



FOUNDED IN 1851

SEVERNAV SHIPYARD



ANCHORED IN TRADITION QUALITY AND PERFORMANCE

RAPORT CURENT

In conformitate cu art. 143 din Regulament ASF nr. 5/2018 privind emitentii de instrumente financiare si operatiuni pe piata si Codul Bursei de Valori Bucuresti si art. 108 din Legea 24/2017, republicata

Data raportului: 28.01.2022

Denumirea entitatii emitente: SEVERNAV S.A.

Sediul social: Dr.Tr. Severin, Calea Timisoarei nr.204, jud. Mehedinti

Tel/fax: 0252/308000; 0252/314675

Codul unic de inregistrare RO 1606030

Nr.ordine in Registrul Comertului J/25/03/1990

Capital social subscris si varsat: 12.603.865 lei

Piata tranzactionare: AeRo

Evenimente importante de raportat:

Raportare contract incheiat intre SEVERNAV SA si BEO TRADE COM SRL, parte afiliata a Severnav SA

Severnav SA informeaza investitorii ca in data de 28.01.2022 a fost incheiat cu partea afiliata Beo Trade Com SRL contractul cadru nr. 26/28.01.2022 pentru lucrari de reparatii nave.

Detalii privind contractul si tarifarul standard pentru reparatii nave 2022 sunt prezentate in anexa atasata.

**Director General,
Georgescu Constantin**

CONTRACT No. 26 dated 28.01.2022	CONTRACT No. 26 din 28.01.2022												
<p>Contractual Parties:</p> <ul style="list-style-type: none"> • Severnav S.A., having its registered office at 204, Timisoarei Str., Dr. Tr. Severin, Romania, VAT No 1606030, Commercial Registry No. J25/03/28.12.1990, duly represented by Mrs. Mihaela Dario – Economical Director and Mr. Radu Ardelean – Executive Director, as the „the Yard” and • Beo Trade Com s.r.l., having its registered office at 13-17B, Sevastopol Str., Sector 1, Bucharest - Romania, VAT No RO17529562, Commercial Registry No. J40/7857/2005, duly represented by Mr. Dimitris Bitinis – Director, as “the Beneficiary”. <p>Taking into account the Beneficiary’s request as well as Yard’s offer, the above parties agreed upon the contractual provisions as follows:</p>	<p>Parti Contractante:</p> <ul style="list-style-type: none"> • Severnav S.A., cu sediul in Dr. Tr. Severin, Str. Timisoarei nr. 204, Romania, cod fiscal RO1606030, inregistrata la Registrul Comertului sub nr. J25/03/28.12.1990, reprezentata de Dna. Mihaela Dario – Director Economic si Dl. Radu Ardelean – Director Executiv– Director, in calitate de „Santier ” si • Beo Trade Com S.R.L., cu sediul in Str. Sevastopol, nr. 13-17B, Sector 1, Bucuresti, Romania, cod fiscal RO17529562, Nr. Registrul Comertului J40/7857/2005, reprezentata prin Dl. Dimitris Bitinis – Director, ca “Beneficiar”. <p>Avind in vedere solicitarea Beneficiarului si oferta Santierului, partile s/m au convenit asupra urmatoarelor prevederi contractuale:</p>												
<p>I. Subject of the Contract</p>	<p>I. Subiectul Contractului</p>												
<p>1.1. The repair works on the following Beneficiary's Vessels (hereinafter called "the Vessel", each of them):</p> <table border="0"> <tr> <td>- MT Apollon</td> <td>- MT Adonis</td> </tr> <tr> <td>- MT Aristotel</td> <td>- MT Atlas</td> </tr> <tr> <td>- MT Artemis I</td> <td>- MT Tanger</td> </tr> </table> <p>will be performed by aid of the attached Initial Cost Estimate – integral part of the present Contract. Nevertheless, considering that unit prices in the said enclosure have been set for the values of material and energetic tariffs at the time this agreement was signed, any increase over 5% of these values will justify a revision of the said unit prices by the Yard to be documented to the Beneficiary.</p>	- MT Apollon	- MT Adonis	- MT Aristotel	- MT Atlas	- MT Artemis I	- MT Tanger	<p>1.1. Lucrarile de reparatii la urmatoarele nave ale Beneficiarului (fiecare, numita in continuare "Nava"):</p> <table border="0"> <tr> <td>- MT Apollon</td> <td>- MT Adonis</td> </tr> <tr> <td>- MT Aristotel</td> <td>- MT Atlas</td> </tr> <tr> <td>- MT Artemis I</td> <td>- MT Tanger</td> </tr> </table> <p>vor fi executate prin folosirea Devizului Initial atasat – parte integranta din prezentul Contract Totusi, avind in vedere ca preturile unitare din aceasta anexa au fost stabilite pentru valorile materialelor si tarifelor energetice de la momentul semnarii acestui acord, orice crestere peste 5% a acestor valori va duce la revizuirea acestor preturi unitare de catre Santier ce vor fi justificate Beneficiarului.</p>	- MT Apollon	- MT Adonis	- MT Aristotel	- MT Atlas	- MT Artemis I	- MT Tanger
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- MT Artemis I	- MT Tanger												
<p>1.2. Detailed Scope of Works and their value will be settled after the common Inspection of both parties within 3 (three) working days from the arrival of the Vessel at the Yard, by aid of new Cost Estimates issued by the Yard to be approved by the Beneficiary.</p>	<p>1.2. Volumul detaliat al lucrarilor, precum si valoarea acestora, se vor stabili dupa inspectia efectuata de ambele parti in termen de 3 (trei) zile lucratoare de la sosirea navei in Santier, prin intocmirea unor noi devize de catre Santier ce se vor aproba de catre Beneficiar.</p>												
<p>1.3. Repair works can start only after the Beneficiary's approval on the Initial Cost Estimate and the transfer of the advance payment as per Art. 3.1. by the Beneficiary.</p>	<p>1.3. Lucrarile de reparatii vor putea incepe numai dupa aprobarea Devizului Initial de Beneficiar si plata avansului prevazut la art. 3.1. de catre Beneficiar.</p>												
<p>1.4. Additional works requested either by the Beneficiary or by the Classification Society will be performed on basis of additional Cost Estimates.</p>	<p>1.4. Lucrari suplimentare solicitate fie de Beneficiar, fie de Societatea de Clasificare se executa in baza devizelor de lucrari suplimentare.</p>												
<p>1.5. Failure of the Beneficiary in approving such Cost Estimates in 3 (three) working days and/or non-fulfillment of any payment obligations at the due date, will entitle the Yard to stop the works till the date that such obligations are fulfilled.</p>	<p>1.5. Neaprobarea acestor devize in termen de 3 (trei) zile lucratoare si/sau neindeplinirea oricaror obligatii de plata la termenele stabilite, indreptatesc Santierul sa opreasca lucrarile pina la data la care aceste obligatii sint indeplinite.</p>												
<p>II. Price</p>	<p>II. Pretul</p>												
<p>2.1. The Contract Price is set in accordance with the Cost Estimates, added by the tariffs that have been agreed for the general ship-repair works as</p>	<p>2.1. Pretul contractului este stabilit conform devizelor de lucrari la care se adauga tarifele ce au fost convenite pt serviciile generale de</p>												

