

	INITIAL SURVEY	FINAL SURVEY	
MV "SHANDONG FU ZE"	Inner roads 9.2	Wharf 213	
IMO NO. 9734721 FLAG: Hongkonger BUILD: 2017	03.12.2025 - 06:50 h	06.12.2025 - 11:40 h	
DRAUGHT SURVEY CERTIFICATE	0,15 m. waves	0,20 m. waves	
PGUA/DS/348/25	Wind force 01	Wind force 01	
	No tide flow	Ebb tide, 1 knot	
	Weather: Sunny	Weather: Sunny	
DRAUGHT	INITIAL	FINAL	
Forward port	5,2800 m	13,3200 m	
Forward starboard	5,2900 m	13,3100 m	
Forward mean	5,2850 m	13,3150 m	
Stem correction	-0,1443 m	-0,0164 m	
Draught forward (corrected to fore perpendicular)	5,1407 m	13,2986 m	
Midship port	6,2000 m	13,3500 m	
Midship starboard	6,2200 m	13,3100 m	
Midship mean	6,2100 m	13,3300 m	
Midship correction	-0,0344 m	-0,0214 m	
Draught midship (corrected to midship perpendicular)	6,1756 m	13,3086 m	
Aft port	7,5000 m	13,2400 m	
Aft starboard	7,5000 m	13,2000 m	
Aft mean	7,5000 m	13,2200 m	
Stern correction	-0,0384 m	-0,0280 m	
Draught after (corrected to after perpendicular)	7,4616 m	13,1920 m	
Kell correction	0,0220 m	0,0220 m	
Waterplane coefficient correction for hull deflexion	0,0131 m	-0,0095 m	
Means of means corrected for deflexion:	6,2201 m	13,2833 m	
True trim	BY STERN 2,32 m	BY HEAD	-0,11 m
Heel (angle & in cm)	S 000 ° 2,00 cm	P 000 °	4,00 cm
Hull deflexion:	HOGGING 12,56 cm	SAGGING	6,33 cm
DISPLACEMENTS	INITIAL	FINAL	
Displacement in salt water	37.784,7 t	86.441,6 t	
First trim correction	-276,7 t	-15,5 t	
Second trim correction	53,6 t	0,0 t	
Displacement corrected for trim	37.561,6 t	86.426,1 t	
Water density	1,01900	1,01800	
Displacement corrected for density	37.341,8 t	85.835,9 t	
Deductibles (fresh water, oils, etc.)	22.947,4 t	1.568,9 t	
Displacement corrected for deductibles	14.394,4 t	84.267,0 t	
Light Ship	13.517,3 t		
Calculated constant	907,8 t		
Anchor + chain	30,7 t	0,0 t	
Total cargo loaded on board as per draught survey		69841,8 t	
Loading terminals: AG, CG, CB, CO, CT, IT, RO, .	TPC	64,8 t/cm	71,5 t/cm
Cargo: Soybeans in bulk	MTC +0.5	954,9 t*cm	1253,5 t*cm
Paranagua, Br - Brazil. December 6th, 2025	MTC -0.5	910,0 t*cm	1242,9 t*cm
Total cargo loaded on board as per shore scales		69.327,280 t	
Total cargo loaded on board as per draught survey		69.841,847 t	
Surplus	514,567 t	0,74 %	

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 575 t.

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Master/Ch.Off: 69.323,415 t -3,865 t -0,01 %
 Customs: 69.846,356 t 519,076 t 0,75 %
 Owners: 69.832,199 t 504,919 t 0,73 %

Master/Ch.Off: