



sea clean power

# Business Plan

April 2022

SAILCARGO INC.



# sea clean power

## Disclaimer

Receipt and acceptance of this "Business PlanApril 2022" shall constitute acknowledgement by the recipient that this document is one of three (1/3) documents that make up the complete investment prospectus, this document, the SAILCARGO INC. Prospectus and the Investment Prospectus Form should be read and understood to the fullest extent before any financial decisions are made in regard to investment in the author company. As of April 12, 2022, the information contained herein was accurate to the best of the author company's knowledge, but may be updated, amended or superseded by subsequent announcements, or may become outdated and inaccurate over time. The recipient should take this into consideration when assessing any forward looking statements made in this document. These statements are used to provide the recipient with the management's assessment of the author company's future financial and operational outlook. They are based upon various underlying factors and assumptions, often outside of the author company's control and subject to known and unknown risks that may cause actual results to differ materially from those anticipated or implied in the information and statements. The recipient should not place undue reliance on the information set out herein, any important decisions should not be made without prior contact with the author to ask for updated announcements that may directly affect this document and information contained within.

Receipt and acceptance of this document shall further constitute agreement by the recipient that this document shall not, in any manner, be revealed or disclosed to any third party, without prior written consent from the author company. All information contained herein is deemed confidential and shall therefore be treated with the utmost due diligence. This document shall not be copied, reproduced, modified, or distributed, in whole or in part, to any third party without prior written consent from the author company. At request of the author company, the recipient shall destroy or return all copies of this document.





# sea clean power

## **Our mission is to prove the value of clean shipping.**

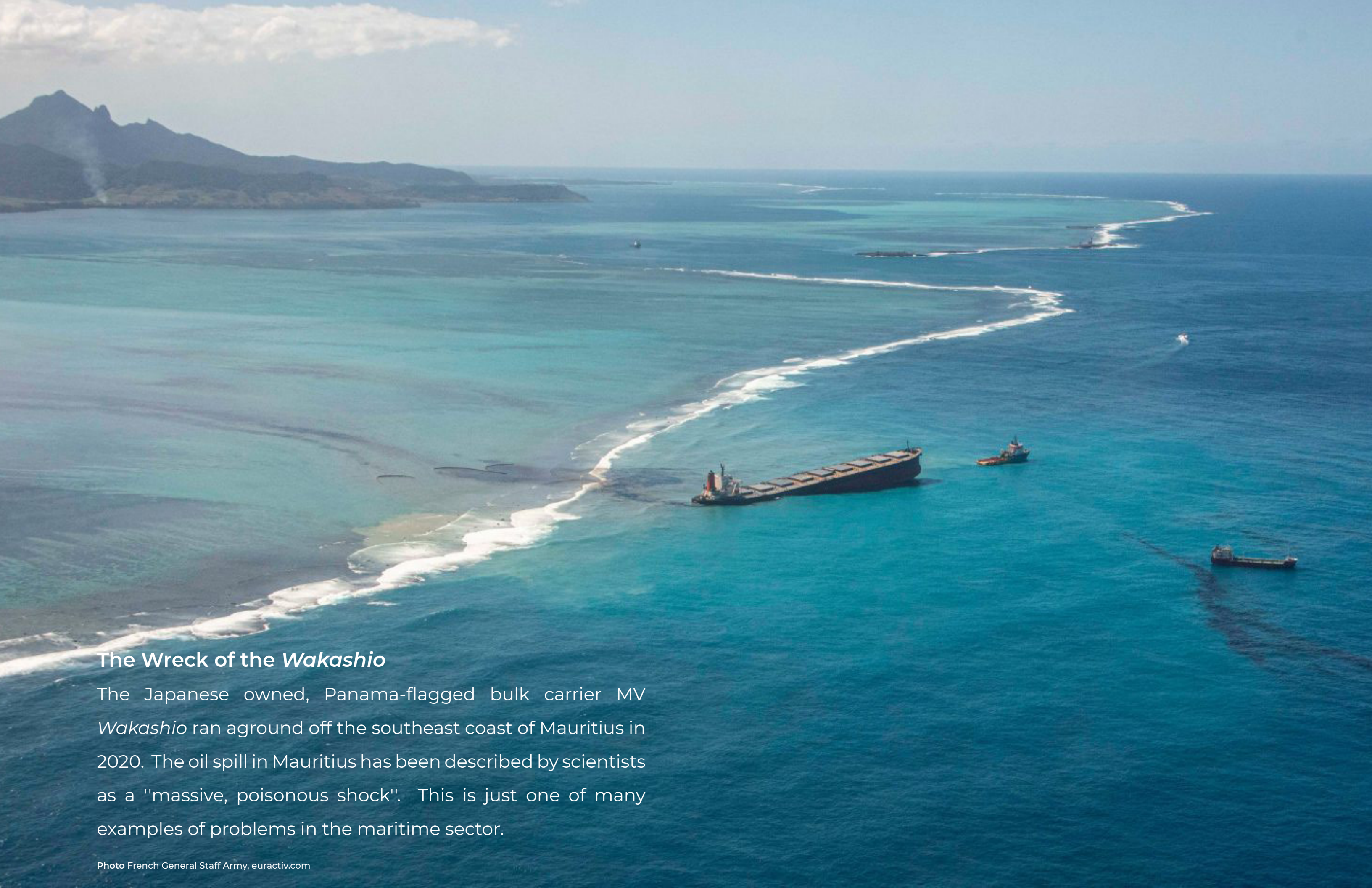
We combine innovative, clean technologies with low-impact, regenerative systems to offer world leading zero emission shipping services. As a vertically integrated company SAILCARGO INC. is able to combine sustainable shipbuilding with scalable zero emission shipping solutions.

## **Our vision is a shipping industry accountable to all.**

When the shipping industry is accountable to all, no one is forgotten. A wholistic approach to responsible shipping would provide not only sound financial returns, but also social and environmental. When regenerative systems are empowered, everything and everyone is accounted for.

**SAILCARGO** INC.





## The Wreck of the *Wakashio*

The Japanese owned, Panama-flagged bulk carrier MV *Wakashio* ran aground off the southeast coast of Mauritius in 2020. The oil spill in Mauritius has been described by scientists as a "massive, poisonous shock". This is just one of many examples of problems in the maritime sector.



# The Problem

## Introduction

The conventional shipping industry is built on a foundation of destructive practices. Its reliance on heavy fuel oils combined with a lack of accountability has fashioned a sector with no regard for our planet or its people. 90% of global trade moves across our oceans yet its convenience is given priority over the pollutive stain it leaves behind. It has become an industry detached from the world that it serves.

## Environmental Destruction

Modern day container ships use an anachronistic method of propulsion. The thick sludge extracted from the dredges of crude oil is burnt to produce toxic greenhouse gasses. It is the literal bottom of the barrel. Whilst there are some innovations to refine existing systems, the glacial pace at which they advance illustrates the unphased reaction the industry is having to climate change.

## Unaccountability

The shipping industry has an inherent reputation for lurking in the regulatory shadows due to its transient omnipresence. Unlike other industries, it is not controlled nation-by-nation. A ship built in one country, for instance, might be registered in a different country, crewed by another — all under the flag from somewhere else. This system was designed with shortcuts in mind and avoids the consumer accountability the rest of the world are subject to.