per the Initial Cost Estimate.	reparatii nave conform Devizului Initial.
2.2. The final Contract Price will include (i) the value of the Cost Estimates, confirmed by Reception Protocols of the works signed by both parties, (ii) value of electrical and/or water consumption (if any) and (iii) the value of staying fees in the yard as per art. 2.3.	2.2. Pretul final de contract va include (i) valoarea lucrarilor din devize confirmate prin de ambele parti receptiile semnate, (ii) valoarea consumurilor contorizate de energie electrica si/sau de apa, precum si (iii) valoarea stationarii in santier conform art. 2.3.
2.3. For the Vessel staying in the Yard until Beneficiary fulfills all his duties: payment of the invoices at due dates, supply of technical documentation, approvals, deliveries on his side etc, the Beneficiary will be charged as per tariffs in the Initial Cost Estimate.	2.3. Pentru stationarea navei pâna la data indeplinirii obligatiilor care îi revin Beneficiarului: plata la scadență a facturilor, depunerea documentației tehnice, avize, furnituri în sarcina sa etc, Beneficiarul va fi taxat conform tarifulor din Devizul Initial.
III. Payment Terms and Method of Payment	III. Termeni si Modalitatea de Plata
3.1. The Beneficiary undertakes to pay in advance, within 3 (three) days from the Invoice date 50% of the value of the repair works provided by each Cost Estimate.	3.1. Beneficiarul se obliga sa plateasca in avans, in termen de 3 (trei) zile de la data facturii, 50% din valoarea lucrarilor de reparatie prevazuta de fiecare deviz.
3.2. The Yard will invoice the balance up to the total value of the repair works as agreed within the Cost Estimates, including the value of the electrical- and/or water- consumption after each repair work as confirmed by a Reception Protocol.	3.2. Santierul va factura diferenta pina la valoarea totala a lucrarilor de reparatii convenite in devize, inclusiv valoarea consumului de energie electrica si/sau apa, dupa finalizarea fiecărei lucrari de reparatie confirmate prin Protocol de Receptie.
3.3. The Beneficiary will pay the difference defined in the art. 3.2, within 2 (two) banking days from the Invoice date and the rest for the completed works - in 2 (two) days from the date of each Reception of repair works. Invoices shall be made at the daily rate of exchange EUR/LEI of the Romanian National Bank for the Beneficiaries whose companies are registered in Romania; payment will be made in Yard's account as mentioned by the invoice.	3.3. Beneficiarul va plati diferenta de valoare definită la art. 3.2. in termen de 2 (doua) zile bancare de la data emiterii facturii, iar restul pentru lucrarile finalizate - in 2 (doua) zile de la data fiecărei receptii ale lucrarilor de reparatii. Pentru Beneficiarii ai caror firme sint inregistrate in Romania, facturile se vor intocmi la cursul de schimb EUR/LEI al Bancii Nationale Romane din ziua facturarii; plata se va efectua in contul Santierului mentionat in Factura.
3.4. The Beneficiary will pay 0,1% per day of delay as penalty calculated for the unsettled sum at the due dates of the Yard invoices.	3.4. Beneficiarul va plati 0,1% pe zi întârziere, ca penalitate aplicata la suma neachitată la datele scadente din facturile emise de Santier.
3.5. The Vessel will not be permitted to leave the quay of the Yard until the Beneficiary has paid in full all the invoices, or until the Beneficiary has provided a security accepted by the Yard.	3.5. Nava nu va avea permisiunea de a parasii Santierului pana cind Beneficiarul nu a platit integral toate facturile, sau pana cind Beneficiarul a inmanat o garantie acceptabila Santierului.
IV. Obligations	IV. Obligatii
4.1. At arrival of the Vessel, the Beneficiary will provide valid Hot Work Permit and „Gas-free” Certificate issued by an Inspection duly authorized by the Romanian Naval Authority and also the Technical Navigation Certificate for the vessel. The Beneficiary acknowledges his obligation that the Vessel must be degassed and empty of any dangerous or contaminant substance before her arrival in the Yard.	4.1. La intrarea Navei in Santier, Beneficiarul va prezenta Permis de lucru cu foc deschis si Certificat de „Gas-free” eliberate de Inspectorii autorizati de Autoritatea Navala Romana, precum și Certificatul Tehnic de Navigatie pentru nava. Beneficiarul recunoaste obligatia sa ca la intrarea navei in Santier, aceasta trebuie sa fie degazata si golita de orice substanta periculoasa sau contaminanta.
4.2. Before the arrival of the Vessel in the yard, the Beneficiary will provide the following documents: list of repair works, technical documentation needed for the repair parts/works, the name of his empowered representative who will be responsible for the reception of the works, too.	4.2. Beneficiarul va comunica, inainte de intrarea navei in santier, urmatoarele: lista de lucrări de reparații, documentatia tehnica necesara executarii pieselor/lucrarilor de reparatii, numele reprezentantului sau imputernicit, responsabil si pentru receptia lucrarilor.

