Salam Boccaccio 98 (built 1980), which sank in the Red Sea in February claiming more than 1,000 lives. Politician Mamduh Ismail fled Egypt shortly after the ferry disaster despite ongoing investigations into the accident. Egyptian prosecutor Gaber Rihan won a motion to freeze his holdings after initial results of the probe found Ismail and five others guilty of serious violations leading to the sinking of the ship. The violations include disregarding safety regulations and tampering with inspections. " - TRADEWINDS, 21 April 2006 (Vol.17, No.16) , p 54

'Voices from beyond the grave echo doomed Red Sea ferry's final hours'. "A chilling transcript of the conversations recorded by the black box recorder of the Al Salam Boccaccio 98 point to a string of failings by the captain and crew in the last hours of the ill-fated vessel's voyage. Extracts of the transcript seen by Lloyd's List reveal the full horror of the last four hours and 22 minutes of the Panama-flagged ferry's journey between Duba in Saudi Arabia and the Egyptian port of Safaga." - LLOYD'S LIST, 24 April 2006 (No.59150) , p 1

'Black box transcript reveals four hours of confusion and fear as ferry sank'. "The Al Salam Boccaccio 98 disaster started to unfold with the sound of an alarm and an ominous knock on the door of the bridge at about 1909 hrs on February 2. The following excerpts are taken verbatim from the 'black box' recorder transcript, showing, exchange-by-exchange, how the crew struggled to save the 1970-built ferry " - LLOYD'S LIST, 24 April 2006 (No.59150) , p 3

'Panama hits back over Egyptian ferry report'. "Panama, the flag state of the ill-fated Al Salam Boccaccio 98, has hit back at criticism from an Egyptian parliamentary committee that alleged a "wicked collaboration" between the owners and maritime safety authorities. The report, compiled by a 23-member parliamentary committee and released last week, blamed El Salam Maritime Transport Co - owned by Mamdouh Ismail, a member of the upper house appointed by Egyptian president Hosni Mubarak - for the use of forged documents to hide safety deficiencies, and defective and insufficient life-saving gear." - LLOYD'S LIST, 25 April 2006 (No.59151) , p 1

'Lookout: PessimISM - Safety management fails the Al Salam Boccaccio test'. "Preliminary reports into the Egyptian ferry disaster have cast doubt on the value of the ISM Code. The onus is now on the flag states, the auditing bodies and the IMO to prove it has all been worthwhile" - FAIRPLAY, 27 April 2006 (Vol.356, No.6376) , pp 1-2

"'Wicked collaboration" found in ferry disaster'. "A catalogue of safety failings and mismanagement led to the deaths of more than 1,000 people on the Egyptian ferry Al Salam Boccaccio 98, the first of three expected reports into the sinking has found. Evidence published last week by an Egyptian parliamentary committee concluded that there had been "a wicked collaboration" between the ship's owners and the maritime authorities. The report also pointed to a basic failure to meet safety standards and procedures and suggested that blocked drains on the car deck were the chief cause of the vessel's 3 February sinking. The panel's report, released on Wednesday, noted that the ferry had plenty of drain pipes, which should have been capable of clearing water, but passengers were pulling paper and plastic bags out of the outlets even as the crew sprayed water to extinguish a fire." - FAIRPLAY, 27 April 2006 (Vol.356, No.6376) , p 8

'Al Salam report may result in ISM overhaul'. "The International Safety Management (ISM) code could be subjected to an overhaul in the wake of the Al Salam Boccaccio 98 sinking. A group of independent technical experts are due to report their preliminary findings regarding the Egyptian ferry, which sank in February, to the IMO's Maritime Safety Committee when it meets next week. Their conclusions are likely to include some recommendations of improvements to the ISM Code, class officials have told Fairplay." - FAIRPLAY , 4 May 2006 (Vol.357, No.6377) , p 6

