



# INSPECTION REPORT

<b>PLACE:</b>	ANTOFAGASTA, CHILE
<b>DATE:</b>	14-02-2026

<b>ALS REFERENCE NO.</b>	ANF-2601-0326			
<b>DATE OF SURVEY</b>	<b>COMMENCED</b>	14-02-2026	<b>COMPLETED</b>	14-02-2026
<b>REPORT ISSUE DATE</b>	14-02-2026			
<b>PORT OF SURVEY</b>	ANTOFAGASTA, CHILE			
<b>CARGO P.O.L.</b>	LE HAVRE, FRANCIA			
<b>SHIP</b>	LITTLE GRACE	<b>VOYAGE</b>	607S	
<b>CLIENT</b>	ESO	<b>REF.:</b>	N/A	
<b>REQUESTED BY</b>	KARINA CELEDÓN			
<b>TYPE OF CARGO</b>	01 x 40" Reefer containers containing telescope components			

## 1.- SHIP'S PARTICULARS:

<b>Name</b>	LITTLE GRACE
<b>IMO No.</b>	9555228
<b>Previous port of discharge</b>	CALLAO, PERÚ

## 2.- ANTECEDENTS:

<b>Preloading Report</b>	YES	<b>X</b>	<b>NO</b>	
<b>Cargo Documents</b>	<b>YES</b>	<b>X</b>	NO	
<b>Other, specify</b>	N/A			

## 3.- DETAIL OF CARGO ACCORDING TO BL:

<b>SHIPPER</b>	: ESO - EUROPEAN ORGANIZATION FOR ASTRONOMICAL RESEARCH
<b>CONSIGNEE</b>	: ESO EUROPEAN SOUTHERN OBSERVATORY
<b>Container</b>	: HLBU 617420-0
<b>Cargo Description</b>	: 01x40" reefer high-cube containers containing 18 packages: ELT M1 segment assembly +20 °C
<b>Port of Loading</b>	: LE HAVRE, FRANCIA
<b>Port of discharge</b>	: ANTOFAGASTA - CHILE



#### 4.- DATES & TIMES:

DATE	SHIFT	TIMES	DETAILS
February 14, 2026	1°	11:00	ALS surveyors attended at ATI Port
		13:25	Inspection commenced on board
		13:35	Inspection completed on board
		14:11 - 14:16	Discharge operations of 01x40" RF HC <b>HLBU 617420-0</b>
		14:17 - 14:25	Inspection of the container and its sensors
		14:26 - 14:29	Loading the container <b>HLBU 617420-0</b> onto truck
		14:57	Connection of the container <b>HLBU 617420-0</b> at port power point
		15:10	ALS surveyor left the premises

#### 5.- SCOPE OF SURVEY:

The main inspection activities carried out as follows:

- 1)** Visual inspection of the overall structural condition of the unit(s), take records of the temperature of the container(s), and verify the seal(s) number of the container(s).
- 2)** Prior to discharging, the surveyor will check all the hoisting accessories to be used in the operation, such as slings, chains, hooks, shackles, spreader, etc. He will warn in a timely manner in case of finding non-standard hoisting tools and will instruct their replacement.
- 3)** During unloading, the surveyor shall identify, and report possible damages produced in this operation detailing how the events occurred to delimit responsibilities. The surveyor will always take proactive actions in case of observing any unsafe handling, promoting proper handling.
- 4)** Once the container(s) are discharged, the surveyor will accompany the container(s) from the side of the vessel to the stacking sector, where he will ensure that the container(s) are properly connected. The surveyor will take temperature records.



