

	INITIAL SURVEY	FINAL SURVEY
MV "GLORY CUIABA"	Inner roads 8.3	Inner roads P.1
IMO NO. 9311189 FLAG: Panamanian BUILD: 2008	10.11.2025 - 16:00 h	14.11.2025 - 21:30 h
DRAUGHT SURVEY CERTIFICATE	0,50 m. waves	0,15 m. waves
PGUA/DS/327/25	Wind force 03	Wind force 01
	Ebb tide, 2 knots	No tide flow
	Weather: Fine	Weather: Fine
DRAUGHT	INITIAL	FINAL
Forward port	3,5800 m	12,9400 m
Forward starboard	3,6200 m	12,9200 m
Forward mean	3,6000 m	12,9300 m
Stem correction	-0,0226 m	-0,0011 m
Draught forward (corrected to fore perpendicular)	3,5774 m	12,9289 m
Midship port	5,1800 m	13,1000 m
Midship starboard	5,4000 m	13,0200 m
Midship mean	5,2900 m	13,0600 m
Midship correction	0,0000 m	0,0000 m
Draught midship (corrected to midship perpendicular)	5,2900 m	13,0600 m
Aft port	7,1200 m	13,1300 m
Aft starboard	7,1700 m	13,0600 m
Aft mean	7,1450 m	13,0950 m
Stern correction	0,1987 m	0,0092 m
Draught after (corrected to after perpendicular)	7,3437 m	13,1042 m
Kell correction	0,0000 m	0,0000 m
Waterplane coefficient correction for hull deflexion	0,0158 m	-0,0061 m
Means of means corrected for deflexion:	5,3485 m	13,0431 m
True trim	BY STERN 3,77 m	BY STERN 0,18 m
Heel (angle & in cm)	S 000 ° 22,00 cm	P 000 ° 8,00 cm
Hull deflexion:	HOGGING 17,06 cm	SAGGING 4,35 cm
DISPLACEMENTS	INITIAL	FINAL
Displacement in salt water	30.472,1 t	79.936,3 t
First trim correction	-900,5 t	13,3 t
Second trim correction	74,8 t	0,1 t
Displacement corrected for trim	29.646,4 t	79.949,8 t
Water density	1,01900	1,01850
Displacement corrected for density	29.472,9 t	79.442,8 t
Deductibles (fresh water, oils, etc.)	18.322,9 t	1.817,3 t
Displacement corrected for deductibles	11.150,0 t	77.625,5 t
Light Ship	10.709,0 t	
Calculated constant	462,0 t	
Anchor + chain	21,0 t	21,0 t
Total cargo loaded on board as per draught survey		66475,5 t
Loading terminals: AG, CB, CT, IT, RO, SV, .	TPC	60,7 t/cm
Cargo: Soybeans in bulk	MTC +0,5	814,9 t*cm
Paranaguá, Br - Brazil. November 14th, 2025	MTC -0,5	792,0 t*cm
Total cargo loaded on board as per shore scales		66.478,000 t
Total cargo loaded on board as per draught survey		66.475,547 t
Shortage	-2,453 t	0,00 %

Remarks: 1) Due to huge hull deflexion in hogging on initial 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 450 t.

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Master/Ch.Off: 66.466,880 t -11,120 t -0,02 %

Owners P&I: 66.473,370 t -4,630 t -0,01 %



Master/Ch.Off:

Chief Officer