<p>The delivery date is the date when both Parties are confirming (i) the completion of all agreed repair works, as well as (ii) the payment of all repair costs, meaning the balance of outstanding payments for all Cost Estimates and the electrical and/or water consumption (if any) as shown by the counter.</p>	<p>Data de livrare e data cind ambele parti confirma (i) finalizarea tuturor lucrarilor convenite si (ii) efectuarea platii tuturor costurilor de reparatie, insemnand diferenta dintre valoarea tuturor devizelor si consumurile de energie electrica si/sau apa (daca sint) conform contorizarii.</p>
<p>5.2. The repair works requested by the Beneficiary having no technical documentation approved by the Class or made on his own request and according with his instructions and surveillance, cannot be the object of any guaranty from the Yard. The Yard is relieved of any further complaint regarding the quality of such repair works.</p>	<p>5.2 Lucrarile solicitate de Beneficiar pentru care nu exista documentatie tehnica avizata de registru, sau care se fac la solicitarea sa, conform indicatiilor si sub supravegherea sa, nu vor face obiectul nici unei garantii din partea Santierului, exonerand executantul de eventualele reclamatii ulterioare privind calitatea lucrarilor efectuate.</p>
<p>5.3 Inspection and reception of the works is made at the Yard in presence of Beneficiary's representative.</p>	<p>5.3. Inspectia si receptia lucrarilor se va face la Santier in prezenta reprezentantului Beneficiarului.</p>
<p>5.4. If the Beneficiary's representative fails to attend such inspection and reception, the Yard may sign a Reception Protocol with a neutral party or a representative of the Classification Society, based on which the Beneficiary must pay for all the works performed as per accepted Cost Estimates.</p>	<p>5.4. Daca reprezentantul Beneficiarului nu participa la inspectie si receptie, Santierul poate semna un Protocol de Receptie cu reprezentant neutru sau al Societatii de Clasa, in baza caruia Beneficiarul trebuie sa plateasca lucrarile executate conform devizelor acceptate.</p>
<p>5.5. Force Majeure events will exonerate claiming party of any responsibility, provided that such events are notified immediately and the relevant proving documents are presented in 5 (five) days from the date Force Majeure events occurred.</p>	<p>5.5. Evenimentele de Forta Majora vor exonera de raspundere partea care le invoca, cu conditia ca acestea sunt notificate imediat si documente doveditoare sint prezentate in 5 (cinci) zile de la data aparitiei evenimentelor de Forta Majora.</p>
<p>5.6. The disputes which may occur between the parties and cannot be sorted in an amicable way will be settled by the competent Romanian Courts in Yard's location, according to the Romanian Laws.</p>	<p>5.6. Disputele ce pot aparea intre parti si nu pot fi solutionate pe cale amiabila, vor fi solutionate de instantele judecatoresti competente la locatia Santierului, conform legilor din Romania.</p>
<p>5.7. The present contract enters into force when: (i) both parties signed the Contract (ii) advance payment of items 1 & 2 of the Initial Cost Estimate is paid and (iii) the First Vessel entered the Yard. For each of the other Vessels of the Beneficiary, the Parties will agree upon an Addendum to the Contract by which the conditions and terms of this contract will be maintained, and the repair works will start when the above three conditions have been met, as for the First Vessel.</p>	<p>5.7. Presentul contract intra in vigoare cind: (i) ambele parti semneaza contractul (ii) plata in avans a punctelor 1 si 2 din Devizul Initial este efectuata si (iii) prima Nava a intrat in Santier. Pentru fiecare din celelalte Nave ale Beneficiarului, Partile vor conveni cite un Act Aditional prin care se vor pastra conditiile si termenii acestui contract, iar lucrarile de reparatii vor incepe cind cele trei conditii de mai sus au fost indeplinite, ca si pentru prima Nava.</p>
<p>The present contract has been concluded in 2 (two) originals, in Romanian language and English translation; each Party is keeping one original.</p>	<p>Prezentul Contract a fost incheiat in 2 (doua) originale, in limba romana si in traducere in limba engleza; fiecare parte pastreaza cite un exemplar.</p>
<p>The Romanian version prevails upon upon the English translation.</p>	<p>Versiunea romana prevaleaza asupra traducerii in limba engleza.</p>
<p>Date: 28.01.2022 Place: Drobeta Turnu Severin. YARD / SANTIERUL: Severnava S.A. Mrs. Mihaela Dario – Economical Director and Mr. Radu Ardelean – Executive Director</p>	<p>Data: 28.01.2022 Locul: Drobeta Turnu Severin. BENEFICIARY / BENEFICIARUL: Beo Trade Com S.R.L. Mr. Dimitris Bitinis – Director</p>






