



# VESSEL HISTORY REPORT

42

based on survey records of

**BUREAU VERITAS**

Ship's name: **"NORWAY"**

## CONTENT OF REPORT

- 1- **General information: changes of name, owner, manager, flag, port, class society, notation**
- 2- **Main characteristics**
- 3- **Class and statutory**
- 4- **Conversions**
- 5- **Major events**
- 6- **Summary of particular remarks**

The ship's main characteristics and historical information are based on the records made available at the date of the inspection visit at the classification society.

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# 1.- GENERAL INFORMATION

Changes of Name, Owner, Manager, Flag, Port of Registry, Class Society, Class Notation, as per information in Bureau Veritas Class Records.

IMO nb 5119143

BV nb 27 E 762

Date	Ship's name	Owner	Manager	Flag	Port of Registry	Class Society	Class Notation
From 24/10/96 until present	NORWAY	NORWEGIAN CRUISE LINE	Same	Bahamas	Nassau	B.V.	I 3/3 E ä Passenger Ship ä Deep Sea ä Mach. ä Boiler
From 30/9/86 until 24/10/96	NORWAY	KLOSTER CRUISE LTD	Same	Bahamas	Nassau	B.V.	idem
From 29/6/79 until 30/9/86	NORMAY	NORWEGIAN CARIBBEAN LINES	Same	Norway	Oslo	B.V.	Idem
From 1961 until 29/6/79	FRANCE	COMPAGNIE GENERALE TRANSATLANTIQUE	Same	France	Le Havre	B.V.	ä 3/3 L 1.1. A & CP ä TURB ä CHAUD ä R.M.C.-R.M.C.V.

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## 2.- MAIN CHARACTERISTICS

Gross Tonnage (1969) \_\_\_\_\_ : 76049 (1969)  
Net Tonnage (1969) \_\_\_\_\_ : 45886 (1969)  
Length overall (m) \_\_\_\_\_ : 315,66  
Length between perpendiculars (m) \_\_\_\_\_ : 291,3  
Moulded breadth (m) \_\_\_\_\_ : 33,70  
Depth (m) \_\_\_\_\_ : 15,81  
Summer draft (m) \_\_\_\_\_ : 10,70  
Free Board (mm) \_\_\_\_\_ : 5112  
Builders \_\_\_\_\_ : CHANTIERS DE L'ATLANTIQUE  
Delivery date \_\_\_\_\_ : 1961

Number of decks \_\_\_\_\_ : 13  
Number of watertight compartments \_\_\_\_\_ : 15

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Steam Turbines \_\_\_\_\_ : 2  
Power (kW) \_\_\_\_\_ : 30000 at 125 r.p.m.  
Propeller shafts \_\_\_\_\_ : 2  
Bow and stern thrusters (kW) \_\_\_\_\_ : (3 x 1325 + 2 x 1915) = 7805 KW  
Speed (knots) \_\_\_\_\_ : 22,3

Electric production \_\_\_\_\_ : 6 Turbo alternators (3000 KW) + 5 Diesel  
\_\_\_\_\_ alternators (2 x 2250 KW + 3 x 1100 KW)  
Electric power (kW) \_\_\_\_\_ : 25800 KW (minus damaged TG n°20 of 3000 KW)  
= \_\_\_\_\_  
\_\_\_\_\_ 22 800 KW

Bunkers capacity (m3) FO \_\_\_\_\_ : 5 811  
Bunkers capacity (m3) DO \_\_\_\_\_ :

Certified number of passengers \_\_\_\_\_ : 2560  
Total life saving appliances for \_\_\_\_\_ : 3460

### 3.- CLASS & STATUTORY CERTIFICATES

See Bureau Veritas letter dated 10<sup>th</sup> May 2000.

No pending recommendation.

