

IN THE GRAND COURT OF THE CAYMAN ISLANDS  
FINANCIAL SERVICES DIVISION

CAUSE NO: FSD <sup>125</sup> OF 2020 ( )

IN THE MATTER OF THE COMPANIES LAW (2020 REVISION)

AND IN THE MATTER OF KRISENERGY (GULF OF THAILAND) LIMITED

12-Jun-2020



WINDING UP PETITION

To the Grand Court of the Cayman Islands

The humble Petition of Rubicon Vantage International Pte Limited at 3 HarbourFront Place, #07-02 HarbourFront Tower Two, Singapore 099254 (**Petitioner**) shows that:

A. INTRODUCTION

- 1 The Petitioner is a company incorporated on 10 September 2014 under the laws of Singapore with registration number 201426941E. The registered office of the Petitioner is 3 HarbourFront Place, #07-02 HarbourFront Tower Two, Singapore 099254.
- 2 KrisEnergy (Gulf of Thailand) Limited (**Company**) is a Cayman Islands exempted company incorporated on 15 July 2005 under the laws of the Cayman Islands with registration number 151946. The Company's registered office is Intertrust Corporate Services (Cayman) Limited, 190 Elgin Avenue, George Town, Grand Cayman, KY1-9005, Cayman Islands (**Intertrust**).
- 3 The Company is a wholly-owned subsidiary of KrisEnergy Limited (**KrisEnergy**), which is a Cayman Islands exempted company incorporated on 5 October 2009 under the laws of the Cayman Islands with registration number 231666. The Company's registered office is Intertrust.
- 4 The Company is involved in oil and gas production, development and exploration. To the best of the Petitioner's knowledge and belief, the Company carries on business in Thailand.

B. **BACKGROUND**

**(1) Summary of circumstances of insolvency**

5 By way of a bareboat charter dated 13 October 2014 the Petitioner chartered the “*Rubicon Vantage*,” an offshore floating storage and offloading vessel (***FSO***) to the Company for a minimum term of five years (***Charter***). An FSO is used in offshore oil projects to store oil extracted from an oil field before offloading it periodically (in procedures called “*oftakes*”) to oil tankers for onwards transportation ultimately to an oil refinery.

6 The Petitioner chartered the FSO to the Company for use in Block G10/48 in the Gulf of Thailand, known as the Wassana Field (***Field***) which is in Thai territorial waters.

7 Pursuant to the terms of the Charter *inter alia*:

(a) The Petitioner was required to carry out certain works to the FSO in order for it to be compliant with Thai law and thus fit for purpose, including transporting and installing a fiscal metering skid on the FSO (***Skid Works***). The Company was required to reimburse the Petitioner for the Skid Works pursuant to clauses 1.1, 2.1, and 12.2 of the Charter, and Exhibit A and clauses 3.3.5 and 3.3.7 of Exhibit B thereto.

(b) The Company was required to pay hire for the use of the FSO on a monthly basis, calculated at a rate of US\$30,650.00 per day, pursuant to clauses 12.1 and 13.1 of the Charter, and clause 3.2 of Exhibit B thereto (***Hire***);

(c) The Company was required to pay insurance pursuant to clause 25.1(b), (c), and (f) of the Charter, and clause 3.3.6 of Exhibit B thereto (***Insurance***).

8 The Company has defaulted and continues to remain in default of its payment obligations to the Petitioner in respect of invoices for the Skid Works, for Hire for April 2020 and May 2020, and for Insurance for the period of February 2020 to August 2020.

9 The Petitioner has also issued two statutory demands in respect of the Skid Works invoice and the Hire for April (***April Hire***), both of which remain unpaid in their entirety and which are overdue.

(a) A statutory demand dated 10 February 2020, which the Company relies on insofar as it relates to the Skid Works invoice.

(b) A statutory demand dated 12 May 2020 which relates to the invoice for April Hire. The April Hire was due to be paid by 1 May 2020. The 21-day period for paying the statutory demand expired on 2 June 2020.

10 The Company purported to terminate the Charter on 2 June 2020 and the Petitioner understands that the Company is winding down its operations in the Field. By way of public announcement dated 3 June 2020, KrisEnergy and its subsidiaries (including the Company) stated that operations at the Field have been suspended until further notice. The Petitioner considers the Charter was not properly terminated.

