舟山市拍船网船舶
评估咨询有限公司

TECHNICAL REPORT

技术状况报告

编号：CJPG-JS-23-KY-358

海华季节

GLORY SEASON

Place of Inspection: Taicang, China

Date of Inspection: July 5th, 2023

Date of Issue: July 10th, 2023

Technical Report of "GLORY SEASON"

1. Statement

Entrusted by the customer, we organize the surveyor to have conducted a technical condition inspection of " GLORY SEASON" and issue the technical report based on the onboard condition and the ship information provided by the transferor (ship owner). This report is intended for the sole use of a better knowledge of any potential clients. The report is subject to any access restrictions as described herein, and always subject to the level of cooperation and completion of all technical files afforded to the surveyors during the inspection itself. All details in this report are given in good faith, and without any guarantee.

2. Particulars

Type of Ship	Container Ship	Class	RINA
LOA	131.55m	IMO	8668169
LBP	122.00m	PoR	HONG KONG,
MLB	18.80m	Material of Hull	Steel
MLD	9.40m	Navigation Area	Special Navigation
Summer Draft	6.40m	Shipbuilder	NINGBO BODA SHIPBUILDING
Gross Tonnage	6735	Date of Keel laying	December 16th, 2005
Net Tonnage	3150	Date of Delivery	September 25th, 2006
Deadweight	7961t	Model of M/E	8PC2-5L

Loading Capacity	495TEU	Rated Power/Rated Speed /No.	3824kW×520r/min×1set
Light Weight	3428.1t	M/E manufacturer	Shaanxi Diesel Heavy Industry, Ltd
*Note：Special Navigation 1. Coastal area - Within 20 n mile from the coast, the maximum sailing time from a refuge port or safe anchorage is 6 hours. 2. Extended special route - from China to Hakata Port, Moji Port, Naha Port, Osaka Port and Kobe Port in Japan; from China to Haiphong Port, Saigon Port in Vietnam; from China to Busan Port in South Korea.			
Class notation: C ● container ship ; special navigation			

Note: The above data comes from the ship certificates provided by the owner and is for reference only.

3. Brief Description

● Overview

The ship was built as a container ship with single deck, single engine and single propeller, mainly used for loading containers. The hull is double bottom and double hull with side ballast tanks. The ship has 3 cargo holds, and the hatch cover is lift-away type.

● Engine Machinery

Machinery	NO.	Model	Parameter	Manufacturer
Main Engine	1	8PC2-5L	3824kW×520r/min	Shaanxi Diesel Engine
Gearbox	1	GWC66.75	3.521	Chongqing Gearbox Co.,Ltd
Main Generator	3	1FJ2 351-4SB43	250kW/400V	Wuxi Fenxi Motor
Diesel Engines of Main Generator	3	NTA855-G2(M)	284kW×1500r/min	Chongqing Cummins

Emergency Generator	1	750GFC60A	75kW/135A/400V	Nantong Diesel Engine
Diesel Engines of Emergency Generator	1	6135AD	99.3kW×1500r/min	Nantong Diesel Engine
Boiler	1	LYF0.5/100-0.7	---	Wuxi Waylit

● Communication and navigation equipment

Equipment	NO.	Model	Manufacturer
Gyro Compass	1	STD-22	ANCHUTZ
Magnetic Compass	1	CGY-165	Shanghai Navigation Instrument
Autopilot	1	HD8	Shanghai Xinye
Radar (X band)	1	FR-2127	FURUNO
Radar (S band)	1	FR-2137S	FURUNO
GPS	1	GP-170	FURUNO
Electronic Chart	1	AWENA-1	---
Echo Sounder	1	DS2008	Nanjing Ninglu
AIS	1	FA-150	FURUNO

The ship has installed a ballast water treatment device in November 2022, Cyeco-B300 model. The NOx emission standard for the main engine and auxiliary engine is Tier I.

The ship has carried SEEMP in accordance with Article 22 of the Convention Rules. The ship does not have EEXI technical file and should be completed during the next inspection of the IAPP certificate or the initial inspection of the IEE certificate. The ship has not carried out the CII rating and should be submitted within three months after January 1st, 2024.