Last special survey in March 1999

Next special survey in

Since the delivery of the ship:

- Hull under continuous survey, 162 items surveyed,
  - Machinery under continuous survey, 187 items surveyed,
  - Boilers under periodical survey, 2.5 years periodicity
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#### 4.- CONVERSIONS

Date & Place	Type	Main characteristics
From September 79 until May 80 at BREMERHAVEN	Conversion into a cruise liner vessel	<ul style="list-style-type: none"> <li>- Reduction of main turbines output : 2 single geared steam turbine sets instead of 4.</li> <li>- Reduction of number of main boilers in service : 4 instead of 8</li> <li>- Reduction of propeller shafts : 2 instead of 4 New propellers fitted.</li> <li>- New arrangement of the electrical production plant.</li> <li>- Enlargement of superstructures and decks.</li> <li>- New fittings according to Classification Rules.</li> </ul>
October 90 at BREMERHAVEN	Increasing of cabins' number	Fitting of new modules made of light alloy on Sky and Sun decks.

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## 5.- MAJOR EVENTS

Dry-docking: Last in May 1999

### **HULL**

No major events.

Considering the age of the vessel, the systematic thickness gaugings which must be carried out in next September 2000 will represent an objective and important test of the general steel plating condition.

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### **MACHINERY**

Independently of the conversion works, are to be noted :

- Fire damages in aft auxiliary engine room and behind boiler 24 which have affected mainly electric cables.
  
- Permanent maintenance, repair and renewal works on damaged main boilers which lead to renewal of refractory materiel, waterwall tubes, generating tubes, drums welding seams, economizers, a.s.o. ....

Drum erosion and strong corrosion pitting have been a permanent source of damages.

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## 6.- SUMMARY OF PARTICULAR REMARKS

### FROM BUREAU VERITAS RECORDS

**HULL:**

Date	Port	Event
4/3/00	Miami	<p><b><u>Hull occasional survey :</u></b>                      Penetration measuring 10 cm x 30 cm found in bottom plating inside WB tank 1.1. between fr. 308 – 309 to the stbd side of the keel plate. Provisional repairs carried out. Permanent repairs requested at the next drydocking (15 - 11 - 01).</p>
1/3/00	Miami	<p><b><u>Occasional Survey :</u></b>                      Inspection of fore peak tank following damage : satisfactory.</p>
1/12/99	Miami	<p><b><u>O.S. :</u></b>                      Lifeboats fire drill performed to satisfaction of USCG.</p>
14/6/99	Barcelona	<p><b><u>O.S. :</u></b>                      Satisfactory repairs of fire damage in aft auxiliary engine room.</p>
22/5/99	Miami	<p><b><u>O.S. :</u></b>                      Tank tops of F.O. tanks 8 –11 and 8-13 repaired by internal fitting of a doubler plating.                      Tank tops of F.O. tanks 4-10 and 4-14 renewed with 10 mm : plating.</p>
23/4/99	Bremerhaven	<p><b><u>O.S. :</u></b></p> <ul style="list-style-type: none"> <li>- Repairs carried out :                             <ul style="list-style-type: none"> <li>. F.O. tanks 4-10 and 4-1 found holed by corrosion</li> <li>. F.O. : tank 7-11 : fwd transverse bulkhead renewed</li> <li>. Shaft alleys (P+S) : Lower part of floors renewed i.w.o. fr. 5456</li> </ul> </li> <li>- Occasional statutory surveys                             <ul style="list-style-type: none"> <li>. 5 additional liferafts fitted on each P + STBD side</li> <li>. Launching devices of boats tested.</li> </ul> </li> </ul>
11/4/98	New-York	<p><b><u>O.S. :</u></b></p> <ul style="list-style-type: none"> <li>- Bottom plating free of any damage.</li> <li>- Overall internal tanks survey : Satisfactory.</li> </ul>

