



**ALS Inspection Chile SpA**  
Limache 3405, Office 61  
Viña del Mar, CHILE  
T +56 32 2545 500

Report IQQ-2511-2368  
Date: November 08, 2025

Port Caleta Patillos, CHILE.

**To the Master/Chief Officer  
MV SPL ATACAMA**

**Dear Sir,**

This is to inform you that we have been appointed to determine the loaded/discharged cargo by means of a Draft Survey. Therefore, we require your vessel cooperation with the following:

- 1. Upright-** e.g. without list
- 2. Trim by the stern and not more than 1% of the length or as close as possible.** [Trim not by the bow]
- 3. Ballast tanks full by overflowing, empty or minimum possible.**
- 4. No shifting of ballast is allowed throughout the draft survey.**
- 5. Provide with the Bunker quantity updated at the time of the draft survey performing.**
- 6. Do not carry out movements of cranes or hatch covers during draft readings.**

Any failure to comply with these requirements **may cause delays to the vessel loading/discharged operations.**

Kind Regards,

**Alan Mondaca Briones**  
Surveyor  
ALS  
INSPECTION



**Chief Officer**  
MV SPL ATACAMA





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# Draught Survey Certificate

Report Nr. IQQ-2511-2368 Date issued November 9, 2025  
 Port of survey Caleta Patillos, Terminal N° 2, Chile  
 Ship's name SPL ATACAMA  
 Type of Cargo Salt in Bulck Cargo loaded 16255 MT

		<b>INITIAL DRAFT</b>		<b>November 09, 2025 / 0140 to 0240 Lt</b>		
		Aft	Mid	Ford	L.Ship	
Port	5.1000	3.9100	2.9800	LBP	9030.50	172.00
Starboard	5.0800	3.8500	2.9600			
Mean	5.0900	3.8800	2.9700	Tpc	44.108	
Corr'n to Perpendicular	0.1042	-0.0052	-0.0156	Lcf (-Ford)	-7.417	
Draught	5.1942	3.8748	2.9544	Trim	2.2398	
3/4 Mean Draught	<b>Extreme</b>	3.9247		Mct+	468.96	
Disp @ 1.0250		16171.17		Mct-	449.95	
Trim Correction A		-426.02				
Trim Correction B		27.72		IFO & DO	1031.87	
Corrected Displacement		15772.87		Fresh & DW	155.00	
Density of Dock Water	1.0250			Ballast	5325.19	
Displacement @ Density		15772.87		Other	0.00	
Variables		6512.06		Total	6512.06	
Nett Displacement		9260.81				
		<b>FINAL DRAFT</b>		<b>November 09, 2025 / 1430 to 1530 Lt</b>		
		Aft	Mid	Ford		
Port	7.1500	6.6800	6.5500			
Starboard	7.1900	6.8000	6.6000			
Mean	7.1700	6.7400	6.5750	Tpc	46.658	
Corr'n to Perpendicular	0.0292	-0.0015	-0.0044	Lcf (-Ford)	-4.264	
Draught	7.1992	6.7385	6.5706	Trim	0.6286	
3/4 Mean Draught	<b>Extreme</b>	6.7751		Mct+	550.06	
Disp @ 1.0250		29079.90		Mct-	518.06	
Trim Correction A		-72.71				
Trim Correction B		3.68		IFO & DO	1031.87	
Corrected Displacement		29010.87		Fresh & DW	155.00	
Density of Dock Water	1.0250			Ballast	2308.48	
Displacement @ Density		29010.87		Other	0.00	
Variables		3495.35		Total	3495.35	
Nett Displacement		25515.52				
Cargo loaded		<b>16255</b>				
Dist of Draught Marks	Arrival	Departure				
From Aft Perpendicular	8.000	8.000				
From Mid Perpendicular	-0.400	-0.400				
From Ford Perpendicular	-1.200	-1.200				
Sea water densimeter	AllaFrance, Serie # 320674					

Remarks: At initial & final draught survey there were 1,50 mts swell abt

Mr. Alan Mondaca Briones  
 Draught Surveyor



Chief officer Mr. Sergio Alonso Arredondo  
 MV SPL ATACAMA



Revised by <b>M. Palma</b>		Approved by <b>J. Lopez</b>		Form FT_MAR4_01
				Versión 9 / Junio 1, 2020

In accepting this certificate it is agreed that the extent of the obligation of this Company with respect there to is limited to furnishing a surveyor believed to be competent, and in the making of this certificate the surveyor is acting impartially and to the best of his ability and no liability shall attach to the Company or the surveyor for the accuracy there off. Our responsibility can never exceed the amount of our fees.