## **(2) The Charter**

### ***Skid Works***

11 The Petitioner was required to carry out certain works to the FSO before it was delivered to the Field, including the Skid Works. The requirement for the Petitioner to carry out the Skid Works is set out in the Charter in clause 1.1 and Exhibit A:

*“1.1 Work – The Life Extension Work and the transportation and delivery of the FSO to be carried out by the Owner pursuant to this Charter as defined in Exhibit A.”*

*“Exhibit A – SCOPE OF WORK*

*Owner shall be responsible for: ...*

*3. Supply, installation and integration of the FSO Custody Metering Skid. (...)*

*7. FSO Scope:*

- Supply FSO Custody Metering Skid that meets DMF requirements.*
- Install intake Hose connections at Bow. (...)*

12 The Charter provided for compensation for the Skid Works pursuant to clause 12.2 and Exhibit B:

*“12.2 ... [the Company] shall pay to [the Petitioner]. (...)*

*(ii) ... those costs and expenses identified in Exhibit B as payable by [the Company] to [the Petitioner] on a reimbursable basis.”*

*“Exhibit B – SCHEDULE OF COMPENSATION (...)*

*3.3.5 FSO Custody Metering Skid – Integration*

*[the Company] shall reimburse [the Petitioner] for the costs incurred for the transportation, installation and integration of the fiscal metering unit onboard the FSO, including steelworks, piping modifications, electrical and instrumental works etc. These variable costs will be dealt with on an open book basis shall be reimbursed by [the Company] per section 3.3.7 below. (...)*

**3.3.7 Direct Cost Mark-up**

*[Company] approved 3<sup>rd</sup> party costs only in respect of variations in accordance with the terms of the Charter, and excluding insurance, to be reimbursed at cost plus basis to be subject to the following mark-up of demonstrated direct cost.*

*Direct cost mark-up 10% (ten percent)."*

**Hire**

13 The Charter provided that the Company is to pay Hire as follows:

*"12.1 ...unless otherwise stated in this Charter, [the Company] shall pay for the use of the FSO at the rate of [US\$30,650.00] per day throughout the Charter Term in accordance with Exhibit B ("Hire"). Unless otherwise stated in this Charter, the Hire and stated charges are inclusive of all [the Petitioner's] costs. (...)*

*12.4 Save as set out in clause 12.3, all payments under this Clause 12 shall be made without any discount, set-off, deduction or withholding whatsoever save to the extent required by law... (...)*

*13.1 At the beginning of each calendar month, the [Petitioner] shall prepare and send to the [Company] an invoice for the Hire payable during such month including all supporting documentation, and [the Company] shall make payment within (30) days of [the Company's] receipt of such invoice."*

*"Exhibit B – SCHEDULE OF COMPENSATION (...)*

**3.2 FSO Hire Rate**

*3.2.1 Unless otherwise stated herein, hire shall be payable for the period set out in Clause 12.1 of the Charter and, unless otherwise stated herein, shall be paid for the Charter Term and any Extension Term:*

*3.2.2 The rate of hire shall be US\$30,650.00 (United States Dollars thirty thousand six hundred and fifty) per day or part thereof."*

**Insurance**

14 The Petitioner arranged Insurance at its own cost and was entitled to reimbursement by the Company under the terms of the Charter as follows:

*“25.1 Owner shall maintain in force insurances with first class underwriters on terms and conditions and with policy limits that are set out below. Owner shall be entitled to satisfy its obligations under this Clause 25 by requiring the O&M Contractor to take out the insurances stated in Clauses 25(b) (c) and (f) and the costs of obtaining the same shall, as from the Sailaway date be reimbursed (i) to the O&M Contractor by the Charterer pursuant to the O&M Agreement and (ii) where the Charterer elects to appoint an alternative contractor to operate and maintain the FSO pursuant to Clause 18.3, to the Owner pursuant to this Charter. All other insurances shall be maintained at the Owner’s cost. Owner’s insurance shall include coverage of the following risks: (...)*

- (b) Hull and Machinery Insurance in accordance with the Nordic Marine Insurance Plan of 2013, for no less than the FSO's assessed value on "new for old" conditions, including removal of wreck cover to the extent applicable;*
- (c) Protection and Indemnity Insurance comprising crew cargo and personal injury and including Owner's legal and contractual liability to Personnel and for oil pollution risk to the standard scope and limits of P&I cover for a FSO's entry to P & I Club (such limit to be not less than US\$50 million (United States Dollars Fifty Million) each accident or occurrence), with a P&I Club approved by the Charterer; (...)*
- (f) War Risk Insurance in accordance with the Nordic Marine Insurance Plan of 2013, for no less than the FSO's assessed value on "new for old" conditions;”*