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11/9/96	Southampton	<p><b>O.S. :</b></p> <ul style="list-style-type: none"> <li>- Change of owner : From Kloster Cruise Line to Norwegian Cruise Line</li> <li>- Occasional Passenger Safety survey : Areas of passenger spaces and stairways upgraded in line with requirements of SOLAS 74 coming into force on 1<sup>st</sup> October 1997.</li> <li>- All fire dampers were tested.</li> <li>- All lifeboat winches removed and stripped down for overhaul and repair</li> <li>- All lifeboat davit systems were load tested to 110% dynamic.</li> </ul>
21/3/94	Stamford	Approval of SOPEP
19/12/92	Miami	<p><b>O.S. :</b></p> <ul style="list-style-type: none"> <li>- Permanent repairs to the stbd windlass</li> </ul>
2/10/90	Bremerhaven	<p><b>O.S. :</b></p> <ul style="list-style-type: none"> <li>. Doubling plates in fwd and aft thrusters renewed.</li> <li>. Prefabrication and fitting of the new Moduls made of light alloy for new cabins on Sky and Sun decks.</li> </ul>
30/9/86	Great Stirrup Cay	<p><b>O.S. :</b></p> <p>Change of owners and flag :  Norwegian Caribbean Lines ⇒ Kloster Cruise Line  Norway ⇒ Bahamas</p>
22/9/84	Hamburg	<p><b>O.S. :</b></p> <p>New platform deck (Fr. 196 – Fr. 209 ½ ) constructed :  Extension of D-deck platform.  New side port on B-deck, Stbd – built.</p>
August 79 till May 80	Bremerhaven	<p><b>Special Survey :</b></p> <ul style="list-style-type: none"> <li>- Vessel's conversion into a cruise liner.</li> <li>- Superstructures enlarged and altered in accordance with drawings of MM. Knud Hansen.</li> <li>- Alterations and enlargement of decks.</li> </ul>
December 74 till July 78	Le Havre	Laying up of the vessel in le Havre
From Jan. 62 till Dec. 74	Le Havre	- As "France", maintenance works, according to Hull Continuous Survey program. No major event.

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**MACHINERY :**

Date	Port	Event
21/12/99	Miami	<p><b><u>Main boiler n°2 :</u></b> Repairs to refractory materials inside furnace in progress</p>
18/8/99	Miami	<p><b><u>Occasional survey :</u></b> Machinery repairs after fire damage carried out. Electrical installation repaired and switchboard PS put in order.</p>
14/6/99	Barcelona	<p><b><u>Occasional survey :</u></b> Fire damages in aft auxiliary engine room repaired satisfactorily (insulation, electric cables, switchboard sections)</p>
28/5/99	Miami	<p><b><u>O.S. :</u></b> Fire occurred on Turbo-generator n° 22 Damages in Aft Aux. Engine room (TG room)</p>
22/5/99	Miami	<p><b><u>Main boiler n°2 :</u></b> Refractory material in furnace renewed. Generating, screen and wall-tubes renewed.</p>
23/4/99	Bremenhaven	<p><b><u>O.S. :</u></b> - Repair of main turbines PS and STBD. HP Turbines Fwd PS and STBD : cleaning of blades, renewing of sealing bands, shaftends surface machined and polished. LP Turbines : Sealing bands readjusted : - Maintenance of turbine driven alternator : Rotor left and right of Turbine n°21 repaired (first row) - Stator of alternator n°21 replaced. - Main auxiliary condensers repaired. - Emergency generator units PS and STB in pool deck replaced. - New emergency switchboard installed. - Diesel generator units replaced.</p> <p>New ones : Mak type 6M20 (930 KW/900 r.p.m.) Generators type DIG</p> <p>- Installation of Purifier and F.O. booster unit type ALFALAVAL MMPX 403 SGP-11, in fwd old boiler room, portside.</p>