Conventional shipping hides the true cost of transporting products around the world. From subsidized fossil fuels to the exploitation of workers in developing countries, the lasting effects of maritime freight are often unseen and unassumed.

## Conclusion

Global shipping has created a stagnant monopoly devoid of meaningful action. We believe a completely new fleet must be built, one that leaves fossil-fuel in its wake. The shipping industry should be at the forefront of a cleaner future: it is time for a revolution.







Using clean technology isn't our solution - **being honest is.**

Our solution is to reject the unaccountable attitude of the shipping industry.

Leading by example will prove the value of clean shipping, and the power of accountability.

Our vision is larger than one ship or one form of clean energy.

Read on to learn about the future of SAILCARGO INC.

**Photo Caption** Apprentice shipwright Natan makes eye contact during a moment's rest from fairing the frames of *Ceiba* at the shipyard in Costa Rica, framed by leaves of the mango tree.





You can empower the clean shipping movement by joining at the top.

Support the purchase and operation the **beautiful cargo schooner *Vega***.

**For the first time, you are invited to join the topholding company.** SAILCARGO INC. Topholding is a scalable company that has the ability to expand across sectors. *Vega* is just the beginning.

With a vision of **constructing and operating a fleet of wooden ships**, to working with existing certification societies to **establish a powerful label**, **designing an app** to unite all clean power cargo vessels, to taking a leading stake in the **clean hydrogen** maritime sector, the sky is hardly the limit.

By acquiring *Vega* in May 2022, this topholding company can provide the service our clients are waiting for. This existing cargo queen will help pave the way of all other vessels that will fly the flag of SAILCARGO INC., including *Ceiba* and *Pitaya*. Under this new organization, we aim to have all ships and projects funded through this process.

**Photo Caption** Schooner *Vega* making way under a full set of hand-stitched sails. The Swedish flag is proudly flown from the top of the mizzen mast.



# Corporate Structure

## SAILCARGO INC.

ENTITY TYPE	FUND MANAGMENT TOP HOLDING COMPANY
REGISTRATION	PANAMA
PURPOSE	TOPHOLDING COMPANY
PARTICIPATION	\$50,000 <sup>USD</sup> FOR NEW INVESTORS. \$100 <sup>00</sup> TO CONVERT FROM CEIBA S.A.
EST. R.O.I.	UNDETERMINED
FUNDING AMOUNT	\$14,000,000 TOTAL. FUNDING WILL BE RAISED IN ROUNDS. ROUND ONE: \$2.6M FOR VEGA.
STATUS	ACTIVE
KEY CONCEPT	INVESTMENT IN OTHER / EXTERNAL COMPANIES AS WELL AS INTERNAL / CUSTOM PROJECTS SUCH AS VEGA, CEIBA, PITAYA, HYDROGEN, APP, & MORE. CURRENTLY, SAILCARGO INC. INTENDS TO PURCHASE THE VESSEL VEGA FOR A TOTAL OPERATIONAL PRICE OF \$2.6M, WITH A RETURN ON INVESTMENT OF 7.1% ANNUALLY. AS NEW PROJECTS BEGIN, THE RETURN WILL CHANGE. CERTAIN COMPANIES SUCH AS VEGA AND CEIBA ARE NOT CAPABLE OF SCALABLE R.O.I. - HOWEVER, THEY SUPPORT NEW COMPANIES SUCH AS HYDROGEN, BRAND, & APP, WHICH ARE POSITIONED FOR SCALABLE R.O.I. THROUGH SUBSCRIPTION PLANS & EXPANSION OF PRODUCTS & SALES.

## VEGA CO.

ENTITY TYPE	FOR-PROFIT
REGISTRATION	COSTA RICA OR BAHAMAS (TBD)
PURPOSE	SHIP REPRESENTATIVE
PARTICIPATION	ONLY THROUGH SAILCARGO INC.
EST. R.O.I.	7.1% PROJECTED MAXIMUM
FUNDING AMOUNT	\$2.6M ESTIMATED
STATUS	TO BE REGISTERED 2022
KEY CONCEPT	A COMPANY WHICH REPRESENTS THE SHIP VEGA. OWNED BY SAILCARGO INC.

## CEIBA S.A.

ENTITY TYPE	FOR-PROFIT
REGISTRATION	COSTA RICA
PURPOSE	SHIP REPRESENTATIVE
PARTICIPATION	WILL BE VIA SAILCARGO INC.
EST. R.O.I.	TBD
FUNDING AMOUNT	\$4.2M ESTIMATED
STATUS	ACTIVE
KEY CONCEPT	A COMPANY WHICH REPRESENTS THE SHIP CEIBA. OWNED BY SHAREHOLDERS OF CEIBA S.A. INCLUDING BUT NOT LIMITED TO SAILCARGO INC.

## BRAND CO.

ENTITY TYPE	FOR-PROFIT
REGISTRATION	TBD
PURPOSE	SAILCARGO INC. BRANDING
PARTICIPATION	ONLY THROUGH SAILCARGO INC.
EST. R.O.I.	TBD
FUNDING AMOUNT	TBD
STATUS	TO BE REGISTERED
KEY CONCEPT	A COMPANY WHICH DEVELOPS AND MANAGES A BRAND (LABEL) FOR PRODUCTS OF SAILCARGO INC. MAY INCLUDE ANY MANNER OF PRODUCT SHIPPED EMISSION-FREE.

## FLEET APP CO.

ENTITY TYPE	FOR-PROFIT
REGISTRATION	TBD
PURPOSE	APP DEVELOPMENT & SERVICE
PARTICIPATION	ONLY THROUGH SAILCARGO INC.
EST. R.O.I.	TBD
FUNDING AMOUNT	\$500K DEVELOPMENT
STATUS	TO BE REGISTERED
KEY CONCEPT	A COMPANY WHICH DEVELOPS AN APP TO MANAGE & TRACK EMISSION-FREE VESSELS AROUND THE WORLD, INCLUDING FLEETS NOT OWNED BY SAILCARGO INC.

## PITAYA S.A.

ENTITY TYPE	FOR-PROFIT
REGISTRATION	COSTA RICA
PURPOSE	SHIP REPRESENTATIVE
PARTICIPATION	ONLY THROUGH SAILCARGO INC.
EST. R.O.I.	APPROX. 8%
FUNDING AMOUNT	\$4.8M ESTIMATED
STATUS	ACTIVE
KEY CONCEPT	A COMPANY WHICH REPRESENTS THE SHIP PITAYA. OWNED BY SAILCARGO INC.

## HYDROGEN CO.

ENTITY TYPE	FOR-PROFIT
REGISTRATION	TBD
PURPOSE	RESEARCH & DEVELOPMENT
PARTICIPATION	ONLY THROUGH SAILCARGO INC.
EST. R.O.I.	TBD
FUNDING AMOUNT	\$500K DEVELOPMENT PHASE
STATUS	TO BE REGISTERED
KEY CONCEPT	A COMPANY WHICH PURSUES GREEN HYDROGEN TECHNOLOGY, ESPECIALLY FOCUSED ON THE MARITIME SECTOR. OWNED BY SAILCARGO INC.

