

Lloyds Register; Rpt of Pass. Ship Safety re: Nieuw Amsterdam 8/10/00

5/29/01



REPORT OF PASSENGER SHIP SAFETY SURVEY

COPY

UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

NAME OF SHIP		SIGNAL LETTERS		NATIONALITY AND PORT OF REGISTRY		GROSS TONNAGE		DATE KEEL LAID			
Nieuw Amsterdam		PGGQ		NETHERLANDS ROTTERDAM		33930		04/11/1981			
LR/IMO NUMBER		PORT		REPORT NUMBER		FIRST VISIT		LAST VISIT		NO. VISIT	
8 0 2 4 0 1 4		V C R		0 0 0 2 3 0		1 0 0 8 0 0		1 0 0 8 0 0		0 1	
FEES		EXPENSES		TOTAL FEES AND EXPENSES		WHERE DATES ARE TO BE RECORDED ON THE CHECKLIST STATE DAY, MONTH AND YEAR (EXCEPT FOR PYROTECHNICS)					

1. GENERAL	
1.1	I/We have carried out a Passenger Ship Safety survey on the above named ship. The survey carried out was:
1.2	A complete renewal survey in accordance with Chapter I, Regulation 7 of the above Convention covering all applicable items as listed in the Record of Approved Passenger Ship Safety Equipment. <input type="checkbox"/>
1.3	A partial survey. Items numbers examined/note examined * as listed overleaf <input checked="" type="checkbox"/>
1.4	A general examination of validity of Certificate <input type="checkbox"/>
1.4.1	Extension of validity of Certificate (see note 6) <input type="checkbox"/>
1.4.2	Additional survey (see note 2) <input type="checkbox"/>

2. CERTIFICATION AND DRY DOCKING						
2.1	Previous Passenger Ship Safety Certificate issued by (see footnote)	NSI	Issue Date	25.05.99	Expiry Date	01.06.00
	Passenger Ship Safety Certificates Now issued by	NSI	Issue Date	23.05.00	Expiry Date	01.09.00
2.2	Certifying Report issued	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	
2.3	Validity of existing certificate extended until (see note 6)					<input type="checkbox"/>
2.4	Dry Docking date/In water survey					<input type="checkbox"/>
2.5	Under water examination (see note 7)					18.05.00
2.6	The undersigned has verified the equipment and arrangements in the Record of Approved Passenger Ship Safety Equipment and found them to be in agreement therewith or equivalent thereto. All parts surveyed were found to be well maintained in an efficient and good working condition. (See note 5)					<input type="checkbox"/>

Passenger Ship Safety Certificate may include the Addendum for the carriage of dangerous goods. (SOLAS 74/88 R II -2/54 + R VII/5)

Surveyor's Signature <i>N.J. Hastings</i>	Name of Ship NIEUW AMSTERDAM	Date 10 August 2000	LR/IMO Number 8024014	Report Number VCR 000230	Page 1
--	---------------------------------	------------------------	--------------------------	-----------------------------	-----------

DETAILED INFORMATION CONCERNING THE FOLLOWING IS LISTED BELOW (IF NECESSARY USE AND ATTACH ADDITIONAL SHEETS)

- Repairs and / or renewals carried out
- Alterations affecting the Passenger Ship Safety Certificate
- Renewals and/or replacements affecting the Record of Passenger Ship Safety Equipment and Form 2114 onboard has been amended accordingly.
- The relevant amended pages of Form 2114 are attached / will be forwarded to Head Office
- Any fire which has occurred on board since the last survey (Item A* - General, page 1 of Survey Check List refers)

The following general repairs have now been affected

DEFECTS TO BE CORRECTED:

- Under Water Examination revealed damage to Starboard propeller blades in way of slight fold over of blade tips approx. 120mm from tips. This has created cavitation at the tips which has resulted in the loss of a piece of one of the tips, 20mm x 30mm, and thickness down by 60% in this area. Recommend underwater repair of these blades. Also damage noted on the leading edge of forward thruster for the first 300mm along the blade leading edge. Both thruster blades and propeller blades show some sign of light cracking at damaged areas.
- Water Tight Doors: #1 door bulkhead slightly buckled showing gap of 3mm at center of door, gap to reduce.
- VHF system very poor reception C deck Port and Stbd Aft and B deck Port Fwd.
- # 5 lifeboat falls rollers, 3 of 4 on aft fall not turning, fwd fall top roller not turning.
- Lifeboat Rollers found seized: No.1 Aft bottom rollers, Aft top Aft. No.2 all rollers, No.3 Fwd top Aft, No.4 all rollers, No.6 all rollers, No.7 Fwd top set and Aft top set, No.8 all rollers, No.9 top set Fwd, No.10 both bottom sets, No.12 top forward.
- Lifeboats Nos. 6 - 11 inclusive, cracking of gelcoat found at mid-section on both sides. Boat builders to be consulted for repair.
- All children's lifejackets to comply with SOLAS chapter III, Sect II, Reg. 32. (lights and whistles to fit).
- No.14 Lifeboat aft top roller seized and No.12 Lifeboat Fwd falls swivel seized.
- Ballast panel in Boiler Room, 3 Port/Stbd cross over tank valve, Number 2810 not operating.
- Damage Control Plan for vessel to find and verify.

