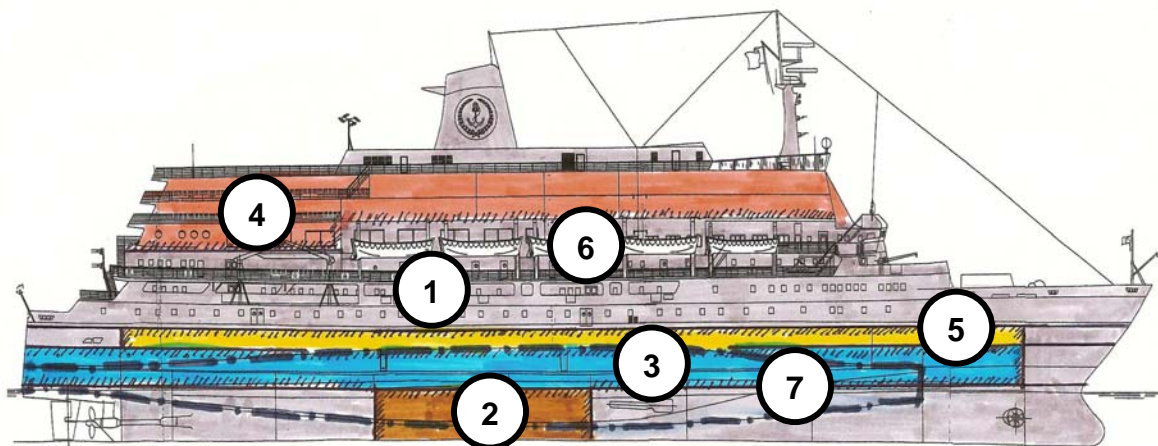




RINA

M/V AL SALAM BOCCACCIO 98

IMO No.: 6921282
RINA No.: 46913
Date keel laid: 22 August 1968
Date of build: June 1970
Length: 118,00 m
Breadth: 23,60 m
Depth: 12,00 m
Depth (main deck): 7,20 m
Gross Tonnage: 11779 GT
Draught: 5,90 m (corresponding to subdivision load line C2 = 1312 mm)
5,80 m (corresponding to subdivision load line C1 = 1412 mm)



Notes:

- 1 Accommodation spaces forming part of her original construction and fitted with a sprinkler system (SOLAS'60, method II).
- 2 Machinery spaces fitted with a fixed CO₂ fire-extinguishing system in main engine room, auxiliary room, stabilizer room and electrical station.
- 3 Main ro-ro cargo space (garage) fitted with a fixed pressure water-spraying fire extinguishing system.
- 4 Three superstructure accommodation decks, added in 1990-1991, and fitted with a sprinkler system.
- 5 Upper garage replaced with new accommodation spaces fitted with a sprinkler system.
- 6 Survival craft.
- 7 Sponson fitted on each side of the hull when the three superstructure accommodation decks were added in 1990-1991.



RINA

TECHNICAL HISTORY

1970 The ship, named BOCCACCIO (IMO No. 6921282), was built under RINA supervision at Italcantieri Shipyard in Castellammare di Stabia – Naples (Italy) for the Owner Tirrenia di Navigazione SpA – Naples (Italy).

The ship was the first of a series of sister ships, built under RINA supervision, namely CARDUCCI (IMO No. 7000982), LEOPARDI (IMO No. 7015341), MANZONI (IMO No. 7052246), PASCOLI (IMO No. 7010121) and PETRARCA (IMO 7041651).

The ship was built in accordance with RINA classification rules, 1968 Edition, SOLAS '60, ILLC '66 and relevant requirements in the Italian Law on Safety of Navigation (Law no. 616 of 5 June 1962).

The ship was provided at delivery with the RINA class certificate and the following statutory certificates:

- Passenger Ship Safety Certificate (PSSC) issued by the Italian Administration based upon RINA verification for 1000 passengers and 96 crew members, for international voyages;
- International Load Line Certificate (ILLC) issued by RINA on behalf of the Italian Administration with subdivision load line at 1648 mm from freeboard deck, corresponding to a maximum draught of 5,564 m.

The stability booklet was approved by RINA in compliance with SOLAS '60 stability standards and special subdivision standards (Reg. II/Part A/5(c)(ii)) as a one-compartment ship.