## ASTILLEROVERDE

ENTITY TYPE	NON-PROFIT ASSOCIATION
REGISTRATION	COSTA RICA
PURPOSE	E.S.G.
(ENVIRONMENT, SOCIAL, AND GOVERNANCE RESPONSIBILITY)	
PARTICIPATION	\$1 <sup>USD</sup>
EST. R.O.I.	QUALITATIVE
FUNDING TYPE	DONATION
STATUS	ACTIVE
KEY CONCEPT	RECEIVES DONATIONS FROM SAILCARGO INC. AND OTHER ENTITIES TO FULFUILL E.S.G. COMMITMENTS FOR COMMUNITY DEVELOPMENT: TRAINING, TREEPLANTING, LAND ACQUISITION, FINANCIAL SUPPORT, & MORE.

## CONSTRUCTORES CIRCULAR

ENTITY TYPE	FOR-PROFIT
REGISTRATION	COSTA RICA
PURPOSE	SHIPBUILDING, CONSTRUCTION
PARTICIPATION	ONLY THROUGH SAILCARGO INC.
EST. R.O.I.	TBD
FUNDING AMOUNT	\$1.4M ESTIMATED
STATUS	ACTIVE
KEY CONCEPT	A COMPANY WHICH PURCHASES AND OPERATES THE SHIPYARD WHERE CEIBA AND PITAYA ARE BEING BUILT. INCLUDING OFFICE & LAUNCH WORKS.

## FUTURE EXPANSION...

PARTICIPATION	ONLY THROUGH SAILCARGO INC.
KEY CONCEPT	STRATEGIC LAND ACQUISITIONS (SHIPYARDS, WOOD LOTS, OFFICES) ARE LIKELY. A SHIPPING AGENCY WILL BE A PRIMARY COMPANY. RESEARCH & DEVELOPMENT OF GREEN HYDROGEN WILL LIKLEY RESULT IN A CHAIN OF FUEL STATIONS. BRANDING & APP WILL ALSO EXPAND. SHIPBUILDING IN COSTA RICA OF SHIPS SIMILAR TO CEIBA ARE EXPECTED. IF A RAIL-SYSTEM CAPABLE OF HAULING OUT VESSELS IS BUILT, VESSEL MAINTENANCE CONTRACTS ARE LIKELY.





## Vega proves that a wooden ship can survive and **thrive for over a century.**

**This is the story of Vega. She built in Sweden in 1909.** *Vega* is a three masted wooden cargo schooner originally built in Sweden in 1909. During her time as a cargo ship *Vega* carried industrial goods along the Swedish coast. After 57 years of carrying cargo *Vega* was decommissioned. Interest in *Vega* declined and in 1985 *Vega* sank in Stockholm harbor due to neglect. This was the last remaining Swedish 3-masted schooner. The city decided to remove the ship from its harbor when Egil Bergström, already a wooden ship owner, created the foundation “Människan och havet” (“Humanity and the sea”) to restore *Vega* as an important part of the Swedish maritime cultural heritage. Work began to restore the ship until a fire burned much of the ship down in 1992.

With renewed energy it was decided to build *Vega* again from the ground up with only 15% of the old hull remaining. **Today, she is a stunning vessel that is not only completely held with hand-forged copper fasteners, but she is also copper-sheathed.** *Vega* took her maiden voyage in 2008 as a charter vessel in the North seas for families and special occasions. She has raced several times in the northern European annual event The Tall Ships Races, **winning several times** while teaching youths from around the world how to sail traditional ships.

The rebuild of *Vega* was only possible because of the incredible perseverance of the Bergström family. The family consists of Egil (who first took *Vega* out of the water), his wife Kerstin and their four sons: Odd, Ib, Eyvind, and Styrbjörn. They all contributed to the rebuild of *Vega* while incorporating the community with support from the international wooden shipbuilding industry.

**Photo Caption** The rigging of *Vega* shows two crew members working aloft, standing on the peak halliard of the mizzen sail. Pennants of the International Sail Training Association are seen fling from a flag halliard on the starboard side, with a Norwegian curtosy flag flying.





“By now (1960), everyone in the close-knit maritime industry was talking containers. **The talk, however, far outstripped the action...** very few ship lines were putting containers to routine use. Carriers needed to replace their war-era fleets, **but they were afraid** to do so at a moment when the shipping industry seemed to be on the cusp of technological change.”

**Quote** “The Box (How the Shipping Container Made the World Smaller and the World Economy Bigger)”. Marc Levinson, Princeton Press, 2006.

## Calling on Early Adapters

Today we know that containers revolutionized the shipping industry - but there hasn't been another major revolution since 1956 when they were invented. It is time to revisit the post-war systems that we are using today. **Clean energy is poised to be the next maritime revolution. Unlike the post-war carriers that Levinson wrote about, we are not afraid.**

SAILCARGO INC. has the support of clients who are early adapters, of clients who see that the future for their products is one without a transportation footprint. With the support of signed letters of intent from clients who are committed to shipping clean, SAILCARGO INC. is empowered to purchase Vega and support early adapters.





# Major Client Support

**SAILCARGO INC. is proud to have signed an exclusivity agreement for coffee with Cafe William Spartivento.**

“Coffee is the number one consumed beverage in the Americas, and is the second-most traded commodity on the planet, after oil. Unfortunately, coffee has a very big carbon footprint - the biggest footprint of any beverage on the planet, due to the nature of coffee. It grows on the coffee belt, but 80% of coffee is exported. As a company we have been trying to improve on that through different means. The means that we were able to control. We did a multi-million dollar research program with the Canadian government to mitigate emissions from coffee roasting. We were successful, developing carbon-capture roasting technology that reduces emissions and energy use by about 70%. We do quite a bit of work on the packaging side, too.

We introduced the first fair-trade coffee in Canada, about 15-20 years ago, followed by organic coffee. We became the biggest importer, by a multiple. In summary, we try to do everything possible to improve the footprint and have at heart trying to minimize the impact of what we produce. We do the best ecological sourcing possible, including fair trade, working with local co-operatives, pretty much all around the world.

But unfortunately, regardless of what we do on the sourcing side, and what the farmer does to grow the most ecological coffee, the biggest problem is that it still boards the dirtiest form of transportation. The answer that we found was SAILCARGO INC. We believe that, through partnership, we can use our leverage as a company to assist - that is, importing hundreds and hundreds of containers from all over the world. We sent some people down to meet with Danielle and the team, which left us with a high degree of confidence to commit to filling the boat on all the trips north, and working with other commercial partners to fill the boat on the way back down. All growing countries of South and Central America that we purchase from - and we purchase from all of them - would be potential sourcing places for what would go in the ship.”

## Serge Picard

Founder & CEO  
Cafe William Spartivento



**Photo Caption** Noam, manager of our sister-farm, harvests biodynamic coffee cherries. Paradise Cafe, San Luis, Monteverde Cloud Forest in Costa Rica. Serge Picard of Cafe William Spartivento visited the beautiful farm with the SAILCARGO INC. team.





