

Subject : Final warning that the hull of ex-Nae Sao Paulo (ex-French and ex-Brazilian Navy Aircraft Carrier) must be delivered by the relevant state authorities, otherwise it will be abandoned without accepting any responsibility.

Date : 10th January 2023

WITHOUT PREJUDICE

Dear Sirs,

Please kindly note that, We NSN LAW FIRM, acting as the counsels of MSK MARITIME SERVICES & TRADING LTD. who are fully authorized to represent the company in all their commercial relations all over the world, hereby issue this warning letter as a final warning in connection with current situation of ex-Nae Sao Paulo, (ex-French and ex-Brazilian Navy Aircraft Carrier)

As it is mentioned in all our previous notices, with the Memorandum of Agreement (the "MOA") regarding to the sale and purchase of the ex-Nae Sao Paulo, (ex-French and ex-Brazilian Navy Aircraft Carrier) (the "Vessel") which has been signed at the date of 22.12.2022 between SOK DENIZCILIK VE TIC. LTD. STI. and MSK MARITIME SERVICES & TRADING LTD. Pursuant to the relevant MOA, the ex-Nae Sao Paulo, (ex-French and ex-Brazilian Navy Aircraft Carrier) was purchased and delivered by our client on a completely commercial basis, by paying the sale price in advance, with the 23.12.2022 dated Bill of Sale and Protocol of Delivery and Acceptance.

All legal and commercial rights of the vessel have passed to our client after the delivery and our client and we as their sole legal representatives become the only party who is fully authorized in all matters related to this vessel and should be contacted for any issue.

To summarize the current situation and the events experienced so far, As we have been following closely from the very beginning of the process, and the information we received from the former owner of the ship, SOK DENIZCILIK VE TIC. LTD. STI., the green recycling project for the hull of the former Nae São Paulo began many years ago, with the expenditure of thousands of man-hours to carry out all the preparatory tasks for the international tender and, after once this stage has been passed, for the preparation of the technical reports and the hull for the voyage.

All companies involved in the project have an impeccable technical collection of decades of experience and proven international credibility. So much so that the Brazilian Environmental Authority confirmed and stated several times that the full rigor of the required technical standards had been obeyed, even stating that a new export authorization could be requested again.

However, while SOK DENIZCILIK VE TIC. LTD. was working hard to achieve the contractual objectives assumed in the Emgepron tender, false information circulated among

environmentalists, supposedly based on unofficial data from the Clemanceau, decommissioned in 1997 and finally recycled in 2005.

The ferocity of the attack by international environmental non-governmental organizations, based on the false information that unfortunately still circulates, led to the cancellation, on August 26, 2022, of the authorization granted by the Turkish Environmental Authority, which had been granted based on studies and reports conducted by internationally accredited companies.

The cancellation of the import authorization by the importing country led, on the same day, to the decision to return the hull to Brazil, in compliance with the obligation assumed by the Brazilian State in art. 8th. of the Basel Convention.

Despite the Basel Convention clearly stating that “the State of export must guarantee that the waste in question will be taken back to its territory by the exporter”, the Brazilian Navy, former owner of the hull, did nothing to help resolve the situation. , on the contrary, established conditions and requirements that were impossible to meet, making it difficult for the hull to return to its port of origin and exhausting the resources necessary to complete the project. It was even required to hire a pilot to work outside the pilotage zone at a cost of USD 156,000.00 for 12 hours of work. Former owner of the ship, SOK DENIZCILIK VE TIC. LTD. made a formal complaint and received no response.

The performance of the Brazilian Navy and the odd requirements have led the former owner of the ship, SOK DENIZCILIK VE TIC. LTD. to remain sailing outside Brazilian territorial waters at a point determined by the Directorate of Ports and Coasts, in the coastal region of the state of Pernambuco since October 5, 2022, consuming valuable resources, including approximately twenty tons of fuel daily.

The hull of the old ship, built between the years 1957-60 and without maintenance for at least 10 years, presented damages that require repair. Although the former owner of the ship, SOK DENIZCILIK VE TIC. LTD. have always worked with full transparency and informed the authorities of everything, as far as we witnessed, they received no help from the Brazilian Navy, quite the contrary: everything was denied, no suggestion was received.

As we witnessed, SOK DENIZCILIK VE TIC. LTD looked for different options to dock the ship and carry out the necessary repairs and studies that would allow the solution of the situation. No port or shipyard accepted it, and when they hinted at accepting resistance from society, the Public Prosecutor's Office and other environmental pressure groups, they ended up dissuading them from this intention. When SOK was going to dock at Suape, in the State of Pernambuco, a court order requested by the state government and the port of Suape was granted, prohibiting them from doing so.

Thus, the omission of those involved in the Brazilian Navy, the previous owner of the hull before SOK, took SOK for more than 90 days to consume the resources necessary for the execution of the project and all the resources they have.

We would like to draw your attention to the fact, as we have followed since the beginning of the process, as a 3rd party that navy has never provided any support, and has not taken any responsibility for neither showing a place for mooring nor finding a solution to the ongoing problem. It should be clearly stated that the navy has acted as if they were not co-responsible for the situation and washed their hands of it, even denying it and doing everything possible to prevent the hull from returning to its place of origin, where the hull remained for more than ten years, only taking care about their interests by ignoring all legal facts and risks.

Considering all these legal facts, We severally stated to you that, as a new legal owner of the hull of ex-Nae Sao Paulo (ex-French and ex-Brazilian Navy Aircraft Carrier) The right to dispose of a property owned by the client belongs entirely to our client. This idea completely complies with the all international laws and commercial rules. The legal relationship between SOK DENIZCILIK VE TIC. LTD. STI. from which our client bought the vessel and the brazilian authorities does not bind our client legally, our client has the right to use the property they own as a bona fide owner as they wish and cannot be limited by any specification and/or contract provision that they are not a party to.

As a new official owner, We even made several requests for the ship to be taken out of the Brazilian territorial waters, but we did not receive any positive response. Due to extremely high daily costs, we have reached the limit of our resources.

Thus, even though the hull is safe and does not constitute a danger, obstacle to navigation or threat of damage to land or the environment, as we do not see any other possible alternative, without prejudice to and by reserving all our Clients' rights, **We hereby legally warn you as a final that the necessary approvals and/or actions should be taken by Brazilian Authorities in order to get the delivery of the ex-Nae Sao Paulo, (ex-French and ex-Brazilian Navy Aircraft Carrier) within 12 hours at the latest from the receipt of this notice. Otherwise, we regret to state that, within the framework of the current conditions, our client will have no other option but to abandon the vessel as it is definitely.** All Responsibilities that may occur afterwards will belong to the Brazilian Authorities and no liability will be accepted under any circumstances.

Yours Faithfully,
Adv. Mehmet Nedret UNLU
Counsel of

MSK MARITIME SERVICES & TRADING LTD

