检验报告

SURVEY REPORT

DH-T-(19)020

“GLORY SEA”轮 检验报告

上海双希海事发展有限公司

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兹证明，应上海海事法院委托，下列署名咨询验船师于2019年4月16日在上海港吴淞锚地登“GLORY SEA”（“辉煌号”）轮，对该客轮的船舶技术状况进行了全面勘验，为委托方处理该轮的有关事项提供公正合理的参考依据。

现报告如下。

1 船舶资料

船名：	GLORY SEA（中文译名“辉煌号”）
曾用名：	CELESTYAL ODYSSEY / EXPLORER
船籍港：	NASSAU / BAHAMAS（拿骚 / 巴哈马）
IMO编号：	9183518
船舶呼号：	C6C16
船舶类型：	客轮
船级社：	RINA
船级符号：	passenger ship; unrestricted navigation
船舶材料：	钢质
营运海区：	无限航区 / A1+A2+A3
总长：	181.40米
型宽 / 型深：	25.50米 / 9.90米
总吨/净吨：	24,782 / 11,738
排水量：	14,833吨@7.40米
载重吨：	2,556吨
最大乘客人数：	1,275人
最大船员人数：	325人
铺设龙骨日期：	1999年7月14日
主机和功率：	Wartsila NSD 9L46C柴油机四台，9,450千瓦/台

建造完工日期： 2001年4月1日

建　造　厂： BLOHM & VOSS REPAIR GMBH，德国汉堡

船舶所有人： Diamond Cruise International Co., Ltd.，上海

2 船舶证书、资料及安全检查记录情况

2.1 船舶证书

船长房间内存放有比较完整的船舶证书。该轮主要船舶证书情况如下：

1) 登记证书：签发人巴哈马海事机构，签发日期为2016年8月6日。

2) 入级证书：签发人为RINA船级社，签发日期为2017年4月28日，有效期至2021年5月21日，最近1次（中间）检验的完成日期为2018年4月26日。

3) 国际吨位证书：签发人为RINA船级社，签发日期为2016年5月12日。

4) 国际载重线证书：签发人为RINA船级社，签发日期为2018年4月28日，有效期至2021年5月21日。

5) 客船安全证书：签发人为RINA船级社，签发日期为2018年4月28日，有效期至2019年5月21日。

6) 国际安保证书：签发人为RINA船级社，签发日期为2016年12月26日，有效期至2021年11月16日。

7) 国际防止空气污染证书：签发人为RINA船级社，签发日期为2016年12月26日，有效期至2021年5月21日。

8) 国际防油污证书：签发人为RINA船级社，签发日期为2016年12月26日，有效期至2021年5月21日。

9) 国际防止生活污水污染证书：签发人为RINA船级社，签发日期为2017年11月8日，有效期至2021年5月21日。

10) 国际防污底证书：签发人为RINA船级社，签发日期为2016年5月21日，2018年4月26日完成最近1次涂层检查。

11) 国际防止空气污染证书：签发人为韩国船级社，签发日期为2012年1月16日，有效期至2017年1月8日，最近1次检验（年度检验）的完成日期为2014年3月25日。

12) 国际能效证书：签发人为RINA船级社，签发日期为2016年5月21日。

13) 国际压载水管理计划：签发人为RINA船级社，签发日期为2017年10月22日，有效期至2021年5月21日。

2.2 图纸资料

船长、轮机长和大幅房间内存放有部分船舶图纸资料。

生活区内张贴有消防救生图等图纸资料。

2.3 法定检验报告/记录

根据RINA船级社于2018年5月3日发布的船舶状态表（SURVEY STATUS），该轮最近一次检验为2018年4月26日在舟山中远船务有限公司完成的中间检验。

详细内容参见附件-船舶状态表复印件。

2.4 港口国安全检查（PSC）记录

该轮于2018年10月17日在上海港进行了港口国安全检查，发现缺陷编号17的缺陷8项，发现缺陷编号30的缺陷2项。

其中缺陷编号30的缺陷2项的主要内容为：

1) 机舱油腻，底板覆盖油污水；

2) 检查情况表明船舶没有从公司得到足够的备件。

详细内容参见附件-港口国安全检查记录复印件。

3 船舶基本情况

3.1 船舶概况

1) 该轮系1999年7月14日铺设龙骨、2001年4月1日在德国汉堡BLOHM & VOSS REPAIR GMBH建造完成的无限航区（A1+A2+A3）航行客轮。

2) 该轮为钢制全焊接结构、四机双桨单舵、柴油机直接驱动的客轮。

3) 该轮最大排水量14,833吨，最大载重量2,556吨，最大乘客人数1,275人，最大船员人数325人，最大航速24节，巡航速度4-17节。

4) 船体分隔为6个主竖区，编号为0、I、II、III、IV、V；自下至上依次布置为舱底（outer bottom）、底层（tanktop）、第1-8甲板层（共9层甲板，deck 1 - deck 9）。

5) 主机为四台瓦锡兰9L46C型号9缸直列式、废气涡轮增压、四冲程柴油机，每台主机额定功率为9,450千瓦，额定转速500转/分。

6) 机舱配备4台柴油机驱动的主发电机组：主发电柴油机型号为瓦锡兰8L26A，额定功率2,360千瓦，额定转速900转/分。

7) 据船员介绍，该轮自2016年7月作为航行于东亚至东南亚航线的邮轮。但自2018年9月，该轮船东及管理公司已经停止向船上供应营运所需的备件及物料；自2019年1月起，该轮在华润大东船厂附近锚地抛锚，期间船员不得不采取拆解1号主机及1号发电机等相关部件作为运转设备备件，维持船舶设备的基本运转。由于船舶备件供应严重不足，导致船舶的日常维护保养工作每况日下。

8) 登轮时，该轮配员船员基本按照最低配员证书配备，据轮机长告知，该轮1号主机及1号发电机以及部分分油机等设备已经无法运转，当时，船上存量燃油仅能供该轮发电机机锅炉运转约5天。

3.2 总布置

1) 船体自下至上依次布置为舱底（outer bottom）、底层（tanktop）、第1-8甲板层（共9层甲板，deck 1 - deck 9）。

2) 舱底/底层从首至尾依次主要布置有艏尖舱、艏侧推间、压载水舱、灰水舱、生活污水舱、燃油舱、压载水舱、前/后机舱、淡水舱和空舱等。

3) 第1甲板层从首至尾依次主要布置有艏尖舱、艏侧推间、船员房间、前/后机舱、物料间和冰库等。

第2甲板层从首至尾依次主要布置有油漆间、船员房间、乘客房间和舵机间等；乘客主入口布置在该层；客房编号2001-2066。

第3甲板层从首至尾依次主要布置有灯具间、船员房间、乘客房间和尾绞缆区；客房编号3001-3165。

第4甲板层从首至尾依次主要布置有艏锚机/绞缆区、乘客房间、乘客厨房和游泳池；客房编号4001-4167。

第5甲板层从首至尾依次主要布置有高级船员房间、乘客房间、乘客前台、乘客房间和乘客主餐厅；救生艇和救生筏布置于该层左右两舷；客房编号5001-5046。

第6甲板层从首至尾依次主要布置有驾驶室、多功能剧场、免税商店、休闲吧和2号乘客餐厅。

第7甲板层从首至尾依次主要布置有乘客套房、麻将室、健身房、儿童乐园和天幕酒吧；客房编号7001-7012。

第8甲板层主要布置有CO2间、应急发电机间。

4) 该轮机舱在主甲板以下，共两层。自船首向船尾方向，分别布置有分油机间、前辅机间、前机舱、减速齿轮箱间、集控室、后机舱及后辅机间。

3.3 主要液舱舱室

具体布置如下（摘录自《舱容图》）

1) 压载水舱

舱室名称	肋位	舱容（立方米）
1号压载舱	222-231	140.3
2号压载舱（左）	148-168	216.8
2号压载舱（右）	148-168	216.8
小计：		573.8

2) 淡水舱

舱室名称	肋位	舱容（立方米）
1号淡水舱（左）	48-63	58.0
1号淡水舱（右）	48-63	58.0
2号淡水舱（中）	28-46	75.5
2号淡水舱（左）	32-48	36.9
2号淡水舱（右）	32-48	36.9
3号淡水舱（中）	0-12	159.3
3号淡水舱（左）	0-12	65.2
3号淡水舱（右）	0-12	65.2
小计：		555.2

3) 油舱

舱室名称	肋位	舱容（立方米）
重油舱		
1号重油舱	196-208	51.5
2号重油舱	188-196	47.8
3号重油舱	48-63	177.9
1号重油日用柜（左）	168-180	82.0
1号重油日用柜（右）	168-180	86.6
1号重油沉淀柜（左）	168-180	177.6
1号重油沉淀柜（右）	168-180	177.6
小计：		799.9

滑油舱		
G/E滑油储存柜（左）	140-148	32.6
G/E滑油储存柜（右）	140-148	32.6
1号滑油循环柜（左）	122-140	19.7
1号滑油循环柜（右）	122-140	19.7
2号滑油循环柜（左）	82-100	20.4
2号滑油循环柜（右）	82-100	20.4
小计：		145.4
轻油舱		
轻油日用柜	148-150	11.4
轻油储存柜	164-168	36.6
小计：		48.1
导热油		
导热油储存柜（左）	76-82	19.9
液压油		
液压油储存柜	104-108	32.7
溢油柜（左）	138-140	4.5
溢油柜（右）	84-86	3.6
小计：		40.9

☞ 存量燃油几乎耗尽，仅能供该轮发电机机锅炉运转约5天；考虑后续燃油消耗，船员将申请供油。

4) 其它舱室

舱室名称	**肋位**	**舱容（立方米）**
舱底水收集柜	111-118	63.5
脏油柜（右）	76-82	24.5
燃油溢流柜	149-155	34.4
灰水转移站	118-124	9.3
灰水柜	208-222	155.8
灰水柜	63-76	101.0

液压油排放柜	100-104	30.8
残渣柜	149-155	34.4
2号残渣柜	140-148	23.6
3号残渣柜	76-82	19.9
导热油排放柜（左）	82-88	13.6
导热油排放柜（右）	118-128	14.6
小计：		545.0

4 船舶状况

4.1 船体结构

4.1.1 舷侧外板

现场检验时，该轮在上海吴淞锚地抛锚；由于条件限制，仅能检查水线以上可见部分。

1) 外板钢板基本平整，局部轻微凹陷，明显麻点腐蚀，总体状况一般。

2) 涂层基本完整，局部出现锈斑，总体状况一般。

4.1.2 舱底/底层

仅对艏侧推间和机舱之舱底和底层结构进行目视外观检查。

1) 可见部分未见明显变形和腐蚀，总体状况较好。

2) 涂层状况较好。

3) 主竖区水密门外观未见异常。

4.1.3 甲板

仅可对 deck 4、5、6、7、8、9 甲板之外露部分进行目视外观检查。

1) 局部轻微凹凸不平整，局部明显麻点腐蚀，总体状况一般。

2) 涂层状况较好。

4.1.4 上层建筑

1) 围壁板基本平整，未见明显变形和腐蚀，总体状况较好。

2) 住舱装饰未见异常。

3) 主竖区防火门外观未见异常。

4.2 甲板机械及设备

4.2.1 船艏锚机及绞缆机

1) 船艏配置2台电动锚机/绞缆机。
锚绞机未见异常，底座结构状况尚可，但锚绞机刹车鼓锈蚀。

2) 左、右锚链可见部分未见明显异常；锚因抛入海水中而未能目视检查。
据该轮船长称，该轮配备的锚较小，锚泊水域泥沙较多，因此采取抛双锚，受抛锚水域涨退潮影响，左右锚及锚链时常发生缠绕。

3) 艏楼甲板上系缆桩和导缆滚轮等外观状况正常。

4.2.2 船尾绞缆机及甲板附件

1) 船尾配置电动绞缆机，外观状况一般。

2) 船尾之系缆桩和导缆滚轮等外观状况正常。

4.2.3 水密门及透气管

1) 水密门结构尚可。

2) 透气管总体外观一般，部分出现严重锈蚀。

4.2.4 舷梯

Deck 8甲板两舷配备升降梯，外观未见异常。

4.3 救生设备

1) Deck 5甲板左、右舷各配置4艘全封闭机动救生艇，每艇额定配员150人。
6号救生艇架液压油缸出现渗油的情况；其它救生艇外观未见异常。

2) Deck 6甲板左、右舷各配置4个救生筏，每筏额定配员100人。
外观未见异常。

3) Deck 6甲板左、右舷各配置1套海上撤离系统。
外观未见异常。

4) 因条件限制，救生圈、救生衣和保温服等未做清点。
随机检查，外观未见异常。

4.4 防火结构和消防设备

1) 全船分隔为6个主竖区，各主竖区之间水密门和防火门外观未见异常。

2) 机舱布置2台主消防（通用）泵及1台应急消防泵。
外观状况未见异常。

3) 机舱布置了1套客舱区域水雾喷淋系统压力水柜及泵浦。
压力水柜及泵浦以及管系未见明显异常。

4) 配备固定CO2灭火系统。
外观未见异常；上次检验日期为2017年9月。

5) 设置火焰、感烟和感温探测器。
随机检查，外观未见异常

6) 甲板消防总管、消防栓等外观状况一般。

7) 生活区设置水喷淋装置。
随机检查，外观未见异常。

8) 其它手持式灭火器和消防箱等未清点。
随机检查，外观未见异常。

4.5 防污染布置和设备

1) 机舱布置油污水分离器2台，B+V Industrietechnik GmbH制造，制造年份为1999年，型号TCS 5 HD，15PPM监控单元型号为OMD-11，油污水处理能力5立方米/小时×台。