Container Layout

According to the container layout plan of the ship, the container layout is as follows:

Location	Max. load quantity	Details
NO.1 Cargo Hold	216 TEU	58 TEU
NO.2 Cargo Hold		90 TEU
NO.3 Cargo Hold		68 TEU
Above the hatch cover	279 TEU	---
Total	495 TEU	40 TEU refrigerated containers can be loaded in the cargo hold

4. Class Status and Surveys

Statutory Certificates or Documents of Compliance

No.	Certificates Description	Issue Date	Expiry Date
1	Certificate of Registry	2014.09.12	---
2	Classification Certificate	2022.12.06	2024.09.15
3	International Load Line Certificate	2022.12.06	2024.09.15
4	Document of compliance for the carrier of dangerous goods	2022.12.06	2024.09.15
5	Maritime Labour Certificate	2021.05.09	2026.05.11
6	International Air Pollution Prevention Certificate	2022.12.06	2024.09.15
7	International Energy Efficiency Certificate	2014.09.15	---
8	International Ballast Water Management Certificate	2022.12.06	2024.09.15

Note: the above certificates are all valid.

Class Survey Records

The last intermediate survey/dock survey has been completed on November 15th, 2022 in Zhoushan. The next annual survey should be conducted within three months before and after September 15th, 2023, with a special survey expiration date of September 15th, 2024.

No.	Survey Description	Survey Date	Expire Date
1	Annual Survey	2022.11.15	2023.09.15
2	Intermediate Survey	2022.11.15	---
3	Special Survey	2019.09.11	2024.09.15
4	docking survey	2022.11.15	2024.09.15

PSC Inspection Records

Date	Type	Place of Inspection	Deficiencies	Detained	Defect code	State
2023.05.26	Initial inspection	Hakata, Japan	7	NO	1-11134/17、2-10109/17、3-07115/17、4-07101/17、5-03199/99、6-07120/17、7-07199/99	All have been corrected.
2022.12.06	Initial/Re-inspection	Shanghai, China	10	NO	1-01102/17、2-03108/17、3-03109/17、4-06104/17、5-07106/17、6-07107/17、	All have been corrected and rechecked as qualified.

					7-10105/17、8-11104/17、9-11112/17、10-14104/17	
2022.01.12	Initial/Re-inspection	Taicang, China	4	NO	1-10103/16、2-04106/17、3-11101/17、4-11101/17	All have been corrected and rechecked as qualified.

The ship has no detention items in the past 3 PSC inspection. According to the rectification records provided by the owner, all the above deficiencies have been rectified, and the last inspection deficiencies will be reinspected at the next boarding.

5. Performance Records

● Speed and Fuel Consumption

The fuel oil consumed by the main engine is HFO (180CST) or MGO, and MGO by the auxiliary engine and boiler.

Condition	Eco speed kn	Fuel Consumption t/d	Fuel consumption of auxiliary engine t/d	Fuel consumption of the boiler t / d
Ballast	~11.5	~9.0	1.08 (2 sets for sailing)	0.6
Laden	~11	~9.0	0.55 (1 set in the port)	

Note: Data above is recorded from ship navigation data and information submitted by the Sellers and for reference only.

Last 10 Voyage and Ports

Voyage No.	Port	Time of Arrival	Time of Departure
2326W/E	Shanghai, China	2023.07.03	2023.07.04
2326E/W	Moji, Japan	2023.07.01	2023.07.01
2326E	Hakata, Japan	2023.06.29	2023.06.30
2326E	Taicang, China	2023.06.27	2023.06.27
2325W/E	Shanghai, China	2023.06.26	2023.06.27
2325E/W	Moji, Japan	2023.06.24	2023.06.24
2325E	Hakata, Japan	2023.06.22	2023.06.23
2325E	Taicang, China	2023.06.20	2023.06.20
2325E	Shanghai, China	2023.06.20	2023.06.20
JC23003	High seas	2023.06.12	2023.06.19

Note: Data above is recorded from ship navigation data and information submitted by the Sellers and for reference only.

Ship Repair

The ship has carried out the inspection of anchor chain, tightness, crane, stern shaft, rudder system, etc. after completing repairs in Zhoushan in November 2022, and obtained relevant inspection report.

Hull Thickness Measurement

The ship has completed hull thickness measurement in Zhoushan in September 2019. According to the thickness measurement report, the corrosion situation is as follows.