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# Draught Survey Certificate

Report Nr. **IQQ-2511-2368** Date issued November 10, 2025  
 Port of survey **Caleta Patillos, Terminal N° 2, Chile**  
 Ship's name **SPL ATACAMA**  
 Type of Cargo **Salt in Bulck** Cargo loaded **24430 MT**

		INITIAL DRAFT		November 09, 2025 / 0140 to 0240 Lt		
		Aft	Mid	Ford	L.Ship	
Port	5.1000	3.9100	2.9800	LBP	9030.50	
Starboard	5.0800	3.8500	2.9600		172.00	
Mean	5.0900	3.8800	2.9700	Tpc	44.108	
Corr'n to Perpendicular	0.1042	-0.0052	-0.0156	Lcf (-Ford)	-7.417	
Draught	5.1942	3.8748	2.9544	Trim	2.2398	
3/4 Mean Draught	<b>Extreme</b>	3.9247		Mct+	468.96	
Disp @ 1.0250		16171.17		Mct-	449.95	
Trim Correction A		-426.02				
Trim Correction B		27.72		IFO & DO	1031.87	
Corrected Displacement		15772.87		Fresh & DW	155.00	
Density of Dock Water	1.0250			Ballast	5325.19	
Displacement @ Density		15772.87		Other	0.00	
Variables		6512.06		Total	6512.06	
Nett Displacement		9260.81				
		FINAL DRAFT		November 10, 2025 / 2350 to 0030 Lt		
		Aft	Mid	Ford		
Port	8.3400	7.9700	7.6100			
Starboard	8.4000	8.0600	7.6500			
Mean	8.3700	8.0150	7.6300	Tpc	47.894	
Corr'n to Perpendicular	0.0364	-0.0018	-0.0055	Lcf (-Ford)	-1.886	
Draught	8.4064	8.0132	7.6245	Trim	0.7819	
3/4 Mean Draught	<b>Extreme</b>	8.0138		Mct+	589.80	
Disp @ 1.0250		34931.80		Mct-	559.38	
Trim Correction A		-41.06				
Trim Correction B		5.41		IFO & DO	1031.87	
Corrected Displacement		34896.15		Fresh & DW	155.00	
Density of Dock Water	1.0250			Ballast	18.07	
Displacement @ Density		34896.15		Other	0.00	
Variables		1204.94		Total	1204.94	
Nett Displacement		33691.21				
Cargo loaded		<b>24430</b>				
Dist of Draught Marks	Arrival	Departure				
From Aft Perpendicular	8.000	8.000				
From Mid Perpendicular	-0.400	-0.400				
From Ford Perpendicular	-1.200	-1.200				
Sea water densimeter	AllaFrance, Serie # 320674					

Remarks: At initial & final draught survey there were 1,50 mts swell abt

Mr. Alan Mondaca Briones  
 Draught Surveyor



Chief officer Mr. Sergio Alonso Arredondo  
 MV SPL ATACAMA



DRAUGHT SURVEY CERTIFICATE		Form FT_MAR4_01	
Revised by <b>M.Palma</b>	Approved by <b>J. Lopez</b>	Versión 9 / Junio 1, 2020	

In accepting this certificate it is agreed that the extent of the obligation of this Company with respect there to is limited to furnishing a surveyor believed to be competent, and in the making of this certificate the surveyor is acting impartially and to the best of his ability and no liability shall attach to the Company or the surveyor for the accuracy there off. Our responsibility can never exceed the amount of our fees.