ANUTA GRETI
.....
CAPETI LIVIU



<p style="text-align: center;">PROTOCOL Annex no. 1 to Contract no. 26 dated 28.01.2022</p>	<p style="text-align: center;">PROTOCOL ANEXA nr. 1 la Contractul nr 26 din 28.01.2022</p>
<p>1. This Protocol is the Annex no. 1, integral part of the above mentioned Contract, concluded between: Severnnav S.A., as the „the Yard” and Beo Trade Com S.R.L., as “the Beneficiary”.</p>	<p>1. Prezentul protocol constituie anexa nr. 1, parte integranta a contractului sus mentionat, incheiat intre: Severnnav S.A., in calitate de “Santier” si Beo Trade Com S.R.L., ca “Beneficiar”.</p>
<p>2. The Beneficiary will bring for repairs oil tanks and vessel which have transported products with fire or explosion danger, or other types of ships for repair works (interventions) to fuel tanks or oil, or in adjacent zones, only after the execution of degassing and the presentation of the respective Certificates. At the arrival of the Vessel in the yard, the Beneficiary must provide valid Fire Work Permits and „Gas-free” Certificates issued by an Inspection duly authorized by the Romanian Naval Authority.</p>	<p>2. Beneficiarul va aduce la reparatii tancuri petroliere si nave care au transportat produse cu pericol de incendiu sau explozie, sau alte tipuri de nave care necesita reparatii (interventii) la tancarile de combustibil, sau ulei sau in zonele adiacente acestora, numai dupa efectuarea operatiei de degazare si prezentarea certificatelor respective. La intrarea navei in Santier, Beneficiarul trebuie sa prezinte Santierului Certificate de “Gas-Free” si permisele de lucru cu foc deschis obtinute de la Autoritatea Navala Romana.</p>
<p>3. Before the arrival of the Vessel in the yard, the Beneficiary will ensure that the ballast tanks, residuum tanks, cargo tanks, slop tanks have been completely cleaned of the residuum, sediments, dirty ballast and completely discharged of any harmful or dangerous cargo such as explosives, acids and chemicals, which could contaminate the water or environment.</p>	<p>3. Inaintea intrarii navei in Santier, Beneficiarul se va asigura ca tancarile de balast, reziduuri, magaziiile de marfa, slop tancarile, sint complet curatate de reziduuri, slam, balast murdar si complet descărcate si degazate de orice marfă sau substanta periculoasă sau inflamabila, ca explozivi, acizi si substante chimice ce ar putea contamina apele sau mediul inconjurator.</p>
<p>4. Before the arrival of the Vessel in the yard, the Beneficiary has the liability to communicate in written the list with the crew and the list with other people/service providers which need access in the yard during the repair period, the access of such persons in the yard being permitted only after the written approval from the Shipyard.</p>	<p>4. Inainte de sosirea navei in Santier, Beneficiarul are obligatia sa comunice in scris lista cu personalul propriu si personalul tertilor colaboratori ce urmeaza a fi prezenti pe perioada efectuării reparatiilor, accesul acestor persoane in locatia Santierului fiind permis numai dupa aprobarea in scris din partea Santierului.</p>
<p>5. In the entire period of repair works, the vessel will remain under the control and responsibility of the Beneficiary, through the Ship’s Master and crew. Under the responsibility of Ship’s Master and Beneficiary, the Romanian Laws regarding Labor Safety and Health, the Fire Prevention and Fire-fighting, the Civil Protection, the Environmental and the Water Protection and the Shipyard’s own rules, will be respected by the crew and the service providers brought by the Beneficiary, both on the vessel and in the yard.</p>	<p>5. Pe toată perioada de reparatii, Nava va ramane sub controlul si in responsabilitatea Beneficiarului, prin Comandantul si echipajul Navei. Legile Romanesti privind Protectia Muncii, Prevenirea si Stingerea Incendiilor, Protectia Civila in Situatii de Urgenta, Protectia Mediului si a Apelor, precum si Instructiunile proprii ale Santierului vor fi respectate de echipajul Navei si tertii colaboratori adusi in Santier, atat la bordul navei cat si in santier, sub responsabilitatea Comandantului navei si a Beneficiarului.</p>
<p>6. The Beneficiary is responsible in front of the Romanian authorities for acquiring and respecting, both by the crew and service providers brought by the Beneficiary, of the following Romanian specific Legislation:</p> <ul style="list-style-type: none"> • Labor Safety and Health : Law no. 319/2006 and Government Order no. 1425/2006 	<p>6. Beneficiarul e raspunzator in fata autoritatilor Romane pentru insusirea si respectarea de catre echipaj si tertii colaboratori chemati de Beneficiar in santier, a urmatoarelor prevederi specifice ale Legislatiei Romane:</p> <ul style="list-style-type: none"> • Securitate si sanatate in munca- Legea 319/2006 si H.G. nr. 1425/2006;