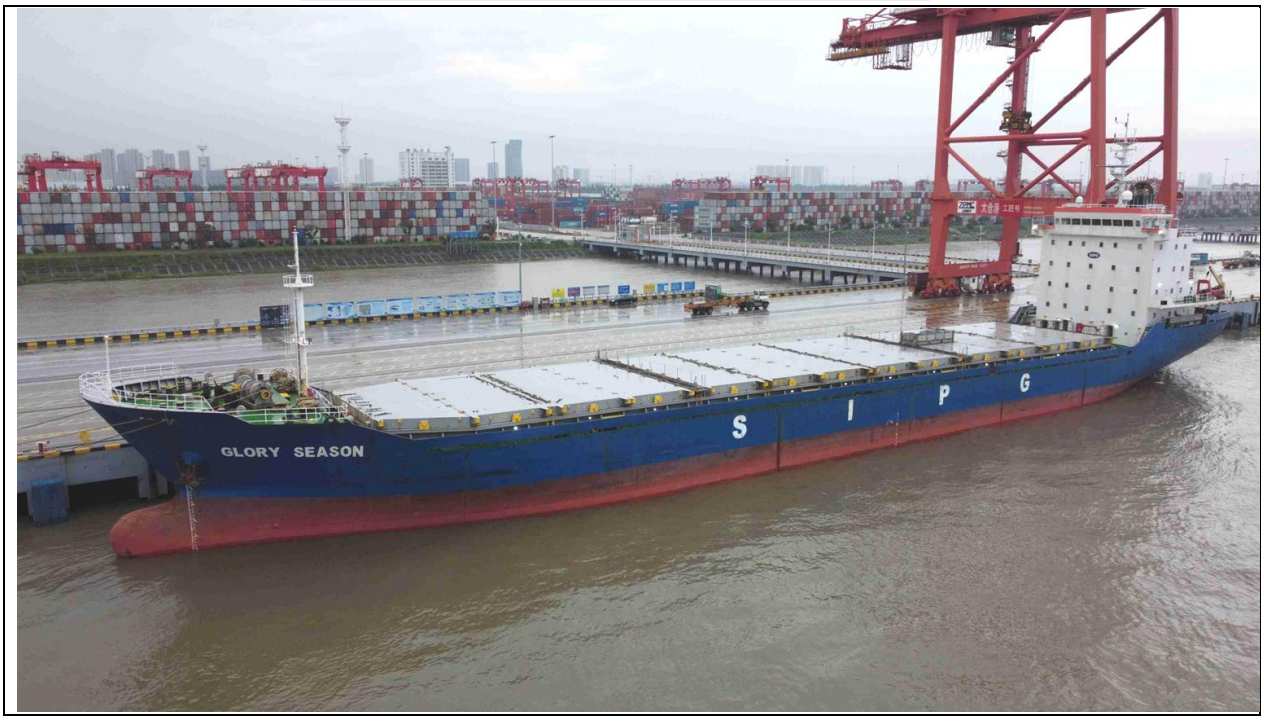
	Max. corrosion thickness	Max. corrosion rate	Location
FR65-66 Horizontal structure	0.80mm	5.71%	Inner bottom plate
FR100-101	1.40mm	10%	Inner bottom plate

Horizontal structure			
FR171、174 Horizontal structure	0.30mm	3%	Beam
FR-1、-4 Horizontal structure	0.60mm	7.5%	Bracket
FR168 bulkhead	0.40mm	4%	Watertight bulkhead
Hatch cover	1.10mm	5.5%	No.1 hatch cover
Fore peak	0.40mm	2.22%	Platform

6. Technical Status

6.1 Hull Structure Condition

The shell plate above the load line of the ship was painted with blue paint, while the part below the waterline was painted with red antifouling paint. The paint was found basically intact, with some scratches and rust on the side shell plate. The whole condition of the shell plate was found average without obvious collision deformation. The draft marks, ship's name, port of registry and other markings on the hull was clear and full painted. The condition of the shell plate below the waterline was unknown.




GLORY SEASON
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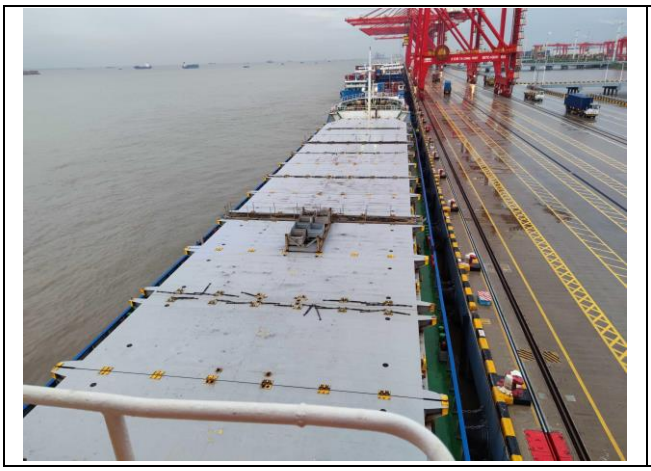
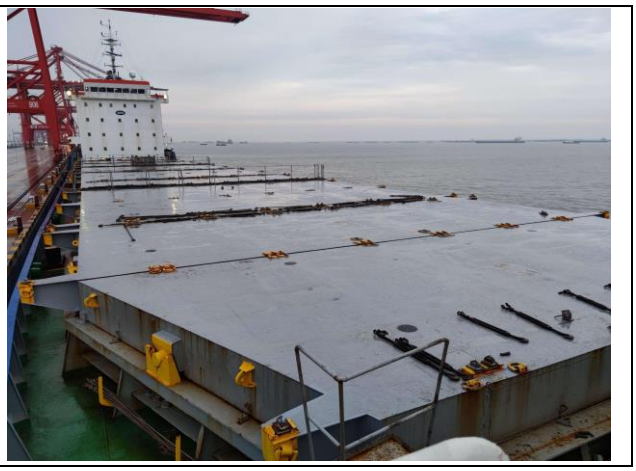
6.2 Cargo Holds

