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# Draught Survey Certificate

Report Nr. VAP-2602-0759 Date issued February 22, 2026  
 Port of survey CALDERA, CHILE  
 Ship's name URSA MAJOR  
 Type of Cargo COPPER CONCENTRATE Cargo loaded 10873,49 MT

|                         |                            | INITIAL DRAFT |         | FEBRUARY 21 /14:15 TO 15:20 |          |  |
|-------------------------|----------------------------|---------------|---------|-----------------------------|----------|--|
|                         |                            | Aft           | Mid     | Ford                        | L.Ship   |  |
| Port                    | 7,6800                     | 7,3100        | 7,0500  | LBP                         | 9583,00  |  |
| Starboard               | 7,7500                     | 7,4100        | 7,1000  |                             | 185,79   |  |
| Mean                    | 7,7150                     | 7,3600        | 7,0750  | Tpc                         | 53,110   |  |
| Corr'n to Perpendicular | 0,0418                     | -0,0019       | -0,0078 | Lcf (-Ford)                 | -1,958   |  |
| Draught                 | 7,7568                     | 7,3581        | 7,0672  | Trim                        | 0,6896   |  |
| 3/4 Mean Draught        | <b>Extreme</b>             | 7,3716        |         | Mct+                        | 649,94   |  |
| Disp @ 1,0250           |                            | 36517,91      |         | Mct-                        | 615,59   |  |
| Trim Correction A       |                            | -38,60        |         |                             |          |  |
| Trim Correction B       |                            | 4,40          |         | IFO & DO                    | 937,60   |  |
| Corrected Displacement  |                            | 36483,71      |         | Fresh & DW                  | 161,00   |  |
| Density of Dock Water   |                            | 1,0250        |         | Ballast                     | 14276,32 |  |
| Displacement @ Density  |                            | 36483,71      |         | Other                       | 0,00     |  |
| Variables               |                            | 15374,92      |         | Total                       | 15374,92 |  |
| Nett Displacement       |                            | 21108,79      |         |                             |          |  |
|                         |                            | FINAL DRAFT   |         | FEBRUARY 22 /19:00 TO 20:00 |          |  |
|                         |                            | Aft           | Mid     | Ford                        |          |  |
| Port                    | 8,5000                     | 8,1800        | 7,7300  |                             |          |  |
| Starboard               | 8,3500                     | 7,9800        | 7,7000  |                             |          |  |
| Mean                    | 8,4250                     | 8,0800        | 7,7150  | Tpc                         | 53,841   |  |
| Corr'n to Perpendicular | 0,0463                     | -0,0021       | -0,0086 | Lcf (-Ford)                 | -0,879   |  |
| Draught                 | 8,4713                     | 8,0779        | 7,7064  | Trim                        | 0,7649   |  |
| 3/4 Mean Draught        | <b>Extreme</b>             | 8,0806        |         | Mct+                        | 676,26   |  |
| Disp @ 1,0250           |                            | 40308,39      |         | Mct-                        | 639,46   |  |
| Trim Correction A       |                            | -19,48        |         |                             |          |  |
| Trim Correction B       |                            | 5,79          |         | IFO & DO                    | 942,40   |  |
| Corrected Displacement  |                            | 40294,70      |         | Fresh & DW                  | 155,00   |  |
| Density of Dock Water   |                            | 1,0250        |         | Ballast                     | 7215,02  |  |
| Displacement @ Density  |                            | 40294,70      |         | Other                       | 0,00     |  |
| Variables               |                            | 8312,42       |         | Total                       | 8312,42  |  |
| Nett Displacement       |                            | 31982,28      |         |                             |          |  |
| Cargo loaded            |                            | 10873,49      |         |                             |          |  |
| Dist of Draught Marks   | Arrival                    | Departure     |         |                             |          |  |
| From Aft Perpendicular  | 11,250                     | 11,250        |         |                             |          |  |
| From Mid Perpendicular  | -0,500                     | -0,500        |         |                             |          |  |
| From Ford Perpendicular | -2,100                     | -2,100        |         |                             |          |  |
| Sea water densimeter    | AllaFrance, Serie # 253436 |               |         |                             |          |  |

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

Remarks: At initial & final draught survey there were 0,50 mts swell abt



ALEXANDER LUZARDO  
 Draught Surveyor



Chief officer OGUZHAN ATALAR  
 MV URSA MAJOR



|                            |                |             |                           |
|----------------------------|----------------|-------------|---------------------------|
| DRAUGHT SURVEY CERTIFICATE |                |             | Form FT_MAR4_01           |
| Revised by                 | CLAUDIO ALVEAR | Approved by | JAIME LOPEZ               |
|                            |                |             | 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.