“I think that what I find most impressive is that the project is centered on one of the **toughest industries to decarbonize**, marine transport, and so it is really ambitious and meaningful. Moreover, SAILCARGO INC. is not a think tank or a conceptual design, but is **really building an actual ship that can get the job done and demonstrate viability**.

I was impressed by the holistic managerial approach, tackling carbon but also biodiversity and social equity. Finally, I admired the craftsmanship of the ship and the skillset of all the workers in the shipyard.”

**Dror Etzion**

Associate Professor, Strategy and Organization  
Associate Member, Bieler School of Environment  
University of McGill



**Photo Caption** McGill Professor Dror Etzion stands smiling in front of the starboard bow of *Ceiba* at the shipyard in Costa Rica. Professor Etzion spent several days in Punta Morales studying the business model of SAILCARGO INC. a forthcoming report will be used to teach business students at the university.



# Voyage Plan

- **Delivery** Sweden - Bahamas
- **Delivery** Bahamas - Colombia
- **Trade Route** Colombia - New Jersey

## SAILING CARGO VESSEL VEGA VOYAGE - DELIVERY STOCKHOLM, SWEDEN - FREEPORT, GRAND BAHAMA

- April 18 - April 26, 2022**  
Load vessel, up-rig, preliminary provisioning for voyage. First crew arriving.
- April 27 - 29, 2022**  
Transit from Vastervik - Västra Shipyard, Stockholm. Voyage estimate 2 days.
- April 29 - May 9, 2022**  
Dry dock / haul out. Final provisioning, up-rig, preparations. Final crew arriving.
- **May 12, 2022**  
Depart Stockholm bound for København or Malmö. Voyage estimate 5 days.
- **May 16, 2022**  
Arrive København or Malmö. Crew change, final checks.
- **May 18, 2022**  
Depart København or Malmö for Tenerife, Canary Islands. Voyage estimate 24 days.
- **June 10, 2022**  
Arrive Tenerife, Canary Islands. Crew change, provisioning.
- **June 14, 2022**  
Depart Tenerife, Canary Islands for Freeport, Bahamas. Voyage estimate 34 days.
- **July 18, 2022**  
Arrive Freeport, Grand Bahama. Crew Exchange, begin conversion to cargo ship.

## VOYAGE - DELIVERY FREEPORT, GRAND BAHAMA - SANTA MARTA, COLOMBIA

- **August 28, 2022**  
Depart Freeport. Grand Bahama for Santa Marta, Colombia.
- **September 8 , 2022**  
Arrive Santa Marta, Colombia to load green coffee beans, bound for New Jersey.

## VOYAGE - CARGO TRADING SANTA MARTA, COLOMBIA - NEW JERSEY, U.S.A., RETURN, ONGOING

- **September 14 , 2022**  
Depart Santa Marta, Colombia for New Jersey, U.S.A.
- **September 29, 2022**  
Arrive New Jersey, U.S.A. Six days in port unloading and loading cargo.
- **October 5, 2022**  
Depart New Jersey bound for Santa, Marta, Colombia.
- **October 22, 2022**  
Arrive Santa, Marta, Colombia. Six days in port unloading and loading cargo.



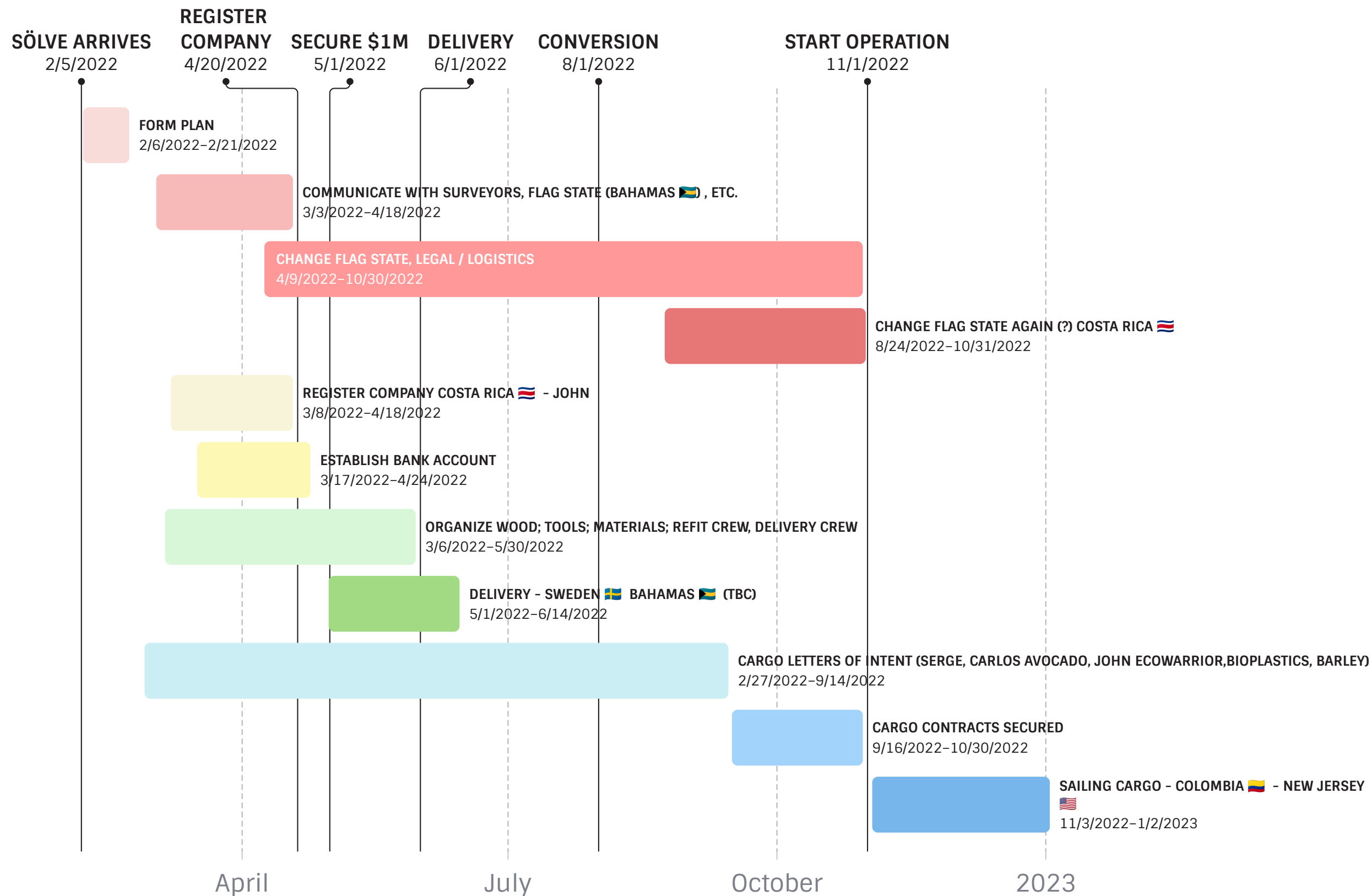


## Sea Clean Power

Vega is powerful. She will be our first ship on the water. **Our mission is to prove the value of clean shipping**, and this vessel is about to make that happen. Until *Ceiba* is launched, Vega will be the largest emission-free cargo ship in the world. Good for people, planet, and profit.