*Exhibit B – SCHEDULE OF COMPENSATION (...)*

*3.3.6 Insurance*

*In the circumstances set out in Clause 25 the cost of Insurance provided by Owner under Clause 25.1 (b) (c) and (f) shall be reimbursed by Charterer under the O&M Agreement at documented cost and where the Charterer elects to appoint an alternative contractor to operate and maintain the FSO pursuant to Clause 18.3 of the Charter, the reimbursement for such insurance shall be made to the Owner pursuant to this Charter. There shall be no direct cost mark-up applicable to the cost of insurance.”*

**(3) Failure to pay for the Skid Works**

- 15 The Skid Works were completed by 27 March 2015 and a Sailaway Certificate was issued the same day.

- 16 On 3 June 2015 the Petitioner issued invoice no 1800000007 in the sum of US\$1,523,107.94 to the Company for the cost of the Skid Works (**Skid Works Invoice**). The Skid Works Invoice was due for payment by 3 July 2015. As at the date of this Petition, the Skid Works Invoice has not been paid.
- 17 On 24 July 2015 the FSO arrived at the Field. On 17 August 2015, following a 72-hour performance test, the Company signed for acceptance of the FSO. As at the date of this Petition, the Company has performed 34 offtakes from the FSO, totaling 8,573,258 barrels of crude oil.
- 18 Between 2015 and 2018 the Petitioner made repeated attempts to obtain payment of the Skid Works Invoice. The Company accepted liability to pay for the Skid Works on numerous occasions.
- 19 On 3 September 2018 the Petitioner called on a parent company guarantee provided by KrisEnergy (**PCG**). KrisEnergy failed to honour the PCG. In November 2018 the Petitioner commenced proceedings against KrisEnergy in the High Court of England and Wales (**English Proceedings**). On 25 July 2019 judgment was handed down in the English Proceedings in favour of the Petitioner.
- 20 On 9 September 2019 on application by KrisEnergy the Singapore Court granted a moratorium on proceedings against KrisEnergy in any jurisdiction (**Singapore Moratorium**). The Singapore Moratorium was due to expire on 27 May 2020. On that date, KrisEnergy applied to extend the term of the Singapore Moratorium. This application is scheduled for hearing on 18 June 2020.

#### **(4) First Statutory Demand**

- 21 On 10 February 2020 the Petitioner served a statutory demand on the Company at its registered office for the amount of US\$2,839,306.85, comprised of a principal amount of US\$1,827,901.44 and interest of US\$1,011,405.41 (**First Statutory Demand**).
- 22 The principal amount was comprised of the Skid Works Invoice (US\$1,523,107.94) and three invoices relating to other works carried out by the Petitioner (totaling US\$304,793.50), known as and defined in the Charter as the "Life Extension Work" (clauses 1.1 and 2.1 of the Charter).

23 On 21 February 2020 the Company applied to the Court for orders that, *inter alia*, the debt the subject of the First Statutory Demand is subject to a bona fide and genuine dispute (***Alleged Dispute***), alternatively that the Company has a genuine cross-claim against the Petitioner exceeding that sum (***Alleged Cross-Claim***), and that the Petitioner be restrained from presenting a winding up petition based on the First Statutory Demand (***Injunction Application***).

24 The Injunction Application was heard on 16 April 2020 before the Honourable Justice Ramsay-Hale and the Court reserved judgment. The reserved judgment was handed down on 11 June 2020. The Court dismissed the Injunction Application in its entirety, determining amongst other things that the Alleged Dispute was not genuine, and that the Alleged Cross-Claim lacked substance.

25 For the purpose of the present winding up petition, the Petitioner relies on the Company's failure to satisfy the First Statutory Demand insofar as it concerns the Skid Works Invoice only, which is the majority of the debt arising from the First Statutory Demand, that is, the failure to pay the amount of US\$1,523,107.94 plus interest.