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		<p>- Sea suction and discharge valves ground in or renewed where necessary</p> <p>- Starboard propeller shaft. Installation of a reconditioned propeller shaft. Lignum vitae from stern bearing and strut remoded. Thordeon bearings installed.</p> <p>- Main Boiler n°1 :</p> <p>. Combustion chamber and furnace new refractory and insulating material installed.</p> <p>. Complete new generating tubes, screen to floor tubes, roof to furnace side water wall tubes and rear water wall tubes fitted by way of expanding.</p> <p>. Superheater renewed.</p> <p>- Main boilers 21, 22, 23 and 24 inspected. n° 21 –22 : completely new retubed n° 22 : superheater element complete support arrangements renewed. N° 21 : economiser renewed.</p> <p>Full pressure stop and shut off valves completely overhauled.</p>
20/2/99	New-York	<p><b><u>O.S.</u></b> :</p> <p>Failure in service of TG alternator n° 21</p>
28/11/98	Miami	<p><b><u>O.S.</u></b> :</p> <p>New installation of economizer for n°22 Main boiler</p>
7/11/98	New-York	<p>Main boiler n°2 : Economizers renewed.</p>
11/4/98	New-York	<p><b><u>O.S.</u></b> :</p> <p>Repairs carried out to Turbogenerator n° 20. New rotor installed complete with new bearings and labyrinths.</p>
24/1/98	New-York	<p><b><u>O.S.</u></b> :</p> <p>Damages to Turbogenerator n° 20 following the failure of the front thrust bearing :</p> <p style="padding-left: 40px;">damages to rotor blades and to front thrust bearing.</p>
17/5/97	St-Martin	<p><b><u>O.S.</u></b> :</p> <p>Repairs to fire damaged electrical circuits, following a fire behind boiler 24 occurred on 24-2-97. (Fire caused by the leakage of F.O. from a flange on a bunker pipe during pressure testin</p>

11/9/96	Southampton	<p><b><u>O.S.</u></b> :</p> <ul style="list-style-type: none"> <li>- Complete survey of Port tailshaft carried out</li> <li>- Port and stbd condenser overboard piping renewed.</li> <li>- Port aft and centre aft turbo alternator condensers retubed and end plates renewed.</li> <li>- Main boiler n°21 partially retubed.</li> <li>-Some areas of refractory repaired on boilers n° 21 – 24.</li> </ul>
2/4/96	Miami	<p><b><u>O.S.</u></b> :</p> <ul style="list-style-type: none"> <li>- In water visual survey : for extension of drydock.</li> <li style="padding-left: 40px;">Stern thrusters : 3 noteworthy fractures observed in the stainless steel liner slot welds.</li> <li style="padding-left: 40px;">Bow thrusters : 1 fracture noted in the # 3 thruster liner weld seam.</li> </ul>
26/11/94	Miami	<p><b><u>O.S.</u></b> :</p> <ul style="list-style-type: none"> <li>- Auxil. Diesel repaired. (damage to cyl. 4 crank pin, bearing, concentrating rod).</li> </ul>
29/12/93	Miami	<p><b><u>MAIN BOILER 22 and 23</u></b> :</p> <ul style="list-style-type: none"> <li>- Satisfactory complete internal and external survey.</li> </ul>
8/10/93	Miami	<p><b><u>Drydocking survey</u></b> :</p> <ul style="list-style-type: none"> <li>- Port and Stbd main propellers polished and left in order.</li> <li>- Repair of minor fractures on stainless steel rings in each tunnel i.w.o. fore and aft thrusters.</li> <li>- Blades of thrusters 4 and 5 removed</li> <li>- Repair of liner on the stbd shaft i.w.o. the packing, found heavily grooved and worn..</li> <li>- Complete survey and putting in order of the turbine plant.</li> <li>- New emergency batteries installed.</li> </ul>
20/03/93	Miami	<p><b><u>O.S.</u></b> :</p> <p>Permanent repairs of alternator n°21 (stator renewed – rotor windings renewed).</p>
21/11/92	Miami	<p><b><u>O.S.</u></b> :</p> <p>Complete overhaul of #16 auxiliary generator engine. New crankshaft and bearings installed.</p>
29/9/92	St-Martin	<p><b><u>O.S.</u></b> :</p> <p>Examination of stern thrusters : Found # 5 to have 3 hair line fractures i.w.o. the doubling plate. These fractures are in an area which had repairs effected at an earlier date.</p>