<p>4.3. The Beneficiary will inform and get a prior written approval from the Yard for any repair works (other than those already agreed with the Yard) that he intends to perform by use of his own staff or another service provider. In case of such approval, the Beneficiary will submit to the Yard the the list of his own personnel or the providers' personnel that will need to get free access in the Yard.</p>	<p>4.3. Beneficiarul va informa si va obtine acordul anterior in scris de la Santier pt orice lucrari de reparatii (altele decat cele convenite cu Santierul) pe care intentioneaza sa le execute folosind personal propriu sau alti furnizori de servicii. In cazul primirii unui astfel de acord, Beneficiarul va transmite Santierului lista cu personalul propriu sau al furnizorilor de servicii pentru a primi acces liber in Santier.</p>
<p>He will anyhow fill-in and sign in advance the Protocol – Annex 1 to the Contract, regarding the compliance of the laws for the Labor Safety and Health, Fire Prevention and Fire-fighting, environmental and water protection and internal instructions of the Yard.</p>	<p>El va completa si semna oricum in avans Protocolul – Anexa 1 la Contract, privind respectarea obligatiilor legale privind securitatea si sanatatea muncii, protectia impotriva incendiilor, a mediului, apelor precum si a instructiunilor proprii Santierului.</p>
<p>4.4. The Beneficiary's representative will attend the reception of each work, as set by cost estimates and will sign together with the representative of the Yard the Inspection Report and the Reception Protocol after the completion of each work.</p>	<p>4.4. Rerezentantul Beneficiarului va participa la receptia fiecarei lucrari stabilite prin devize si va semna impreuna cu reprezentantul Santierului Raportul de Inspecție si Protocolul de Receptie dupa finalizarea fiecarei lucrari.</p>
<p>4.5. In case Beneficiary (individual or judicial persons) is resident in non-EU countries, following documents are to be provided to the Shipyard for the ship coming to be repaired according to the present contract: 4.5.1. Proforma invoice; 4.5.2. Bill of Lading (stating the weight of Vessel); 4.5.3. Ship certificates; 4.5.4. Information regarding the requested repairs. The proforma invoice and all the information within art. 4.5.4. will be supplied at least 5(five) days before the arrival of the Vessel in the yard, to enable the approvals & Customs' documents needed for the temporary import. The documents mentioned under art. 4.5.2. and 4.5.3. will be onboard the ship when arriving.</p>	<p>4.5. In cazul in care Beneficiarul (persoana fizice sau juridica) este rezident in tari dinafara UE, urmatoarele documente trebuie furnizate Santierului pt nava ce va veni la reparatii conform prezentului contract: 4.5.1. Factura proforma; 4.5.2. Conosament (mentionind greut. navei); 4.5.3 Atestat de bord; 4.5.4 Informatii privind reparatiile solicitate Factura proforma si informatiile de la art. 4.5.4 trebuie furnizate cu cel puțin cu cinci zile inainte de sosirea navei in Santier, pentru a permite obtinerea autorizatiilor vamale necesare derularii operatiunii de import temporar. Documentele de la art. 4.5.2 si 4.5.3 vor fi prezente la bordul navei la sosire.</p>
<p>4.6. Starting the entrance date into the Yard, the Vessel will remain inside till the date of completion of all agreed repair works and settlement of the payment obligations of the Beneficiary.</p>	<p>4.6. Incepind cu data intrarii in Santier, Nava va ramine pina la data terminarii tuturor lucrarilor de reparatii convenite si indeplinirea obligatiilor de plata ale Beneficiarului.</p>
<p>4.7. The Yard may stop the repair works till the date the Beneficiary is fullfilling his obligations and in such a case the Beneficiary will bear the costs of resuming the Works, if any.</p>	<p>4.7. Santierul poate sista lucrarile de reparatii pâna la data îndeplinirii de Beneficiar a obligațiilor sale, caz în care acesta va suporta costurile reluării lucrărilor, daca vor exista.</p>
<p>4.8. The Beneficiary will assure the surveillance of the repairing works by the Classification Society. All taxes, charges and fees related to such Class surveillance, including the issuance of the Class Certificates will be borne by the Beneficiary.</p>	<p>4.8. Beneficiarul va asigura supravegherea lucrarilor de reparatii de catre Societatea de Clasificare. Toate taxele si cheltuielile legate de aceasta supraveghere, inclusiv emiterea certificatelor de clasa, sint in contul Beneficiarului.</p>
<p>V. Generale Provisions</p>	<p>V. Prevederi Generale</p>
<p>5.1. Completion date of the works is the date when the Final Reception Protocol is signed.</p>	<p>5.1. Data finalizarii lucrarilor e data semnarii Protocolul de Receptie Final.</p>