NOTE: Fire safety measures for Passenger vessels:

1. Lido Restaurant Serving Grill: Grills, cooking appliances using greater than 5 kW, and deep fat fryers located in category 8 spaces are not acceptable. Proper structural fire protection, detection and suppression are required for a category 13 space and should surround the cooking appliances.
2. Main Galley Fwd Doors: no direct access from galley (cat. 12) into stairway (cat. 2) Ref. SOLAS Regulation 41-2.4.5
3. Bosun Locker: (cat 13) into (cat. 2) Ref. SOLAS Regulation 41-2.4.5 Chapter II-2

REPAIRS/RENEWALS: ITEMS COMPLETED

- Top deck plating located inside funnel (previously doubled in sections) to be de-scaled & gauged for thickness measurement.
- The following doors did not close three times on the accumulator stored pressure: Nos. 10, 14, 15 and 22.
- Navigation deck aft, on open deck corner of superstructure plastic railing to deck cracking. Old crack and weld opening up.
- Lifeboat support pad leather covers to renew: No.3 Aft, No.6 Aft, No.10 Fwd, No.12 both and No.14 Aft.
- Lido Pool dumped, after 1 hr.20min pool still not empty, to investigate valve drainage system for blockage.
- Port side loadline markings painted.
- Lighting at funnel casing port side, boat deck & bow thruster space re instated.
- Rope boxes aft mooring station stowed clear of fire dampers.
- Exposed electrical switch in Laundry, near Washer machine repaired.
- Low level lighting with sections out: cabin 414 to 416, cross alleyway by cabin 446, cabin 804 to 808, centre staircase to cabin 125, cabin 401 to 411, cabin 551 to 561, in front of service station B12, cabin 635 to 631, in front of cabin 627 and near WTD No.3.
- Low level lighting: cover replaced on track by cabin 003, by store hds 7 low power.
- Low location photoluminescent strips with direction markers replaced in B deck service corridor.
- Acetylene bottle removed from around fire hydrant & secure properly.
- All lifeboats - Immersion suits dried and all zippers tested and coated with beeswax.

Surveyor's Signature <i>N.J. Hastings</i>	Name of Ship NIEUW AMSTERDAM	Date 10 August 2000	LR/IMO Number 8024014	Report Number VCR 000230	Page 2
--	---------------------------------	------------------------	--------------------------	-----------------------------	-----------