油水分离器未见异常，外观状况良好。

2) 机舱内布置生活污水处理装置2套，Triton-Format GmbH制造，制造年份为1999年，型号MSTP 8 Vacuum，容量为45.5立方米/天*台。

未见异常，外观状况良好。

3) 机舱内配备焚烧炉1台，型号为D1-8000kw。

现场据该轮轮机长称，该焚烧炉长期处于停用状态，且船员已经将焚烧炉中部分继电器及延时开关等部件拆下用于维修船上其他设备，焚烧炉已经无法正常工作。

4.6 轮机设备

该轮自2019年1月锚泊于华润大东船厂锚地至今，据在船船员声称，该轮通常使用1台发电机运转为船舶供电，主机系统保持备车状态；船东及管理公司未提供船舶运转所需备件等物资，船员采取拆解未运转的设备相关部件，供运转设备进行修理及保养使用。

4.6.1 机舱布置

1) 该轮机舱在主甲板以下，共两层，自船首向船尾方向，分别布置有分油机间、前辅机间、前机舱、减速齿轮箱间、集控室、后机舱及后辅机间。

2) 前、后辅机间主要布置有生活污水处理装置、焚烧炉，以及消防泵等泵浦。

3) 前机舱主要布置有2台主机、2台发电机、主、付机供油单元、锅炉以及油水分离器等。

4) 后机舱主要布置有2台主机、2台发电机，主空压机、控制空压机、油水分离器及锅炉等。

5) 减速齿轮箱间布置有主机减速齿轮箱及减摇鳍，减速齿轮箱间上方布置有机舱集中控制室以及3台制冷机组。

6) 舵机间布置在船艉2层甲板，共计1套舵机。

4.6.2 主要设备介绍

4.6.2.1 主推进装置

1) 该轮为艉机型四机双桨船舶，主机为直列9缸四冲程柴油机四台，配备的螺旋桨为可调螺距桨，每只螺旋桨由两台主机驱动，主机通过减速齿轮箱并联并传递动力，四台主机及两套推进装置均可独立进行运转。

2) 主机为四台瓦锡兰9L46C型号9缸直列式、废气涡轮增压、四冲程柴油机，每台主机额定功率为9450千瓦，额定转速500转/分，主机制造年份为1999年，主机配套增压器为ABB TPL 77。

3) 机舱1号主机6#缸缸头已经拆除，据称是因船上缺乏备件，相关缸头附件拆作其他主机使用。除1号主机外，其他三台主机及配套的增压器外观未见明显异常，但部分缸头有渗漏燃油现象。

4) 查阅船上存有的轮机日志资料，截至2017年7月，该轮四台主机累计运转时间均为34000小时左右。该轮轮机长未能提供主机修理、维护保养以及工况测试记录资料，相关维护保养情况无法得知。

5) 两台减速齿轮箱是由De Schelde制造，型号为SH-1950，减速齿轮箱外观未见异常。

6) 推进系统传动轴、艉轴前密封以及可调距桨液压动力单元未见异常。但舵叶和螺旋桨因没入水下而未能外观检查。

4.6.2.2 艏侧推

艏侧推布置于船艏艏侧推舱中，型号为2200K/BMS-CP,制造商为Kamewa。

艏侧推驱动电机及控制箱未见异常，艏侧推螺旋桨及水下部分未能查勘。

4.6.2.3 主发电设备

机舱内配备四台柴油机驱动主发电机组。

1) 主发电柴油机型号为瓦锡兰8L26A，额定功率2360千瓦，额定转速900转/分，制造年份为1999年，与发电柴油机匹配的发电机铭牌被油漆覆盖，无法辨认。

2) 登轮时，该轮4号发电柴油机处于运转整体，参考副机日志，各项运转参数正常。

3) 据轮机长称，该轮1号发电机因轴承温度高无法正常运转，由于缺少备件，船员已经将1号发电柴油机缸头气阀拆作其他发电柴油机使用；另外，3号发电柴油机因发电机轴承温度高，在运转1小时后即触发轴承温度高报警。因此，仅2号及4号发电柴油机处于可用状态。

4) 轮机长未能提供发电柴油机修理、维护及保养记录，相关维护保养情况无法得知。

4.6.2.4 应急发电机

主甲板层配备应急发电机一台。

应急发电机柴油机型号为DEUTZ TBD616 V12，额定功率616千瓦，额定转速1800转/分，与发电柴油机匹配的发电机为DSG62M2-4，制造年份为2000年。

应急发电机及应急配电板外观检查未见明显异常。

4.6.2.5 锅炉

该轮设有热油锅炉2台。

锅炉由德国Blom & Voss制造，制造年份为1999年，锅炉型号为TO-1。

两台锅炉外观未见明显异常，检验时，位于前机舱的锅炉正在运转，各运转参数正常。

4.6.2.6 舵机

电动液压舵机1台，由B+V Industrietechnik GmbH制造，舵机型号为VSM505/47，制造年份为1999年。

舵机及液压动力单元外观未见异常。

4.6.2.7 空压机和空气瓶

主空压机2台，由Neuenhauser Kompressorenbau制造，
型号为HD40.2.3.00.02；控制空压机2台，由Atlas Copco制造，型号为GA30-125。
主空压机、控制空压机以及空气瓶外观未见异常。

4.6.2.8 分油机

燃油分油机2台，由Westfalia制造，型号为OSC 30-0136-066；柴油分油机1台，被解体，规格型号无法得知；主机滑油分油机4台，由Westfalia制造，型号为OSC 15-02-067；副机滑油分油机4台，由Westfalia制造，型号为OSC 5-02-066。
燃油分油机及滑油分油机外观状况一般，表面油污较多，其中，2台主机滑油分油机和2台副机分油机正在进行修理，另外，柴油分油机据称长期停用，相关部件已拆解作为其他分油机备件使用。

4.6.2.9 减摇鳍

该轮配备减摇鳍一套，由B+V Industrietechnik GmbH制造，型号为S600-8OM2。

减摇鳍可见部分外观检查正常。

4.6.2.10 泵浦

消防泵、应急消防泵、压载泵以及各种水泵、油泵、舱底泵等。
外观未见异常。

4.6.2.11 其它电气设备和控制仪表

主机控制台、机舱设备分电箱、船舶变压器、电缆、启动开关箱、马达以及应急蓄电池等设施外观未见明显异常。

4.6.3 主要设备运行及维护状况

登轮时，船上未能提供船舶设备运转、维护及保养记录资料，因此，相关船舶设备运转、维护及保养情况无法得知；另外，据在船船员介绍，由于主、副机备件缺少，因此，船员已经采取拆取部分设备的部件作为备件供运转设备使用，并已经致使该轮1号主机、1号发电机、3号发电机以及部分分油机等设备无法正常运转。

4.6.4 备件

据在船船员介绍，船上主、副机备件已严重短缺，已经采取拆取部分设备部件作为备件供运转设备使用。

除非有备件供应，该备件短缺的情况将随时间进一步恶化。

4.7 航行/通讯设备

驾驶室内主要设备情况如下：

4.7.1 航行设备

操舵设备	自动舵装置1套
磁罗经	1台
电罗经	1台
雷达	3台
型　　号	KELVIN HUGHES×1台 / FURUNO×2台
电子海图	1台
型　　号	FURUNO FMD 3200-BB

GPS	2台
测深仪	1台
航行警告接收仪	1台
自动识别系统	1台
航行数据记录仪	1台
驾驶值班报警系统	1套

4.7.2 无线电通讯设备

GMDSS装置	1套
中/高频无线电装置	1套
甚高频无线电装置	多套

4.7.3 其他驾驶台设备

配载仪	1套

4.8 船员及客舱生活舱室及设施

该轮生活区走道、舱室、设施等外观/卫生状况较好。

船上配备有中央空调系统以及伙食冰机/冷库，另外，船上客舱房间配备小型冰箱；登轮时，船员生活区中央空调处于运转状态，状况正常；中央空调冷水机、空调风机、伙食冰机、冷库及客舱冰箱外观检查未见异常。

5 勘验说明

1) 下列署名者对该轮的检验是船舶处于浮态状况下进行的，水线以下的部分未能进行检验。

2) 由于该轮处于非正常停泊状态，由于条件限制，检验时，对各设备仅能进行外观目视检查，并未进行运转试验或功能测试等。

3) 因条件限制，压载舱和油/水舱（柜）未进行内部检查。

6 总结

基于对“GLORY SEA”轮的现场检验，我们认为：

1) 该轮系1999年7月铺设龙骨、2001年4月在德国建造完成的无限航区客船。

2) 该轮RINA所签发的证书应已失效。

3) 该轮总体结构状况较好；客舱内装尚好。

4) 船上多数设备状况总体正常，但部分主要设备，如1号主机、1号发电机及3号发电机已经无法正常运转，另外，船上未见设备的运转、维护保养记录，相关设备的保养状况不明；根据登轮时查明及了解的情况，该轮后续若无法保证备件的供给，随着船上部分设备的运转时间累积，或达到保养周期，可能会有更多的设备被拆解作为备件使用，并将导致更多的设备处于无法运转或故障状态。

5) 由于条件限制，检验时，对各设备仅能进行外观目视检查，并未进行运转试验或功能测试等。

7 检验在场人员

张建宇 先生	船长
李建云 先生	轮机长
站 远 先生	大副
付 伟 先生	现场咨询验船师
胡国美 先生	现场咨询验船师

下列署名者恪尽职守，力尽所能，公正地执行检验工作。以上检验及本报告对任何利益方均无偏见，且保留对本报告的解释权，谨此声明。

上海，2019年7月26日

上海双希海事发展有限公司 公正检验部

付伟

(付 伟)

咨询验船师

SHANGHAI DOUBLE HOPE MARITIME DEVELOPMENT CO.,LTD. 上海双希海事发展有限公司 No 01 检验业务章

胡国美

(胡 国 美)

咨询验船师

8 附 件

1)	船舶概况 复印件	1页
2)	船舶登记证书 复印件	1页
3)	入级证书 复印件	3页
4)	客船安全证书 复印件	6页
5)	船舶检验状态表 复印件	12页
6)	港口国检查记录 复印件	3页
7)	照片126张	42页

SHIP'S PARTICULARS

Name:	MV GLORY SEA " ex : CELESTYAL ODYSSEY "
Flag:	BAHAMAS
Port of registry:	NASSAU
Call sign:	C6CI6
Owner:	Diamond Cruise International Co. Limited / Municipal Unit 1207/F, KANG JI Building, No.290, Tian Mu West Road, Shanghai, P.R.China
Operator:	Shanghai XINHONG Ship Management Co. / Municipal Unit 1207/F, KANG JI Building, No.290, Tian Mu West Road, Shanghai, P.R.China
Class:	RINA C ⊕ Passenger Ship, Unrestricted Navigation ⊕ AUT-UMS
Classification register No:	91958
Built Year:	4/2001 HAMBURG-GERMAN
Keel laying date:	14-July-99
Official Number:	7000878
IMO Number:	9183518
MMSI:	311 000 482
Length over all:	181.40 m = 591.86 ft
Length Between Perpendiculars	155.0 m = 508.53 ft
Breadth (Beam):	25.52 m = 83.73 ft
Mean Draft:	7.40 m = 23.29 ft
Total Height topkeel-mast:	42.80 m = 140.42 ft
Height of Bridge above keel:	21.5 m = 70.53 ft
Gross Tonnage:	24782
Net Tonnage:	11738
Displacement (max):	14833 MT (at draft 7.40 m)
Deadweight (max):	2556 MT
Passengers max	1275
Crew max	325
Engines:	4 x WARTSILA NSD
Type of engine:	9L46C
Power:	45360 bhp(11340 bhp per engine) = 37800 KW (9450 KW per engine)
Propeller:	2 propellers, dia = 5.40 m; 130 rpm ; 4 flings each
Bow thrusters:	1800 bhp = 1500 KW
Fin Stabilizers:	2 fins; 8 sq.m each; max.extending/housing:120 seconds
Max speed:	24 kts
Max / Min maneuverings speed:	4 kts / 17 kts
Anchors:	2 anchors at the bow of the ship; weight 3000 kg each
Anchor chains:	Port side: 275 m (22.5 t); stbd side: 275 m (22.5 t)
Towing wire:	L = 220 m; Wgt = 1.6 t; Dia = 44 mm; 1 Kenter shackle ; 3 bolts
Mooring Winches:	2 fore; 2 aft; 120 KN pulling force each; automatic force control
Lifeboats / tender boats:	4 x 150 persons ; L = 11.0 m; B = 4.5 m
Lifeboats:	4 x 150 persons ; L = 9.6 m ; B = 4.2 m
Rescue boats:	2 x 6 persons ; L = 4.5 m ; B = 1.86 m
Life rafts:	8 x 100 persons ; Capacity 800 persons in total