<ul style="list-style-type: none"> • Fire Prevention and Fire-fighting: Law no. 307/2006 and Government Order no. 163/2007; • The Order no. 786/02.09.2005 of the Ministry of Internal Affairs; • Civil Protection – Law no. 481/2004; • Environment Protection – Law no. 265/2006 and Water’s Law no. 107/1996; • Shipyard’s own rules for (I) Labor Safety & Health – Directive no. 05/2010, (II) Fire Prevention & Fire-fighting – Directive no. 16/2010 and (III) for passage ways inside the Shipyard territory – Directive no. 164/2009. 	<ul style="list-style-type: none"> • Apărarea împotriva incendiilor - LEGE nr. 307/2006 si HG nr. 163/2007; • OMAI nr. 786 din 02.09.2005; • Protectia civila - Legea nr. 481/2004; • Legea nr.265/2006 /OUG 195/2005 privind protecția mediului si a Legea apelor nr. 107/1996,; • Instructiuni proprii ale Santierului privind (I) S.S.M. – instructiunea nr. 05/2010, (II) aparare impotriva incendiilor – instructiunea nr. 16/2010, si (III) deplasare in incinta societatii – instructiunea nr.164/2009.
<p>7. In yard location, the Beneficiary is obliged to have on board the vessel the endowment of technical means for Fire Prevention and Fire-fighting, corresponding to the technical documentation aboard on ship, to ensure protection measures and fire extinction in the working places, with the on-board equipment, operated by the crew.</p> <p>The Beneficiary will not disconnect, change, remove or arbitrarily decommission of his own security equipment and especially of the machinery, apparatus, technical installations and buildings of the Shipyard. The costs resulted from the failure, damages caused by his own employees will be borne by the Beneficiary, while those resulted from the failure, damages caused by Yard’s employees will be borne by the Yard.</p>	<p>7. In locatia Santierului, Beneficiarul este obligat sa aiba la bordul navei dotarea cu mijloace tehnice de aparare impotriva incendiilor prevazute in documentatia tehnica de la bordul navei, sa asigure masuri de PSI in punctele de lucru, cu echipamentul de la bord, deservite de proprii angajati.</p> <p>Beneficiarul nu va proceda la scoaterea din functiune, la modificarea, schimbarea sau inlaturarea arbitrara a echipamentelor de securitate proprii si in special a masinilor, aparaturii, instalatiilor tehnice si cladirilor Santierului. Costurile rezultate din avarii, stricaciuni produse de salariatii proprii, vor fi suportate de Beneficiar, iar cele rezultate din avarii, stricaciuni produse de salariatii Santierului, vor fi suportate de Santier.</p>
<p>8. In cas of fire, the vessel’s crews and the firemans of the Shipyards will act concentrated and immediately, indifferent of the zone and guilty, till the arrival of the civil firemans, and will cooperate with them until the clearance of the fire.</p>	<p>8. In caz de incendiu, membrii echipajelor si formatia de pompieri a Santierului vor actiona concentrat si imediat, indiferent de zona si vinovat, pana la venirea pompierilor civili, si vor coopera cu acestia pana la lichidarea incendiului.</p>
<p>9. In case of an incident, work accident in sense of Law no. 319/2006, art. 5(g) and because of nonobservance of the Labor Safety & Health rules, the communication, the research, the registration and the reporting of the incidents, accidents is made by the company of which employee is the involved person.</p>	<p>9. In cazul producerii unui eveniment, accident de munca, in sensul L319/2006, art.5(g) si din cauza nerespectarii regulilor de Securitate si sanatate in munca, comunicarea, cercetarea, inregistrarea si raportarea evenimentelor, accidentelor se face de catre societatea al carei salariat este persoana implicata.</p>
<p>10. All the waste resulted from the activities made by the Beneficiary will be selectively collected in containers. The waste and residues, leaks and dust deposits will be rhythmically removed through suitable methods and means, obligatorily at the end of each working shift, and will be submitted in special places for storage. Their distruction and evacuation enter into the charge of the Beneficiary.</p>	<p>10. Toate deseurile rezultate din activitatile desfasurate de catre Beneficiar se vor colecta selectiv in containere. Deseurile si reziduurile, scurgerile si depunerile de praf se indeparteaza ritmic prin metode si mijloace adecvate, obligatoriu la terminarea fiecarui schimb de lucru, si se depun in locuri special destinate depozitarii. Distrugerea si evacuarea lor intra in sarcina Beneficiarului.</p>
<p>11. The Shipyard has the right to control on the Beneficiary’s territory (vessel) through his designated employees of Labor Safety and Health</p>	<p>11. Santierul are drept de control pe teritoriul Beneficiarului (a navei acestuia) prin lucratorii desemnati din cadrul SPP, putand solicita masuri</p>

<p>Dept. who can require additional measures for Labor Safety, Health, Fire Prevention and Fire-fighting and Environment Protection. This right is not entailing the judicial responsibility of the Shipyard in case of any events on the Beneficiary's territory, due to the crew activities and their own exclusive default.</p>	<p>suplimentare beneficiarului pe linie S.S.M., P.S.I. si mediu. Dreptul de control nu atrage raspunderea juridica sau materiala a Santierului in cazul producerii unor evenimente pe teritoriul Beneficiarului, ca urmare a activitatilor efectuate de personalul navei si din culpa lor exclusiva.</p>
<p>12. As per Government Decision no. 1425/2006, art. 82, the Beneficiary "will insure the training of the workers related to specific activities of the enterprise and/or respective organization, the risks for the Labor Safety and Health, as well as the measures and activities for prevention and protection of the enterprise and/or the organisation, generally". He will draw up collective training sheets, for each training of his crew, respectively, of the third providers.</p>	<p>12. Corespunzator H.G. nr. 1425/2006, art. 82, beneficiarul "va asigura instruirea lucrătorilor privind activitățile specifice întreprinderii si/sau unității respective, riscurile pentru securitate si sănătate în muncă, precum si măsurile si activitățile de prevenire si protecție la nivelul întreprinderilor si/sau unității, în general". El va întocmi fise de instruire colectiva distincte, rezultate in urma instruirii echipajelor proprii si respectiv a personalului tertilor colaboratori.</p>
<p>YARD / SANTIERUL: Severnax S.A.</p> <p>Mrs. Mihaela Dario – Economical Director and Mr. Radu Ardelean – Executive Director</p> <p>ANUTA GRETI CAMELIA CAPETI LIVIU</p>   	<p>BENEFICIARY / BENEFICIARUL: Beo Trade Com S.R.L.</p> <p>Mr. Dimitris Bitinis – Director</p>  