## 6.- LOSS PREVENTION ITEMS

	Yes	No	N/A	N/I
1.- Ship's cranes visually inspected, detail condition below			X	
2.- Shore crane visually inspected, detail condition below	X			
3.- Shore and ship's crane certificates, updated				X
4.- Loose gear inspected (wires, spreader bars, etc.), detail condition below	X			
5.- Was a previous discharge meeting carried out?		X		
6.- All loose gear equipment with enough SWL capacity	X			
7.- Defective equipment removed from service before use?			X	

N/A = Not applicable

N/I = Not inspected

Detail here below any additional information regarding loss prevention

## 7.- ARRIVAL INSPECTION ONBOARD VESSEL:

	Yes	No	N/A	N/I
1.-Master reports incident at loading or previous ports (if yes, detail below)			X	
2.- Master reports good weather conditions during deep sea passage (if no, detail below)			X	
3.- Observations in Mate's Receipts (If yes, detail below)			X	
4.- Hatch covers in good condition (if no, detail below)			X	
5.- Any signs of water entrance in hatch coamings? (If yes detail below)			X	
6.- Onboard vessel, container cargo was found duly lashed / secured	X			
7.- The container was observed in good condition, structural damage was observed before discharge (If yes detail below).			X	
8.- Seal of the container observed in good condition			X	
9.- Temperature of the container was verified			X	

N/A = Not applicable

N/I = Not inspected

**8.- DISCHARGE SUPERVISION:**

	Yes	No	N/A	N/I
1.- Stevedores use the lifting equipment correctly	X			
2.- Discharging operations were carried out carefully (if no, detail below)	X			
3.- Any damage to the cargo during discharge operation? If yes detail below		X		
4. Containers was discharge directly over truck.		X		

N/A = Not applicable

N/I = Not inspected

Insert here below additional information regarding discharge supervision.

The discharge operation of the containers commenced at 14:11 hours. The discharge operation was performed using Terminal's shore crane with a SWL of 100 MT, operated by ATI personnel, equipped with a spreader of 45 MT. The spreader was connected directly into the container corner fittings and then the container was lifted.

**9.- POST DISCHARGE CARGO INSPECTION AND SUPERVISION:**

	Yes	No	N/A	N/I
1.- Trucks were visually inspected before cargo loading	X			
2.- Before unloading the cargo all lifting equipment was found in order	X			
3.- Loading onto truck was carried out carefully	X			
4.- Container was equally balanced on trailer ramp	X			
5.- The transfer of the container to the stacking area was carried out in a safe manner	X			
6.- Discharging at stacking place was carried out carefully			X	
7.- Proper container segregation at stacking place			X	
8.- Damages during loading / unloading cargo, if yes, detail below		X		
9.- Inspection act was issued		X		
10.- Temperature of the container was verified	X			

N/A = Not applicable

N/I = Not inspected



Insert here below additional information regarding post-discharge cargo inspection and supervision (temperature, structural condition, etc.)

The container was discharged at the pier and placed onto rubber mats.

The HLBU 617420-0 container was then lifted by a stacker crane and loaded onto a truck for shipment on February 15, 2026. The container and truck were moved to the copper yard area and properly connected to the terminal's power supply. Scratches and dents were observed on the left panel of the container and scratches and dents on the right panel, which matched its condition upon arrival.

## 10. COMMENTS BY SURVEYOR:

In our opinion, the discharge of the containers at ATI Terminal was carried out safely and without any inconveniences.

The container was discharged onto the pier and subsequently loaded onto a truck in a safe manner, with no incidents or damage observed during the handling operations. The container set point temperature (20°C) was found in range and working in good order. All observations found in our inspection and included in this report correspond to arrival conditions.

