

General instructions for using the Vessels and Container Website.

The **Vessels and Container** website, <https://treatments.cphst.org/vessels/>, is a public searchable website that houses all the pertinent information for completing a vessel inspection. The site is updated continuously with information provided by shipping lines and PPQ inspectors. All the information contained within the website should be downloaded prior to the certification visit and verified by the officer during the inspection. Any discrepancies should be thoroughly documented and included on the 449 and in the certification narrative.

- ✓ Vessel Name – vessels are bought and sold with great frequency and names are changed without our knowledge. Please confirm the name on the website is in agreement with that provided by the ship's officer.
- ✓ Flag – Please confirm the website information matches the information provided by the vessel representative. If field is blank on website, collect the information from the vessel crew.
- ✓ Dockyard and Hull # – confirm that the information found on the website agrees with that provided by the vessel captain.
- ✓ IMO # - Please confirm that it agrees with the information found on website; If the field is blank please collect from the ship's officer. This unique number system became mandatory in 1996 for every vessel engaged in commerce and provides for a complete history of the vessel.
- ✓ Owner/Operator – Confirm that website agrees with information provided by ship agent or crew.
- ✓ Date of Approval – Date vessel design was approved. This is for general information and does not need to be confirmed
- ✓ Capacity – Total capacity of all cargo holds.
- ✓ Instrument Type – Recorder information. Confirm the instrument type agrees with the information found on the website. If the information does not match the website, record the new make and model information on the 449 form. **Gather as much information as possible from the vessels crew regarding when (date) instrument was changed, and whether or not they have any documentation from CPHST approving the changes. Record this additional information in the remarks section.**
- ✓ Instrument Changed Date – If the Recorder has changed from the originally approved Make/Model it will be noted here.
- ✓ Sensor Diagram – This is the diagram provided by the shipbuilder and outlines the size and sensor arrangement for each hold/compartments. The diagram should be printed and used when performing the certification.
- ✓ Printout – This is an example of the printout produced by the recording instrument. Number of sensors should match the compartment information below
- ✓ Ex-names – Former names of the vessel. General information only.
- ✓ Sister Ships – Ships built to the same specifications at the shipyard.
- ✓ Memo – This is where extra information for the certifying officer is found. Please read thoroughly and contact the TQAU prior to the certification visit if there are any questions.
- ✓ Compartment Information – The number of sensors and approximate size of each hold/compartments. This information should match the sensor diagram and printout information.
- ✓ Cable Length – Confirm that air sensors are capable of reaching the floor and fruit sensors are capable of reaching all areas of the compartment from their location along the walls (each should reach past the center line of the compartment).
- ✓ Remarks – Include names of all USDA officials participating in the inspection, indicating lead officer for the report. Include any other information deemed appropriate.

General Instructions for Completing the PPQ-449 R form.

1. Verify Vessel Name is in agreement with name on CPHST website: <https://treatments.cphst.org/vessels/>.
2. PPQ Officers Duty Station.
3. Date of Inspection.
4. Point of Inspection.
5. Verify Hull Number and Shipyard in agreement with CPHST website: <https://treatments.cphst.org/vessels/>.
6. Verify IMO Number agrees with CPHST website: If this information is not on the CPHST website, it is critical to capture this correctly and record on the 449 form.
7. Flag (Country of Registry).
8. Ship's Officer: should be Captain, Chief Engineer, Reefer Engineer or First Officer.
9. Shipping Line (Owner or Agent).
10. Recording Instrument 1: Verify the make and model are in agreement with CPHST website. If the instrument differs from that listed on the CPHST website, gather information regarding when the instrument was changed and inform the ship's officer that changes to the recording equipment require prior approval of TQAU.
11. Recording Instrument 2: Multiple recorders may be used. If the situation arises, follow the procedures as outlined above.
12. Verify that the sensor and cable locations match the diagram on the CPHST website.
13. Verify that sensors and cables are labeled correctly and in accordance with the sensor diagram.
14. Cable Length: Confirm that air sensors are capable of reaching the floor and fruit sensors are capable of reaching all areas of the compartment from their location along the walls (each should reach past the center line of the compartment).
15. Reaction Time: Do sensors respond appropriately when hand-warmed?
16. Temperature Readings for Compartments. **TEST ALL AIR AND PULP SENSORS.** If officer suspects a compartment to be a hanging deck, please test any sensors located in the space and make a notation on the 449 form and in the narrative.
17. Remarks: Record names of all USDA officials participating in the inspection, indicating lead officer for the report. Include any other information deemed appropriate.
18. Name and Address to Send Certificate: It is critical that you include as much information here as possible.
19. Company Email.
20. Company Phone Number.
21. Signature of Lead Inspector.
22. Date report completed.