26 As at the date of this Petition, the Company has failed to pay the Skid Works Invoice or any part of it.

**(5) Second Statutory Demand**

27 On 1 April 2020 the Company issued invoice no. 22000000085 to the Petitioner for Hire due to the Company for the month of April 2020, being the amount of US\$919,500.00 (***April Hire***).

28 Pursuant to clause 13.1 of the Charter, the invoice for April Hire was due to be paid by 1 May 2020. The April Hire was not paid by 1 May 2020 or at all.

29 On 12 May 2020 the Petitioner issued a statutory demand in respect of the unpaid April Hire for the total amount of US\$922,825.30 comprised of a principal amount of US\$919,500 and interest of US\$3,325.30 (***Second Statutory Demand***).

30 The Second Statutory Demand was served by way of email to Intertrust on 12 May 2020. Hard copy service was not possible due to Covid-19 restrictions and regulations.

31 The Statutory Demand was due for payment on 2 June 2020.

- 32 On 21 May 2020 the Petitioner provided a copy of the Second Statutory Demand directly to the Company.
- 33 On 25 May 2020 the chief executive officer of KrisEnergy confirmed to the Petitioner (by way of email from Kelvin Tang to Michael Staheyeff) that the Company was endeavouring to make payment of the April Hire and *“expects to do so in the very near future (either from an allocation of funds currently held, or from the proceedings of the sale of cargo on-board.”*
- 34 In a letter dated 27 May 2020 from Walkers to Harneys, the Company asserted that the Alleged Cross-Claim would operate so as to off-set any liability the Company has to the Petitioner in respect of the April Hire. That same position was repeated in the fifth affidavit of Mr Helyer dated 3 June 2020.
- 35 As explained in correspondence (in Harneys’ letter to Walkers dated 28 May 2020) and in the second affidavit of Michael Staheyeff dated 4 June 2020, there is a prohibition on set off from debts arising from Hire pursuant to clause 12.4 of the Charter.
- 36 As at the date of this Petition, the Second Statutory Demand remains unsatisfied and the April Hire unpaid. This is notwithstanding the Court has determined that there is no merit to the Alleged Cross-Claim.

**(6) Further circumstances which demonstrate insolvency**

**Failure to pay May Hire**

- 37 On 1 May 2020 the Petitioner issued Invoice no. 2200000089 to the Company for Hire for the month of May in the amount of US\$950,150.00 (*May Hire*).
- 38 Pursuant to clause 13. 1 of the Charter, the May Hire was due to be paid by 31 May 2020.
- 39 As at the date of this Petition, the May Hire remains outstanding.

**Failure to pay Insurance**

- 40 On 27 April 2020 the Petitioner issued invoice no. 2200000088 to the Company for insurance for the period of 20 February 2020 to 17 August 2020 in the amount of US\$100,330.14 (*Insurance Invoice*).

41 Pursuant to the terms on which the Insurance Invoice was issued, it was due to be paid within 30 days of its date (i.e., by 27 May 2020).

42 As at the date of this Petition, the Insurance Invoice remains outstanding.

**Admitted cash flow problems**

43 On or about 21 May and 22 May 2020 the Petitioner's local Thai representative (*Eddie*) followed up with the Company's general manager (*K Pat*) and operations manager (*K Vor*) in relation to the unpaid April Hire and Second Statutory Demand. K Pat and K Vor indicated that the Company would pay the April Hire when it could, but that the Company was experiencing cash flow issues, other creditors had not been paid, and the Company's financial position was suffering due to the fall of crude oil prices.

44 The third affidavit of Sui Keng Ang (filed on 3 June 2020) provides that the *"oil price plunge in March 2020 did cause problems with cash-in-hand for [the Company],"* *"there was a sudden dip in revenue of about 70% following the oil price crash [in March 2020]"* and *"this caused an immediate cash shortage"* (at paragraphs 17 to 18).

**Early termination of the Charter**

45 On 2 June 2020 the Company served a notice of termination of the Charter on the Petitioner.

46 The Company's purported grounds for termination of the Charter are that there had been a material (and other) breaches of the operating and maintenance contract between the Company and Maritime International Services Pte Ltd entitling the Company to terminate the Charter early (alternatively the Company purported to terminate the Charter pursuant to the Petitioner's alleged breach of clause 21.1, further alternatively at common law).

47 The Petitioner does not accept that the notice of termination is valid or that the Charter has been properly terminated.