# VEGA 2022





VEGA FINANCIAL PROJECTIONS																					
Operating Year	Yr. 1		Yr. 2		Yr. 3		Yr. 4		Yr. 5	Yr. 6		Yr. 7		Yr. 8		Yr. 9		Yr. 10	Yr. 11		Yr. 12
Calendar Year	2023		2024		2025		2026		2027	2028		2029		2030		2031		2032	2033		2034
Gross Income	US\$	878,798	US\$	878,798	US\$	878,798	US\$	878,798	US\$ 768,953	US\$ 878,798	US\$ 878,798	US\$ 878,798	US\$ 878,798	US\$ 878,798	US\$ 768,953	US\$ 878,798	US\$ 878,798	US\$ 878,798	US\$ 878,798	US\$ 878,798	
Agency Fee	US\$	17,576	US\$	17,576	US\$	17,576	US\$	17,576	US\$ 15,379	US\$ 17,576	US\$ 17,576	US\$ 17,576	US\$ 17,576	US\$ 17,576	US\$ 15,379	US\$ 17,576	US\$ 17,576	US\$ 17,576	US\$ 17,576	US\$ 17,576	
Operating Expenses	US\$	606,312	US\$	606,312	US\$	606,312	US\$	606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	US\$ 606,312	
Operating Income	US\$	254,910	US\$	254,910	US\$	254,910	US\$	254,910	US\$ 147,263	US\$ 254,910	US\$ 254,910	US\$ 254,910	US\$ 254,910	US\$ 254,910	US\$ 147,263	US\$ 254,910	US\$ 254,910	US\$ 254,910	US\$ 254,910	US\$ 254,910	
Ecological Practices		0%		1%		1.5%		1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
	US\$	-	US\$	2,549	US\$	3,824	US\$	3,824	US\$ 2,209	US\$ 3,824	US\$ 3,824	US\$ 3,824	US\$ 3,824	US\$ 3,824	US\$ 2,209	US\$ 3,824	US\$ 3,824	US\$ 3,824	US\$ 3,824	US\$ 3,824	
Taxable Income	US\$	254,910	US\$	252,361	US\$	251,087	US\$	251,087	US\$ 145,054	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 145,054	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 251,087	
Tax Estimated 0% (Bahamas IBC)	US\$	-	US\$	-	US\$	-	US\$	-	US\$ -	US\$ -	US\$ -	US\$ -	US\$ -	US\$ -	US\$ -	US\$ -	US\$ -	US\$ -	US\$ -	US\$ -	
Net Income	US\$	254,910	US\$	252,361	US\$	251,087	US\$	251,087	US\$ 145,054	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 145,054	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 251,087	US\$ 251,087	
Company Reserve / Depreciation	US\$	254,910	US\$	252,361	US\$	251,087	US\$	125,543	US\$ 29,011	US\$ 50,217	US\$ 50,217	US\$ 50,217	US\$ 50,217	US\$ 50,217	US\$ 29,011	US\$ 50,217	US\$ 50,217	US\$ 50,217	US\$ 50,217	US\$ 50,217	
Cumulative Company Reserve	US\$	254,910	US\$	507,272	US\$	758,359	US\$	883,902	US\$ 912,913	US\$ 963,130	US\$ 1,013,347	US\$ 1,063,565	US\$ 1,113,782	US\$ 1,142,793	US\$ 1,193,010	US\$ 1,243,228					
Declared Dividend		0%		0%		0%		50%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	
	US\$	-	US\$	-	US\$	-	US\$	125,543	US\$ 116,043	US\$ 200,869	US\$ 200,869	US\$ 200,869	US\$ 200,869	US\$ 200,869	US\$ 116,043	US\$ 200,869	US\$ 200,869	US\$ 200,869	US\$ 200,869	US\$ 200,869	
R.O.I. Per Share Lot	US\$	-	US\$	-	US\$	-	US\$	48	US\$ 45	US\$ 77	US\$ 77	US\$ 77	US\$ 77	US\$ 77	US\$ 45	US\$ 77	US\$ 77	US\$ 77	US\$ 77	US\$ 77	
R.O.I. Expressed as Percentage		0.00%		0.00%		0.00%		4.83%	4.46%	7.73%	7.73%	7.73%	7.73%	7.73%	4.46%	7.73%	7.73%	7.73%	7.73%	7.73%	

Start-Up Years (Contingencies)

Indicates Longer Maintenance

Highest / Consistent Projection

Environmental Responsibility Fund

**Environmental Returns** On average *Vega* would contribute \$3,501 towards environmental work (tree-planting). At the \$25 per tree, *Vega* would plant 140 trees annually. Over 25 years, this would be 3,500 trees - equal to 3,500 tons of carbon. For more information, contact AstilleroVerde at [info@astillerverde.org](mailto:info@astillerverde.org)\*

**Social Returns** With each voyage *Vega* would take two untrained young adults. Over 25 years, VEGA will train 800 young mariners. Tree-planting also creates jobs\*.

**Financial Returns** The average ROI is 7.1% for years 5 - 25. At year 25 ROI would be 0% for major refit. Years 26 - 100 ROI would be average 10.1%, assuming a 0% contingency cost as the depreciation of the cost of the vessel would be accounted for (\$2.2M USD). Inflation not calculated - it is assumed that the cargo price would increase accordingly.



## VEGA

"OPTIMAL OPERATIONAL YEAR FOR BUSINESS."

VERSION	1.0	NOT INTENDED FOR PUBLIC CIRCULATION.
Prepared for PROSPECTIVE INVESTORS by "SAILCARGO INC." for S.C.V. VEGA to operate CARGO and PASSENGERS on the U.S. EASTERN SEABOARD.		
MAR. 30, 2022	Figures valid for this scenario only.	EIGHT ROUND TRIPS SANTA MARTA - NEW JERSEY

**General Synopsis:** This scenario is designed to have an R.O.I. of 8.2% for investors (as averaged over a five-year circulation), while offering a competitive freight rate for a realistic market. Vessel provides regular cargo and exclusive passenger service while maintaining a small office in Colombia, Costa Rica, and / or Grand Bahama. All basic ship and crew requirements are accounted for. Passenger ("Guest Crew") fees help to offset cargo fees. Expenses have been adjusted for this scenario. The company "gives back" 2% of profits to "ecological practices" annually (to AstilleroVerde non-profit association), and pays an agency fee of 2% annually (shown in corresponding multi-year projection). **To ship one TEU (19 metric tons or 42,000 pounds) would cost \$9,425.** The price of \$0.225 per cubic meter / per voyage, and represents the price for a large volume of green coffee beans. Variables such as stowage factor and total amount of cargo will affect the price. Price adjustments for inflation have not been included. Annual northbound weight shipped: 1.4M pounds. Every 5 years a longer maintenance period would be observed, reducing the total trips to 7 annually. Income and expenses have been adjusted to account for a longer maintenance period.