Ship Repair Works 2022
Deviz Initial - Lucrari Reparatii Nave 2022

Item	Work Denomination	Unit	Denumirea lucrării	Value (€)
1	Lifting and launching the ship	Ship	Ridicarea si lansarea navei	1.100*
2	Ship alignment/ fastening on the carriage	pc.	Alinierea navei si fixarea pe carucioare	90
3	Pre-launching the Ship for the works under the carriages, if need be.	ship	Prelansarea navei pentru lucrari sub carucioare, daca e necesar	1.000
4	Staying on building way during repair works after 1-st week	day	Stationarea pe calea in timpul reparatiilor, dupa prima saptamana.	70**
5	Staying on building way during repair works first 7 days	day	Stationarea pe calea in timpul reparatiilor, primele 7 zile	100**
6	Staying on building way because of client's faults	day	Stationarea pe calea din cauza clientului	200
7	Staying alone quay	mLoa/day	Stationare la Cheu	0.75**
8	Disassembling propeller/mounting propeller: $\phi = 1100$ mm provided by the beneficiary, including all devices, scaffolding, crane, etc.	pc.	Demontare elice existenta/montat elice $\phi=1100$ mm, fumatira beneficiar, incluzand toate dispozitivele, schelele, macara etc	800-1,110
9	Balancing propeller $\phi = 1100$ mm (without structural damages)	pc.	Echilibrat elice $\phi \leq 1100$ mm	700 - 1,200
10	Dismantling/fitting back the propeller shaft, bush and packing gland, incl. measurements (shaft length $x \leq 6$ m)	pc.	Demontare/montare ax port-elice, bucsa si presetupa, inclusiv masuratori (lung. ax ≤ 6 m)	900 - 1500
11	Propeller shaft measurement without dismantling	unit	Efectuat masuratori linia de axe, fara demontare	300
12	Dismantling/fitting back the rudder shaft, incl. measurements	pc.	Demontare/montare ax cirna, incl. masuratori	850-1100
13	Measurements and checkings of rudder blade, shaft and bearings without dismantling	pc.	Masuratori si verificari pana cirna, ax si bucsa, fara demontare	250
14	Checking up the rudder bearings wear and lining up the blades	pc.	Verificat joc eche cirna si refacut paralelism	500 - 800
15	Dismant./fitting back the bowthruster grid, propeller, seal and bearings, for measurement	pc.	Demontare/montare grila, propulsor prova, bucsa si etansari, pt. masuratori	700 - 1100
16	Measurement of plate thick., incl. preparations, 200 points minimum	Point	Masurare grosime tabla, incl. pregatiri, minim 200 de puncte	1.50
17	Cut off and replace of steel plate, straight, no framing, thick. ≥ 8 mm, shopprimer included (flat surface, no scaffolding, no tightness tests)	Kg	Taiat si inlocuit tabla, incl. pregatiri, fara osatura, grosime ≥ 8 mm, inclusiv grunduire (suprafata plana nedeformata, fara schele, fara teste etanseitate)	4.90
18	Cut off and replace of steel plate, straight, no framing, thick. 6/7 mm, shopprimer included (flat surface, no scaffolding, no tightness tests)	Kg	Taierea si inlocuirea tablei, dreapta, fara osatura, grosime 6/7 mm, inclusiv grunduire (tabla nedeformata, fara schele, fara teste etanseitate)	5.25
19	Cut off and replace of steel plate, single curved, no framing, thick. ≥ 8 mm, shopprimer included (flat surface, no scaffolding, no tightness tests)	Kg	Taierea si inlocuirea tablei, simpla curbura, fara osatura, grosime ≥ 8 mm, inclusiv grunduire (tabla nedeformata, fara schele, fara teste etanseitate)	5.85
20	Cut off and replace of steel plate, single curved, no framing, thick. 6/7 mm, shopprimer included (flat surface, no scaffolding, no tightness tests)	Kg	Taierea si inlocuirea tablei, simpla curbura, fara osatura, grosime < 8 mm, inclusiv grunduire (tabla nedeformata, fara schele, fara teste etanseitate)	6.10
21	Cut off and replace of steel plate, curved with framing, equiv. for min. 4m ² shell/bottom plate, shopprimer included (undeformed, no scaffolding)	Kg	Taierea si inlocuirea tablei, curbata, cu osatura, echiv. min. 4 m ² tabla fund sau invelis, inclusiv grunduire (tabla nedeformata, fara schele, fara teste etanseitate)	6.20
22	Cut off and replace of steel plate, high or double curved with framing, equiv. to min. 1.5m ² shell/bottom plate. Shopprimer included (undeformed surface: no scaffolding, no t.t)	Kg	Taierea si inlocuirea tablei dublu curbate, cu osatura, echivalent min. 1.5 m ² tabla de fund sau invelis, incl. grunduire (tabla nedeformata, fara schele, fara teste etanseitate) Grosime ≥ 8 mm	6.90
23	Doubling plates, board outside min. thick. 8 mm (easy accessible, undeformed flat surface, needing no scaffolding); min 1.5m ² /pcs	Kg	Dublat tabla dreapta, bord exterior, gros min. 8 mm (usor accesibila, tabla nedeformata, fara schele, fara teste etanseitate); min. 1.5m ² /buc	3.75
24	Doubling plates, bottom outside, min. thick. 8 mm (reachable, undeformed flat surface, needing no scaffolding, no t.t); min 1.5m ² /pcs	Kg	Dublat tabla dreapta, fund exterior, gros min. 8 mm (usor accesibila, tabla nedeformata, fara schele, fara teste etanseitate); min. 1.5m ² /buc	4.10
25	Sandblasting SA1/SA2	m ²	Sablare SA1/SA 2	7.10
26	Mechanical surface cleaning/hammering	m ²	Curatirea mecanica a suprafetei /raschezarea ciocanire	4.0 - 5.25
27	Compressed air surface cleaning after sandblasting	m ²	Sufierea cu aer a suprafetelor dupa sablare	0.70
28	Water jet cleaning, with 350-500 bar pressure pump	m ²	Curatare cu jet de apa, presiune de 350-500 bar - pompa	4.0 - 5.2
29	Painting with anticorrosion paint outside hull min. 100 m ² DFT 100 μ , incl. paint	1m ² /layer	Vopsirea antirugina corp ext. min 100 m ² DFT 100 μ , incl. vopsea	4.00
30	Touch up paint of hull, without material ϕ in 100 m ²	1m ² /layer	Vopsirea corpului materialului clientului min 100 m ²	3.00
31	Draught marks painting, including materials	1 m ² /unit	Vopsirea marcelor de nlve	120.00

