



CORPORATE FINANCE CONSULTANTS

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STRICTLY CONFIDENTIAL

PROJECT MARINE

BUSINESS OPPORTUNITY

FREBS MARINE INTERNATIONAL LTD

CARGO SHIPPING

Hampshires Ltd Registered Office as above Registered in England No. 3191846

EXECUTIVE SUMMARY

BACKGROUND

MARCH 2017

The use of containers for shipping goods of types is an old concept. The Greeks used sealed vases to transport wine and later used large trunks to transport valuables by ship. Boxes similar to containers were used on English roads and railways in 1792.

Modern container shipping was first used commercially in the USA in 1956 by a trucking entrepreneur, Mr Malcolm P Mclean. He originally planned to drive loaded truck trailers on to ships but then decided it was simpler and quicker to lift the container from the truck into the ship's hold. Efficiency of movement would be vastly improved by utilising "intermodalism", whereby the container could be moved seamlessly between ships, trucks and trains. This would simplify the whole logistical process which lead to a revolution in cargo transportation worldwide. When Malcolm P Mclean died in 2001 he was named "The Man of the Century" by the International Maritime Hall of Fame.

CONTAINER TRADE DEVELOPMENT

Over the following fifty years the use of containers has grown dramatically and changed the basic design of ships, rail wagons, trucks, cranes and seaports right across the world in both developed and emerging countries..

The logistical efficiency of this shipping system is very apparent and the economies in time and cost achieved have been enormous.

The capacity of rail and road transport is obviously restricted and based on the size of each ISO standard container. However the capacity of a ship loaded with containers has increased significantly together with larger docks and craneage.

The early ships had a capacity of only 1,000 containers but by 1987 there were ships able to load 2,500 TEU. In the 1990's the capacity grew to 4,000 TEU, by the Millennium up to 8,000 TEU and in 2006 to 14,500 TEU.

In 2013 the largest container ship the "triple E" was launched carrying 18,000 TEU. This is the probably the maximum size of container ship, which can only be handled at the biggest ports in the world, for the foreseeable future.

One of the constraints to navigate the Panama Canal was ship's width and since 1988 the 'post-panamax' ships have been too wide to pass through but the new, wider canal just opened can accommodate these ships.

Even though the bigger ships will soon be unable to navigate the Suez Canal there is talk of building 30,000 TEU ships.

The growth of world container trade slowed right down from c.7% pa but is predicted to grow to c.5% pa over the next few years.

INTERNATIONAL CONTAINER TRADE

In 2005 circa 18 million containers made about 200 million trips per year.
In 2009 about 90% of non-bulk cargo was moved by containers.
Some 20% of all containers are empty at any one time.

Only a few large and well equipped ports are capable of handling the biggest ships quickly and efficiently.

A panamax ship can handle (load or unload) c.600 containers per 24 hours utilising one crane.

The new triple E ship has a greater capacity but, due to its width, one crane could only handle (load or unload) c.300 containers per 24 hours but may utilise three or more cranes concurrently.

THE COST EFFECTIVE CARGO SHIPPING SYSTEM

A British gentleman, who was at sea (MOD) for many years with responsibility for shipping supplies across the world, has designed a more efficient system for handling containers. This system for ships and docks has many indisputable advantages in comparison even with the latest container ships which basically use the original concept of stacking containers (full or empty) on board lifted to/from trucks and trains on the dockside.

This shipping system has many significant advantages including considerable savings in time, cost and energy.

The major benefits compared with most existing and triple E ships are :

- **Speed of handling at port**
- **Reduced port congestion**
- **Accessibility of different loads at port**
- **A new ship carrying c.5,000 TEU has a shallower draught and is able to navigate the Panama Canal and access more ports worldwide**
- **Flexibility in carrying different cargoes on one ship**
- **Quicker turnaround and lower port fees**
- **Fewer empty containers in circulation and at dockside**

Continued

BUSINESS OPPORTUNITY

The Company, based in Fareham, Hampshire, which owns the rights to the patent and designs, is seeking an investor or a business partner to finance a feasibility contract.

The company anticipates earning multi million GBP in design royalties from container ship owners and port operators.

A significant share in the equity of the Company may be available subject to negotiation.

The patent for this marine system was applied for in the UK but has been withdrawn pending small design changes.

Full details of the marine system will be released upon receipt of a duly authorised signature on a Non Disclosure Agreement which is available on request.

Expressions of interest and all enquiries are to be addressed to :

Mr Stephen J Line FCA, Managing Director, Hampshires Ltd.

Please note :-

Hampshires Ltd is acting on behalf of the shareholders in connection with this Project & Company and in the presentation of this document. Interested parties are required to direct initial communications to Stephen J Line at the above address and contact details, and to maintain the strict terms of the Non-Disclosure Agreement.

The information relating to the Project & Company has been supplied to us by the Directors of the Company, orally and in written form, and has not been checked or verified by us;

The information contained herein and previously supplied is a guide only and all enquirers must make their own investigations and must satisfy themselves as to the condition and prospects of the Company's business and the accuracy and completeness of the statements they contain.

The information supplied and contained herein and any further information relating to the Project & Company supplied by us or the Directors or other advisers of the Company is, and will be, supplied on the condition that neither we nor any Director, Principal, Partner, Consultant, Employee or Agent of us or the Directors or other advisers of the Company is liable for any negligent statement, representation, act or omission of whatsoever nature or howsoever arising sustained by any person, company or organisation relying on such information.

The information previously supplied, contained herein and which may be supplied subsequently does not and will not form any part of a contract or offer for sale. Furthermore, it does not constitute an offer capable of acceptance and no binding commitment may be entered into on the basis of it. Contracts with the Company must be in writing. Hampshires Ltd nor any Director, Consultant, Employee or Agent have the authority to enter into oral contracts in relation to the Company or its business.

The shareholders of the Company do not undertake to accept any offer of interest and reserve the right to accept or reject any offer, including the right to cease any subsequent negotiations at any time, no reason need being given.

Further information may be made available, including meetings with the Directors and visits to the Company. However, we and the Company reserve the right to decide when and whether or not to supply any additional information and the extent of such information;

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