## VARIABLES

Factor	Value	Unit	Note
Price per Pound	0.225	\$USD	Price set to cover expenses and provide a reasonable dividend.
INCO Term	FOB	-	Additional (external) port and handling fees apply.
Average Vessel Speed	5	Knots	Average speed of voyage in nautical miles.
"Round Trip" Voyages per Year	8	Circuits	Santa Marta - Atlantic City. Every fifth year only 5 round trips would be completed.
Cargo, Northbound	Green coffee beans	-	Coffee stored in super sacks and standard sacks.
Stowage Factor	1.8	M. Tons/M3	From <a href="http://www.cargohandbook.com">www.cargohandbook.com</a> , used an average for 60kg sacks.
Total Cargo Weight per Voyage	82	Metric T	Total possible volume is 148 cubic meters, equal to approximately 4.5 TEU.
	180,777.2	Pounds	
Total Volume per Voyage	148	m3	TBD by architect. Total volume is being used; volume is the restricting factor in this scenario.
Crew	14	Berths	Minimum reasonably required for this voyage plan. Two apprentice crew members.
Passengers (Guest Crew) per Voyage	4	Berths	"Much Better Adventures" is a company that may secure and manage the "guest crew."
Price per Person, per Day	225	USD	Reasonable for the industry, given exclusivity of only four passengers and special offer.
Fresh Water Tanks	/	Litres	Assumed to be reduced due to shorter voyage lengths, which may increase cargo volume.
Black Water Holding Tank	/	Litres	Assumed be reduced due to shorter voyage lengths, which may increase cargo volume.
Maintenance (shown below in small text)	16	Days	Short dry dock period in Sept. - Oct. (Santa Marta, Grand Bahama, or Nova Scotia).

100% CAPACITY

	N. Miles	Weight Lbs	Cargo \$	Sea Days	Port Days	Total Days		Passenger \$	TOTAL \$
Santa Marta to Atlantic City	1,800	180,777	US\$ 40,675	15	6	21		US\$ 13,500	US\$ 54,175
Atlantic City to Santa Marta	2,000	180,777	US\$ 40,675	17	6	23		US\$ 15,000	US\$ 55,675
Annual Total	30,400	2,892,435	US\$ 650,798	253	96	349		US\$ 228,000	
Gross Annual Income					Total days with maintenance >>	365			US\$ 878,798
Expenses					Contingency days >>	-0			US\$ 606,312
Operating Income									US\$ 272,486

## VEGA

"EXTENDED MAINTENANCE YEAR FOR BUSINESS."

VERSION	1.0	NOT INTENDED FOR PUBLIC CIRCULATION.
Prepared for PROSPECTIVE INVESTORS by "SAILCARGO INC." for S.C.V. PITAYA to operate CARGO and PASSENGERS on the U.S. EASTERN SEABOARD.		
MAR. 30, 2022	Figures valid for this scenario only.	SEVEN ROUND TRIPS SANTA MARTA - NEW JERSEY

**General Synopsis: REFIT YEAR. EVERY FIFTH YEAR.** All variables are the same as "Optimal Year 1.0", except for adjustments due to an extended maintenance period.

## VARIABLES

Factor	Value	Unit	Note
Price per Pound	0.225	\$USD	Notes same as "Optimal Year 1.0."
INCO Term	FOB	-	
Average Vessel Speed	5	knots	
"Round Trip" Voyages per Year	7	Circuits	
Cargo, Northbound	Green coffee beans	-	
Stowage Factor	1,8	Tons/M3	
Total Cargo Weight per Voyage	82	Metric Tons	
	180,778.84	Pounds	
Total Volume per Voyage	148	m3	
Crew	14	Berths	
Passengers (Guest Crew) per Voyage	4	Berths	
Price per Person, per Day	225	USD	
Fresh Water Tanks	/	Litres	
Black Water Holding Tank	/	Litres	
Maintenance (shown below in small text)	25	Days	Extended dry dock period in Sept. - Oct. (Santa Marta, Grand Bahama, or Nova Scotia.)

100% CAPACITY

	N. Miles	Weight Lbs	Cargo \$	Sea Days	Port Days	Total Days		Passenger \$	TOTAL \$
Santa Marta to Atlantic City	1,800	180,779	US\$ 40,675	15	6	21		US\$ 13,500	US\$ 54,175
Atlantic City to Santa Marta	2,000	180,779	US\$ 40,675	17	6	23		US\$ 15,000	US\$ 55,675
Annual Total	26,600	2,530,904	US\$ 569,453	222	84	306		US\$ 199,500	
Gross Annual Income					Total days with maintenance >>	331			US\$ 768,953
Expenses					Contingency days >>	34			US\$ 606,312
Operating Income									US\$ 162,642



VEGA			
OPERATING EXPENSES			
VERSION	1.0		NOT INTENDED FOR PUBLIC CIRCULATION.
Prepared for PROSPECTIVE INVESTORS by “SAILCARGO INC.” for S.C.V. VEGA to operate CARGO and PASSENGERS on the U.S. EASTERN SEABOARD.			
MAR. 30, 2022	Figures valid for this scenario only.		EIGHT ROUND TRIPS SANTA MARTA - NEW JERSEY
General Synopsis: Annual operating expenses for sailing cargo vessel “VEGA”.			
VARIABLES			
Factor	Annual Expense	Note	
Crew Wages	\$301,000		
Food	\$25,718	\$4.20/per person / per day. 14 crew members + 4 guest crew per voyage.	
Laundry	\$1,000	To save space and energy, there is no laundry service onboard the ship. Crew laundry is done in port.	
Dingy Fuel	\$962	Estimated usage: 871L / year (4 hours x 16 port entries). Yamaha 40hp 4-stroke outboard engine.	
Fresh Water	\$212	Estimate of \$5 per ton (Santa Marta) 2.65 ton capacity onboard VEGA. (Approx. 9.2L per person per day.)	
Rental Car, Transportation	\$2,900	116 days in port, \$25 per day / For use in port to purchase provisions, attend medical needs, etc.	
Crew Dinner, Onboard Events	\$8,400	Estimated at \$700 monthly. For special crew dinners or hosting private events onboard.	
Crew Attire / Flights	\$10,800	14 flights (\$600 per flight), \$200 monthly for crew extra boots/hat/jackets/crew shirt/etc .	
Maintenance Annual	\$32,000	Maintenance cost monthly \$1000 + \$20,000 annual haul out	
Savings for 5-Year refit	\$15,000	Reserved for the more extensive refit every 5 years as well as a year-long refit every 20 years.	
Insurance (Ship/Cargo)	\$35,000	To be confirmed. General estimate.	
Generator Fuel	\$2,000	For safety purposes primarily. General estimate. Solar panels & wind generator to offset / reduce use.	
Agent Fee	-	Agent fees is estimated at 2% of gross income, it is reflected in the “Financial Projections” sheet.	
Port, Moorage & Anchor, Dock Fees	\$96,000	Port fees are assumed at \$6,000.00 per entry, 16 port entries annually.	
Onboard Contingency Costs	\$6,000	Unexpected expenses associated with routine daily operations.	
Certifications / Survey	\$5,000	Annual inspection to maintain international safety regulations.	
Shore-Side Administration	\$30,000	Payment to SAILCARGO INC. for marketing, media, sales, logistical support, crew management, etc.	
Propulsion System Depreciation	\$0	Precautionary expense for depreciation of the ships propulsion (electric / hydrogen).	
Vessel Depreciation	-	See “Financial Projections” for depreciation.	
Expenses Sub- Total	\$571,992		
Contingency 6%	\$34,320	In year two or three this <i>could</i> be removed. 0% Contingency would raise average ROI to 8.1% annually.	
Total	\$606,312		