Item	Work Denomination	Unit	Denumirea lucrării	Value (€)
32	Technological opening on staight steel plate, no framing, thick. Min. 8mm, for close spaces access, by aid of welded material on flat bar support; no tightening test for welding.	m ^l	Executat decupari tehnologice in tabla dreapta, fara osatura, gros. >=8 mm pt acces in spatii inchise, cu sudare material decupat pe platbanda suport;	70.00
33	Water holes: making and closing tight after drainage	unit	Executat sauri scurzare apa si obturat etans	50.00
34	Manholes: opening and fitting back basket re-use	unit	Demontat/montat cabac aera vizita (garantura re folosibila)	30.00
35	Man holes: opening and fitting back (replacing the gas jet an max. 35% of closing bolts and nuts)	unit	Demontat/montat cabac aera vizita (inlocuire garnitura si max. 35% prezoane st. alulite)	55.00-80.00
36	Anchor chain: pull out of locker, pecking/remedies/presented to RNA/cleaning/painting and putting back inside locker	unit	Lant ancorat: scos din put, verificat/remediat/prezentat la ANR/curatat/vopsit si introdus in put	850 - 1200
37	Zn anodes: replacement/ mounting (Beneficiary's supply)	unit	Inlocuit/montat anodi zinc (livrare Beneficiar)	40.00
38	Completion/ replacement of one draft mark division	unit	Completat/inlocuit diviziune completa scara pescaj	60.00-80.00
39	Crack on the steel Hull: machining and welding tight for min. 1 mtr	unit	Prelucrat si sudat fisura pe corp, minim 1 m	50.00
40	Welding seams test, non destructive tests: US/X rays	m ^l	Testul de etansitate al sudurii, metode nedistructive: US/RX	30.00 / 55.00
1	Connection to the electric power net	Ship	UTILITATI	
2	Supplying electrical power based on consumption	Kw	Conectarea la reseaua de energie electrica	75.00
3	Drinking water supply, including all related works.	m.c.	Consumul de energie electrica	
4	Scarfolding outside/inside: for cleaning/blasting-painting/steel works (to be considered the actual working surface solely)	m ²	Furnizare apa potabila, incl. lucrari conexe	
5	Maneuvering Vessel to be highered.	Hour	Schele exterior/ interior: pentru curatare/sabiere-vopsire/prelucrat metalice (se va considera doar suprafata de prelucrat)	3.00-3.80
6	Waste removing (except bilge and chemical waste).	Hour	Nava de manevra, ce va fi anejata.	as actual
7	Garway trimming on board. Vessel earthing.	day/pers	Prelucraa gunolului (fara reziduuil santina si chimice)	
8	Slipway cleaning	unit	Pasarela de acces la bord. Legarea la im-amentare	125.00
1	SPECIAL SERVICES - Works under Beneficiary's Instructions and survey	unit	Curatirea calei	100 - 350
2	Labor	Hr./man	SERVICIUL SPECIAL - lucrari conform instructiunilor si sub supraveghere	
3	Crane 16 TF	Hour	Manopera	as actual
4	Acetylene	kg	Macara 6 TF	75
5	Oxygen	m.c.	Acetilena	
6	Carbon Dioxide	kg	Oxidjen	
7	Welding electrodos (ISB)	kg	Bioxid de Carbon	

Notes:

- The above stated unit prices have been set for the values of material and energetic tariffs at the time this agreement was signed; any increase over 5% of these values will justify a revision of the said unit prices by the Yard to be documented to the Beneficiary.
- * The price is made for the ship sustained by carriages solely.
- ** The value can be lowered for a meaningful repair work.
- The works made at the Beneficiary's recommendation / under his survey remain under his responsibility
- Any other works will be offered, negotiated and agreed in written
- The items 1 (Lifting and launching the ship) and 2 (Ship alignment / fastening on the carriages) will be taken into account for the first advance payment

Note:

- Preturile unitare de mai sus au fost stabilite pentru valorile materialelor si tarifulor energetice de la momentul semnarii acestui acord; orice crestere peste 5% a acestor valori va duce la revizuirea acestor preturi unitare de Santier ce vor fi justificate Beneficiarului.
- * Pretul este constituit pentru sustinerea navei doar pe carucioare
- ** Valoarea poate fi diminuată pentru reparatii importante.
- Cliantul ramane responsabil pentru lucrarile realizate la recomandarea si sub supravegherea sa
- Orice alte lucrari vor fi oferite, negociate si convenite in scris
- Posibilitate 1 (Ridicarea si lansarea navei) si 2 (alinierea navei / fixarea pe carucioare) vor fi luate in calcul pentru prima plata in avans

Severnay S.A.
Director General
Constantin Georgescu

Beneficiary / Beneficiar