M.V. GLORY SEA * NASSAU *

2018/04/19

THE COMMONWEALTH OF THE BAHAMAS

CERTIFICATE OF REGISTRY

Particulars of Ship	
Official Number: **7000878** Port of Registry: **Nassau** Year of Registry: **HK/2016** Name of Ship: **GLORY SEA**	IMO Number: **9183518** MMSI Number: **311 000 482** Call Sign: **C6CI6**
Building Details	**Propulsion and Engine Details**
Where built: - town: **Hamburg** - country: **Germany** Year built, remeasured or rebuilt: **2001**	Propulsion: **Twin Screw** Type of Engines: **Diesel** Total Power: **37800 KW**
Vessel Type, Dimensions and Hull Materials	
Ship Type: **Passenger** Hull Material: **Steel**	Length: **159.36** metres Breadth: **25.50** metres Depth: **9.90** metres

Particulars of Tonnage

The tonnages of this ship in accordance with her Tonnage Certificate* are:-

GROSS TONNAGE: **24782** NET TONNAGE: **11738**

A detailed summary of the tonnages for this ship is shown on the Tonnage Certificate*

I, the undersigned, Registrar of Bahamian Ships at the Port of **Hong Kong**, hereby certify that the ship, the description of which prefixed to this my Certificate, has been duly surveyed, and that the above description is in accordance with the official register; and that the name, residence and description of the Owner(s), and the number of sixty-four shares held are as follows:-

Name, Residence and Occupation of the Owner	Number of Sixty-Four Shares
DIAMOND CRUISE INTERNATIONAL CO., LIMITED **Municipal Unite 1207, Kang Ji Bldg.** **290 Tian Mu West Road** **Shanghai** **200070** **China**	**64** REGISTRAR OF BAHAMIAN SHIPS - 9 AUG 2016 HONG KONG

Dated at **Hong Kong** the **9 day of August 2016**

Registrar of Bahamian

2016/04/19

NOTE – A Certificate of Registry is not a document of title. It does not necessarily contain all changes of ownership, and in no case does it contain an official of any mortgages affecting the ship.
In case of any change of ownership, it is important for the protection of the interests of all parties that such change be registered in accordance with the law. Therefore, any change should be notified to a Registrar immediately.
Should the vessel be lost, sold or broken up, notice thereof, together with the Certificate of Registry, if in existence, should immediately be given to a Registrar Bahamian Ships.
*- Issued in accordance with the Merchant Shipping (Tonnage) Regulations 1982.

CERTIFICATE OF CLASS

N. 91958-V034-001

RINA No. 91958

IMO number	**9183518**				
Name of ship	**GLORY SEA**				
Owner	DIAMOND CRUISE INTERNATIONAL CO LIMITED				
Distinctive number or letters	C6CI6			Flag	Bahamas
Shipyard - place of build	BLOHM & VOSS REPAIR GMBH - HAMBURG				
Date of build	01 April 2001			Date of commissioning	01 April 2001
Overall Length	181.40 m	**Gross Tonnage**	**24782** GT	**Net Tonnage**	**11738** NT
Length Between Perpendiculars	155.00 m	Moulded Breadth	25.50 m	Depth	9.90 m
Number of main engines	4	Total power	37800 kW		

THIS IS TO CERTIFY that the above ship has been surveyed in accordance with the Classification Rules and, on the basis of the survey report submitted, has been assigned the class (*)

C ✠ passenger ship ; unrestricted navigation

based on the freeboard indicated in the Load Line Certificate

with additional Class notations:

This certificate is valid until: **21 May 2021**

The validity may be extended at RINA SERVICES S.p.A.'s decision where allowed by the Rules.

This certificate will be invalidated whenever the requirements of the Rules are not complied with.

Issued at: SHANGHAI

on: 28 April 2017

Cao Zhiteng

RINA SERVICES S.p.A.

2019/04/16

*Service and navigation are described at page 2

This certificate consists of 3 pages

RINA No. **91958** Name of ship **GLORY SEA**

Former names GLORY SEAS - CELESTYAL ODYSSEY - EXPLORER - EXPLORER

Service

passenger ship
Ship intended to carry more than 12 passengers.

Navigation

unrestricted navigation
Unrestricted navigation

2019/04/16

The Certificate of Class becomes invalid in the following cases:
1. when the ship's class is suspended in accordance with the provisions indicated in Part A, Ch 2, Sec 3, [1.2] of Rules for the Classification of Ships,
2. when the ship's class is withdrawn in accordance with the provisions indicated in Part A, Ch 2, Sec 3, [1.3] of Rules for the Classification of Ships.
Furthermore, where the ship is assigned with additional class notations or more than one service notations, these notations are suspended and/or withdrawn in accordance with the provisions indicated in Part A, Ch 2, Sec 3, [1.5] of Rules for the Classification of Ships.

The certificate of class is issued on the basis of the requirements and conditions specified in RINA SERVICES S.p.A. Classification Rules of which the interested party has acquired full knowledge, accepting them unconditionally, with particular regard to the following clauses: RINA SERVICES S.p.A. carries out its duties through officers or other persons it considers possess all the requirements of suitability and competence for the tasks which have been assigned to them. In its capacity as expert, RINA SERVICES S.p.A. only expresses opinions and evaluations of compliance with its own rule requirements and does not, in any case whatsoever, (even if its opinions are requested on matters not expressly covered by Rules) assume the liabilities pertaining to the designers, shipowners, builders, test inspectors, shipyards or any person or organization responsible by law or contractually for providing guarantees for all of whom the respective liabilities remain unchanged even in the case of consultative actions by RINA SERVICES S.p.A.. For what concerns the tasks taken on and carried out directly, other than those delegated in the following, RINA SERVICES S.p.A. is answerable in law terms. Within the context of the tasks under the responsibility of RINA SERVICES S.p.A. as delegate of an Administration, liability can only be recognized in the case of fraud or gross negligence by the officers or the persons entrusted. In no case shall the liability, regardless of the amount of damage reported, exceed a value equal to 5 times the total of the fees received by RINA SERVICES S.p.A. as consideration of the services rendered from which the damage reported derives.

PERIODICAL CLASS SURVEYS ENDORSEMENTS

ANNUAL SURVEYS

First annual survey Place Date	Signature and seal N. A.
Second annual survey Place ZHOUSHAN Date 26/04/2018	Signature and seal RINA Jiang Zhongning RINA Services S.p.A
Third annual survey Place Date	Signature and seal
Fourth annual survey Place Date	Signature and seal
Fifth annual survey Place Date	Signature and seal

INTERMEDIATE SURVEY

The intermediate survey is applicable at any period of class to oil tankers, chemical tankers, FLS tankers, liquefied gas carriers, combination carriers and at any period of class of other ships which are five years old and over

Place ZHOU SHAN Date 26/04/2018	Signature and seal RINA Jiang Zhongning RINA Services S.p.A

EXTENSION TO ALLOW COMPLETION OF CLASS ~~RENEWAL SURVEY (maximum 3~~ months)

Place Date Class Certificate extended until:	Signature and seal

CLASS RENEWAL SURVEY

Place Date Validity of Class Certificate confirmed until:	Signature and seal

NOTE: for other Class endorsements refer to the "Class survey endorsement sheets" issued by the Offices in charge of the relevant surveys.

2019/04/16

PASSENGER SHIP SAFETY CERTIFICATE

No. 91958-V039-001

This Certificate shall be supplemented by a Record of Equipment for Passenger Ship Safety (Form P) No. 91958-V039-001 - R

RINA

RINA No. 9195

For an international voyage
Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,
as modified by the Protocol of 1988 relating thereto,

under the authority of the Government of

The Commonwealth of the Bahamas

by

RINA SERVICES S.p.A.

Name of ship	Distinctive number or letters	Port of registry	Gross tonnage
GLORY SEA	**C6CI6**	**NASSAU**	**24782**

IMO Number[1]	Sea areas in which ship is certified to operate(regulation IV/2)
9183518	**A1+A2+A3**

Date of build:[2]

- Date of building contract **01 January 1999**
- Date on which keel was laid or ship was at similar stage of construction **14 July 1999**
- Date of delivery **01 April 2001**
- Date on which work for a conversion or an alteration or modification of a major character was commenced(where applicable)

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the requirements of Regulation I/7 of the Convention;

2 That the survey showed that:

2.1 the ship complied with the requirements of the Convention as regards:

.1 the structure, main and auxiliary machinery, boilers and other pressure vessels;

.2 the watertight subdivision arrangements and details;

.3 the following subdivision load lines:

2019/04/16

[1] In accordance with the IMO Ship Identification Number Scheme, adopted by the Organization by Resolution A.600(15).

[2] All applicable dates shall be completed

Subdivision load lines assigned and marked on the ship's side at amidships (Regulation II-1/18)	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
C.1	2508	-
C.2	-	-
C.3	-	-

2.2 the ship complied with part G of chapter II-1 of the Convention (NOT APPLICABLE);

2.3 the ship complied with the requirements of the Convention as regards structural fire protection, fire safety systems and appliances and fire control plans;

2.4 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

2.5 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;

2.6 the ship complied with the requirements of the Convention as regards radio installations;

2.7 the functioning of the radio installations used in life-saving appliances complied with the requirements of the Convention;

2.8 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

2.9 the ship was provided with lights, shapes and means of making sound signals and distress signals, in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;

2.10 in all other respects the ship complied with the relevant requirements of the Convention;

2.11 the ship was not subjected to an alternative design and arrangements in pursuance of regulation(s) II-1/55, II-2/17, III/38 of the Convention

2.12 a Document of approval of alternative design and arrangements for machinery and electrical installations, fire protection, life-saving appliances and arrangements is not appended to this Certificate

3 that an Exemption Certificate has been issued.

his Certificate is valid until: **21 May 2019**

ompletion date of the survey on which this certificate is based **26 April 2018**

sued at: **SHANGHAI** on **09 May 2018**

Cao Zheng

RINA SERVICES S.p.A.

2019/04/16

RECORD OF EQUIPMENT FOR THE PASSENGER SHIP SAFETY CERTIFICATE (FORM P)

No. 91958-V039-001 - R

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

1 **Particulars of ship**

Name of ship	GLORY SEA
Distinctive number or letters	C6CI6
IMO Number	9183518
Number of passengers for which the ship is certified	1275
Minimum number of persons with required qualifications to operate the radio installations	2

2 **Details of life-saving appliances**

1	**Total number of persons for which life-saving appliances are provided**	1600	
		Port Side	Starboard Side
2	**Total number of lifeboats**	4	4
2.1	Total number of persons accommodated by them	600	600
2.2	Number of partially enclosed lifeboats (Regulation III/21 and LSA Code, Section 4.5)	-	-
2.3	Number of self-righting partially enclosed lifeboats (regulation III/43²)	3	3
2.4	Number of totally enclosed lifeboats (Regulation III/21 and LSA Code, Section 4.6)	1	1
2.5	Other lifeboats		
2.5.1	Number	-	-
2.5.2	Type	-	-
3	**Number of motor lifeboats (included in the total lifeboats shown above)**	8	
3.1	Number of lifeboats fitted with searchlights	8	
4	**Number of rescue boats**	2	
4.1	Number of boats which are included in the total lifeboats shown above	-	
4.2	Number of boats which are fast rescue boats	-	
5	**Liferafts**		
5.1	Those for which approved launching appliances are required:		
5.1.1	Number of liferafts	-	
5.1.2	Number of persons accommodated by them	-	
5.2	Those for which approved launching appliances are not required:		
5.2.1	Number of liferafts	8	
5.2.2	Number of persons accommodated by them	800	
6	**Number of Marine Evacuation Systems (MES)**	2	
6.1	Number of liferafts served by them	8	
6.2	Number of persons accommodated by them	800	
7	**Buoyant apparatus**		
7.1	Number of apparatus	-	
7.2	Number of persons capable of being supported	-	
8	**Number of lifebuoys**	18	
9	**Number of lifejackets (total)**	1600	
9.1	Number of adult lifejackets	1600	

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9.2 Number of child lifejackets	130
9.3 Number of infant lifejackets	80
10 **Immersion suits**	
10.1 Total number	10
10.2 Number of suits complying with the requirements for life-jackets	-
11 **Number of anti-exposure suits**	-
12 **Number of thermal protective aids** [1]	-
13 **Radio installations used in lifesaving appliances**	
13.1 Number of search and rescue locating devices	2
13.1.1 Radar search and rescue transponders (SART)	-
13.1.2 AIS search and rescue transmitters (AIS-SART)	2
13.2 Number of two-way VHF radiotelephone apparatus	3

