

	INITIAL SURVEY	FINAL SURVEY		
MV "INDIGO ACE"				
IMO NO. 9758387	FLAG: Panamanian	BUILD: 2016		
DRAUGHT SURVEY CERTIFICATE				
PGUA/DS/312/25	Weather: Sunny	Weather: Overcast		
DRAUGHT	INITIAL	FINAL		
Forward port	5.0300 m	11.3200 m		
Forward starboard	4.9000 m	11.1800 m		
Forward mean	4.9650 m	11.2500 m		
Stem correction	-0.0947 m	-0.1063 m		
Draught forward (corrected to fore perpendicular)	4.8703 m	11.1437 m		
Midship port	5.6400 m	12.2500 m		
Midship starboard	5.5000 m	12.0000 m		
Midship mean	5.5700 m	12.1250 m		
Midship correction	-0.0036 m	-0.0041 m		
Draught midship (corrected to midship perpendicular)	5.5664 m	12.1209 m		
Aft port	6.4400 m	13.0000 m		
Aft starboard	6.4300 m	12.8000 m		
Aft mean	6.4350 m	12.9000 m		
Stem correction	0.0724 m	0.0813 m		
Draught after (corrected to after perpendicular)	6.5074 m	12.9813 m		
Kell correction	0.0000 m	0.0000 m		
Waterplane coefficient correction for hull deflexion	0.0124 m	-0.0082 m		
Means of means corrected for deflexion:	5.6095 m	12.0981 m		
True trim	BY STERN 1.64 m	BY STERN 1.84 m		
Heel (angle & in cm)	P 0.25 ° 14.00 cm	P 0.44 ° 25.00 cm		
Hull deflexion:	HOGGING 12.25 cm	SAGGING 5.84 cm		
DISPLACEMENTS	INITIAL	FINAL		
Displacement in salt water	34,351.3 t	77,943.5 t		
First trim correction	-319.2 t	175.6 t		
Second trim correction	10.9 t	17.8 t		
Displacement corrected for trim	34,043.0 t	78,136.9 t		
Water density	1.01900	1.01650		
Displacement corrected for density	33,843.7 t	77,489.0 t		
Deductibles (fresh water, oils, etc.)	20,946.9 t	1,370.9 t		
Displacement corrected for deductibles	12,896.9 t	76,118.1 t		
Light Ship	12,575.0 t			
Calculated constant	344.2 t			
Anchor + chain	22.3 t	0.0 t		
Total cargo loaded on board as per draught survey		63198.9 t		
Loading terminals: CO.	TPC	64.3 t/cm	TPC	70.1 t/cm
Cargo: Soybean meal pellets in bulk	MTC +0.5	925.2 t/cm	MTC +0.5	1192.5 t/cm
Paranagua, Br - Brazil. October 26th, 2025	MTC -0.5	907.0 t/cm	MTC -0.5	1168.8 t/cm
Total cargo loaded on board as per shore scales				62,958.675 t
Total cargo loaded on board as per draught survey				63,198.944 t
Surplus				0.38 %

Remarks: 1) Due to huge hull deflexion in hogging on initial draft survey and sagging on final draft survey, it was applied the waterplane area coefficient correction for the deflexion formula as per UN/ECE/Energy/19/1992. 2) According to the Master/Chief Officer usual constant would amount to 250 t.

Standard Brazil Marine Surveys & Services Ltda.
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Licensed Marine Officer / Marine Surveyor / 375460MM

Master/Ch Off.	63,219.242 t	260 567 t	0.41 %
Owners P&I	63,219.242 t	260 567 t	0.41 %
Charterers	63,209.300 t	250 625 t	0.40 %