		Similar fractures observed on fwd thrusters. Condition to be further examined.
2/10/90	Bremerhaven	<p><b>O.S. :</b>  Main Boilers n° 21 – 22 – 23 – 24  Damaged brick work in furnace of all boilers renewal.  Secondary superheater tubes of boiler n°22 renewed.  All drums show corrosion pittings.  Hairline cracks i.w.o. welding seams ground out and side wall drums rewelded.  - Main condensers (P + S)  Heavily corroded framework and plates of the main covers repaired and partly renewed.  Heavily corroded manhole covers renewed.</p>
4/6/88	Miami	<p><b>O.S. :</b>  Permanent repairs to turbogenerator # 20.  Damage sustained by # 20 auxiliary turbine driving an alternator, in consequence of boiler # 23 priming and causing water to enter the turbine. Spare rotor fitted with new bearings, a.s.o. ...  All diaphragms in upper and lower casings were renewed along with the labyrinths.</p>
23/9/87	Bremerhaven	<p><b>Complete Survey :</b>  - Propeller shafts  - Steam system (main condensers, evaporators)  - Main Boilers 21 – 22 – 23 - 24</p>
18/2/85	Bremerhaven	<p><b>O.S. :</b>  Publication of report of the firm BABCOCK concerning the history of damages occurred since 1968 on the main boilers 21 to 24.</p>
6/10/84	Hamburg	<p><b>O.S. :</b>  - Installation of 2 new diesel engines and alternators  Type MAK 6M35 – 2650 KW – 7202 P.m.  Alternator Siemens : 3600 KVA – 6000 V – 7202 p.m.  - 2 last boilers n°13 – 14 in the fwd boiler room scrapped to get free spaces.  - New switchboard and separator rooms fitted.</p>
5/7/82	Bremerhaven	<p><b>O.S. :</b>  - Main turbines output decreased to 30000 KW, due to installation of new propellers (4 blades D = 6200 mm)  - Boilers n° 21 – 23 – 24 : all generating tubes renewed  - Boilers n°22 : Lower half of primary superheater retubed  - 3 new Diesel alternator sets installed in the fwd boiler room.  Diesel engine : MAN 6 ASL 25/30, 1105 KW, 9002 r.p.m.</p>