1 Excluding those required by the LSA Code paragraphs 4.1.5.1.24, 4.4.8.31 and 5.1.2.2.13

2 Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998

3 Details of radio facilities

Item	Actual Provisions
1 **Primary systems**	
1.1 VHF radio installation:	
1.1.1 DSC encoder	FITTED
1.1.2 DSC watch receiver	FITTED
1.1.3 Radiotelephony	FITTED
1.2 MF radio installation:	
1.2.1 DSC encoder	N.A.
1.2.2 DSC watch receiver	N.A.
1.2.3 Radiotelephony	N.A.
1.3 MF/HF radio installation:	
1.3.1 DSC encoder	FITTED
1.3.2 DSC watch receiver	FITTED
1.3.3 Radiotelephony	FITTED
1.3.4 Direct-printing telegraphy	FITTED
1.4 INMARSAT ship earth station	N.A.
2 **Secondary means of alerting**	FITTED
3 **Facilities for reception of maritime safety information**	
3.1 NAVTEX receiver	FITTED
3.2 EGC receiver	FITTED
3.3 HF direct-printing radiotelegraph receiver	N.A.
4 Satellite EPIRB	
4.1 COSPAS-SARSAT	FITTED
5 VHF EPIRB	N.A.
6 Ship's search and rescue locating device	
6.1 Radar search and rescue transponder (SART)	N.A.
6.2 AIS search and rescue transmitter (AIS-SART)	FITTED

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Methods used to ensure availability of radio facilities (regulations IV/15.6 and 15/7)

4.1	Duplication of equipment	Provided
4.2	Shore-based maintenance	Provided
4.3	At-sea maintenance capability	NO

5 Details of navigational system and equipment

Item	Actual Provisions
1.1 Standard magnetic compass*	FITTED
1.2 Spare magnetic compass*	N.A.
1.3 Gyro compass*	FITTED
1.4 Gyro compass heading repeater*	FITTED
1.5 Gyro compass bearing repeater*	FITTED
1.6 Heading or track control system*	N.A.
1.7 Pelorus or compass bearing device*	FITTED
1.8 Means of correcting heading and bearings	FITTED
1.9 Transmitting heading device (THD)*	N.A.
2.1 Nautical charts / Electronic charts display and information system (ECDIS)	BOTH PROVIDED
2.2 Back up arrangements for ECDIS	NAUTICAL CHART
2.3 Nautical publications	FITTED
2.4 Back up arrangements for electronic nautical publications	N.A.
3.1 Receiver for a global navigation satellite system*	FITTED
3.2 9 GHz radar*	FITTED
3.3 Second radar (3 GHz)*	FITTED
3.4 Automatic radar plotting aid (ARPA)*	FITTED
3.5 Automatic tracking aid*	N.A.
3.6 Second automatic tracking aid*	N.A.
3.7 Electronic plotting aid*	N.A.
4.1 Automatic identification system (AIS)	FITTED
4.2 Long-range identification and tracking system	FITTED
5 Voyage data recorder (VDR)	FITTED
6.1 Speed and distance measuring device (trough the water)*	FITTED
6.2 Speed and distance measuring device (over the ground in the forward and athwartship direction)*	N.A.
7 Echo sounding device*	FITTED
8.1 Rudder, propeller, thrust, pitch and operational mode indicator*	FITTED
8.2 Rate of turn indicator*	N.A.
9 Sound reception system*	N.A.
10 Telephone to emergency steering position	FITTED
11 Daylight signalling lamp*	FITTED

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radar reflector*	N.A.
13 International Code of Signals	FITTED
14 IAMSAR Manual, Volume III	FITTED
15 Bridge navigational watch alarm system (BNWAS)	FITTED

* Alternative means of meeting this requirement are permitted under Regulation V/19. In case of other means they shall be specified

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at: **SHANGHAI** on **09 May 2018**

Cao Zhiteng

RINA SERVICES S.p.A.

2019/04/16

SHIP STATUS

VESSEL INFORMATION
REGISTERED OWNER
SHIP MANAGER COMPANY (ISM COMPANY) (*)
CLASS STATUS
CERTIFICATES
SURVEYS
RECOMMENDATIONS (*)
STATUS OF COMPLIANCE WITH RETROACTIVE REQUIREMENTS (*)
BALLAST SPACES TO BE INSPECTED (*)
CONTINUOUS SURVEY (*)
LIST OF ITEMS MANAGED BY PMS REQUESTING SURVEYOR ATTENDANCE (*)
LIST OF ITEMS MANAGED BY PMS (*)
ITEM TO BE CARRIED OUT FOR THE COMPLETION OF THE PARTIAL SURVEYS (*)

(*) if any

LEONARDO INFO by RINA

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GLORY SEA
passenger ship

RINA No.	91958
IMO No.	9183518
Protocol No.	MASCN/CFS/18/19196
Date of issue	03May2018
Printout date	03May2018

2019/04/16

RINA

SHIP STATUS

Printout date 03May2018

Date of issue 03May2018 06:05 UTC+2

Ship's Name GLORY SEA

IMO No. 9183518 RINA No. 91958

VESSEL INFORMATION

Flag	Bahamas
Call Sign	C6CI6
Port of Registry-No.	NASSAU - 7000878
Date of build	Apr2001
Keel Laid	14Jul1999
Intl Tonnage	24782
National Tonnage	
Deadweight	2147
Main Class Symbol	C ✠
Service Notation	passenger ship
Service Notation description	
Navigation Notation	unrestricted navigation
Additional Notations	✠ AUT-UMS (Withdr.)
Other Societies	

REGISTERED OWNER

Name	DIAMOND CRUISE INTERNATIONAL CO LIMITED
Address	OFFSHORE GROUP CHAMBERS
ZIP	CB-12751
City	Nassau
Country	BAHAMAS

SHIP MANAGER COMPANY (ISM COMPANY)

Id company	5857764
Name	Shanghai Xinhong Shipping Management Co., Ltd
Address	MUNICIPAL UNIT 1001/F, KANG JI BUILDING, NO.290, TIAN MU WEST ROAD
ZIP	200070
City	Shanghai
Country	CHINA

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SHIP STATUS

Printout date 03May2018

Date of issue 03May2018 06:05 UTC+2

Ship's Name GLORY SEA

IMO No. 9183518 RINA No. 91958

CLASS STATUS

Date of entry into class	17Jul2013	
Class period (years : months : days)	5 : 0 : 0	running from: 21May2016
Last survey reported	place: Zhoushan	date: 26Apr2018 (*)

(*) ATTENTION: This Ship Status is updated to the date of issue (03May2018) except for any surveys carried out after 26Apr2018 (Last survey reported).

Class Next Due Date 21Aug2019 (survey, maximum range included)

Continuous Survey Items and Forthcoming Class Requirements are excluded. For their due dates refer to the relevant document and pages.

CERTIFICATES

TITLE	REMARKS	STATUS	ABBREV	PERIOD	ISSUED	EXPIRES
Class			CLASS	FULL	28Apr2017	21May2021
International Load Line (HSSC)			ILL H	FULL	28Apr2018	21May2021
Safety Passenger Ship (HSSC)			SP H	FULL	28Apr2018	21May2019
SAFPAS Exemption (HSSC)			SP EXE H	FULL	28Apr2018	21May2019
Maritime Labour Convention			MLC	FULL	26Dec2016	16Nov2021
ISM Safety Management			SMC	FULL	26Dec2016	10Nov2021
International Ship Security Certificate			ISSC	FULL	26Dec2016	10Nov2021
Garbage Pollution Prevention	(1)		GARBAGE	FULL	15Jun2016	21May2021
International Air Pollution Prevention			IAPP	FULL	15Jun2016	21May2021
International Oil Pollution Prevention			IOPP	FULL	15Jun2016	21May2021
International Sewage Pollution Prevention			ISPP	FULL	08Nov2017	21May2021
International Anti-Fouling System			IAFSC	FULL	21May2016	
International Energy Efficiency Certificate			IEEC	FULL	21May2016	
International Ballast Water Management			IBWM	FULL	22Oct2017	21May2021

(1) Statement of compliance issued by RINA SERVICES S.p.A. not on behalf of the Flag Administration

- Ship's class will be suspended in accordance with the provisions indicated in Part A, Ch 2, Sec 3, [1.2] of Rules for the Classification of Ships. Ship's class will be withdrawn in accordance with the provisions indicated in Part A, Ch 2, Sec 3, [1.3] of Rules for the Classification of Ships. Where applicable, additional class notations and/or service notations will be suspended/withdrawn in accordance with the provisions indicated in Part A, Ch 2, Sec 3, [1.4] of Rules for the Classification of Ships.
- Two Ship Status of the same ship can be compared only if the date and time of issue are the same. In the event of doubts concerning the interpretation of a Ship Status, those filed in RINA SERVICES S.p.A.'s database will prevail.
- When an initial/renewal survey is carried out and the relevant certificate is issued, this Status is provisional till the issue of the full term certificate

RINA SERVICES S.p.A.

Approved and Signed by Chen Fu Sheng on 03May2018

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SURVEYS

- Outstanding recommendations: No

CLASS SURVEYS

SURVEYS TYPE		REMARKS	LAST DATE	DUE DATE	RANGE DATES	STATUS
Hull	Hull Renewal		21May2016	21May2021	22Feb2020 - 21May2021	
	Hull Intermediate		26Apr2018		-	
	Hull Annual		26Apr2018	21May2019	22Feb2019 - 21Aug2019	
	Bottom - Dry Condition at Renewal	(1)	21May2016	26Apr2021	- 26Apr2021	
	Bottom - Dry Condition		26Apr2018		-	
	Bottom - in Water		17Mar2017		-	
Machinery	Mach. Renewal		21May2016	21May2021	22Feb2020 - 21May2021	
	Mach. Annual		26Apr2018	21May2019	22Feb2019 - 21Aug2019	
	648.20a Boiler - Thermal oil boiler		19Jan2018	19Jan2021	- 19Jan2021	
	648.20b Boiler - Thermal oil boiler		19Jan2018	19Jan2021	- 19Jan2021	
	634a.15 Tailshaft (cl.oil-flanged) Met.1 (withdr.) (Aft,port)		21May2016		-	
	634a.15 Tailshaft (cl.oil-flanged) Met.3 (Aft,port)		26Apr2018	26Apr2023	27Jan2023 - 26Apr2023	
	634b.15 Tailshaft (cl.oil-flanged) Met.1 (withdr.) (Aft,stbd)		21May2016		-	
	634b.15 Tailshaft (cl.oil-flanged) Met.3 (Aft,stbd)		26Apr2018	26Apr2023	27Jan2023 - 26Apr2023	

STATUTORY SURVEYS

SURVEYS TYPE		REMARKS	LAST DATE	DUE DATE	RANGE DATES	STATUS
ILL H	Renewal		21May2016	21May2021	22Feb2021 - 21May2021	
	Annual		26Apr2018	21May2019	22Feb2019 - 21Aug2019	
SP H	Renewal (bottom survey Reg.I/B/7(b))		26Apr2018	21May2019	22Feb2019 - 21May2019	
	Drydock for passenger ship	(2)	26Apr2018			
SMC	First Issue (Initial)		10Nov2016		-	
	Renewal			10Nov2021	11Aug2021 - 10Nov2021	
	Intermediate			10May2019	11Nov2018 - 10Nov2019	
MLC	First Issue (Initial)		16Nov2016		-	
	Renewal			16Nov2021	17Aug2021 - 16Nov2021	
	Intermediate			16May2019	17Nov2018 - 16Nov2019	
ISS	First Issue (Initial)		10Nov2016		-	
	Renewal			10Nov2021	11Aug2021 - 10Nov2021	
	Intermediate			10May2019	11Nov2018 - 10Nov2019	
GA[illegible]GE	Renewal		21May2016	21May2021	22Feb2021 - 21May2021	
	Annual		26Apr2018	21May2019	22Feb2019 - 21Aug2019	
IAPP	Renewal		21May2016	21May2021	22Feb2021 - 21May2021	
	Intermediate		26Apr2018		-	

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RINA

SHIP STATUS

Printout date 03May2018

Date of issue 03May2018 06:05 UTC+2

Ship's Name GLORY SEA

IMO No. 9183518 RINA No. 91958

SURVEYS

SURVEYS TYPE		REMARKS	LAST DATE	DUE DATE	RANGE DATES	STATUS
	Annual		17Mar2017	21May2019	22Feb2019 - 21Aug2019	
IOPP	Renewal		21May2016	21May2021	22Feb2021 - 21May2021	
	Intermediate		26Apr2018		-	
	Annual		24Apr2017	21May2019	22Feb2019 - 21Aug2019	
ISPP	Renewal		21May2016	21May2021	22Feb2021 - 21May2021	
IBWM	First Issue (Initial)		17Aug2017		-	
	Renewal			21May2021	22Feb2021 - 21May2021	
	Intermediate		26Apr2018		-	
	Annual			21May2019	22Feb2019 - 21Aug2019	
IEEC	First Issue (Initial)		01May2015		-	

(1) Statutory regulations may require earlier due date and different scope (drydock instead of IWS) for bottom survey

(2) Refer to IMO Res. A.997(25) as amended by Res. A.1020(26) and to IMO circular MSC.1/Circ.1348

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CLASS MEMORANDA

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.12.3.A	Bremerhaven	16May2014	Certificate of Class

SUBJECT Pitting at deck no.8 STBD side

1) Deck no.8, STBD side, approx. between frame no. 165 and 170 (i.w.o. entrance doors), affected by pitting corrosion within acceptable limits.
The area has to be monitored at each scheduled survey.

2) Verified at Cape town on 26 March, 2015

3) Verified at SHANGHAI on 21/05/2016.