'Letter: Safety recommendations awaited from three ship fire investigations'. "SIR, So far this year we have had three significant fires in passenger carrying ships. The first and most serious, and one that appears to have preceded a capsized and extensive loss of life, occurred on board the Egyptian-owned, Panamanian-registered ferry Al Salam Boccaccio 98 while on passage from Duba to Safaga, Egypt, in February. In late March, fire broke out on an external balcony on board the Bermudian registered cruiseship Star Princess while on passage from Grand Cayman Island to Montego Bay, Jamaica. One passenger died as a result of smoke inhalation. And then early last Saturday morning in the English Channel, fire disabled the Cyprus-registered cruiseship Calypso. Thankfully nobody appears to have been injured and the ship was successfully towed into Southampton. John Lang" - LLOYD'S LIST, 11 May 2006 (No.59163) , p 7

'The value of a good shipmaster'. "The Nautical Institute and the International Federation of Shipmasters' Associations have published a poster offering helpful advice on how a master makes the right decisions if he suspects that he has water ingress into his bulk carrier." - LLOYD'S LIST, 15 May 2006 (No.59165) , p 7

'Al Salam review expected to highlight safety failings'. "The preliminary report into the causes of the tragic sinking of the Al Salam Boccaccio 98 is expected to be finished in a month, but sources close to the investigation have already suggested that a host of new safety recommendations are likely to emerge as a result of the findings. The international investigation committee led by Egypt and Panama, the 1970-built ferry's flag state will present the preliminary results to the International Maritime Organization." - LLOYD'S LIST, 22 May 2006 (No.59170) , p 3

'International warrant for Al Salam owner'. "Egypt is seeking the extradition from Britain of the owner of the ferry that sank in the Red Sea in February with the loss of 1,400 lives. The Arab country's public prosecutor yesterday issued an international arrest warrant for Mamdouh Ismail, believed to be in London, according to news agency reports. Six defendants - including Mr Ismail's son - face charges of negligence and failure to take steps to save passengers on Al Salam Boccaccio 98." - LLOYD'S LIST, 25 May 2006 (No.59173) , p 1

'Deadly stretch of casualties tars flag'. "The AMP is reeling not just from the thousand-death Red Sea ferry disaster. Two groundings and an explosion also add urgency to the register's safety review" - FAIRPLAY, 25 May 2006

'Al Salam owner unafraid of Egypt indictment'. "The owner of the Al Salam Boccaccio 98 has pledged to fight charges of manslaughter lodged with an Egyptian court last week. Amr Mamdouh Ismail, vice-president of El Salam Maritime Co, and one of five directors of the company listed on the indictment told Lloyd's List that he was preparing his return to Egypt to face the charges." - LLOYD'S LIST, 30 May 2006 (No.58175) , p 1

'Searching for peace'. "Amr Mamhoud Ismail, vice-president of El Salam Maritime Transport, talks exclusively to Rainbow Nelson about how he and his family are facing up to the responsibilities of owning the ill-fated ferry Al Salam Boccaccio 98 and living with the memory of 1,077 dead " - LLOYD'S LIST, 30 May 2006 (No.58175) , p 5

'Owner of Al Salam Boccaccio 98 among six charged with manslaughter by Egypt'. "EGYPT yesterday began court proceedings against six people charged with the manslaughter of more than 1,000 passengers who died when the ferry Al Salam Boccaccio 98 sank in February, court sources told Reuters. Among them is Mamdouh Ismail, owner of the ship which sank on its journey from Saudi Arabia to Egypt. Mr Ismail is thought to be in Britain, the Egyptian authorities say, and is being tried in absentia.
" - LLOYD'S LIST, 6 June 2006 (No.59180) , p 1

'Al Salam owner pays out \$57m'. "The owner of the Al Salam Boccaccio 98 Red Sea ferry has transferred £330m (\$57m) into a compensation fund for victims run by a state prosecutor. Prosecutor Gaber Rihan said yesterday that in return for the money he had lifted a freeze on the assets of ferry line owner Mamdouh Ismail and his family and removed them from the list of people who cannot travel outside Egypt." - LLOYD'S LIST, 7 June 2006 (No.59181) , p 1

