

		INITIAL SURVEY	FINAL SURVEY
<b>MV "Yannis Gorgias"</b>		Inner roads 8.3	Wharf 213
		24.10.2025 - 18:15 h	31.10.2025 - 22:40 h
		0.20 m. waves	0.15 m. waves
IMO NO. 9423293	FLAG: Maltese	BUILD: 2010	Wind force 03
<b>DRAUGHT SURVEY CERTIFICATE</b>		Flood tide, 1 knot	flood tide, < 1knot
PGUA/DS/315/25		Weather: Fine	Weather: Overcast
<b>DRAUGHT</b>		<b>INITIAL</b>	<b>FINAL</b>
Forward port		4.8400 m	13.0500 m
Forward starboard		4.7900 m	13.0300 m
Forward mean		4.8150 m	13.0400 m
Stem correction		-0.0371 m	-0.0202 m
<b>Draught forward (corrected to fore perpendicular)</b>		<b>4.7779 m</b>	<b>13.0198 m</b>
Midship port		5.8400 m	13.2500 m
Midship starboard		5.6300 m	13.2100 m
Midship mean		5.7350 m	13.2300 m
Midship correction		-0.0180 m	-0.0180 m
<b>Draught midship (corrected to midship perpendicular)</b>		<b>5.7170 m</b>	<b>13.2120 m</b>
Aft port		6.8700 m	13.2800 m
Aft starboard		6.8500 m	13.2700 m
Aft mean		6.8600 m	13.2750 m
Stern correction		0.0701 m	-0.0079 m
<b>Draught after (corrected to after perpendicular)</b>		<b>6.9301 m</b>	<b>13.2671 m</b>
Kell correction		0.0180 m	0.0180 m
Waterplane coefficient correction for hull deflexion		0.0131 m	-0.0098 m
<b>Means of means corrected for deflexion:</b>		<b>5.7643 m</b>	<b>13.1850 m</b>
<b>True trim</b>		<b>BY STERN 2.15 m</b>	<b>BY STERN 0.25 m</b>
<b>Heel (angle &amp; in cm)</b>		<b>P 0.33 ° 21.00 cm</b>	<b>P 0.06 ° 4.00 cm</b>
<b>Hull deflexion:</b>		<b>HOGGING 13.70 cm</b>	<b>SAGGING 6.86 cm</b>
<b>DISPLACEMENTS</b>		<b>INITIAL</b>	<b>FINAL</b>
Displacement in salt water		38,345.4 t	94,045.3 t
First trim correction		-587.3 t	19.8 t
Second trim correction		40.4 t	0.4 t
Displacement corrected for trim		37,798.4 t	94,065.4 t
Water density		1.01950	1.01850
Displacement corrected for density		37,595.6 t	93,468.9 t
Deductibles (fresh water, oils, etc.)		22,284.7 t	1,573.3 t
Displacement corrected for deductibles		<b>15,310.9 t</b>	<b>91,895.6 t</b>
Light Ship		<b>14,709.0 t</b>	
Calculated constant		<b>634.6 t</b>	
Anchor + chain		32.7 t	0.0 t
<b>Total cargo loaded on board as per draught survey</b>			<b>76552.0 t</b>
<b>Loading terminals: CT, IT, RO, .</b>		<b>TPC</b>	<b>71.0 t/cm</b>
<b>Cargo: Maize in bulk</b>		<b>MTC +0.5</b>	<b>1000.9 t*cm</b>
<b>Paranaguá, Br - Brazil. October 31st, 2025</b>		<b>MTC -0.5</b>	<b>962.4 t*cm</b>
<b>Total cargo loaded on board as per shore scales</b>			<b>76,450.655 t</b>
<b>Total cargo loaded on board as per draught survey</b>			<b>76,552.023 t</b>
<b>Surplus</b>		<b>101.368 t</b>	<b>0.13 %</b>

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 650 t.

Standard Brazil Marine Surveys & Services Ltda.

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Master/Ch.Off: Not released

Customs : 76,648.027 t 197.372 t 0.26 %

Charterers: 76,579.245 t 128.590 t 0.17 %

Consignees: 76,567.964 t 117.309 t 0.15 %

Master/Ch.Off:

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