4) verified at Qingdao on 17/03/2017 with acceptable outcome

5) verified at Zhoushan on 26/04/2018 with acceptable outcome

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.12.4.A	Bremerhaven	16May2014	Certificate of Class

SUBJECT Substantial Corrosion Areas

1) 1) Deck no. 8, STBD side, between fr.120 and 170 has to be considered as suspected area since the measurements have shown areas affected by substantial corrosion.
2) Deck no.8, PT side, between fr.120 and 184 has to be considered as suspected area since the measurements have shown areas affected by substantial corrosion.

2) Verified at Cape town on 26 March, 2015

3) Verified at SHANGHAI on 21/05/2016.

4) verified at Qingdao on 17/03/2017

5) verified at Zhoushan on 26/04/2018 with acceptable outcome

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.24.1.A	Lavrion	23Oct2015	Certificate of Class

SUBJECT IWS - PS / STBD propeller.

PS propeller:
All blades noticed with light cavitation marks / pits between 0.8R-1.0R. One blade with nicks at edges (approx. circumferential dimension of nick 10-15 mm).
STBD propeller:
All blades noticed with cavitation marks / pits mainly between 0.8R-0.9R. The pits have been re-filled.

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.25.1.A	Shanghai	21May2016	Certificate of Class

SUBJECT Fixed ballast

The ship is provided with permanent ballast used with 220.8 tons iron at double bottom Fr.88-98 port and stbd side. It is considered as part of the lightweight and it can not be removed from the ship or relocated within the ship without the approval of the Administration.

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CLASS MEMORANDA

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.29.1.A	Qingdao	17Mar2017	Certificate of Class
SUBJECT	AUT-UMS is out of service		

1) as per the request of ship's owner, the notation AUT-UMS has been put out of service.

2) At the request of the owner, the AUT-UMS notation has been cancelled at port Dalian on 24/04/2017.

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.8.1.A	Piraeus	17Jul2013	Certificate of Class
SUBJECT	Equipment number		

EQUIPMENT NUMBER (between 2080 to 2230)

A. Required:
1. chain diameter: 81mm steel Q1
2. chain diameter: 70mm steel Q2
3. chain diameter: 62mm steel Q3
4. lengths : 22(605,0 m)
5. no. of anchors: 3 (x 6450 kg / 3225 kg if HHP)

B. Provided on board:
1. chain diameter: 62 mm steel Q3.
2. lengths : 22 (605,0 m)
3. no. of anchors : 3 HHP (x 3225 kg each).

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.8.2.A	Piraeus	17Jul2013	Certificate of Class
SUBJECT	Material of hull structures		

- Hull structural members made from higher tensile steel with minimum upper yeld strenght of ReH=355N/mm2.

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.8.3.A	Piraeus	17Jul2013	Certificate of Class
SUBJECT	Rudder: clearances		

1) Taken at Bahamas on Dec.2011 (values taken from measurement report found on board during Admission to RINA Class Survey)
Lower pintle clearance: Fwd:0,00mm ; Aft:0,80mm ; Pt:0,40mm ; Stbd:1,90mm
Neck bearing clearance: Pt:0,85mm ; Stbd:0,65mm.
Jumping Bar Clearance:10,50mm

2) Taken at Bremerhaven (D), 06/05/2014
Lower pintle clearance: Fwd:0,00mm ; Aft:0,00mm ; Pt:1,23mm ; Stbd:1,23mm
Jumping Bar Clearance:10,50mm

3) Taken at SHANGHAI on 21/05/2016
Lower pintle clearance: Fwd:0.00mm ; Aft:1.25mm ; Pt:1.15mm ; Stbd:1.40mm
Jumping Bar Clearance:10.50mm

4) Taken at Zhoushan on 26/04/2018
Lower pintle clearance: Fwd:0.00mm ; Aft:1.40mm ; Pt:1.50mm ; Stbd:1.40mm
Jumping Bar Clearance:11.50mm

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CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.8.3.A	Piraeus	17Jul2013	Certificate of Class

SUBJECT: Rudder: clearances

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.8.4.A	Piraeus	17Jul2013	Certificate of Class

SUBJECT: Tailshaft: clearances and wear-down gauges

1) Taken at the Bahamas on Dec. 2011 (values taken from measurement report found on board during Admission to RINA Class Survey)

Pt side tailshaft
upper weardown: 88,80mm
lower weardown: 87,00mm

Stbd side tailshaft
upper weardown: 88,90mm
lower weardown: 87,40mm

2) Taken at Bremerhaven (D) on 14/05/2014

Pt side tailshaft
upper weardown: 89,20mm
lower weardown: 87,60mm

Stbd side tailshaft
upper weardown: 89,10mm
lower weardown: 87,40mm

3) Taken at the SHANGHAI on 21/05/2016

Pt side tailshaft
upper weardown: 89.70mm
lower weardown: 87.60mm

Stbd side tailshaft
upper weardown: 89.40mm
lower weardown: 87.50mm

4) Taken at the Zhoushan on 26/04/2018

Pt side tailshaft
upper weardown: 89.90mm
lower weardown: 87.70mm

Stbd side tailshaft
upper weardown: 89.70mm
lower weardown: 87.80mm

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CLASS MEMORANDA

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.8.5.A	Piraeus	17Jul2013	Certificate of Class
SUBJECT	Lightweight Survey		

1) At periodical intervals not exceeding five years, a lightweight survey is to be carried out.
Last lightweight survey carried out at Saigon on 23/03/2011 approved by GL in accordance with approval letter with No:11-045181 dd:03/05/2011.

2) Last lightweight survey carried out at SHANGHAI on 21/05/2016.

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.8.7.A	Piraeus	17Jul2013	Certificate of Class
SUBJECT	Heavy sea damage		

1) (Extracted from Losing Society (GL) Survey Status dd:09/07/2013 made available during TOCA procedure)

Vessel experienced heavy sea during which the side-shell was damaged . In addition a large area of the FWD shell plating was slightly indented
between surrounding internal structure (ribbed). Special attention should be paid to internal survey of structure FWD of frame 240 during Annual Survey.

2) Areas examined in occasion of Admission to RINA Class survey and found in stationary condition.
Above areas to thoroughly examined in occasion of next Hull Ren. Survey and if found to the satisfaction of RINA attending surveyor present memo to be deleted.

3) Verified at Cape town on 26 March, 2015

4) Verified at SHANGHAI on 21/05/2016.

5) verified at Qingdao on 17/03/2017

OVERBOARD SEA CHEST VALVES

0 SHIP

Last opening up 26Apr2018

2019/04/16

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STATUTORY MEMORANDA

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.0.1.B	HEAD OFFICE	24Mar2016	SAFPAS H

SUBJECT SAFPAS Renewal Survey - Verification of structural fire protection

At each renewal survey of the SOLAS Passenger Ship Safety Certificate, as requested by the Harmonized System of Survey and Certification (IMO Resolution A.1104(29) as amended), an on board verification with the aim at confirming, as far as practicable, that no changes have been made to the structural fire protection and to the use of combustible materials is to be carried out.
This check is to be carried out by the RINA surveyor in accordance with the guidance given by the RINA Instructions to Surveyors no. II-B-7 Addendum Ter ?Fire Control plan and Structural Fire Protection verification?.

In particular, RINA has to check, as far as practicable, that:
- the Fire Control Plan and the Structural Fire Protection Plans are consistent with each other and with the ship's actual lay-out;
- no changes occurred to the original destination of use of the ship's spaces;
- the spaces having direct access to stairway enclosures are only those allowed by SOLAS;
- furniture in stairway enclosures on each deck level are limited to six seats, fixed on the deck itself, and made of restricted fire risk material.

Moreover, RINA has to carry out spot checks in way of significant locations for ascertaining that no changes to structural fire protection occurred (e.g. unrepaired damages due to modifications of systems and plants; unsealed penetration of electrical cables, pipes, etc.) which impair the condition of the following arrangement and systems: insulation on A class divisions; pipe and cable penetrations in way of A-class divisions; B-class partitions of corridors in cabin areas (deck to deck or deck to ceiling arrangements according to the structural fire protection plan); ventilation duct penetrations; fire dampers and relevant closing devices; draught stops; fire doors; coverage by sprinkler and detection systems for spaces for which this protection is requested.

For the purpose of the above-mentioned verification:
- the Fire Control Plan and the Structural Fire Protection Plans have to be made available to the RINA surveyor;
- adequate support has to be given to the RINA surveyor in order to do the dismounting necessary for carrying out the above-mentioned spot checks.

above mentioned surveys have been performed satisfactorily on 17/03/2017.

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.12.1.A	Bremerhaven	16May2014	IEEC

SUBJECT MARPOL 73/78 - ANNEX VI - Chapter 4 (Regulations on energy efficiency for ships)

Compliance with MEPC.176(58) "Revised MARPOL Annex VI" entered into force on 1st July 2010 and by MEPC.203(62) entered into force on 1st January 2013 has been verified.
An International Energy Efficiency Certificate (IEEC) has been issued to the ship.

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.12.[illegible]	Bremerhaven	16May2014	SAFPAS H

SUBJECT SOLAS Regulation III/17-1 - Recovery of Persons from the Water

The s[illegible] is provided with a ship-specific plan and procedures for recovery of persons in accordance with IMO Resolution MSC.338(91).

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.12.4.A	Bremerhaven	16May2014	Class, SAFPAS H

SUBJECT Substantial Corrosion Areas

1) 1) Deck no. 8, STBD side, between fr.120 and 170 has to be considered as suspected area since the measurements have shown areas affected by substantial corrosion.
2) Deck no.8, PT side, between fr.120 and 184 has to be considered as suspected area since the measurements have shown areas affected substantial corrosion.

For any enquiries please contact: China M[illegible]
Telephone: +86 21 [illegible]
E-mail: china.marine@[illegible]
Direct fax line: +86 21 [illegible]

STATUTORY MEMORANDA

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.12.4.A	Bremerhaven	16May2014	Class, SAFPAS H
SUBJECT	Substantial Corrosion Areas		

2) Verified at Cape town on 26 March, 2015

3) Verified at SHANGHAI on 21/05/2016.

4) verified at Qingdao on 17/03/2017

5) verified at Zhoushan on 26/04/2018 with acceptable outcome

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.17.1.A	Cape Town	30Mar2015	SAFPAS H
SUBJECT	SOLAS reg. III/20.11.1 and 20.11.2		

1) Last date of 5-yearly overload dynamic test of the winch brake:

- Lifeboats: 27/03/2015
- Liferafts: 27/03/2015

Last date of 5-yearly overload test of on-load release gear:

- Lifeboats: 27/03/2015
- Liferafts: 27/03/2015

2) Last date of 5-yearly overload dynamic test of the winch brake:

- Lifeboats: 30/03/2016
- Liferafts: 30/03/2016

Last date of 5-yearly overload test of on-load release gear:

- Lifeboats: 30/03/2016
- Liferafts: 30/03/2016

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.17.2.A	Cape Town	30Mar2015	SAFPAS H
SUBJECT	Fixed High pressure CO2 system		

1) Last hydrostatic test: 17 Jul 2010
Last weight check: 04 Oct 2014

2) Last hydrostatic test: 17/07/2010
Last weight check: 15/09/2015

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.25.1.A	Shanghai	21May2016	Class, SAFPAS H
SUBJECT	Fixed ballast		

The ship is provided with permanent ballast used with 220.8 tons iron at double bottom Fr.88-98 port and stbd side. It is considered as part of the lightweight and it can not be removed from the ship or relocated within the ship without the approval of the Administration.

2019/04/19

For any enquiries please contact: China Marine
Telephone : +86 21 32260911
E-mail : china.marine@rina.org
Direct fax line : +86 21 62482635
www.rina.org

LeonardoINFO

STATUTORY MEMORANDA

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.25.2.A	Shanghai	21May2016	SAFPAS H

SUBJECT Watertight doors close during navigation

- All the watertight doors are to be kept close during navigation and notice of "KEEP CLOSE DURING NAVIGATION" are to be posted on both side of door.
- In case of doors open during navigation, the verification of damage stability and floatability assessment must be carried out and proper consideration must be given to the proposed justification for watertight doors to remain open. When both the above conditions meet with RO approval the application may be forwarded to BMA for final consideration.

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.25.3.A	Shanghai	21May2016	SAFPAS H

SUBJECT Conversion to increase number of passenger

Conversion in order to increase number of passengers from 927 to 1275, has been carried out as per the RINA approved drawing. The increasing the number of passengers has been carried out through adding new beds in existing passengers' cabins but not adding new passenger space. Detailed information refer to Leo Job n.25.

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.7.1.A	Livorno	29Apr2013	MLC

SUBJECT MLC 2006

The ship is equipped with a Certificate of Compliance under the provision of ILO 92/1949 and ILO 133/1970 issued by G.L. on 10/09/2012.

CODE	ISSUED AT	ISSUED ON	CERTIFICATES
M.8.5.A	Piraeus	17Jul2013	Class, SAFPAS H

SUBJECT Lightweight Survey

1) At periodical intervals not exceeding five years, a lightweight survey is to be carried out.
Last lightweight survey carried out at Saigon on 23/03/2011 approved by GL in accordance with approval letter with No:11-045181 dd:03/05/2011.

2) Last lightweight survey carried out at SHANGHAI on 21/05/2016.

