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IMC Consulting

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Lashing Certificate

Certificado de trincado

Report No. · Informe Nº
00000
Issue 1 · 12 November 2026

At the request of Cargas Ejemplo SA, the undersigned surveyor attended Ejemplo Warehouse, Buenos Aires on 10 November 2026 to inspect the stowage and securing of the cargo described below on flat rack container EJMU 100001-0.

1 Particulars of shipment Datos del embarque

Inspection date Fecha de inspección	10 November 2026	**Place** Lugar	Ejemplo Warehouse, Buenos Aires
Vessel · voyage Buque · viaje	MV Ejemplo · 101N	**Booking No.** Booking Nº	EJ0000101
Container Contenedor	EJMU 100001-0 · 40' flat rack	**Off-gauge** Extramedida	Height 60 · left 5 · right 5 cm measured
Cargo Carga	ISO tank container, 20 ft, empty, uncleaned · 1 piece, without external packaging · 2,600 kg gross as declared		
Dangerous goods Mercadería peligrosa	UN 2924 · Flammable liquid, corrosive, n.o.s. · Class 3 (8) · PG II as declared		
Shipper Exportador	Exportadora Ejemplo S.A. · Buenos Aires, Argentina		
Consignee Importador	Importadora Ejemplo Inc. · Houston, United States		

2 Lashing arrangement Trincado

Lashed by warehouse staff

Item Material	Qty Cant.	Condition Estado	MSL each[1] MSL c/u[1]	Method Forma	Remarks Nota
Web lashing with ratchet tensioner	2	New	5,000 kg	U-shaped	
Web lashing with ratchet tensioner	8	New	5,000 kg	Direct, double	
Timber blocking and dunnage	8	New	—		ISPM 15 marked

Protections Protecciones: Edge protectors at sharp corners · rubber anti-slip mats under the cargo · timber dunnage

[1] Maximum securing load as marked by the manufacturer on the lashing label.

3 Remarks Observaciones

One empty ISO tank, used, with scratches and surface rust. The cargo was stowed on the flat rack in good order. Edge protectors were placed under the lashing straps at the sharp corners, and rubber mats below the cargo to prevent metal-to-metal contact and increase friction.

Result · Resultado **Compliant** Conforme

Based on our attendance and on the elements made available to us, we certify that the cargo described above was properly stowed and secured on container EJMU 100001-0 for carriage by sea, having regard to the IMO/ILO/UNECE CTU Code. Lashing material found new; to be maintained during the voyage.

Attended by · Inspeccionó

Surveyor's name
Marine surveyor
10 November 2026

For and on behalf of IMC Consulting SRL · Por IMC

SPECIMEN
NOT SIGNED

Capt. Fernando F. Preto
Master Mariner · Marine Surveyor · SSN PLSA No. 213
Buenos Aires, 12 November 2026

This certificate comprises 3 pages, including Annex A (12 photographs, pages 2–3), and is valid only in its entirety. Issued without prejudice.

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4 Technical notes Notas técnicas

The technical specifications of the lashing equipment were provided by the shipper or the shipper's supplier. Terms as used in maritime transport (GDV Container Handbook):

Securing element: an individual item of equipment used for load securing, e.g. a shackle, deck ring, turnbuckle, chain or wire rope.

Securing device: a combination of elements which together form a means of load securing, e.g. lashing or bracing.

Breaking load (BL): the nominal breaking load, generally specified by the manufacturer.

Maximum securing load (MSL): the greatest permissible force which may be applied to a securing element or device. The MSL of each item is the value marked by its manufacturer; its relation to the breaking load is set out in the IMO CSS Code, Annex 13.

Flat racks have lashing points on both side rails and on both end walls.

5 Notices Avisos

Documents sighted. Booking confirmation No. EJ0000101. Figures marked “as declared” were taken from these documents and were not verified by the surveyor.

This certificate reflects the condition found at the time and place of attendance. The master should not accept a cargo for carriage unless satisfied that it is apparently suitable for the intended voyage and properly stowed and secured (IMO CSS Code).

Survey made, signed and submitted without prejudice to the rights and/or interests of whom it may concern.

Document record. Issue 1, 12 Nov 2026: Original issue. In force.

Annex A · Photographs · 12 photographs, pages 2–3: A Unit (1–2) · B Cargo (3–4) · C Lashing (5–10) · D Off-gauge (11–12).

Annex A · Photographs Anexo A · Fotografías

12 photographs · 10 November 2026, 10:42–11:27 · times from the camera

A · Unit Unidad

Photos 1–2



Photo 1 · Flat rack end wall: unit type and weights 10:42



Photo 2 · Side rail and lashing points 10:44

B · Cargo Carga

Photos 3–4



Photo 3 · General view of the stowed cargo 10:51



Photo 4 · ISO tank on the flat rack floor 10:53

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C · Lashing Trincado

Photos 5–10



Photo 5 · Strap with edge protector at the corner 11:02



Photo 6 · Strap label: securing capacity 11:05



Photo 7 · Protective sleeve at the corner post 11:08



Photo 8 · Dunnage with treatment stamp 11:12



Photo 9 · Timber chocks against the tank frame 11:15



Photo 10 · Diagonal strap and chock at the foot of the frame 11:17

D · Off-gauge Extramedidas

Photos 11–12



Photo 11 · Cargo height above the end walls 11:24



Photo 12 · Straps over the top of the frame 11:27