



CONTAINER COMPLIANCE CHECKLIST FOR SEA TRANSPORT

Status for shipper owners container (SOC)		
CSC 1972, ED.2014	CONTAINER NUMBER	TYMU 745483-0
	Manufacture date	jun-25
	CSC Number	*1*RI*IM/2015/00306
	Gross weight	24.000 KG
	Net	20.100 KG
	Allowable Stacking Weight	60.960 KG
	Racking Test Load Value	75 KN
	CSC valid until	dic-25
	At the time of survey the container was	<input checked="" type="checkbox"/> FULL <input type="checkbox"/> EMPTY
	Name of Inspector:	Selomit Morales Cifuentes
	Location of Inspection:	Cerro Dominador//Antofagasta
	Date & Time of survey:	MARCH 04, 2026 / 09:15:00
	Contact Ph. No. (+56 9)	.+56 9 62080007
	ALS Report Number	ANF 2603 0868
1. General Requirements	Check box	
1a. Valid CSC approval plated fitted or equivalent (ACEP No. legible)	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	
1b. Owners Serial No.	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	
2. External		
2a. Top side rails	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	
2b. Bottom side rails	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	
2c. Front and door header	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	
2d. Front and door sill	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	
2e. Corner posts	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	
2f. Corner fittings	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	
3. Understructure		
3a. Cross members	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	
4. Doors		
4a. Locking rods	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NOT OK	

Remark: In the following section must be written the remark of those items clicked as "NOT OK",

	<i>The container did not have all of its upper rods; however, this condition did not affect its maritime navigation.</i>

Conclusion

According to the International Container Safety Convention 1972, ed. 2014

the container is safe to be loaded on board ship intended for sea freight



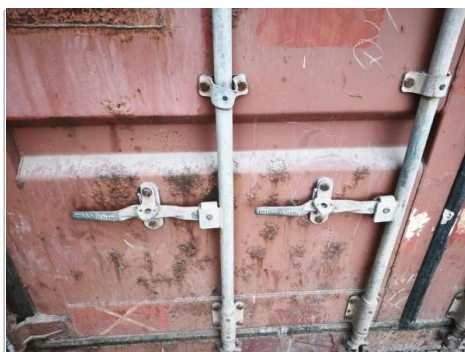
Re-inspection recommended before

MARCH 2027

Surveyor Name Selomit Morales Cifuentes
 Telephone +.56 9 62080007

Remark: This report show the container condition at the date and inspection time according to CSC 1972, Edition 2014 criteria.

SET OF PICTURES



INSPECTION CRITERIA

A container, whether loaded or empty, that is found to have one or more serious structural deficiencies in structurally sensitive components will clearly pose an obvious risk to safety and should be stopped until it can be ensured that the container is in a safe condition to continue in service. Defects in components defined below (II), according to CSC 1972, edition 2014:

Number	(i)	(ii)	(iii)	(iv)		(vi)	(vii)
	Structurally sensitive component	Serious defects require the immediate out of the service.	Defects require to notify the owner and transport restrictions.	Restrictions must be applied in case of defects according to the column (iii)		Loaded container	
				Empty container		Maritime Transport	Others means
2a	Top rail	Local deformation to the rail in excess of 60 mm. or separation, cracks or tears in the rail's material in excess of 45 mm. in length. (See note 1)	Local deformation to the rail in excess of 40 mm, or separation, cracks or tears in rail's material in excess of 10 mm. in length. (See note 1)	Unrestricted	Unrestricted	Lifting below is not allowed. Lifting above is allowed only means spreaders without chains.	Lifting below is not allowed. Lifting above is allowed only means spreaders without chains.
Nota 1: On some designs of tank containers the top rail is not structurally significant component.							
2b	Bottom rail	Local deformation perpendicular to the rail in excess of 100 mm or separation, or cracks or tears in the rail material in excess of 75 mm. in the length. (See note 2)	Local deformation perpendicular to the rail in excess of 60 mm or separation, or cracks or tears in the rail material in excess of 25 mm in the length of the top wing or core of any length. (See note 2)	Unrestricted	Unrestricted	Lifting by any corner fitting is not allowed.	Lifting by any corner fitting is not allowed.
Nota 2: The bottom rail material not includes the lower wing of the stringer.							
2c	Header	Local deformation to the header in excess of 80 mm or cracks or tears in excess of 80 mm in length.	Local deformation to the header in excess of 80 mm, or cracks or tears in excess of 10 mm in length.	Stowage on top of container is not allowed	Unrestricted	Stowage on top of container is not allowed	Unrestricted
2d	Sill	Local deformation to the sill in excess of 100 mm or cracks or tears in excess of 100 mm in length.	Local deformation to the sill in excess of 60 mm, or cracks or tears in excess of 10 mm in length.	Stowage on top of container is not allowed	Unrestricted	Stowage on top of container is not allowed	Unrestricted
2e	Corner post	Local deformation to the post exceeding 50 mm or cracks or tears in excess of 50 mm in length.	Local deformation to the post exceeding 30 mm, or cracks or tears of any length.	Stowage on top of container is not allowed	Unrestricted	Stowage on top of container is not allowed	Unrestricted
2f	Corner and intermediate fittings (Casting)	Any missing corner or intermediate fittings. Any through cracks or tears in the fitting. Any deformation of the fitting that precludes full engagement of securing or lifting fittings (See note 3) or any weld separation of adjoining components in excess of 50 mm in length.	Weld separation of adjoining components equal or less to 50 mm.	The container on board vessel will not be lifted if the damaged pieces prevent the safe lifting or fastening.	Unrestricted	Stowage on top of container is not allowed	Unrestricted
			Any reduction in thickness of the plate containing the top aperture that makes it less than 25 mm thick.	The container will be lifted and handled with special care. Stowage on top of container is not allowed when twist locks must be used.			
			Any reduction in thickness of the plate containing the top aperture that makes it less than 26 mm thick.	Stowage on top of container is not allowed when fully automatic twist lock must be used.			
Nota 3: The full engagement of securing or lifting fittings, is not possible if any deformation of the fitting beyond 5 mm. from its original plane, any aperture width greater than 66 mm., any aperture length than 127 mm, any reduction in thickness of the plate containing the top aperture that makes it less than 23 mm thick.							
3a	Understructure	Two or more adjacent cross members missing or detached from the bottom rails. 20% or more of the total number of cross members missing or detached. (See note 4).	One or more cross members missing or detached. (See note 4)	Unrestricted	Unrestricted	Unrestricted	Unrestricted
			Two or more cross members missing or detached. (See notes 4 & 5)	Unrestricted	Unrestricted	The maximum payload will limit to 0,5 P	The maximum payload will limit to 0,5 P
Nota 4: If onward transportation is permitted, it is essential that any detached cross members are precluded from falling free.							
Nota 5: Care is required during cargo discharging, since for the forklift, the container lower structure may be limited.							
4a	Locking rods	Any inner locking rod that is non functional. (See note 6)	Any outer locking rod that is non functional. (See note 6)	Stowage on top container is not allowed	Unrestricted	Stowage on top of container is not allowed. Cargo will be fastened against the container frame and the doors will be not used to absorb the acceleration forces, otherwise the maximum load capacity will be limited to 0.5 P.	Cargo will be fastened against the container frame and the doors will be not used to absorb the acceleration forces, otherwise the maximum load capacity will be limited to 0.5 P.
Nota 6: Some containers are designed and approved (and so recorded on the CSC Plate) to operate with one door open or removed.							