- Steering space generally cleaned of hydraulic oil, rags now placed in containers, emergency lights re instated
- Manual fire damper MFD 35 Boat Deck freed (Eng. room fire dampers)
- Deck Fwd Port W.T. Door pumping station oil cleaned from deck
- Machinery spaces- Plastic tubing oil tank level gauges removed/ changed to approved type.
- Spare tools removed from Boilers sandbox.
- Bow thruster bilge pump now in operation.
- Bilge valves No.2763 indications repaired.
- Engine Room B Deck Service Corridor by BM10 FSD, Oxygen/Acetylene hoses being lead through open pipe in Fire Zone Bulkhead to Engine room, now removed and capped.
- PA system: Crew area 'A' deck aft officer's quarters as well as cabins 612 and 554 now operational.
- B Deck Breakfast pantry hatch, cable penetration located in deckhead sealed.
- Remote starts of emergency bilge pump verify.
- Fire Screen Doors: B S2 hold back now working, S6 catching now working, N11 now latching and holding back
- Bilge valves No 2272 indication repaired.
- Flammable materials, batteries, Ox- Acet. gear, paint, grease drums removed from Fan room S1 - S4 & S6 areas cleaned as necessary.
- Exposed light fittings - Storeroom H.D. B2, B deck now covered.
- Smoke detector in Laundry Room Upper Prom. Deck - exposed cables repaired.
- WTD remote station B Deck - hydraulic oil removed from deck & cleaned.
- Fire Screen Doors, indicator lights not showing shut during zone by zone test: Zone 4: S2, UPM4, DB4. Zone 3: M3, A5, M12. Zone 1: BM1 all now verified as working
- Paint Locker intrinsically safe lamp fitting, secured.
- Main Show Lounge: Bingo Machine stored in front of starboard aft fire station, to remove.
- Fire screen doors:
 - S5 too fast, S8 latch sticking and too fast, N4 too fast, N10 catching on floor and too fast, BT10 not latching, P7 stay open lever not working, P8 not working,
 - P13 glass door forward of FSD covering handle (to discuss with C/O, M1 hinges twisted requiring fast closing to slam door shut)
 - M3 not latching, M13 too fast, A2 frame cracking in top corner
 - A4 door frame loose and catching FSD, A9 hold open lever jammed, A11 too fast
 - A13 too fast and not holding back, A12 too fast and not latching, E3 too fast
 - B7 too fast, B9 hold open lever jammed, B13 too fast, B12 too fast and frame cracking top corner
 - B14 too fast, C3 and C4 hold open lever jammed, DB1 number to change on door
 - DB4 to add to list stairwell to "Elevator Fwd of Laundry"
 - All items completed
- Purser's Front Office: Steel fire screen shutters at desk now operational.
- Fan rooms Electrical panels indications/ running lights re instated.
- Lifeboat engine No.12 repaired and tested, originally not running for more than a few seconds.
- Numerous emergency lights on promenade deck repaired & battery transitional discharge test again carried out this time satisfactory. Port Aft liferaft station, outside light repaired.
- Storeroom P12 stock level reduce.
- Aft mooring deck fire shutters now unblocked.
- Smoke detectors in paint locker and battery lockers on prom deck port and sun deck port, to be made intrinsically safe.
- Bridge un-acknowledged 2 mins audible Fire / General alarm to repair & test.
- Door oil leak from pump, No.7 door oil leak on ram outboard, No.11 deck flap sticking, No.19 door not pumping locally, No.23 door pump switch box to gain access.
- No.9 lifeboat weathertight frame bracket to repair.
- Bulkhead area corroded near No.12 lifeboat Navigation deck companionway to investigate.
- Lifeboat davit limit switches: No.15 aft and No. 3 fwd and aft not operating.
- Shell doors: All four main deck door seal retaining bolts, around outside perimeter of the doors, nuts found to be wasting.
- Lifeboat No.4 propeller blade bent and No.2 exhaust pipe leaking.
- Low location lighting emergency batteries expired 05/99 to renew as necessary.
- Skate missing from lifeboat No.10 and aft skate twisted on No.9 lifeboat
- Galley's wet chemical fire suppression systems to be annually serviced & tested & location of instructions to be readily identifiable.
- Lido service area galley exhaust trunking to be cleaned & main galley stbd side hot plates centre inspection hatch - blockage

Surveyor's Signature	Name of Ship	Date	LR/IMO Number	Report Number	Page
 N.J. HASTINGS	NIEUW AMSTERDAM	10 August 2000	8024014	VCR 000230	3

located in _____ to be removed.

- Lifeboats inventory/ renewals repairs as follows:
 No.1 Lifeboat - Spare batteries.
 No.2 Lifeboat - 1 bucket, searchlight not working.
 No.3 Lifeboat - Spare batteries, compass binnacle glass cover to renew.
 No.4 Lifeboat - Engine instrument gauge panel to repair,
 No.5 Lifeboat - pyrotechnics to complete, number of persons, fuel location etc. to re-stencil, compass binnacle glass to renew, food packaging to dry.
 No.7 Lifeboat - Bilge pump not operating.
 No.9 Lifeboat - weathertight frames to secure as necessary.
 No.10 Lifeboat - Engine instrument lines and gauge support broken, compass to refill.
 No.13 - Tender - Tool kit to rebuild, oil lamp wick not operating, 1 seat broken, CO2 bottle in engine compartment, bracket to refit.
 No.14 - Tender - Engine Compartment lights to renew, insulation to refit above engines, CO2 bottle to reconnect, wire loose and nozzle to fit, lever for hydraulic start to find, oil lamp wick not operating.
 No.15 - Tender - Engine compartment CO2 brackets and nozzle to fit, insulation to refit above engine, lamps in ER compartment to repair, new battery box to re-build.
 No.16 - Tender - Bilge to clean, fishing gear to replace, spare bulbs for flashlight, light in engine compartment to repair.
 All lifeboats: Damaged TPA's packaging to renew & number allocation for each boat to be verified.
 Seasickness bags to install.
 Hull underside worn reflective tape to renew as necessary.
 Three tin openers to supply to each boat.
 Flashlight batteries to change.
 Small gear and TPA plastic boxes to be dried.
- W.T. doors after general closure from the bridge: no indication from the bridge on the following doors due to fire damage: 15, 16, 23, 21 22 23 and doors 15, 16 and 23 only operational by local and remote pump.
- Lamp test button on W.T. Door panel on the bridge not operational.
- Officers bar stbd fwd ceiling, fire insulation to replace prior to refitting ceiling panels.
- Heat detector beside centre aft small engine, in main engine room, to refit, hanging loose.
- Extension lead in Housekeeper's office found to have 220-volt plugs as well as 110-volt adapter with no transformer in-between, cable destroyed.
- The following draft stops require insulation to be replaced: - A Deck between cabin 556/558 and "B" Deck between cabin 678/682.
- Forward Promenade Deck large window outside shutters to be re-numbered on superstructure front, to show which shutter fits what window.
- Navigation lights: aft top masthead lightswitch on bridge panel to repair. It can only be used in one position, other position shorts out panel.