## 11. ATTENDING PARTIES:

NAME	RANK / COMPANY	ON BEHALF OF
Mss. Alicia Garafulich	ESO	ESO
Mr. Andrés Rojas	DSV	ESO
Mss. Selomit Morales	Surveyor / ALS Inspection	ESO

## ALS Inspection Chile SpA

Prepared by: S. Morales

Reviewed by: M. López

Validated by: J. López



## SET OF PHOTOGRAPHS

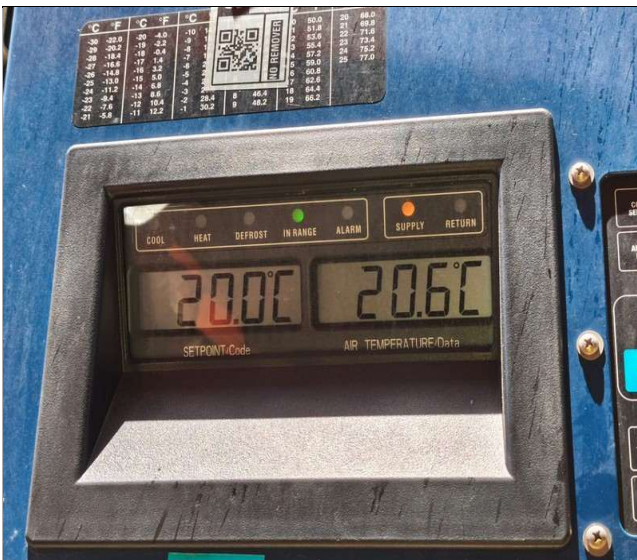
**February 14, 2026.**



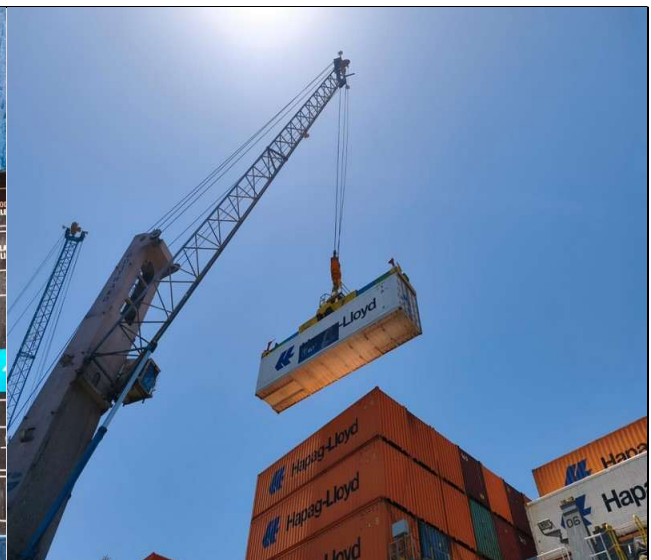
1. MV LITTLE GRACE berthed, pier Nr.7, Antofagasta port.



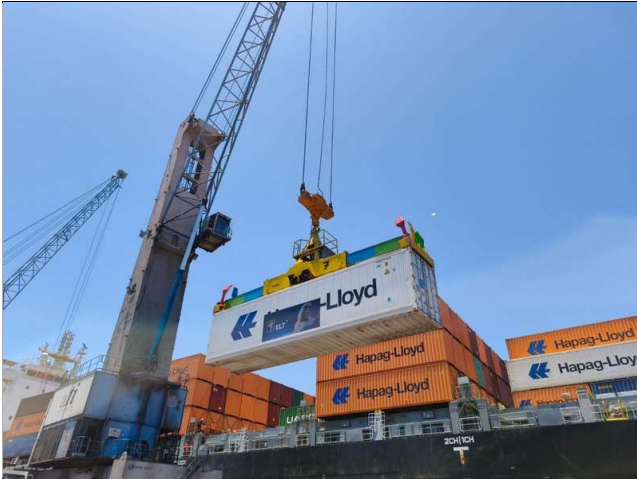
2. 1x40' RF HC HLBU 617420-0 stowed in bay 14.



3. 1x40' RF HLBU 617420-0, temperature set point checked on board.



4. 1x40' RF HC HLBU 617420-0, being discharged.



5. Container in discharging process.



6. 1x40' RF HC HLBU 617420-0, already discharged alongside vessel.



