

Norway, Captain

From: Foong, Chris
Sent: 10 April 2003 16:29
To: Norway, Captain; Norway, Chief Engineer; Kringstad, Knut
Cc: Andersen, Jan Erik; Sleipnes, Svein
Subject: VP Technical Inspection - April 6, 2003

Gentlemen,

It was nice to meet you all and some of your crew during my visit last Sunday. My plan is to visit all ships regularly to form an overview of the vessel's maintenance and to interact with Officers and Engineers in order also to provide an opportunity for them to bring up issues they wish my Technical Dept. to address.

From these visits, I also have some expectation for the vessel and for your vessel they are:

- 1) It was noted several manual fire doors were left opened and a couple of these doors were fitted with open position retaining hooks. Recently we had one of our vessels cited by USCG for keeping FSD in an open position and fitting open position retainers. I believe Svein Sleipnes had also sent out a circular on this issue on our intranet. Please thoroughly inspect your vessel to identify these doors and I want to see these retainers permanently removed immediately. All manual FSD should be kept in a closed position unless an exemption has been granted by Flag State to keep them opened. I would like a confirmation in writing when this is completed.
- 2) I noted at least in 3 locations inway of manual FSD drain holes (approx. 30 mm or larger) were cut out of the A-0 bulkheads. I understand from Knut that these holes were meant for drainage. However such cut-outs are not allowed because it compromises the fire/W.T. bulkhead integrity. If you wish to create drain holes, these holes have to be treaded and then a steel screw-on plug be provided. I would advise that these plugs be attached to keep-chains to prevent being misplaced. These drain holes should be plugged at all times except when during draining operation. Please have this done immediately as I hate to see the vessel cited by USCG when they board.
- 3) Several self closing airpipes in the engine room were noted to be held opened by wires and straps. Although I noted the screw-down caps were in close position except for one, such habits should be avoided and I expect to see all retaining devices such as wires and straps to be removed and carpenters reminded not to install them again. I also like to refer to Norwegian Hull Club Inspection Report dated December 18, 2002 where this item was commented on. So I questioned why this is still going on and it definitely give an impression that corrective effort is not so forth coming.
- 4) General up-keep of the engine room could have been better and I also noted oil leaks inway of auxiliary diesels and HFO tanks' insulation. Also I am accustomed to proper markings of piping and valves in a steam turbine engine room which is missing on this vessel. I was informed that these markings were there before but it has been painted over. I would prefer this standard is maintained.
- 5) Most of the lifeboat guide roller wheels are noted to be heavily worn. Some of them are worn to the level of knife-edged. It is also quite obvious that some of these rollers wheels are experiencing worn bushings too. I like to know what plan has been put in place for the replacement/repair of these rollers. I also understand that you will have your PSSC survey coming up in May 2003, so this defect should be a concern.
- 6) During my visit, I noted the vessel had tremendous amount of scrap parts such as valves, valve inserts, castings, pipes, etc. There should be effort made to remove these as they are just plain "dead weight" which is not contributing to make the vessel lightship weight better.
- 7) Large amount of pipes are stored directly above the evaporators which is definitely not a good practice, added load on the turbine component plus visual and accessibility issues.

Best regards,
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