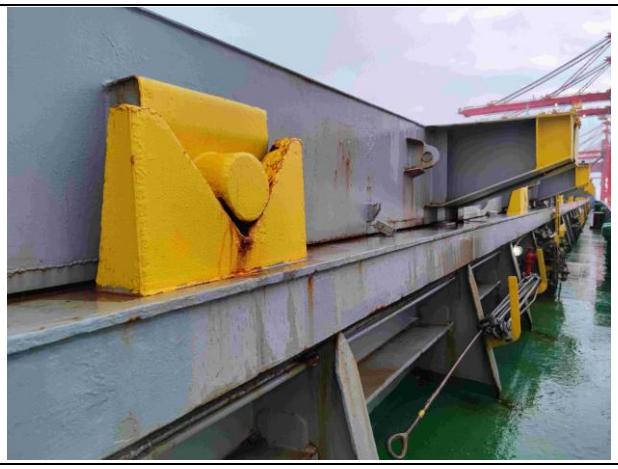
The ship has 3 cargo holds with lift-away hatch cover. The cargo hold area is double bottom and double hull. Due to the fact that the hatch cover was closed during the inspection, the internal situation in the cargo hold area was unknown. The following internal conditions of the cargo hold were provided by the owner, and the shooting date was November 2022.

The overall condition of the hatch cover was found general good, without obvious depression, deformation, or rust. The structure of the hatch coaming was found basically intact, with good surface coating condition and a small amount of rust present locally.

The overall condition of the internal structure of the cargo hold was found average, and the side shell plate and reinforced structure were found basically intact without obvious deformation. The overall condition of the inner bottom plate was found average, without serious dents or rust.








6.3 Main Deck and Deck Machinery

The condition of the main deck was found good, without obvious dents, and the paint was found to be in good condition, without obvious rust. The structure of the bulwarks on both sides was found intact without significant deformation. 2 sets windlasses were installed on the port and starboard sides of the forecastle deck, and 2 sets winches were installed on the main deck aft.

The paint of the windlass was found intact, with a small amount of rust on the base. The cleanliness of the drip tray was found good, and the hydraulic oil pipes were found to be free of oil leakage.

The paint of the winch was found intact, without obvious rust on the body and base. No signs of oil leakage were found on the hydraulic oil pipes. The paint on the bollard and fairlead on the main deck aft area was found intact.

6.4 Bridge Equipment

The steel doors, windows of wheelhouse were found complete, and no obvious damage on the insulation laying. The bridge console and relevant equipment were found basically clean, and some communication equipment were found in operation. The exterior condition of the bridge was found general good, with complete paint and a small amount of rust.

6.5 Engine Room and Equipment Condition

The overall cleanliness and paint condition of the engine room was found general good. The stairways, railings, checkered plates and other facilities were found complete. The paint of the bilge pump unit and pipeline was found intact, and no obvious residue of oil or sewage in the bilge. The surface paint of the mechanical equipment was found intact, without significant rust and oil stains attached.

The distribution panel in the engine control room was found complete, without significant damage or corrosion, and the appearance of the console was found normal.

The main engine was found to be free of coating damage and significant corrosion, and no obvious oil stains attached on body. The oil pipeline connection was found intact, without obvious rust at the connection joints. The insulation laying of the exhaust pipe of the main engine was found intact, without significant damage or corrosion. According to the report of the main engine, the four cylinder liners and all main bearings have been replaced on October 31st, 2022.

The appearance of the main generator sets were found clean, without coating damage on the body, no obvious oil stain was found on the base, and no obvious rust on the pipeline. The arrangement of the checkered plates and railings in the steering gear room were found complete. The surface paint of the steering gear was found intact, without significant oil stain on the seat and bilge. No obvious rust was found on the hydraulic oil pipeline.