In the subsequent years, RINA has verified continuing compliance of the ship with the applicable SOLAS retroactive requirements.



1990 The ship was modified at SEBM shipyard in Naples (Italy) in order to fit car decks at mid-height in the main garage between frames #26 and #160. The fixed pressure water-spraying fire extinguishing system in the garage was enhanced to comply with SOLAS '74 as amended.

A new stability booklet was approved by RINA in compliance with SOLAS '74 as amended stability standards and special subdivision standards (Reg. II-1/6.5.2) as a one-compartment ship.

1991 The ship was modified at SEBM shipyard in Naples (Italy) with the addition of three superstructure accommodation decks and sponsons. RINA plan approval as well as class and statutory surveys on behalf of the Italian Administration were carried out according to RINA classification rules, 1990 Edition, and SOLAS '74 as amended. On that occasion, a



RINA

fixed CO₂ fire-extinguishing system was fitted in the machinery spaces in lieu of the existing fixed low-expansion foam fire-extinguishing system.

On completion of works, the ship was provided with the RINA class certificate and the following statutory certificates:

- Passenger Ship Safety Certificate (PSSC) issued by the Italian Administration based upon RINA verification for 1300 passengers and 96 crew members;
- International Load Line Certificate (ILLC) issued by RINA on behalf of the Italian Administration with two subdivision load lines (C1 and C2 at 1412 mm and 1312 mm respectively from the freeboard deck);
- IOPP certificate issued by RINA on behalf of the Italian Administration.

An updated stability booklet was approved by RINA in compliance with SOLAS '74 as amended stability standards and special subdivision standards (Reg. II-1/6.5.2) as a one-compartment ship.



1999 The car decks previously fitted in the main garage in 1990 were removed in Suez. The ship changed flag from Italy to Panama.

On completion of works, the ship was provided with the class certificate issued by RINA and the following statutory certificates:

- Passenger Ship Safety Certificate (PSSC) issued by RINA on behalf of the Panamanian Administration for 1100 passengers and 87 crew members. The PSSC was supplemented by a Record of Equipment including:
 - o 5 lifeboats for 445 persons, port side;
 - o 5 lifeboats for 445 persons, starboard side;
 - o 30 liferafts for 620 persons, served by launching appliances.
- International Load Line Certificate (ILLC) issued by RINA on behalf of the Panamanian Administration with two subdivision load lines (C1 and C2 at 1412 mm and 1312 mm respectively from the freeboard deck);
- IOPP certificate issued by RINA on behalf of the Panamanian Administration.

An updated stability booklet was approved by RINA in compliance with SOLAS '90 stability standards and special subdivision standards (Reg. II-1/6.5.2) as a one-compartment ship.

2000 The ship was modified with new accommodation areas fitted in lieu of the upper garage. The works were carried out in Suez. RINA plan approval and supervision during the modification works were carried out according to RINA classification rules, 1999 Edition, and SOLAS '74 as amended.



RINA

- 2004 A renewal survey took place in Suez and the ship was provided with a Passenger Ship Safety Certificate (PSSC) issued by RINA on behalf of the Panamanian Administration. The PSSC was for 1100 passengers and 86 crew members. The PSSC was supplemented by a Record of Equipment including:
- 5 lifeboats for 445 persons, port side,
 - 5 lifeboats for 445 persons, starboard side,
 - 24 liferafts for 600 persons, served by launching appliances.
- 2005 An updated stability booklet was approved by RINA in compliance with SOLAS '90 stability standards and special subdivision standards (Reg. II-1/6.5.2) as a one-compartment ship.
- The PSSC issued by RINA in 2004 on behalf of the Panamanian Administration expired on 13 June 2005.
- No further PSSC has subsequently been issued by RINA, neither RINA has been involved in any verification, survey or calculations relevant to any further Passenger Ship Safety Certificate (PSSC) issued to the ship.

