

**Date 29/11/2011**

**Branch Odessa**

## **STOWAGE/LASHING CERTIFICATE No UA00462**

<b>Applicants for Survey</b>	XXXX
<b>Description of goods</b>	5 Tippers "BELAZ"
<b>Means of Transportation</b>	FR containers 5x40'
<b>Forwarding agent</b>	XXXX
<b>Date Survey requested</b>	XXXX
<b>Date Survey conducted</b>	XXXX
<b>Place of survey</b>	Odessa port, warehouse of Messrs.PPK-5, PPK-11
<b>Third parties attending</b>	TR Logistics LTD

### **1.THIS IS TO CERTIFY**

That the undersigned independent Surveyor inspected at the condition and manner of stowage/lashing of the cargo of 5 Tippers "BELAZ" on FR containers №№ TRIU0808970, AMZU4179794, CAXU5715084, BHCU4704721, TRIU0772331 at Odessa port.  
STOWAGE/LASHING CERTIFICATE No UA00462.

### **2. SURVEYOR'S FINDINGS**

The inspection was conducted at the presence of representative from Messrs. \_\_\_\_\_.

On XX/XX/XXXX at the moment of our inspection FR containers 5x40' was found stowed on the ground of Odessa Port PPK-11. The FR containers was inspected as far as visible and accessible and found suitable for transportation of this kind of cargo. Five tippers "Belaz" were placed on platform of container in accordance with scheme which was designed by Odessa port. The purpose being to prevent shifting of goods on FR container each tipper was secured by means of sling ropes-tape "CORDLASH 200".

The lashing of the cargo on FR was held by Stevedoring Co. of Odessa port PPK-5 in accordance with scheme under supervision of Deputy Chief warehouse of Odessa Port of "PPK-5."  
\_\_\_\_\_ and our surveyor.

The cargo were found with dimensions:

L - 6,6 m; W - 3,6 m (O/W - up to 62 cm left / right side); H - 3,1 m (O/H - up to 1,16 m). The length of cars – 6.240 m; length basket of tipper – 6.100 m.

Gross weight of tipper - 23 600 kgs each.

Each tipper was secured by means of sling ropes-tape "CORDLASH 200".

Lashing materials and manner of lashing and securing were adequate and as customary for the class of goods for the intended voyage. The lashing of the cargo in the container was carried out in accordance with recommendations of Code of Safe Practice for cargo's stowage and securing of the heavy cargo items.

Basing on the above mentioned inspection we suppose that the cargo was properly loaded and lashed in accordance with good marine practice, suitable for sea transportation.

***The results are valid for the place and date of survey, which was carried out to the best of our knowledge and ability. This report is evidence of our survey and does not relieve any of the parties from their contractual obligations.***

Dated: XX/XX/XXXX

## Enclosures

### Photo report



1. Overloading to the container



2. General View of the cargo of containers platform.



2. Lashing