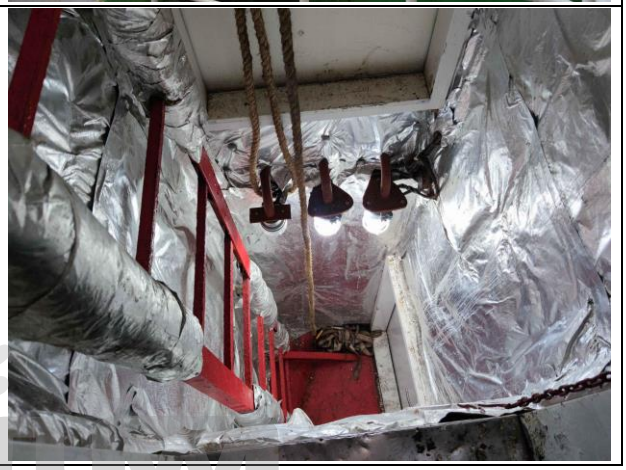
限制区域
禁止排放油污水


设备
1
2


6.6 Firefighting and Life Saving Equipment

The cleanliness of the CO2 room was found to be in good condition, and the inspection of the fire extinguishing system was within the validity period. The escape passage configuration in the engine room was found complete, with intact fire protection laying.

The ship is equipped with one 6-person rescue boat, and one 22-person free fall lifeboat. The lifeboat support and hull structure were found intact, as well the paint. The ship is equipped with two life rafts with 25-person each, and the overall condition of the life raft body and release device was found good.

7. Conclusion

The ship was built as a container ship with single deck, single engine and single propeller. The ship has 3 cargo holds with lift-away hatch cover, and the cargo hold is double bottom and double hull. It was delivered on September 25th, 2006, and was built under RINA classification by Ningbo Boda Shipbuilding. The deadweight is 7961t, and the loading capacity is 495TEU, the light weight is 3428.1t. The following conclusions were given against the ship certificates, technical drawings and inspection.

7.1 Class Survey and Performance

The last intermediate survey/dock survey has been completed on November 15th, 2022 in Zhoushan. The next annual survey should be conducted within three months before and after September 15th, 2023, with a special survey expiration date of September 15th, 2024. The ship has no detention items in the past 3 PSC inspection. According to the rectification records provided by the owner, all the defects have been corrected,

Under laden condition, the economic speed is about 11 knots, the daily average fuel consumption of the main engine is about 9.0 tons, and the daily fuel consumption of the main generator set is about 1.08 tons (2 units for sailing).

The ship is restricted by special navigation (within 20 n miles from the coast) and the maximum sailing time from a refuge port or safe anchorage is 6 hours. The special route is from China to Hakata Port, Moji Port, Naha Port, Osaka Port and Kobe Port in Japan; from China to Haiphong Port, Saigon Port in Vietnam; from China to Busan Port in South Korea.

7.2 Hull Structure Condition

The ship has completed hull thickness measurement in Zhoushan in September 2019. The corrosion rate of the main structure was found basically within the extreme range, with significant corrosion occurring at the inner bottom plate near the midship. Please refer to the content in this report for details。

The whole condition of the shell plate was found average without obvious collision

deformation, with some scratches and rust on the side shell plate. The overall condition of the main deck was found good, without obvious corrosion on the deck machinery, and no oil leakage on the pipeline. The overall condition of the hatch cover was found general good, without obvious depression, deformation, or rust. Due to the fact that the hatch cover was closed during the inspection, the cargo hold could be get known based on the photos provided by the owner, and the overall condition of the inner bottom plate was found average, with no serious dents, deformation, or rust.

7.3 Status of Electrical & Machinery Equipment

The main engine of the ship is manufactured by Shaanxi Diesel Heavy Industry, and other main mechanical and electrical equipment are domestically brand. The NOx emission standard for the main and auxiliary engines are Tier I. The ship has installed a ballast water treatment device in November 2022, Cyeco-B300 model.

The ship has carried SEEMP in accordance with Article 22 of the Convention Rules. The ship does not have EEXI technical file and should be completed during the next inspection of the IAPP certificate or the initial inspection of the IEE certificate. The ship has not carried out the CII rating and should be submitted within three months after January 1st, 2024.

The appearance of the navigation equipment on the bridge was found intact. The surface cleanliness of the equipment in the engine room was found good, without obvious oil stains on the base and no obvious coating damage. Firefighting and lifesaving equipment were found fully arranged and in good condition.