MANAGEMENT HISTORY (ISM CODE)

- 1970-1999 The ship, named BOCCACCIO, was operated by Tirrenia di Navigazione between the following ports in Italy:
- Civitavecchia – Cagliari
 - Genova – Cagliari
 - Civitavecchia – Olbia
- 1999 In 1999 Tirrenia di Navigazione sold the ship to Pacific Sunlight Marine Inc., which gave the responsibility for the operation of the ship in accordance with the ISM Code to El Salam Shipping & Trading Est.
- Compliance of El Salam Shipping & Trading with the ISM Code was already certified by RINA on behalf of the Panamanian Administration since 1997. In July 2002, following a renewal audit, RINA issued a full-term DOC on behalf of the Panamanian Administration valid until July 2007.
- 1999-2005 RINA carried out an interim audit on board AL SALAM BOCCACCIO 98 and issued an Interim Safety Management Certificate (SMC) on behalf of the Panamanian Administration valid until October 1999.
- In October 1999 RINA carried out an initial audit on board and issued a full-term SMC on behalf of the Panamanian Administration valid until October 2004.
- In 2004, following a renewal audit, RINA issued a full-term SMC on behalf of the Panamanian Administration valid until 29 October 2009.
- The ship was operated in the Red Sea, mainly between Jeddah, Dohua and Safaga, and in the Mediterranean Sea, in the route Vado Ligure (Italy), Tangier (Morocco), Ancona (Italy) and Beirut (Lebanon). During the G8 meeting held in Genoa (Italy) in July 2001, the ship was used as a floating hotel. No Port State Control detentions are recorded in Equasis and in the Paris MoU database in this period.
- 2005 In October 2005 El Salam Shipping & Trading informed RINA about the transfer of managed vessels to El Salam Maritime Transport Co.
- In view of the fact that El Salam Maritime Transport was not provided with a DOC certificate and that their SMS (including ISO 9001:2000 standard) was different from the one developed and implemented by El Salam Shipping & Trading, RINA policy was to regard El Salam Maritime Transport Co. as a newly-established Company. Therefore, a



RINA

new certification process started for the Company and the managed ships, including AL SALAM BOCCACCIO 98, in accordance with Chapter 14 of the ISM Code.

Therefore, in accordance with that policy, RINA issued:

- an interim DOC on behalf of the Panamanian Administration to El Salam Maritime Transport, valid until 11 October 2006; and
- an interim SMC on behalf of the Panamanian Administration to AL SALAM BOCCACCIO 98, valid until 27 April 2006.

CERTIFICATES ISSUED BY RINA AND VALID AT THE TIME OF THE CASUALTY

As at 3 February 2006, the certificates which had been issued by RINA in respect of the vessel (following satisfactory completion of relevant surveys) and which were still within their period of validity, were the following:

Type of certificate	Issued on	Valid until
Certificate of Class	13/11/2003	31/3/2008
International Load Line Certificate (ILLC)	13/11/2003	31/3/2008
International Oil Pollution Prevention (IOPP)	13/11/2003	31/3/2008
Interim Safety Management Certificate (SMC)	27/10/2005	26/4/2006
Interim International Ship Security Certificate (ISSC)	27/10/2005	26/4/2006

HISTORY OF CLASS AND STATUTORY SURVEYS CARRIED OUT BY RINA (AS FROM THE LAST CLASS RENEWAL SURVEY)

Date	Port	Class surveys	Statutory surveys
16-19/3/2003	Suez	• Renewal (commencement)	
26-31/3/2003	Suez	• Renewal (continued) • Annual • Continuous Machinery	• ILL Renewal
22-29/6/2003	Suez	• Renewal (completion) • Dry-dock • Tailshaft	• IOPP Renewal • SMC Intermediate
29/10/2003	Suez		• Inclining Test (Safety Passenger)
4-13/6/2004	Suez	• Annual • Dry-dock • Continuous Machinery • Hull Occasional	• ILL Annual, • IOPP Annual, • Safety Passenger Renewal
10/6/2004	Suez		• ISSC pre-verification
19/7-4/8/2004	Ancona	• Machinery Occasional	
2-5/10/2004	Suez		• SMC Renewal
26/2-3/4/2005	Suez	• Continuous Machinery	
25/6/2005	Suez	• Annual (commencement)	
30/6/2005	Suez	• Annual (completion) • Continuous Machinery	• ILL Annual • IOPP Intermediate
27/10/2005	Safaga		• SMC Interim Audit • ISSC pre-verification