		<p>Alternator : VAN KAICK - 2 with 1040 KW - 6000 V - 900 r.p.m.  1 with 1040 KW - 440 V - 900 r.p.m.  These to be considered as stand-by alternators.</p> <p>- Total installed electric power :</p> <table style="margin-left: 40px;"> <tr> <td>2 Turbo alternators</td> <td>: 2 x 2,5 = 5,10 MW</td> <td>6000 V</td> </tr> <tr> <td>4 " "</td> <td>: 4 x 2,2 = 8,8 MW</td> <td>"</td> </tr> <tr> <td>2 St-by Diesel alternators</td> <td>: 2 x 1,04 = 2,08 MW</td> <td>"</td> </tr> <tr> <td>1 St-by " "</td> <td>: 1 x 1,04 = 1,04 MW</td> <td>440 V</td> </tr> <tr> <td>1 Start up Diesel altern.</td> <td>: 1 x 0,75 = 0,75 MW</td> <td>440 V</td> </tr> <tr> <td>2 emerg. Diesel-altern</td> <td>: 2 x 0,2 = 0,4 MW</td> <td>440 V</td> </tr> <tr> <td colspan="2" style="text-align: center;">Total =</td> <td style="text-align: right;">18,07 MW</td> </tr> </table> <p>- Extension of 6 KV switch gear.  - Boilers 21, 23, 24, retubed on water side and extensive amount of brickwork and other refractory material rebuilt.  - Fire damage :  2 fires occurred in engine rooms  1) in the aft turbine room in December 81  2) in the fwd turbine room in March 82</p> <p>Restoration carried out : (Cable work, connections, starter boxes and other electric switch gears repaired or renewed, a.s.o. ...)</p> <p><b><u>O.S.</u> :</b>  Fire on fwd machinery room which apparently started i.w.o. # 11 turbo alternator.  Damages sighted mainly at instrumentation of turbo alternators # 10, 11, 12, including connecting electric cables.</p>	2 Turbo alternators	: 2 x 2,5 = 5,10 MW	6000 V	4 " "	: 4 x 2,2 = 8,8 MW	"	2 St-by Diesel alternators	: 2 x 1,04 = 2,08 MW	"	1 St-by " "	: 1 x 1,04 = 1,04 MW	440 V	1 Start up Diesel altern.	: 1 x 0,75 = 0,75 MW	440 V	2 emerg. Diesel-altern	: 2 x 0,2 = 0,4 MW	440 V	Total =		18,07 MW
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2 emerg. Diesel-altern	: 2 x 0,2 = 0,4 MW	440 V																					
Total =		18,07 MW																					
20/3/82	Miami	<p><b><u>O.S.</u> :</b>  For ascertaining nature and extent of damages sustained in aft engine room, in consequence of a fire in the engine room on December 27<sup>th</sup> 1981.  Main damages concerned cables for instrumentation, starters, control panels, a.s.o. ...</p>																					
28/12/81	Miami	<p><b><u>O.S.</u> :</b>  Boiler # 23.  Examination of boiler tubes (back wall, side wall, screen tubes) to be renewed in tune 82.</p>																					
13/12/81	Miami	<p><b><u>O.S.</u> :</b>  Permanent repairs to # 12 turbo generator, damaged consequently to boiler priming.</p>																					
17/5/81	Miami	<p><b><u>O.S.</u> :</b></p>																					
4/5/81	Miami	<p><b><u>O.S.</u> :</b></p>																					

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		<p>Damages sustained by boilers # 21, 22, 24. Tubes blistered and some ruptured (consequence of acid entering the feed system, during and evaporator cleaning).</p>
30/11/80	Miami	<p><b><u>O.S.</u></b> : Pielstick emergency generator damaged i.w.o. the crankshaft and block.</p>
21/7/80	Hamburg	<p><b><u>O.S.</u></b> : Installation of an incinerator plant combined with one new exhaust gas boiler.</p>
Sept. 79 to May 80	Bremerhaven	<p><b><u>Special Survey</u></b> :</p> <ul style="list-style-type: none"> <li>- Vessel's conversion to a cruise liner.</li> <li>- Due to reduction of main turbine output, some parts of machinery installation put out of service.</li> <li>- Complete new Continuous Survey list drawn up.</li> </ul>
		<ul style="list-style-type: none"> <li>- New design for electricity production and distribution (new medium voltage 6 KV alternators installed).</li> <li>- Both propulsion turbine sets fitted with a new automatic remote control.</li> <li>- New life steam lines installed, a.s.o. ...</li> <li>- Four aft boilers (21 S, 22 P, 23 S, 24 P) surveyed, repaired and tested.</li> </ul>
Sept/Oct/ 79	Bremerhaven	<p><b><u>Periodical Survey</u></b> :</p> <p>In way of vessel conversion, both outer propellers remoted.</p>
From Jan. 62 till Dec. 74	Le Havre	<p>As "France", maintenance works, according to Machinery Continuous Survey.</p> <p>No major event except frequent Main Boilers defects.</p>

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## **End of report**

This report has been carried out from B.V. files.

Whilst every effort has been made to accurately interpret the condition of the vessel from the records, it must be born in mind that this report is based on written reports only.

Signed by:

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