2019/04/16

For any enquiries please contact: China Ma
Telephone : +86 21 32280
E-mail : china.marine@rina
Direct fax line : +86 21 62483
www.rina

FORM A

REPORT OF INSPECTION IN ACCORDANCE WITH THE MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL IN THE ASIA-PACIFIC REGION[1]

Authority: MARITIME SAFETY ADMINISTRATION OF THE PEOPLE'S REPUBLIC OF CHINA
Add: 11, Jianguomennei Ave.Beijing, 100736
Tel: +86-10-6529-2876
Fax: +86-10-6529-2875
E-mail: China_psc@msa.gov.cn

Copy to: Master
Head office
PSCO
If ship is detained, copy to:
Flag State
IMO
Recognize organization, if applicable

1 name of reporting authority: MSA CHINA
2 name of ship: GLORY SEA
3 flag of ship: Bahamas
4 type of ship: Passenger ship
5a call sign: C6CI6
5b MMSI: 311000482
6 IMO number: 9183518
7 gross tonnage: 24782
8 deadweight (where applicable): 2490
9 year keel laid: 10-07-1999
10 date of inspection: 09-10-2018
11 place of inspection: 9030 SHANGHAI
12 classification society: RINA
13 date of release from detention[2]: 17-10-2018
14a IMO company number: 5857764
14b particulars of company: Shanghai XinHong Shipping Management Co Ltd
Address:
15 name and signature of master to certify that the information under 14 is correct:
Name ZHANG JIANYU
Signature

16 details of ship certificates

a	title	b issuing authority	c date of issue	and expiry
1	505 International Oil Pollution Prevention (IOPP)	RINA	15-06-2016	21-05-2021
2	506 International Air Pollution Prevention	RINA	15-06-2016	21-05-2021
3	507 International Sewage Pollution Prevention	RINA	08-11-2017	21-05-2021
4	508 Load Line	RINA	28-04-2018	21-05-2021
5	509 Document of Compliance	RINA	02-12-2016	04-11-2021
6	510 Safety Management Certificate	RINA	26-12-2016	10-11-2021
7	511 International Ship Security	RINA	26-12-2016	10-11-2021
8	512 Minimum Safe Manning Document	FLAG STATE	24-05-2016	24-05-2021
9	513 Passenger Ship Safety	RINA	09-05-2018	21-05-2019
10	523 Tonnage	RINA	12-05-2016	
11	529 International Anti-Fouling System	RINA	21-05-2016	
12	532 International Energy Efficiency (IEE)	RINA	21-05-2016	
13	533 Maritime Labour Certificate	RINA	26-12-2016	16-11-2021
14				
15				
16				

d Information on last intermediate or annual survey

	Date	Surveying authority	Place
1	(505) 26-04-2018	RINA	ZHOUSHAN
2	(506) 26-04-2018	RINA	ZHOUSHAN
3	(507)		
4	(508)		
5	(509) 03-11-2017	RINA	SHANGHAI
6	(510)		
7	(511)		
8	(512)		
9	(513)		
10	(523)		
11	(529)		
12	(532)		
13	(533)		
14			
15			
16			

17 deficiencies ☐ no ☑ yes (see attached FORM B)
18 ship detained ☐ no ☑ yes[3]
19 supporting documentation ☑ no ☐ yes (see annex)

Issuing office: Huangpu MSA
Name: WU HONGJIE ZHANG JINKAI
(duly authorized PSCO of reporting authority)
Signature
Telephone: +86-21-58370673
Telefax: +86-21-63770854
E-mail: pscshanghai@shmsa.gov.cn

This report must be retained on board for period of two years and must be available for consultation by Port State Control Officers at all times.

This inspection report has been issued solely for the purpose of informing the master and other port State that an inspection by the port State, mentioned in the heading, has taken place. This inspection report cannot be construed as a seaworthiness certificate in excess of the certificates the ship is required to carry.

2019/04/19

FORM B

REPORT OF INSPECTION IN ACCORDANCE WITH THE MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL IN THE ASIA-PACIFIC REGION*)

1A

Authority: MARITIME SAFETY ADMINISTRATION OF THE PEOPLE'S REPUBLIC OF CHINA
Add: 11, Jianguomennei Ave.Beijing, 100736
Tel: +86-10-6529-2876
Fax: +86-10-6529-2875
E-mail: China_psc@msa.gov.cn

Copy to: Master
Head office
PSCO
If ship is detained, copy to:
Flag State
IMO
Recognize organization, if applicable

2 name of ship: GLORY SEA
6 IMO number: 9183518
10 date of inspection: 09-10-2018
11 place of inspection: 9030 SHANGHAI

20 number	21 code	nature of deficiency[4]	convention[5] reference	22 action taken[6]	23 responsible RO[5]
1	07105	SEVERAL FIRE DOORS WHICH NUMBER IS 8.19,6.17&6.19. UNABLE TO BE CLOSED PROPERLY DUE TO PARTLY DEFORMATION (NO.8.19) AND MALFUNCTION OF MOTORS(NO.6.17&6.19)		17/10 上海海事局复查合格14	
2	07126	ENGINE ROOM OILY DIRTY AND BOTTOM PLATE FULLY COVERED BY BILGE WATER	S74/CI/R11 S74/CII-2/R4	30/10	
3	13101	JACKET COOLING WATER OF MAIN ENGINE LEAKING FOUND IN NO.,6 & 7 CYLINDER OF NO.2M/E AND NO.1 & 4 CYLINDER OF NO.4 M/E		17/10	
4	13101	NO.1 M/E OUT OF WORK SINCE SEP.28,2018 DUE TO INSUFFICIENT SPARE PARTS SUPPLYMENT AND IT NEEDS TO BE VERFIED BY RO ALSO		17/99- 17/07/19 NO LATER THAN 13-01-2019	
5	13101	NO.2 LUB. OIL PURIFIER FOR M/E OUR OF ORDER DUE TO SPARE PARTS NOT PROPERLY SUPPLIED BY CO. TO BE VERFIED BY RO ALSO		17/10	
6	13102	NO.3 A/E CYLINDER HEADS RUNNING OVER 20000 HOURS, WHICH IS MORE THAN PERIOD OF 12000HOURS REQUIRED BY AMOS SYSTEM ON BOARD TO BE VERFIED BY RO ALSO		17/10 上海海事局复查合格14	
7	13199	THE MOTER FOR ENGINE ROOM COOLING FAN(R-2-41.2) MALFUNCTION DUE TO INSUFFICIENT SPARE PARTS SUPPLYMENT AND IT NEEDS TO BE VERFIED BY RO ALSO		17/10	
8	13199	THE GROWTH PREVENTION SYSTEM FOR COOLING SEA WATER OUT OF ORDER DUE TO INSUFFICIENT SPARE PARTS SUPPLYMENT AND IT NEEDS TO BE VERFIED BY RO ALSO		17/10	

2019/04/16

Name (duly authorized PSCO of authority): WU HONGJIE ZHANG JINKAI

Signature

*) This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that full survey is carried out of and all deficiencies are rectified before an application for re-inspection is made.

) To be completed in the event of a detention.

) Applicable Deficiency Action Codes (see reverse side of copy) to be entered.

FORM B

REPORT OF INSPECTION IN ACCORDANCE WITH THE MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL IN THE ASIA-PACIFIC REGION*)

Authority: MARITIME SAFETY ADMINISTRATION OF THE PEOPLE'S REPUBLIC OF CHINA
Add: 11, Jianguomennei Ave.Beijing, 100736
Tel: +86-10-6529-2876
Fax: +86-10-6529-2875
E-mail: China_psc@msa.gov.cn

Copy to: Master
Head office
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If ship is detained, copy to:
Flag State
IMO
Recognize organization, if applicable

2 name of ship: GLORY SEA
6 IMO number: 9183518
10 date of inspection: 09-10-2018
11 place of inspection: 9030 SHANGHAI

20 number	21 code	nature of deficiency[4)]	convention[5)] reference	22 action taken[6)]	23 responsible RO[5)]
9	14611	THE SECTION 1(SYSTEM AND EQUIPMENT INVENTORY) OF ODS RECORD BOOK NOT BE ENTRIED CORRECTLY AND ADDITION OF ODS(R22) NOT RECORD ON SECTION 2(ODS MAINTENANCE LOG) OF ODS RECORD BOOK		17 / 10	
10	15102	IT CAN BE DEMONSTRATED BY ABOVE MENTIONED DIFICIENCIES THAT THE VESSEL UNABLE TO BE SUPPORTED BY SHORE BASE OF THE COMPANY AS THERE WERE NO ENOUGH SPARE PARTS SUPPLIED TO ENSURE SHIP TO BE KEPT IN GOOD REPAIR. THUS, THE POOR RUNNING CONDITION OF THE SHIP SHOWS A FAILURE IN ENSURING THE VESSEL IS MAINTAINED EFFECTIVELY AS REQUIRED BY ISM CODE ELEMENT 3	ISMC/S3	30 / 18	

DEFICIENCY NO. 1,2,3,5,7,8,9 RECTIFIED.
NO. 4 CHANGE TO CODE 99.
NO. 6 & 10 CANNOT BE CLOSED BECAUSE
IT DID NOT REFLECT THE TRUTH OF
FACT AS EXPLAINED.
FOLLOW UP INSPECTION CARRIED OUT
ON 15-10-2018 IN SHANGHAI
BY LEYONGFENG & LIJIAGENG

Name: WU HONGJIE ZHANG JINKAI
(duly authorized PSCO of authority)
Signature:

This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention, it is recommended that full survey is carried out of and all deficiencies are rectified before an application for re-inspection is made.
To be completed in the event of a detention.
Applicable Deficiency Action Codes (see reverse side of copy) to be entered.

NO.6 RETIFIED, NO.10 CHANG TO CODE 18
FOLLOW UP INSPECTION CARRIED OUT ON 17-10-2 IN SHANGHAI BY LEYONG & ZHONGWEI

This PSC report can be downloaded via scanning the QR code demonstrated in form A

PSC Inspection Action Codes
(tick as applicable)
6 Competent security authority informed
7 Ship expelled on security grounds
9 Next port informed
Flag state/consul informed
Flag state consulted
Recognized organization informed
Investigation of contravention of discharge provisions (MARPOL)
1 ILO informed
2 Seafarers' organization informed
5 Ship owner representative informed

Deficiency Action Codes
(follow after each deficiency description)
10 Deficiency rectified
15 Rectify deficiency at next port
16 Rectify deficiency within 14 days
17 Rectify deficiency before departure
18 Rectify deficiency within 3 months
30 Detainable deficiency
46 Rectify detainable deficiency at agreed repair port
48 As in the agreed flag State condition
49 As in the agreed rectification action plan
99 Other (specify)