ADDITIONAL DETAIL · OPERATING EXPENSES				
Wages			Food	
Captain	\$42,000		Price Per Day	\$4.20
Chief Mate	\$36,000		Crew	14
Second Mate	\$30,000		Days	365
Bo's'un	\$28,000			
Engineer	\$28,000		Crew Sub-Total	\$21,462.00
Cook	\$28,000			
Watch Officer	\$25,000		Price Per Day	\$4.20
AB / Liason	\$20,000		Guests	4
AB	\$14,000		Days	253
AB	\$14,000			
AB	\$12,000		Guests Sub-Total	\$4,256.00
AB	\$12,000			
Apprentice Stipend	\$6,000			
Apprentice Stipend	\$6,000			
Total			Food Total	US\$ 25,718



VEGA			
CAPITAL EXPENSES			
VERSION	1.0		NOT INTENDED FOR PUBLIC CIRCULATION.
Prepared for PROSPECTIVE INVESTORS by “SAILCARGO INC.” for S.C.V. VEGA to operate CARGO and PASSENGERS on the U.S. EASTERN SEABOARD.			
MAR. 30, 2022		Figures valid for this scenario only.	DELIVERY STOCKHOLM - SANTA MARTA, COLOMBIA
General Synopsis: Initial capital expenses for sailing cargo vessel “VEGA”. From acquisition to port of loading, Santa Marta Colombia. Including refit costs.			
VARIABLES			
Factor	Expense	Note	
Purchase of Vessel	\$2,230,000	Asking price from Vega family is €2,000,000 euros. Estimated conversion to USD.	
Media Kit	\$4,260	See “Additional Detail” for complete breakdown.	
Crew Wages	\$121,832	Full compliment of crew for delivery of vessel from Stockholm, Sweden, to Santa Marta, Colombia.	
Dingy Fuel	\$481	Estimated usage: 435.5L / year Yamaha 40hp 4-stroke outboard engine.	
Fresh Water	\$93	Estimate of \$5 per ton (Santa Marta) 2.65 ton capacity onboard VEGA. (Approx. 9.2L per person per day.)	
Rental Car, Transportation	\$1,900	76 days in port, \$25 per day / For use in port to purchase provisions, attend medical needs, etc.	
Crew Dinner, Onboard Events	\$4,800	Estimated \$50 per person, 16 people. 7 dinners total over six months (two in Stockholm, two in Bahamas).	
Crew Flights	\$8,400	14 flights (\$600 per flight)	
Crew Foul Weather Gear	\$9,100	26 sets of crew gear at \$350 per set (jacket, touque, rain pants, boots, knife). For continual shipboard use.	
New Set of Sails	\$80,000	Will increase performance and average speed of vessel.	
Insurance (Ship/Cargo)	\$30,000	To be confirmed. General estimate.	
Generator Fuel	\$2,000	For safety purposes primarily. General estimate. Solar panels & wind generator to offset / reduce use.	
Conversion Cost	\$6,211	Tools and materials required for the conversion.	
Shipyard Fees for Conversion	\$9,100	Bradford Marine, Freeport, Grand Bahama. For conversion to cargo vessel. Assumed 40 days.	
Onboard Contingency Costs	\$6,000	Expenses associated with routine daily operations. Higher than estimated for general operation.	
Certifications / Survey	\$30,000	Annual inspection to maintain international safety regulations.	
Shore-Side Administration	\$10,000	Legal fees, company registration, logistical support, crew management, etc.	
Crew Food	\$12,180	From Stockholm, Sweden until Santa Marta, Colombia. May be less expensive due to fewer crew at times.	
Port Fees en Route	\$8,000	Sweden, Denmark, Canaries, Bahamas (\$1,000 per as yacht classed). Santa Marta (\$6,000 cargo classed).	
Safety Equipment	\$4,700	Satellite Telephone, other.	
Expenses Sub- Total	\$2,579,057		
Contingency 6%	\$20,943	This contingency expense does not include purchase price of vessel.	
Total	\$2,600,000		

VEGA						
CAPITAL EXPENSES · ADDITIONAL DETAIL						
VERSION	1.0			NOT INTENDED FOR PUBLIC CIRCULATION.		
Prepared for PROSPECTIVE INVESTORS by “SAILCARGO INC.” for S.C.V. VEGA to operate CARGO and PASSENGERS on the U.S. EASTERN SEABOARD.						
MAR. 30, 2022		Figures valid for this scenario only.		DELIVERY STOCKHOLM - SANTA MARTA, COLOMBIA		
General Synopsis: Initial capital expenses for sailing cargo vessel “VEGA”. From acquisition to port of loading, Santa Marta Colombia. Including refit costs.						
ADDITIONAL DETAIL · MEDIA KIT, CONVERSION						
Factor		Expense		Note		
Media Kit		\$4,260				
Camera		\$2,200		Fujifilm xt4 18-55mm 2.8-4 OIS.		
Battery and Charger		\$160		NP- W235 with dual battery charger.		
Sd Cards		\$105		2 x Lexar 64GB or bigger 200/300 mbs.		
Lavier Microphone and Recorder		\$170		Rode wireless Mic.		
Shotgun Microphone		\$60		Deity.		
58m Variable ND Filter		\$60		KandO.		
Camera Bag		\$60		Watertight camera bag for lens and camera equipment.		
Drone		\$1,300		DJI Mavic Pro 2 combo kit.		
Solid State Drive for Media on Board		\$90		Samsung T5 SSD 500gb.		
Headphones		\$55		Unspecified.		
Conversion Expenses		\$6,211		Wages calculated below.		
Materials		\$2,736		Minimal as minimal work will be done for this conversion.		
Tools		\$2,280		To stay onboard the ship for future use.		
Gas Cook Stove		\$1,095		Replaces the ships electric stove. Increases safety through redundancy of systems, reduces electricity loads.		
Fresh Water Hand Pump		\$100		In galley. Increases safety through redundancy of systems, reduces electricity.		
ADDITIONAL DETAIL · WAGES						
Wages	Per Month	Delivery	Notes on Crew Wages		Food Delivery Sweden - Bahamas (Max.)	
Captain	\$3,500	US\$17,500	Not required for 30 days during refit. Calculated using 5 months.		Price Per Day	\$4.20
Chief Mate	\$3,000	US\$15,000	Not required for 30 days during refit. Calculated using 5 months.		Crew	26
Second Mate	\$2,500	US\$10,000	Not on for 30 days during refit, or in Sweden. Calculated using 4 months.		Days	90
Bo’s’un	\$2,333	US\$13,998	Required for 30 days during refit. Calculated using 6 months.		Voyage Sub-Total	\$9,828.00
Engineer	\$2,333	US\$13,998	Required for 30 days during refit. Calculated using 6 months.			
Cook	\$2,333	US\$9,332	Not on for 30 days during refit, or in Sweden. Calculated using 4 months.		Food Bahamas - Colombia (Max.)	
Watch Officer	\$2,083	US\$8,332	Not on for 30 days during refit, or in Sweden. Calculated using 4 months.		Price Per Day	\$4.20
AB / Liason	\$1,667	US\$10,002	Required for 30 days during refit. Calculated using 6 months.		Guests	14
AB	\$1,167	US\$7,002	Required for 30 days during refit. Calculated using 6 months.		Days	40
AB	\$1,167	US\$4,668	Not on for 30 days during refit, or in Sweden. Calculated using 4 months.		Guests Sub-Total	\$2,352.00
AB	\$1,000	US\$4,000	Not on for 30 days during refit, or in Sweden. Calculated using 4 months.			
AB	\$1,000	US\$4,000	Not on for 30 days during refit, or in Sweden. Calculated using 4 months.			
Apprentice Stipend	\$500	US\$2,000	Not on for 30 days during refit, or in Sweden. Calculated using 4 months.		Food Total	US\$ 12,180
Apprentice Stipend	\$500	US\$2,000	Not on for 30 days during refit, or in Sweden. Calculated using 4 months.			
Total	\$25,083	\$121,832				