**Winding down of the Company's operations**

48 The Petitioner understands the Company is winding down its operations in the Field. The final offtake took place on 27 May 2020.

**SUMMARY OF THE DEBTS DUE AND OWING UPON WHICH THIS PETITION IS BASED**

49 The Company is indebted to the Petitioner in the following amounts (as relied on for the purposes of this Petition) as at 11 June 2020:

(a) **Skid Works – US\$2,426,957.74**

Principal:	US\$1,523,107.94
Interest <sup>1</sup> :	US\$903,849.80 (Principal x 12% / 365 x 1,805 days)
<b>TOTAL:</b>	<b><u>US\$2,426,957.74</u></b>

(b) **April Hire / Second Statutory Demand – US\$931,894.30**

Principal:	US\$919,500.00
Interest <sup>2</sup> :	US\$12,394.30 (Principal x 12% / 365 x 41 days)
<b>TOTAL:</b>	<b><u>US\$931,894.30</u></b>

(c) **May Hire – US\$953,586.16**

Principal:	US\$950,150.00
Interest <sup>3</sup> :	US\$3,436.16 (Principal x 12% / 365 x 11 days)
<b>TOTAL:</b>	<b><u>US\$953,586.16</u></b>

(d) **Insurance – US\$100,824.92**

Principal:	US\$100,330.14
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<sup>1</sup> Charged pursuant to clause 13.3 of the Charter at a rate of 12% per annum from the due date of payment (3 July 2015) until the date of this Petition (being a period of 1,805 days).

<sup>2</sup> Charged pursuant to clause 13.3 of the Charter at a rate of 12% per annum from the due date of payment (1 May 2020) until the date of this Petition (being a period of 41 days).

<sup>3</sup> Charged pursuant to clause 13.3 of the Charter at a rate of 12% per annum from the due date of payment (31 May 2020) until the date of this Petition (being a period of 11 days)

Interest <sup>4</sup> :	US\$494.78 (Principal x 12% / 365 x 15 days)
<b><u>TOTAL:</u></b>	<b><u>US\$100,824.92</u></b>

50 As at the date of this Petition (11 June 2020), the total owed by the Petitioner to the Company is US\$4,413,263.12.

**GROUND FOR WINDING UP**

51 The Petitioner is entitled to and now requests that the Court appoint independent liquidators pursuant to section 92(d) Companies Law (2020 Revision) (*Companies Law*) on the following grounds.

**Ground 1: Section 93(a) of the Companies Law**

**Failure to pay First Statutory Demand insofar as it relates to the Skid Works**

52 The Petitioner served the First Statutory Demand on the Company on 10 February 2020. The First Statutory Demand includes a demand for payment of the Skid Works Invoice.

53 The Company has neglected to pay Skid Works Invoice or to secure compound of the same to the satisfaction of the Petitioner.

54 The Company is indebted to the Petitioner in excess of the statutory minimum so far as the Skid Works Invoice was concerned.

55 Pursuant to section 93(a) of the Companies Law, the Company is deemed unable to pay its debts.

56 The Petitioner is entitled to a winding up order on the basis of section 92(d) of the Companies Law.

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<sup>4</sup> Charged pursuant to clause 13.3 of the Charter at a rate of 12% per annum from the due date of payment (27 May 2020) until the date of this Petition (being a period of 15 days).

**Failure to pay the Second Statutory Demand**

- 57 The Petitioner served the Second Statutory Demand on the Company, by way of email to Intertrust, on 12 May 2020. The Second Statutory Demand was due to be paid by 2 June 2020.
- 58 The Company confirmed on or about 21 and 22 May, and on 25 May 2020 that it would pay the April Hire being the substance of the Second Statutory Demand when possible.
- 59 The Company has neglected to pay the Second Statutory Demand or to secure compound of the same to the satisfaction of the Petitioner.
- 60 Pursuant to section 93(a) of the Companies Law, the Company is deemed unable to pay its debts.
- 61 The Petitioner is entitled to a winding up order on the basis of section 92(d) of the Companies Law.