7. Container RF HC HLBU 617420-0



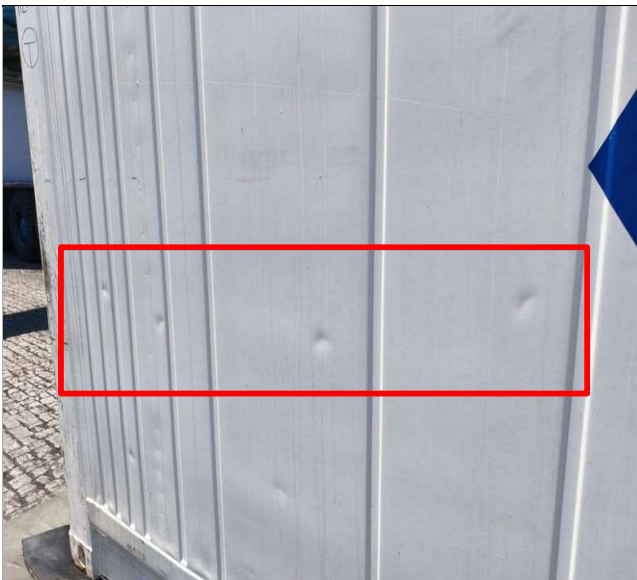
8. Stopper seal N° ES 5229090 of RF HC HLBU 617420-0, in good condition.



9. 1x40' RF HC HLBU 617420-0, left panel with scratches and dented. Section 1 middle part.



10. 1x40' RF HC HLBU 617420-0, left panel with scratches and dented. Section 1 lower part



11. 1x40' RF HC HLBU 617420-0, left panel with dents. Section 9, middle part.



12. 1x40' RF HC HLBU 617420-0, left panel, with scratches on paint coating.



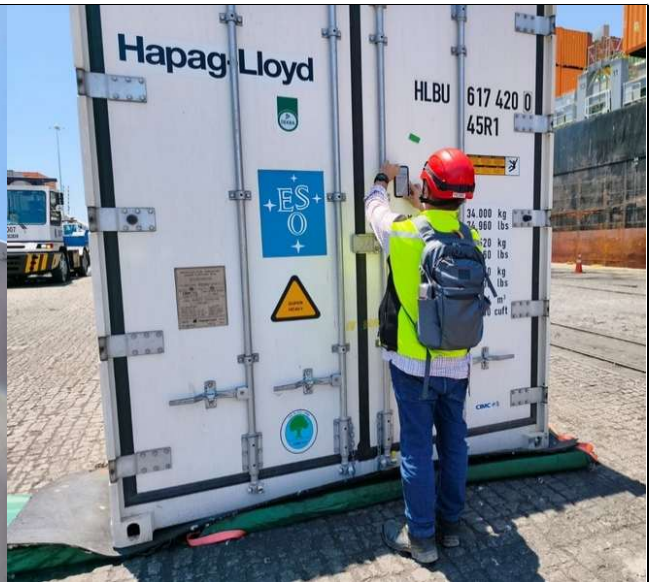
13. 1x40' RF HC HLBU 617420-0 right panel with scratches and dented. Section 0 lower part



14. 1x40' RF HC HLBU 617420-0, right panel, with scratches on paint coating.



15. 1x40' RF HC HLBU 617420-0, right panel, with scratches on paint coating.



16. ESO personnel being performed sensor control.



17. ESO personnel performed sensor control.



18. 1x40' RF HC HLBU 617420-0, being lifted for loading onto truck.



19. 1x40' RF HC 617420-0, being lifted for loading onto truck.



20. 1x40' RF HC HLBU 617420-0 already loaded onto truck.



21. Container RF HC HLBU 617420-0 connected to terminal power supply.



22. Container RF HC HLBU 617420-0 connected to terminal power supply.



23. 1x40' RF HC HLBU 617420-0 setting temperature to 20°.



24. 1x40' RF HC HLBU 617420-0, container connected to terminal power supply.