2019/09/16

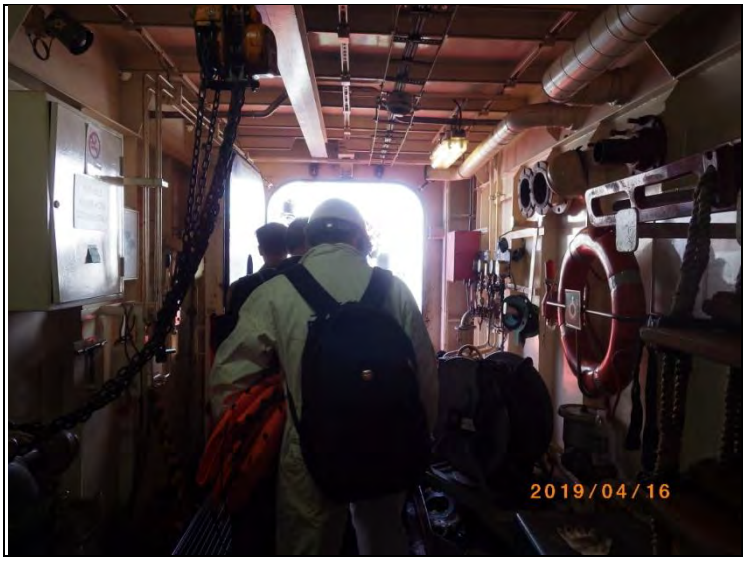
1. “GLORY SEA”轮在上海港吴淞锚地抛锚

2. “GLORY SEA”轮

3. 左舷外板

4. 左舷外板

5. 两舷登乘通道



6. 艏侧推间舱底结构

7. 艏侧推间底层结构

8. 艏侧推间水密门

9. Deck 9 甲板

10. Deck 9 甲板板及梯子出现锈蚀

11. Deck 9 甲板上通风管出现锈穿的情况

12. 主桅（Deck 9 甲板上）

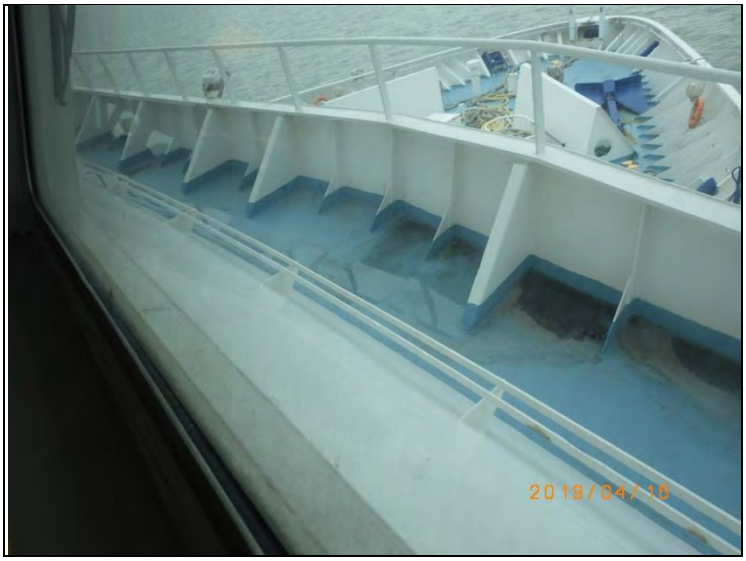
13. Deck 8 甲板

14. Deck 8 甲板上升降梯

15. Deck 7 甲板前部之罗经甲板

16. Deck 7 甲板表面橡胶层

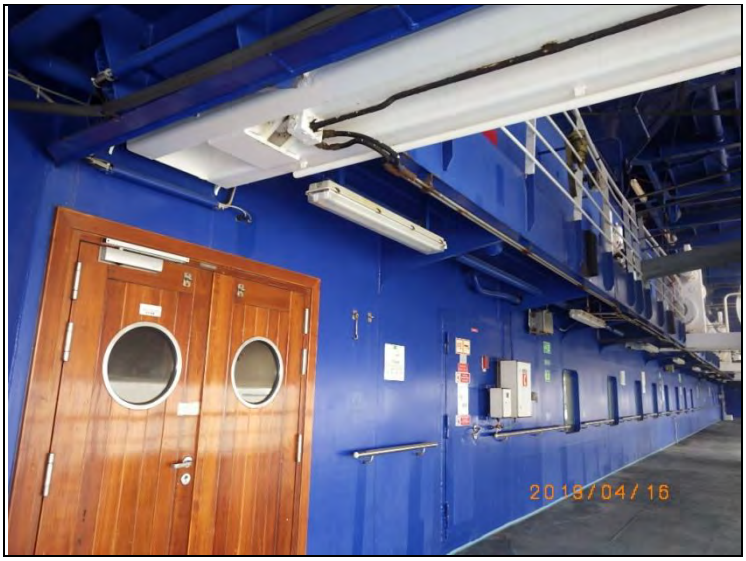
17. Deck 6 甲板（驾驶室前部区域）



18. Deck 6 甲板下表面

19. Deck 5 甲板（救生艇甲板）

20. Deck 5 甲板层围壁板



21. Deck 4 船艏甲板

22. Deck 4 船艏甲板舷墙

23. Deck 4 船艏甲板上锚机

24. Deck 4 船艏甲板上备锚

25. 甲板室前围壁

26. 甲板室前围壁水密门

27. 甲板室前围壁通风百叶窗

28. 驾驶室（Deck 6 甲板层）

29. 驾驶室内车钟、自动舵和雷达等

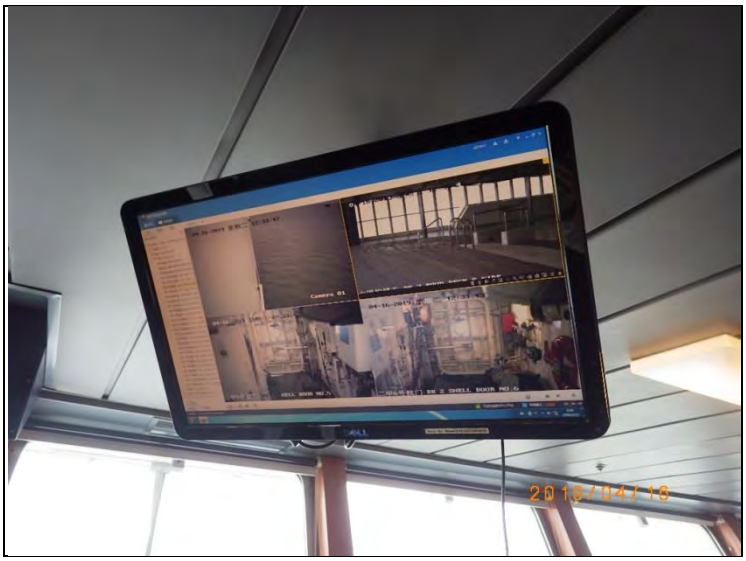
30. GMDSS

31. 海图区

32. 配载仪

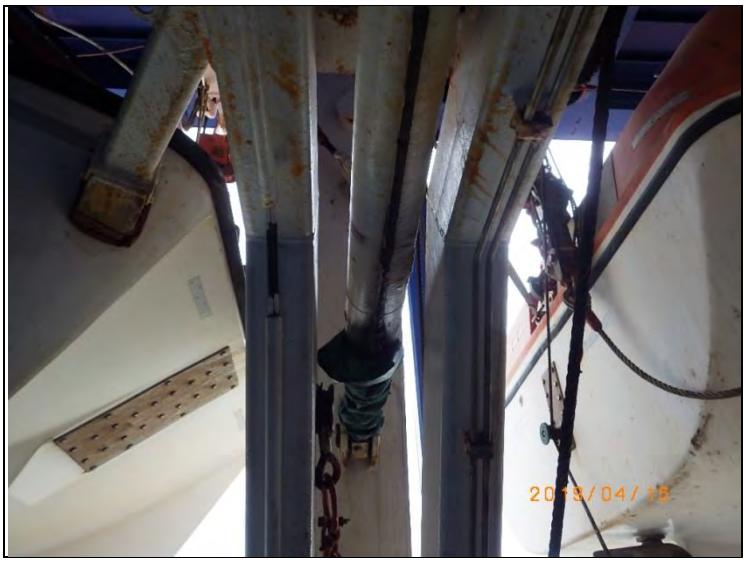
33. 驾驶室内控制面板

34. 驾驶室内监控电视



35. 救生艇（Deck 5 甲板上）

36. 6 号救生艇架液压油缸出现渗油的情况



37. 救生艇绞车（Deck 6 甲板上）

38. 救生筏（Deck 6 甲板上）

39. 海上撤离系统（Deck 6 甲板上）

40. 救助艇（Deck 7 甲板上）

41. Deck 7 甲板住舱防火门（开启状态下）

42. Deck 7 甲板住舱内消防箱

43. CO2 间（Deck 8 甲板层）

44. Deck 7 甲板住舱通道

45. Deck 7 甲板住舱之乘客套房

46. Deck 7 甲板层之麻将室

47. Deck 7 甲板层之健身房

48. Deck 7 甲板层尾部游泳池和小吃吧

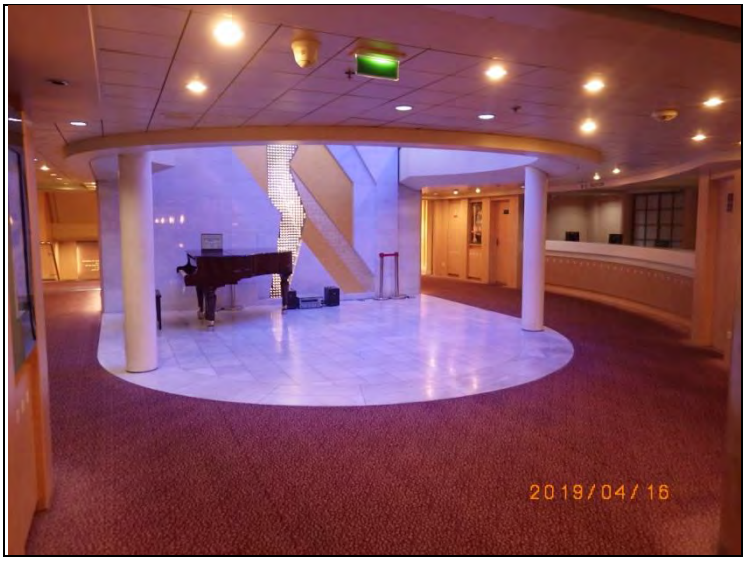
49. Deck 7 甲板层内监控探头

50. Deck 6 甲板层内多功能剧场

51. Deck 6 甲板层内免税商店

52. Deck 6 甲板层内乘客餐厅

53. Deck 5 甲板层内乘客接待前台



54. Deck 5 甲板住舱通道

55. Deck 5 甲板住舱之乘客大床房

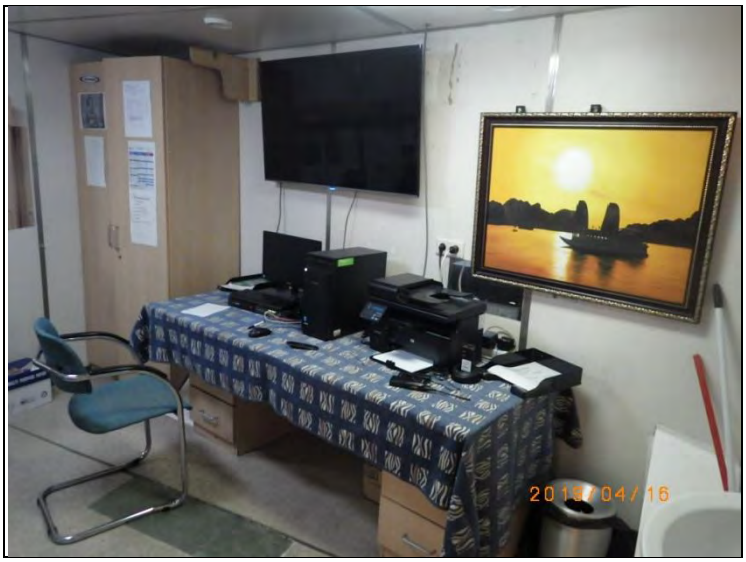
56. Deck 4 甲板住舱之乘客双人间

57. Deck 4 甲板住舱之乘客四人间

