ALS Inspection Chile SpA
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CONTAINER COMPLIANCE CHECKLIST FOR SEA TRANSPORT

	Status for shipper owners container (SOC)	
CSC 1972, ED.2014	**CONTAINER NUMBER**	**SVWU 200602-8**
	Manufacture date	**06/2020**
	CSC Number	**D-HH-8660/GL 9779**
	Gross weight	**30.480 Kg**
	Net	**28.340 Kg**
	Allowable Stacking Weight	**192.000 Kg**
	Racking Test Load Value	**15.240 Kg**
	CSC valid until	**F/BV/7039/99**
	At the time of survey the container was	☑ FULL ☐ EMPTY
	Name of Inspector:	**RODRIGO HERNANDEZ**
	Location of Inspection:	**NORDEX/ SOTRAVAL WINERIES**
	Date & Time of survey:	**02.06.2026 // 11:40 hrs.**
	Contact Ph. No.	**9 3227 3443**
	ALS Report Number	**THO-2606-1987**
1.	**General Requirements**	**Check box**
1a.	Valid CSC approval plated fitted or equivalent (ACEP No. legible)	☑ OK ☐ NOT OK
1b.	Owners Serial No.	☑ OK ☐ NOT OK
2.	**External**	
2a.	Top side rails	☑ OK ☐ NOT OK
2b.	Bottom side rails	☑ OK ☐ NOT OK
2c	Front and door header	☑ OK ☐ NOT OK
2d.	Front and door sill	☑ OK ☐ NOT OK
2e.	Corner posts	☑ OK ☐ NOT OK
2f.	Corner fittings	☑ OK ☐ NOT OK
3.	**Understructure**	
3a.	Cross members	☑ OK ☐ NOT OK
4.	**Doors**	
4a.	Locking rods	☑ OK ☐ NOT OK

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

	The container structurally complies with the IMO-CSC convention
	As an observation, the roof canvas is torn.

Conclusion

According the International Container Safety Convention 1972, ed. 2014

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

☑ OK ☐ NOT OK

Re-inspection recommended before 05/2027.

Surveyor Name Mr. RODRIGO HERNANDEZ
Telephone +56 9 3227 3443

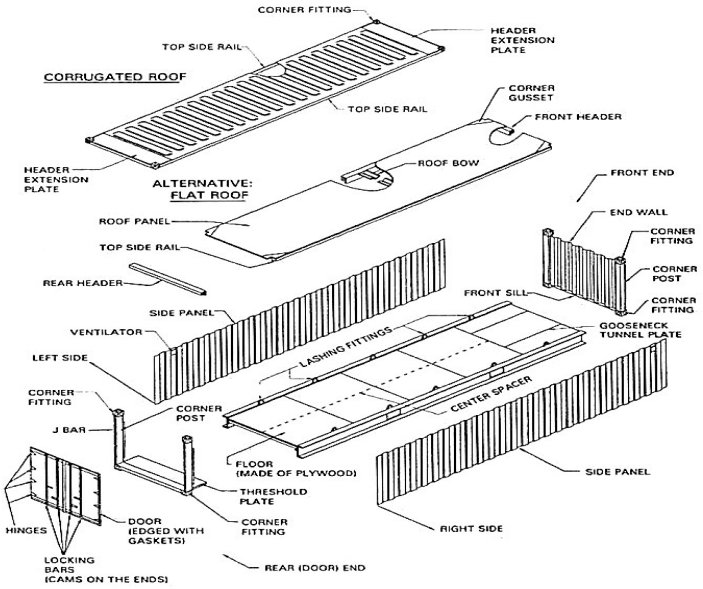
Remark: This report show the container condition at the date and inspection time according to CSC 1972, Edition 2014 criteria.