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# Draught Survey Certificate

Report Nr. **IQQ-2511-2368** Date issued **November 10, 2025**  
 Port of survey **Caleta Patillos, Terminal N° 2, Chile**  
 Ship's name **SPL ATACAMA**  
 Type of Cargo **Salt in Bulck** Cargo loaded **27000 MT**

		<b>INITIAL DRAFT</b>		<b>November 09, 2025 / 0140 to 0240 Lt</b>		
		Aft	Mid	Ford	L.Ship	
Port	5.1000	3.9100	2.9800	LBP		9030.50
Starboard	5.0800	3.8500	2.9600			172.00
Mean	5.0900	3.8800	2.9700	Tpc		44.108
Corr'n to Perpendicular	0.1042	-0.0052	-0.0156	Lcf (-Ford)		-7.417
Draught	5.1942	3.8748	2.9544	Trim		2.2398
3/4 Mean Draught	<b>Extreme</b>	3.9247		Mct+		468.96
Disp @ 1.0250		16171.17		Mct-		449.95
Trim Correction A		-426.02				
Trim Correction B		27.72		IFO & DO		1031.87
Corrected Displacement		15772.87		Fresh & DW		155.00
Density of Dock Water	1.0250			Ballast		5325.19
Displacement @ Density		15772.87		Other		0.00
Variables		6512.06		Total		6512.06
Nett Displacement		9260.81				

		<b>FINAL DRAFT</b>		<b>November 10, 2025 / 0340 to 0450 Lt</b>		
		Aft	Mid	Ford		
Port	8.6400	8.5500	8.4600			
Starboard	8.6400	8.5500	8.4600			
Mean	8.6400	8.5500	8.4600	Tpc		48.334
Corr'n to Perpendicular	0.0088	-0.0004	-0.0013	Lcf (-Ford)		-0.779
Draught	8.6488	8.5496	8.4587	Trim		0.1901
3/4 Mean Draught	<b>Extreme</b>	8.5506		Mct+		608.18
Disp @ 1.0250		37509.96		Mct-		576.81
Trim Correction A		-4.16				
Trim Correction B		0.33		IFO & DO		1038.74
Corrected Displacement		37506.13		Fresh & DW		149.00
Density of Dock Water	1.0250			Ballast		57.90
Displacement @ Density		37506.13		Other		0.00
Variables		1245.64		Total		1245.64
Nett Displacement		36260.49				

Cargo loaded	<b>27000</b>	
Dist of Draught Marks	Arrival	Departure
From Aft Perpendicular	8.000	8.000
From Mid Perpendicular	-0.400	-0.400
From Ford Perpendicular	-1.200	-1.200
Sea water densimeter	AllaFrance, Serie # 320674	

+ Marks forward of perpendicular +ive  
 Marks aft of perpendicular -ive

Remarks: At initial & final draught survey there were 1,50 mts swell abt



*[Signature]*  
 Mr. Alan Mondaca Briones  
 Draught Surveyor



*[Signature]*  
 Chief officer Mr. Sergio Alonso Arredondo B.  
 MV SPL ATACAMA

Revised by <b>M. Palma</b>		Approved by <b>J. Lopez</b>		Form FT_MAR4_01
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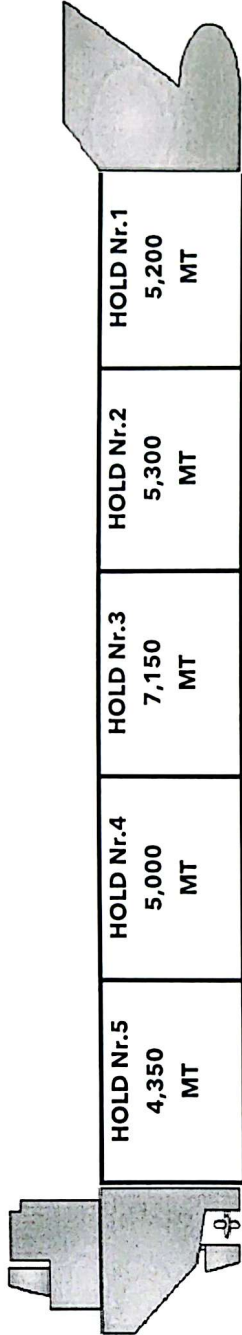
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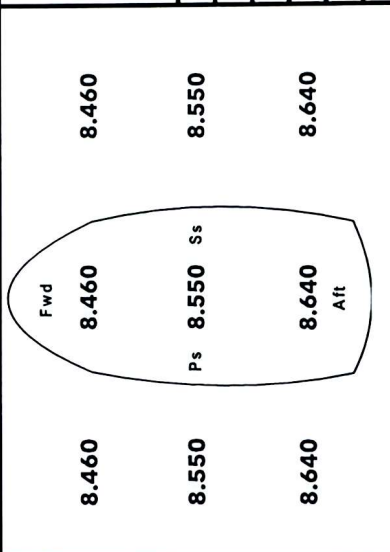
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 Stowage Plan MV **SPL ATACAMA**