58. Deck 4 甲板层内厨房

59. Deck 4 甲板层内厨房下水管路出现堵塞的情况

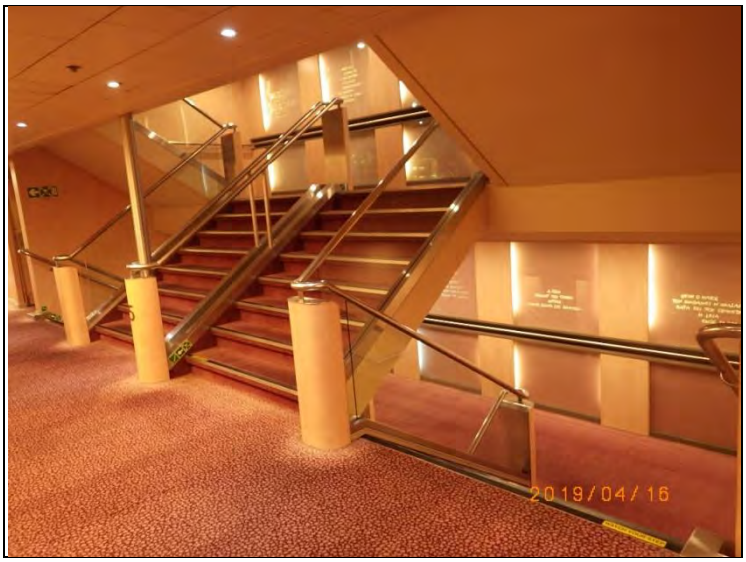
60. Deck 2 甲板层内 IT 间（CCTV 监控室）



61. Deck 1 甲板层冰库

62. 乘客电梯

63. 乘客楼梯



64. Deck 1 甲板层通道

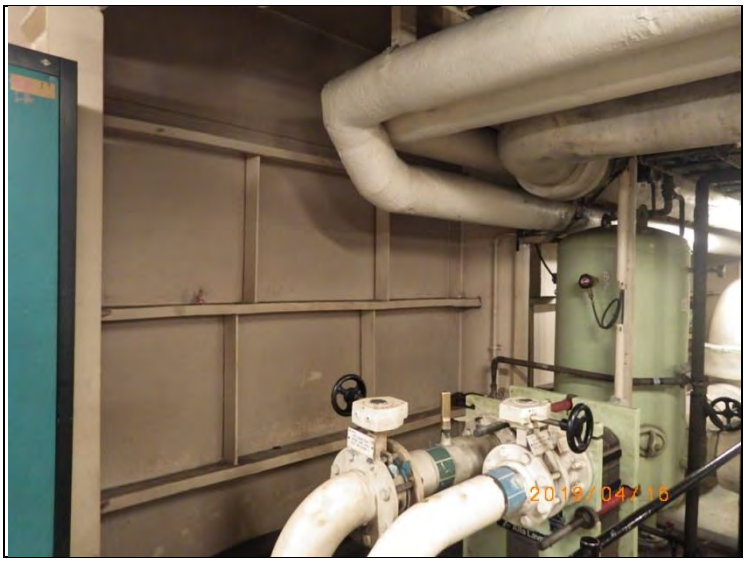
65. Deck 1 甲板层横舱壁水密门

66. Deck 1 甲板层船员住舱

67. 机舱

68. 机舱舱顶结构（Deck 2 甲板下表面）

69. 机舱舷侧结构

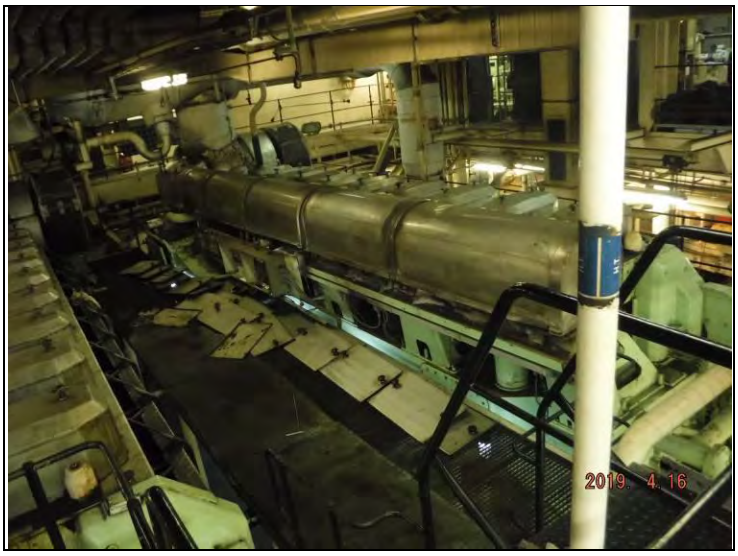


70. 机舱横舱壁水密门

71. 烟囱

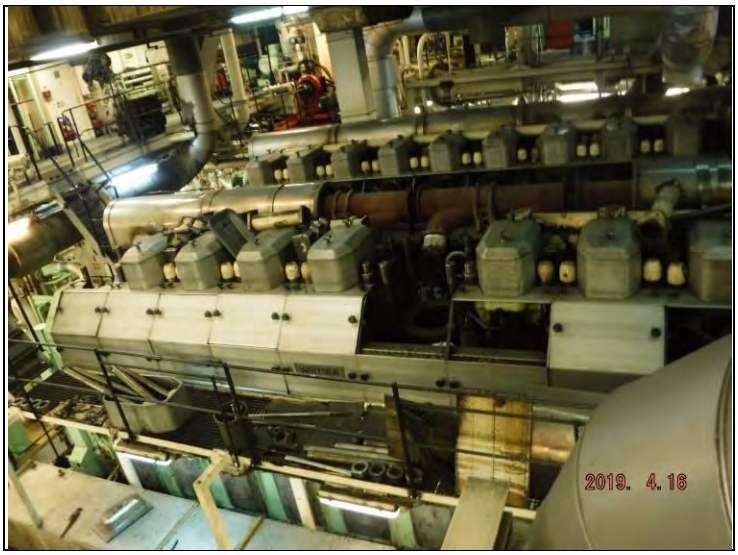
72. 机舱及主机

73. 机舱及主机



74. 主机扫气箱道门

75. 1号主机的6号缸缸头拆除



76. 主机滑油滤器

77. 左减速齿轮箱

78. 右减速齿轮箱

79. 中间轴联轴器

80. 右中间轴及轴承

81. 左中间轴及轴承

82. 调距桨液压单元

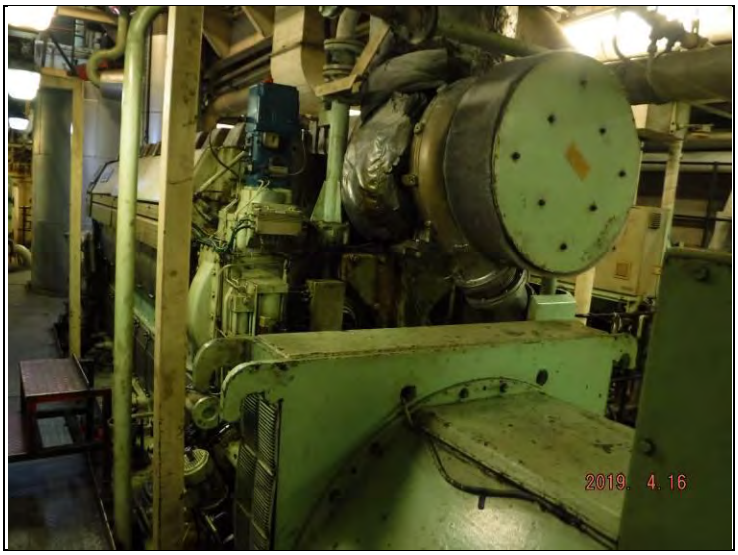
83. 调距桨液压单元

84. 1 号发电机

85. 2 号发电机

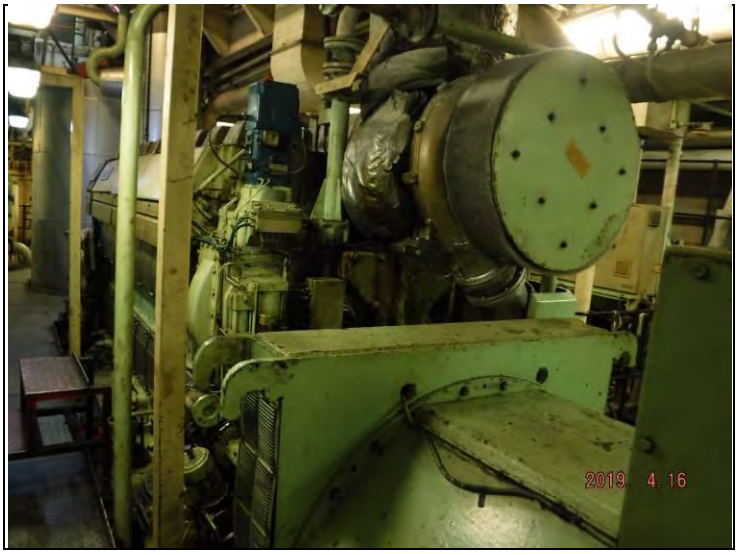
86. 2 号发电机

87. 3 号发电机



88. 4 号发电机

89. 4 号发电机

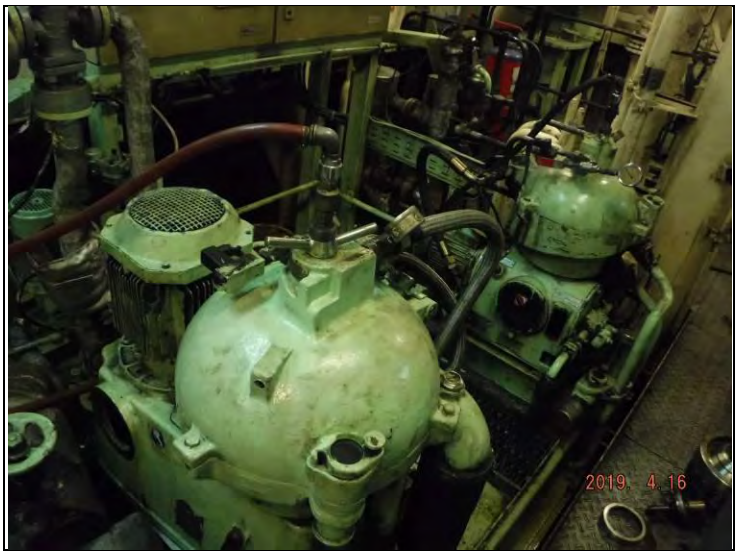


90. 供油单元

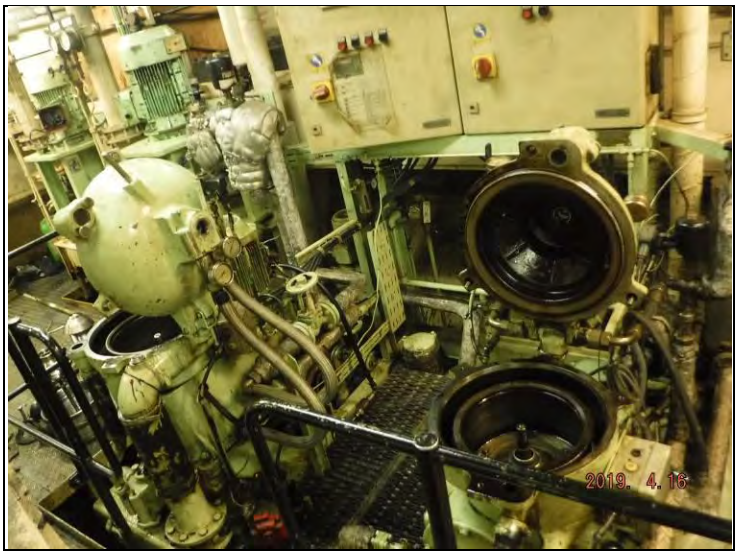
91. 主空压机及空气瓶

92. 燃油分油机

93. 滑油分油机



94. 滑油分油机分离筒拆除



95. 锅炉

96. 蒸汽管路

97. 空调冷水机

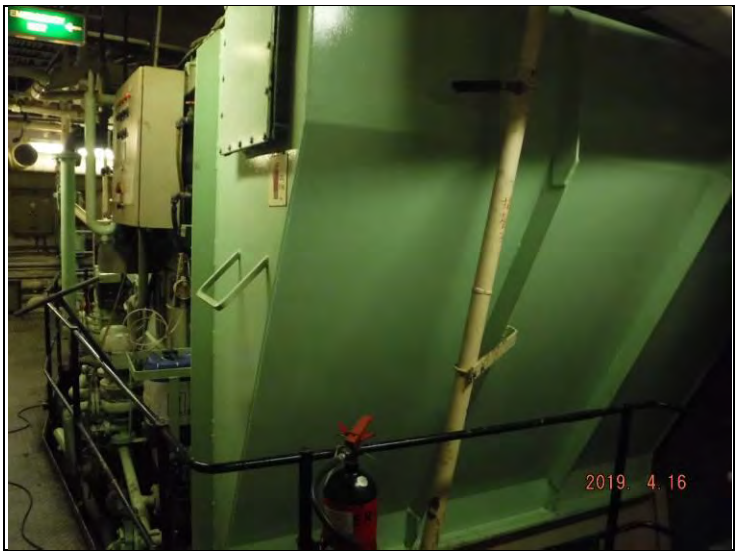
98. 空调冷水机

99. 冷水机泵浦

100. 伙食冰机

101. 伙食冰机

102. 生活污水处理装置



103. 生活污水处理装置

104. 造水机

105. 造水机

106. 油水分离器

107. 压载泵浦

108. 海水及消防泵浦

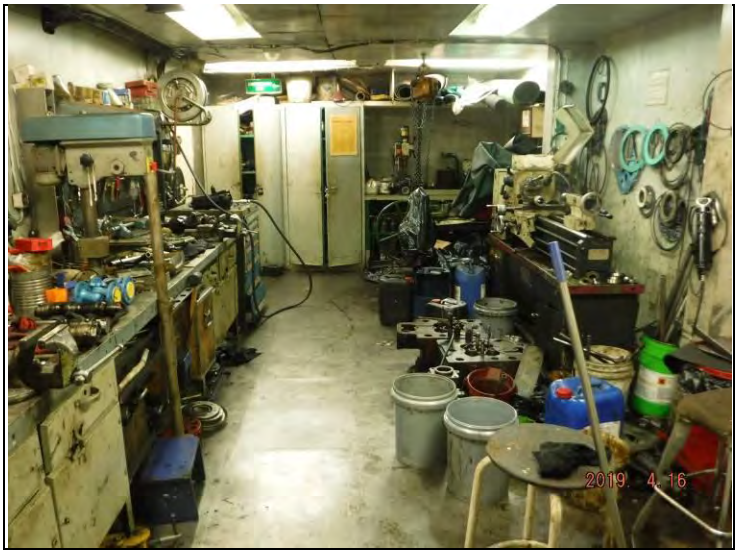
109. 机舱风机

110. 左舷减摇鳍液压系统

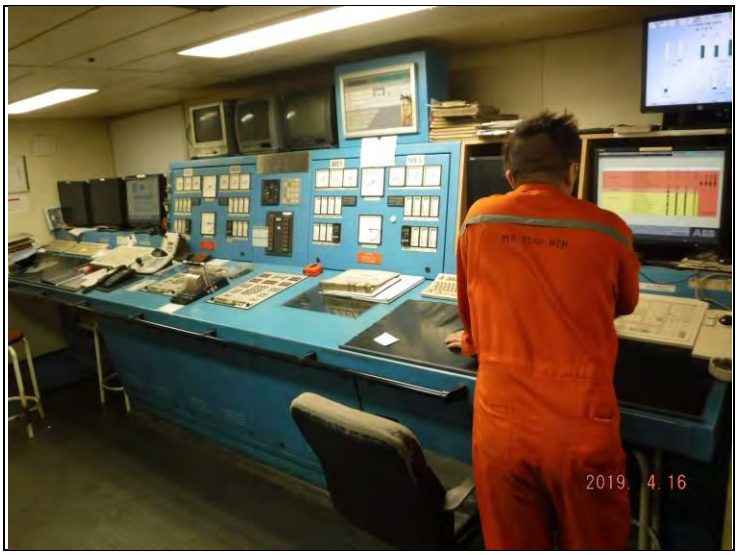
111. 减摇鳍液压系统

112. 右舷减摇鳍液压系统

113. 机修间



114. 集控台



115. 主机遥控台

116. 舵机舱

117. 舵机液压泵站

118. 舵机油柜

119. 艏侧推驱动电机

120. 艏侧推配电箱

121. 中央空调风机间

122. 中央空调风机间

123. 应急发电机间

124. 应急配电板

125. 变压器

126. 蓄电池间