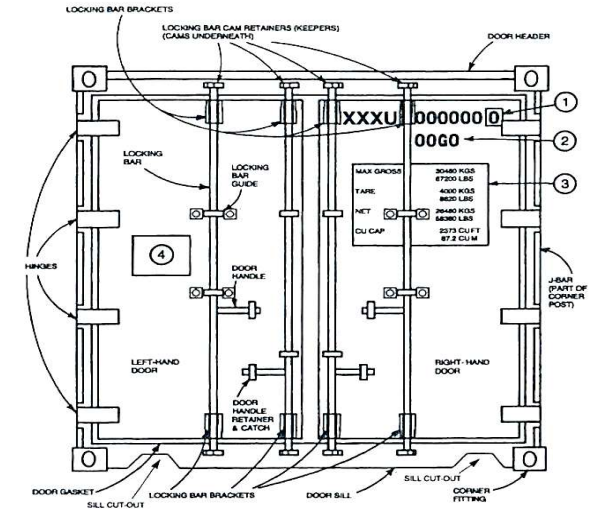
SET OF PICTURES

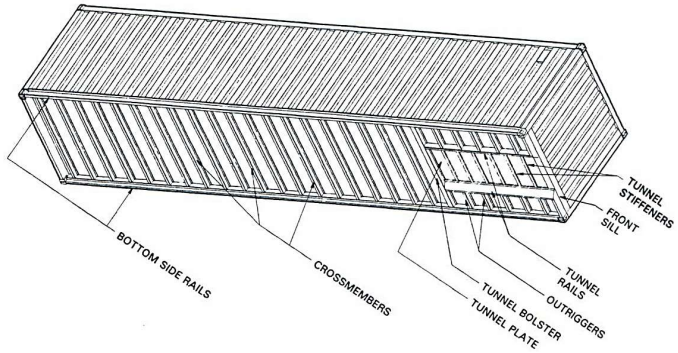
INSPECTION CRITERIA

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)	(v)	(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)			
				Empty container		Loaded container	
				Maritime Transport	Others means	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 lenght .(**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 lengh 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 posible 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 maximun payload will limit to 0,5 P	The maximun 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.						


CORNER FITTING
HEADER EXTENSION PLATE
TOP SIDE RAIL
CORRUGATED ROOF
TOP SIDE RAIL
CORNER GUSSET
FRONT HEADER
HEADER EXTENSION PLATE
ALTERNATIVE: FLAT ROOF
ROOF BOW
FRONT END
ROOF PANEL
END WALL
TOP SIDE RAIL
CORNER FITTING
CORNER POST
REAR HEADER
FRONT SILL
CORNER FITTING
SIDE PANEL
GOOSENECK TUNNEL PLATE
VENTILATOR
LASHING FITTINGS
LEFT SIDE
CENTER SPACER
CORNER FITTING
CORNER POST
J BAR
FLOOR (MADE OF PLYWOOD)
SIDE PANEL
THRESHOLD PLATE
HINGES
DOOR (EDGED WITH GASKETS)
CORNER FITTING
RIGHT SIDE
LOCKING BARS (CAMS ON THE ENDS)
REAR (DOOR) END


LOCKING BAR BRACKETS
LOCKING BAR CAM RETAINERS (KEEPERS) (CAMS UNDERNEATH)
DOOR HEADER
XXXU 000000 0
0OGO
LOCKING BAR
LOCKING BAR GUIDE
MAX GROSS
TARE
NET
CU CAP
30480 KGS 67200 LBS
4000 KGS 8820 LBS
26480 KGS 58380 LBS
2373 CU FT 67.2 CU M
HINGES
DOOR HANDLE
J-BAR (PART OF CORNER POST)
LEFT-HAND DOOR
RIGHT-HAND DOOR
DOOR HANDLE RETAINER & CATCH
DOOR GASKET
SILL CUT-OUT
LOCKING BAR BRACKETS
DOOR SILL
SILL CUT-OUT
CORNER FITTING


TUNNEL STIFFENERS
FRONT SILL
BOTTOM SIDE RAILS
CROSSMEMBERS
TUNNEL RAILS
OUTRIGGERS
TUNNEL BOLSTER
TUNNEL PLATE