Als report Nr. **IQO-2511-2368**



**Departure Draughts**



**General Information**

- 1.- Draft Survey was carried out jointly with vessel's Chief Officer.
- 2.- A wave damping tube was used to ensure that the draught readings were reliable.
- 3.- Densities of ballast and sea water were determined by using an AllaFrance, Serie # 320674

Initial Draft Survey Commenced	November 09, 2025 / 0140 to 0240 Lt
Final Draft Survey Completed	November 10, 2025 / 0340 to 0450 Lt
<b>Total Cargo Loaded</b>	<b>27,000</b>
Final True Trim	0.19 m
Swell Condition	At initial & final draught survey there were 1,50 mts swell abt
Surveyor Name	Mr. Alan Mondaca Briones



*[Handwritten Signature]*

Surveyor Signature



*[Handwritten Signature]*

Vessel Signature & Stamp



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## Hold's pre-loading inspection Certificate

<b>Vessel Name</b>	SPL ATACAMA	<b>Port of Survey</b>	Caleta Patillos
<b>Cargo to be loaded</b>	Salt in Bulk	<b>Voyage Nr.</b>	156
<b>Report Nr.</b>	IQQ-2511-2367	<b>Date</b>	November 08 <sup>th</sup> , 2025


A	Hatch covers and hatch coamings	Yes	Not	Good	Fair	Poor
a.1	General appearance's condition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.2	Are there any steel damages in the folders or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.3	Rubber packing condition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.4	Are there any sign of sealing tape??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.5	Opening/closing systems condition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.6	Are there signs of lube oil leaks from hydraulic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.7	Acting cleats condition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.8	Compression bar condition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.9	Track way, rollers condition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.10	Are the non-return valves of coamings operative??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.11	Are the drainage of coamings free??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Cargo Hold Number: 1, 2, 3, 4 & 5	Yes	Not	Good	Fair	Poor
b.1	Cleanliness condition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.2	Are there any signs of previous cargoes??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.3	Are there any signs of living insects??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.4	Are there any signs of water??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.5	Are there any signs of lube oil leaks??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.6	Are there any signs of loose paint??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.7	Are there any signs of rust scale loose??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.8	Are there any problems or damages on access	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.9	Lighting condition <b>(Cargo light)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.10	Are the holds free of odor (hydrocarbon)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.11	Are the scuppers free of garbage??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.12	Are the bilges dry and clean??	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



<b>C</b>	<b>Additional information</b>		
<b>c.1</b>	Last watertight test (date)	April, 2025	
<b>c.2</b>	Certificate of load line date	Issued: October 28 <sup>th</sup> , 2022	Valid until: November 27 <sup>th</sup> , 2027
<b>c.3</b>	Last three (3) cargoes transported	1.- Corn & SBM 2.- Salt 3.- Corn & SBM	
<b>NOTES</b>			
<p>➤ <b>First hold Inspection (from November 08<sup>th</sup>, 2025 / from 22:20 to 22:50 LT).</b> Holds were found clean, dry and lime washed.</p> <p>Hold was accepted in condition to be load salt</p>			

  
Alan Mondaca Briones  
ALS INSPECTION CHILE



  
Chief Officer  
MV SPL ATACAMA

