

	INITIAL SURVEY	FINAL SURVEY		
MV "EPTAFOLOS"				
IMO NO. 9343869	FLAG: Hellenic	BUILD: 2007		
DRAUGHT SURVEY CERTIFICATE				
PGUA/DS/317/25	Weather: Rainy	Weather: Fine		
	INITIAL	FINAL		
DRAUGHT				
Forward port	4,8500 m	11,9000 m		
Forward starboard	4,8800 m	11,7900 m		
Forward mean	4,8650 m	11,8450 m		
Stem correction	-0,0380 m	-0,0088 m		
Draught forward (corrected to fore perpendicular)	4,8270 m	11,8362 m		
Midship port	5,9000 m	12,3000 m		
Midship starboard	5,9200 m	12,0600 m		
Midship mean	5,9100 m	12,1800 m		
Midship correction	0,0220 m	0,0051 m		
Draught midship (corrected to midship perpendicular)	5,9320 m	12,1851 m		
Aft port	7,1000 m	12,4600 m		
Aft starboard	7,1000 m	12,2700 m		
Aft mean	7,1000 m	12,3650 m		
Stern correction	0,1165 m	0,0271 m		
Draught after (corrected to after perpendicular)	7,2165 m	12,3921 m		
Kell correction	0,0000 m	0,0000 m		
Waterplane coefficient correction for hull deflexion	0,0088 m	-0,0101 m		
Means of means corrected for deflexion:	5,9632 m	12,1573 m		
True trim	BY STERN 2,39 m	BY STERN 0,56 m		
Heel (angle & in cm)	S 000 ° 2,00 cm	P 000 ° 24,00 cm		
Hull deflexion:	HOGGING 8,97 cm	SAGGING 7,10 cm		
	INITIAL	FINAL		
DISPLACEMENTS				
Displacement in salt water	40.515,5 t	87.419,4 t		
First trim correction	-785,5 t	5,0 t		
Second trim correction	49,2 t	2,8 t		
Displacement corrected for trim	39.779,2 t	87.427,2 t		
Water density	1,01900	1,01850		
Displacement corrected for density	39.546,3 t	86.872,8 t		
Deductibles (fresh water, oils, etc.)	23.568,8 t	1.887,0 t		
Displacement corrected for deductibles	15.977,5 t	84.985,8 t		
Light Ship	15.400,7 t			
Calculated constant	608,6 t			
Anchor + chain	31,8 t	0,0 t		
Total cargo loaded on board as per draught survey		68976,5 t		
Loading terminals: RO, .	TPC	71,8 t/cm	TPC	79,2 t/cm
Cargo: Soybean meal in bulk	MTC +0,5	1024,7 t*cm	MTC +0,5	1349,8 t*cm
Paranaguá, Br - Brazil. November 8th, 2025	MTC -0,5	986,5 t*cm	MTC -0,5	1309,7 t*cm
Total cargo loaded on board as per shore scales				68.817,160 t
Total cargo loaded on board as per draught survey				68.976,482 t
Surplus				0,23 %

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 500 t.

Standard Brazil Marine Surveys & Services Ltda.
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Master/Ch.Off: 69.033,600 t 216,440 t 0,31 %
Customs : 69.036,805 t 219,645 t 0,32 %

Master/Ch.Off:



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