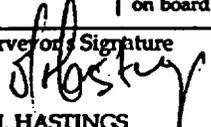
*Delete as appropriate

NOTES

1. SOLAS 1974/PROTOCOL 1978:
 The following is an extract from Chapter I, Regulation 6 of the Protocol of 1978 Relating to the International Convention for the Safety of Life at Sea, 1974:

 "(d) When a nominated surveyor or recognised organisation determines that the condition of the ship or its equipment does not correspond substantially with the particulars of the certificate or is such that the ship is not fit to proceed to sea without danger to the ship, or persons on board, such surveyor or organisation shall immediately ensure that corrective action is taken and shall in due course notify the Administration. If such corrective action is not taken the relevant certificate should be withdrawn and the Administration shall be notified immediately. When an officer of the Administration, a nominated surveyor or recognised organisation has notified the appropriate authorities of the Port state, the Government of the Port State concerned shall give such officer, surveyor or recognised organisation any necessary assistance to carry out their obligations under this Regulation. When applicable, the Government of the Port State concerned shall ensure that the ship shall not sail until it can proceed to sea, or leave port for the purpose of proceeding to the appropriate repair yard, without danger to the ship or persons on board".
2. SOLAS 1974 PROTOCOL 1988:
 An additional survey shall be held after the repair of a defect or replacement or renewal of equipment which affects the safety of a ship or the completeness of its life saving appliances or other equipment. Such repairs, replacements or renewals are required to be reported by the Master to the organisation responsible for the issue of the relevant certificate, in order that an additional survey may be held if considered necessary.
3. SOLAS 1974 PROTOCOL 1978:
 The following is an extract from Chapter I Regulation 14 of the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea 1974:

 "(d) If the ship at the time when a certificate other than that referred to in paragraph (b) of this regulation, expires is not in a port of the State whose flag it is entitled to fly or in which it is to be surveyed, the Administration may extend the certificate, but such an extension shall be granted only for the purpose of allowing the ship to complete its voyage to the State whose flag it is entitled to fly or in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so."
4. GENERAL
 Every effort must be made to complete the survey in one operation but, if this cannot be achieved due to lack of facilities or other justifiable reason and only items of a minor nature are outstanding, arrangements should be made for the survey to be completed at the next port. Full particulars should be left on board and the surveyors at the next port advised accordingly. The Attachment/Supplement/Certificate should not be endorsed until the survey has

Surveyor's Signature	Name of Ship	Date	LR/IMO Number	Report Number	Page
 N.J. HASTINGS	NIEUW AMSTERDAM	10 August 2000	8024014	VCR 000230	4

been entirely completed.

5. For arrangement and disposition of safety equipment see 'Record of Approved Passenger Ship Safety Equipment' (Form 2114) and relevant safety plans.
6. All requests for extensions to the Passenger Ship Safety Certificates are to be referred to CSD/SAS/PASS for advice. (See note 3 above).
7. At an In Water survey, the rudder pintle upper stock bearing and tailshaft clearances are to be measured, unless the design precludes this.
All requests from Owners to hold an under water examination in lieu of dry docking should be referred to CSD/SAS/PASS for advice before the survey is held.
8. Nautical publications consist of up-to-date charts, sailing directions, list of lights, Notices to Mariners, tide tables and all other nautical publications necessary for the intended voyage.

Surveyor's Signature	Name of Ship	Date	LR/IMO Number	Report Number	Page
 N.J. HASTINGS	NIEUW AMSTERDAM	10 August 2000	8024014	VCR 000230	5