'Al Salam ferry disaster probe turns focus on rescue effort'. "Investigators probing the deaths of more than 1,000 passengers and crew aboard the Egyptian ferry Al Salam Boccaccio 98 have turned their attention to the government's search and rescue efforts in the immediate aftermath of the sinking on February 3 this year. An Egyptian parliamentary committee report published last week backtracked on its original criticism of the ferry's owner, El Salam Maritime Transport Co, removing earlier allegations of a "wicked collaboration" between the owner and Egyptian authorities to operate substandard vessels." - LLOYD'S LIST, 29 June 2006 (No.59197) , p 8

'Political spat over key findings delays report'. "Egypt and Panama are locked in a stand-off over the issue of whether to include the failings of the search and rescue effort in a technical investigation into the loss of more than 1,000 lives along with the Panama-flagged ferry Al Salam Boccaccio 98. The preliminary findings of the joint international technical committee's investigation were due to be released last month but the two " - LLOYD'S LIST, 29 June 2006 (No.59197) , p 8

'Egypt and Panama clash over ferry sinking inquiry'. "Cairo says Panama's investigators have walked out. But the other side complains of Egypt's unilateral approach in the search for answers to 1,033 deaths on the Red Sea - and issues a schedule for its own examinations" - FAIRPLAY, 6 July 2006 (Vol.357, No.6386) , pp 4-5

'Casualty-hit Panama reflects on a bad year'. "Casualties took centre stage in Panama last week as recommendations stemming from the Al Salam Boccaccio 98 inquiry were revealed to a closed-door conference on maritime accidents. Co-operation between international organisations and flag states was the focal issue of the annual Marine Accident Investigators' International Forum in Panama, according to MAIIF chairman Doug Rabe. "
- FAIRPLAY, 24 August 2006 (Vol.357, No.6393) , p 7

'Passenger ships pay the price of fire in 2006'. "This year has already turned out to be a bad one for fires at sea. The loss of over 1,000 lives on the Panamanian-flag ferry Al Salam Boccaccio 98 caused secretary general of the International Maritime Organization (IMO) Efthimios Mitropoulos not only obvious sadness and shock, but also frustration that such a disaster could happen despite all the comprehensive regulations now in place. In fact, there could easily have been three passenger ship disasters caused by fires this year. In the event we had one horrific loss, one moderately bad fire with the death of passenger and one narrow escape." - SAFETY AT SEA, September 2006 (Vol.40, No.451) , p 24

'Al Salam legal fight targets Rina'. "A consortium of international lawyers has dragged Italian classification society Rina into a battle for compensation for the families of more than 1,000 people killed when the Al Salam Boccaccio 98 ferry sank in the Red Sea last year. Papers filed with a court in Genoa are demanding Rina release documents

relating to the Egyptian-owned ferry, in particular those relating to classification after it was transferred from the Italian to Panamanian flag in 1999." - LLOYD'S LIST, 5 June 2007 (No.59,432) , p 1

'Ferry owners agree to face critics'. "The owners of the Al Salam Boccaccio 98 have spoken of their desire to return to Egypt to resolve pending legal proceedings against them for manslaughter. Amr Mamdouh Ismail, vice-president of El Salam Maritime Transport, the company that managed the Panama-flagged vessel, told Lloyd's List that he is prepared to return to Egypt for the first time since the vessel sank, killing more than 1,000 people. A judgment was due to hear final presentations relating to the case in July but the hearing has been suspended to September 22. " - LLOYD'S LIST, 18 June 2007 (No.59441) , p 7

'Sinking highlights drainage problems'. "The 11,800-gt Al-Salam Boccaccio 98 (built 1970) disaster, which claimed over 1,400 lives, has prompted fresh moves for passengership-safety regulations to be revised. The ill-fated ship sank in the Red Sea on February 2006. An official investigation by the Egyptian government found water that had pooled on the deck as a result of blocked drains destabilised the ship causing it to sink. The water had accumulated as crew attempted to put out a fire. At the International Maritime Organisation (IMO)'s Maritime Safety Committee (MSC) 83 meeting last week it was agreed that draft amendments should be made to the Safety of Life at Sea (Solas) convention for immediate adoption. It will require measures to be taken on all ro-ro ships to provide sufficient drainage and prevent drains from becoming blocked. " - TRADEWINDS, 19 October 2007 (Vol. 18/No. 42) , p. 43