

|   | 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        | Wind force 02        |                  |                     |
| <b>DRAUGHT SURVEY CERTIFICATE</b>                           | Flood tide, 1 knot   | flood tide, < 1 knot |                  |                     |
| 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>     |                  |                     |
| True trim   | BY STERN 2.15 m      | BY STERN 0.25 m      |                  |                     |
| Heel (angle & in cm)  | P 0.33 ° 21.00 cm    | P 0.06 ° 4.00 cm     |                  |                     |
| Hull deflexion:   | HOGGING 13.70 cm     | SAGGING 6.86 cm      |                  |                     |
| <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                      | 15,310.9 t           | 91,895.6 t           |                  |                     |
| Light Ship  | 14,709.0 t           |                      |                  |                     |
| Calculated constant   | 634.6 t              |                      |                  |                     |
| Anchor + chain  | 32.7 t               | 0.0 t                |                  |                     |
| <b>Total cargo loaded on board as per draught survey</b>    |                      | <b>76552.0 t</b>     |                  |                     |
| Loading terminals: CT, IT, RO, .                            | TPC                  | 71.0 t/cm            | TPC              | 78.9 t/cm           |
| Cargo: Maize in bulk  | MTC +0.5             | 1000.9 t*cm          | MTC +0.5         | 1340.3 t*cm         |
| Paranaguá, Br - Brazil. October 31st, 2025                  | MTC -0.5             | 962.4 t*cm           | MTC -0.5         | 1311.8 t*cm         |
| <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.

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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:  
[www.standardbrazil.com.br](http://www.standardbrazil.com.br)