

MV "COFCO I"

IMO NO. 9611709 FLAG: Hongkonger BUILD: 2012

DRAUGHT SURVEY CERTIFICATE

PGUA/DS/298/25

| | INITIAL SURVEY | FINAL SURVEY | | |
|--|-------------------|----------------------|----------|-------------|
| Inner roads 7.2 | | Wharf 212 | | |
| 06.10.2025 - 08:55 h | | 13.10.2025 - 10:50 h | | |
| 0.20 m. waves | | 0.20 m. waves | | |
| Wind force 03 | | Wind force 01 | | |
| Ebb tide, 1 Knot | | flood tide, < 1 knot | | |
| Weather: Misty | | Weather: Fine | | |
| DRAUGHT | INITIAL | FINAL | | |
| Forward port | 4.6000 m | 13.2800 m | | |
| Forward starboard | 4.4600 m | 13.2200 m | | |
| Forward mean | 4.5300 m | 13.2500 m | | |
| Stem correction | -0.1359 m | -0.0191 m | | |
| Draught forward (corrected to fore perpendicular) | 4.3941 m | 13.2309 m | | |
| Midship port | 6.0300 m | 13.3100 m | | |
| Midship starboard | 5.8000 m | 13.2150 m | | |
| Midship mean | 5.9150 m | 13.2625 m | | |
| Midship correction | -0.0377 m | -0.0203 m | | |
| Draught midship (corrected to midship perpendicular) | 5.8773 m | 13.2422 m | | |
| Aft port | 7.4100 m | 13.2700 m | | |
| Aft starboard | 7.3800 m | 13.1600 m | | |
| Aft mean | 7.3950 m | 13.2150 m | | |
| Stern correction | 0.1220 m | -0.0222 m | | |
| Draught after (corrected to after perpendicular) | 7.5170 m | 13.1928 m | | |
| Kell correction | 0.0205 m | 0.0205 m | | |
| Waterplane coefficient correction for hull deflexion | 0.0086 m | -0.0047 m | | |
| Means of means corrected for deflexion: | 5.9055 m | 13.2299 m | | |
| True trim | BY STERN 3.12 m | BY HEAD | -0.04 m | |
| Heel (angle & in cm) | P 0.41 ° 23.00 cm | P 0.17 ° | 9.50 cm | |
| Hull deflexion: | HOGGING 7.82 cm | SAGGING | 3.04 cm | |
| DISPLACEMENTS | INITIAL | FINAL | | |
| Displacement in salt water | 36,569.9 t | 86,855.7 t | | |
| First trim correction | -574.3 t | -4.9 t | | |
| Second trim correction | 8.7 t | 0.0 t | | |
| Displacement corrected for trim | 36,004.3 t | 86,850.8 t | | |
| Water density | 1.01900 | 1.01775 | | |
| Displacement corrected for density | 35,793.6 t | 86,236.5 t | | |
| Deductibles (fresh water, oils, etc.) | 20,984.7 t | 1,919.6 t | | |
| Displacement corrected for deductibles | 14,808.8 t | 84,316.9 t | | |
| Light Ship | 14,112.0 t | | | |
| Calculated constant | 723.6 t | | | |
| Anchor + chain | 26.8 t | 0.0 t | | |
| Total cargo loaded on board as per draught survey | | 69481.2 t | | |
| Loading terminals: AG, CB, CT, IT, LD, RO, SV, . | TPC | 65.1 t/cm | TPC | 71.8 t/cm |
| Cargo: Soybeans in bulk | MTC +0.5 | 956.8 t*cm | MTC +0.5 | 1281.9 t*cm |
| Paranaguá, Br - Brazil. October 13th, 2025 | MTC -0.5 | 952.8 t*cm | MTC -0.5 | 1262.4 t*cm |
| Total cargo loaded on board as per shore scales | | 69,328.743 t | | |
| Total cargo loaded on board as per draught survey | | 69,481.212 t | | |
| Surplus | | 152.469 t | | 0.22 % |

Remarks: 1) Due to huge hull deflexion in , it was applied the waterplane area coefficient correction for the deflexion formula as per IECPE Energy/19/1992. 2) According to the Master/Chief Officer usual constant would amount to 636 t.

Standard Brazil Marine Surveys & Services Ltda.

José Antonio Machado Gomes Pereira / Haroldo Fernandes Alves Junior

Licensed Marine Officer / Marine Surveyor / 375460MM

Mr. Chief
Officer

Master/Ch.Off: 69,363.900 t 35.157 t 0.05 %

Customs : 69,587.168 t 258.425 t 0.37 %

Consignees: 69,600.888 t 272.145 t 0.39 %

M/V COFCO I

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