**Ground 2: Section 93(c) of the Companies Law**

- 62 The Company has failed without reasonable cause to pay:
- (a) The Skid Works Invoice, which was due for payment on 3 July 2015;
  - (b) The April Hire, which was due for payment on 1 May 2020;
  - (c) The May Hire, which was due for payment on 31 May 2020;
  - (d) The Insurance Invoice, which was due for payment on 27 May 2020.
- 63 The Company is indebted to the Petitioner in the amount of US\$4,413,263.12 as at the date of this Petition (11 June 2020).
- 64 Representatives of the Company have confirmed the Company is facing cash flow difficulties.
- 65 The Company is winding down operations in the Field. The Company has purported to terminate the Charter.
- 66 Pursuant to section 93(c) of the Companies Law, the Company is deemed unable to pay its debts.

67 The Petitioner is entitled to a winding up order on the basis of section 92(d) of the Companies Law.

**NOMINATION OF JOINT OFFICIAL LIQUIDATORS**

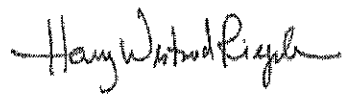
68 The Petitioner nominates David Griffin and Andrew Morrison of FTI Consulting, Suite 3212, 53 Market Street, Camana Bay, Grand Cayman KY1-1203, Cayman Islands, as joint official liquidators of the Company.

**YOUR PETITIONER THEREFORE HUMBL Y PRAYS THAT:**

- (1) The Company be wound up in accordance with section 92(d) of the Companies Law.
- (2) David Griffin and Andrew Morrison of FTI Consulting, Suite 3212, 53 Market Street, Camana Bay, Grand Cayman KY1-1203, Cayman Islands, be appointed as joint official liquidators of the Company (the *Liquidators*).
- (3) The Liquidators shall not be required to give security for their appointment.
- (4) The Liquidators shall have the power to act jointly and severally in their capacity as joint liquidators of the Company.
- (5) The Liquidators shall be authorised to exercise the following powers conferred on them by section 110(2) of Part I of Schedule 3 to the Companies Law without the further sanction or intervention of the Court:
  - a. The Liquidators shall be at liberty to appoint counsel, attorneys and/or other professional advisors, whether in the Cayman Islands or elsewhere as they may consider necessary to advise and assist them in the performance of their duties and on such terms as they may think fit and to remunerate them out of the assets of the Company.
  - b. The Liquidators shall have the power to pursue applications and/or proceedings in any other jurisdiction for recognition of the liquidation and/or their appointment and/or to obtain information they require to perform their duties.
  - c. The Liquidators shall have the power to engage staff (whether or not as employees of the Company) to assist them in the performance of their functions.

- (6) No disposition of the Company's property by or with the authority of the Liquidators in carrying out their duties and functions and exercise of their powers shall be voided by virtue of section 99 of the Companies Law.
- (7) The Liquidators shall have the authority and are directed to take possession of, collect and get in any property of the Company and for that purpose to take any proceedings in any jurisdiction that they consider necessary.
- (8) The Liquidators have authority and are directed to take all necessary steps to take control of the Company's subsidiaries, if any, including by exercising voting or other rights attached to the shares in the Company's subsidiaries and/or by causing themselves to be registered as holders of the Company's shares in their subsidiaries in place of the Company.
- (9) The Liquidators' remuneration and expenses be paid out of the assets of the Company in accordance with the Companies Winding Up Rules 2020 and Part III of the Insolvency Practitioners' Regulations 2018.
- (10) The costs of the Petitioner shall be paid out of the assets of the Company as an expense of the liquidation, such costs to be taxed if not agreed with the Liquidators.
- (11) The Liquidators shall be at liberty to apply generally.
- (12) Such other relief shall be granted as the Court deems appropriate.

Dated 12 June 2020



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**Harney Westwood & Riegels**  
**Attorneys for the Petitioner**

**NOTE:** This Petition is intended to be served on the Company

This Petition was presented by Harney Westwood & Riegels, attorneys for the Petitioner, whose address for service is Harbour Place, 3<sup>rd</sup> Floor, 103 South Church Street, PO Box 10240, KY1-1002, Grand Cayman, Cayman Islands [ref: 053491.0003/NXH/AUP]



**NOTICE OF HEARING**

TAKE NOTICE THAT the hearing of this petition will take place at the Law Courts, George Town,  
Grand Cayman, on 2020 at 10.00am.

Any correspondence or communication with the Court relating to the hearing of this petition should be addressed to the Registrar of the Financial Services Division of the Grand Court at PO Box 495, Grand Cayman, KY1-1106, telephone 345 949 4296.