# Vessel Specifications

**Vessel Name** Vega Gamleby

**Call Sign** SKQG

**Place of Construction** Viken, Sweden.

**Year of Construction** 1909.

**Years of Restoration** 1993-2008.

**Current Weight** 235 Metric Tons.

**Gross Register Tons** 140 Metric Tons.

**Length on Deck** 30 Metres.

**Length Overall** 42 Metres.

**Beam** 7.82 Metres.

**Current Draught** 2.7 Metres.

**Ballast** 60 Metric Tons.

**Sail Area** 650 Square Mmetres (14 sails).

**Height Above Water** 27 Metres.

**Engine** Callesen 425 CO Turbocharged diesel, 260 HP.

**Fuel Tanks** 3,800 litres.

**Note** SAILCARGO INC. is committed to emission-free shipping. No combustion engine will be used at any time during cargo operation. The engine will be decommissioned during the conversion back to cargo sailing ship.

**Fresh Water Tanks** 2,650 Litres.

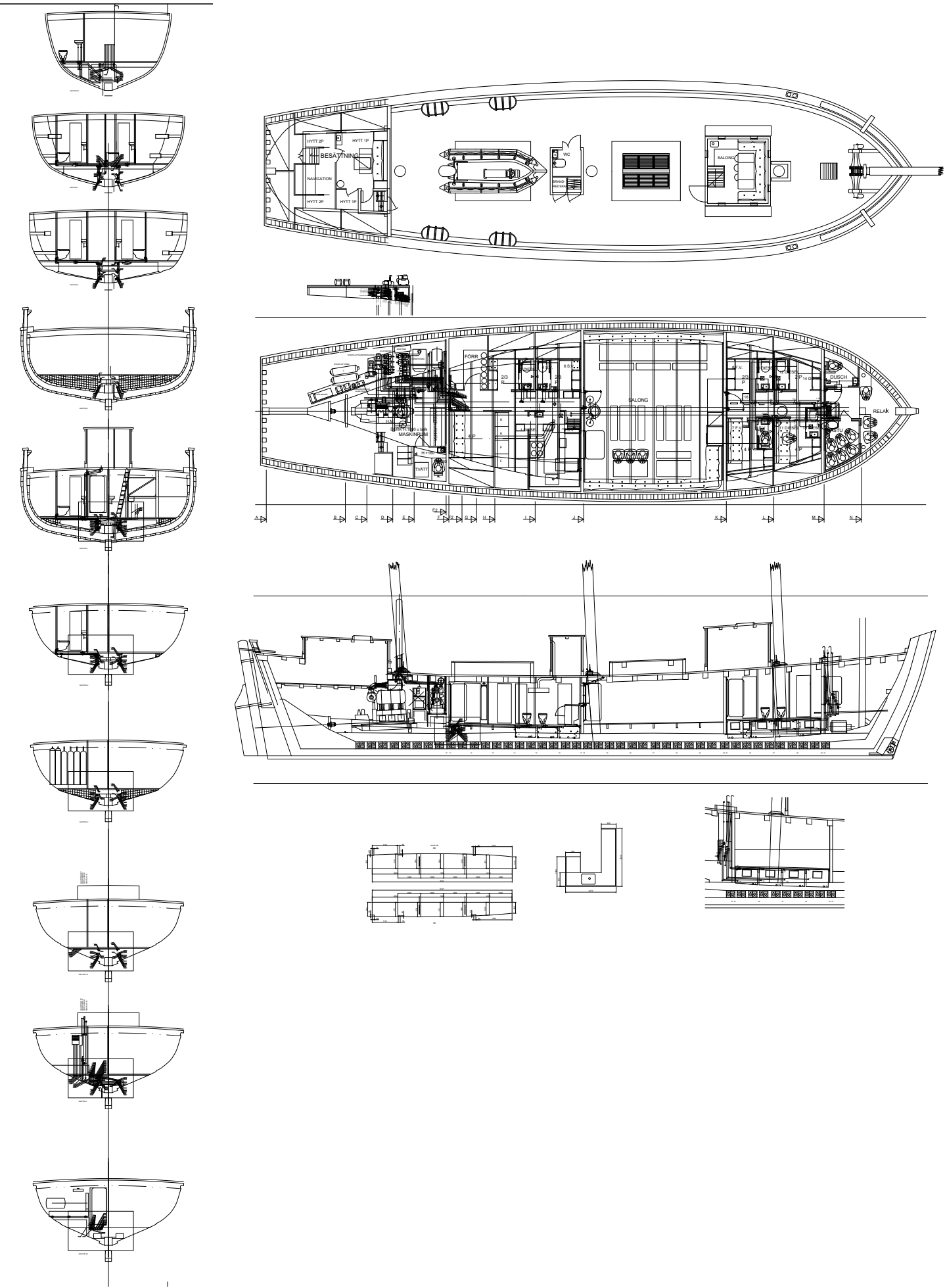
**Total Bunks** 48.

**Current Registration** Passenger ship or traditional ship.

**Current Flag State** Sweden.

**Maximum Passengers** 97 (day trips), 70 (open sea).

**Note** SAILCARGO INC. is committed to emission-free shipping. The existing trainee / gues bunks will be removed in order to create space within the cargo hold. The current registration will be changed to commercial cargo vessel. Flag state, class society are still to be determined. Other specifications and variables (such as draught, ballast, and tanks) will likely be changed to better reflect the new operation of cargo vessel.





# sea clean power

Our mission is to prove the value of clean shipping.  
Our vision is a shipping industry accountable to all.

To invest in SAILCARGO INC. please write to Danielle Doggett at the following contact information. While the minimum investment is \$50,000<sup>00USD</sup> negotiations can be made.

[www.sailcargo.inc](http://www.sailcargo.inc)  
[danielle@sailcargo.inc](mailto:danielle@sailcargo.inc)  
[@sailcargo](https://www.instagram.com/sailcargo)  
+1 672 288 1310

**SAILCARGO** INC.

