



Annual Newsletter

2023

An aerial photograph of the Tersan Shipyard, showing several large ships docked at the pier and various industrial buildings in the background. The water is a deep blue, and the surrounding landscape is hilly.

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The coastal cruise ships
M/S Havila Polaris
and M/S Havila Pollux
are successfully delivered to Havila Kystruten
overcoming all setbacks and challenges.

In 2018, it all began when Havila Kystruten was awarded with the new contracts to operate 4 new passenger ships in the historical coastal route in the beautiful Norwegian fjords.



The first two vessels; Havila Capella and Havila Castor were contracted with Tersan Shipyard while the other two; Havila Polaris and Havila Pollux, were ordered at another shipyard in Europe. The design of projects was a prototype and especially developed in order serve its visitors with a modern, environment friendly and Norwegian feeling style accommodation to provide them a very comfortable stay onboard.

The coastal cruise ships **M/S Havila Polaris and M/S Havila Pollux** are successfully delivered to Havila Kystruten overcoming all setbacks and challenges.

Despite the technical challenges as one could expect from a prototype design of such a complicated passenger vessel and considering the spotlights on these ships, both Havila and Tersan cooperated very well and professionally worked together and overcame both the technical and commercial challenges. While the third and fourth vessels unfortunately didn't go as expected and somehow failed in the other shipyard which were originally awarded with the contract for these 3rd and 4th ships, and then after Havila Kystruten was very confident to order the third and fourth vessels also to Tersan Shipyard a year after their predecessors. A considerable period of the construction of the vessels had to continue during the very hard times of Covid Pandemic with quarantines, delays in equipment deliveries and lack of human resources due to the strict Covid regulations.



Beside these challenges, the vessels' financing was also hit due the sanctions imposed to Havila's Russian origin finance provider as results of the Russia-Ukraine war.

Tersan Shipyard was always a part of the solution, adopting responsibility, identifying its own role and prepared to work constructively to find a solution. Thanks to the solution-oriented efforts of each and every

stakeholder in the yard, from the each worker to the top management, now Tersan has reached the big milestones to deliver the third and fourth vessels successfully.

Designed by HAV Ship Design and built under supervision of DNV; the new Havila Passenger vessels Havila Pollux and Havila Polaris will operate in Norway's Bergen - Kirkenes historical coastal route like their sister ships.

The coastal cruise ships
M/S Havila Polaris and M/S Havila Pollux
are successfully delivered to Havila Kystruten overcoming
all setbacks and challenges.

With a combination of the 86-ton battery packs and liquefied natural gas (LNG) on the vessels; each vessel reduces CO2 emissions by up to 35% and local emissions (NOx and SOx) by 90% compared to the ones running on traditional fossil fuels. Providing high energy efficiency and complying with the low emission requirements of Norway, each vessel has 6100 kWh battery capacity allowing them to operate emission-free for up

to 4 hours. Beside the green energy solutions on the vessels, high interior standards have been applied with distinctive and well-designed accommodation areas aiming to bring the best comforts to the passengers on their Bergen – Kirkenes historical route.

Havila vessels are now sailing perfectly waving Tersan flag and along Bergen-Kirkenes Historical Route.



Two Faroes Islands Vessels

delivered within 3 months apart

NB1105 Emerald;

Arctic Freezer Trawler built for P/F Havborg from Faroe Islands has been delivered in July.

87,40 meters long and 18 meters wide fishing vessel is an advanced factory trawler arranged for triple trawling with four winches and prepared for a fifth winch to be added if required. She is laid out with a fillet production factory deck, a shrimp processing line and a fish meal and fish oil plant providing huge capacity for handling pelagic species. Fish room capacity will be 2250 cubic meters, giving it 1000 tons capacity. The Skipsteknik designed vessel have accommodation area for 40 people on board and is capable for efficiently trawling in icy and arctic waters.



Two Faroes Islands Vessels

delivered within 3 months apart

NB1102 Gadus;

**The Arctic Freezer Trawler built for P/F JFK from Faroe Islands.
Gadus is the second trawler that Tersan Shipyard has delivered for
owners from Faroe Island within 2023.**

88,10 meters long and 18,30 meters wide Gadus is an advanced, technologically sophisticated factory trawler capable for triple trawling and designed to operate as a multi-rigger with four trawl winches. She is outfitted with a shrimp factory, an advanced fillet factory and a fishmeal and fish oil plant. In addition to the fish process technologies on board, there will be also an arrangement for freezing of pelagic species on the vessel.

The Skipsteknisk designed vessel has accommodation for 43 people on board with spacious and high standard living areas. Gadus has been built compatible with the Ice class regulations that means she will be capable for efficiently trawling in icy and arctic waters. The vessel has departed from Tersan Shipyard on 3rd October, arrived Faroe Island on 15th October and named as Gadus with a fantastic naming ceremony



Atlantic Enterprise

sailing through Canadian Waters

Tersan Shipyard has delivered also NB1107 Atlantic Enterprise, the Arctic Factory Freezer Trawler built for Ocean Prawns A/S from Denmark.

82,30 meters long and 18,00 meters wide fishing vessel is an advanced, technologically sophisticated factory trawler capable for triple trawling. Having a shrimp plant and a turbot production factory the vessel also has 1200 tons fish room capacity.

Equipped with 7350 kW Wärtsilä main engine,

the vessel will be able to cruise at 16 knots speed. She will also have 2950m³ freezer hold for processed fish and 200 m³ packing hold.

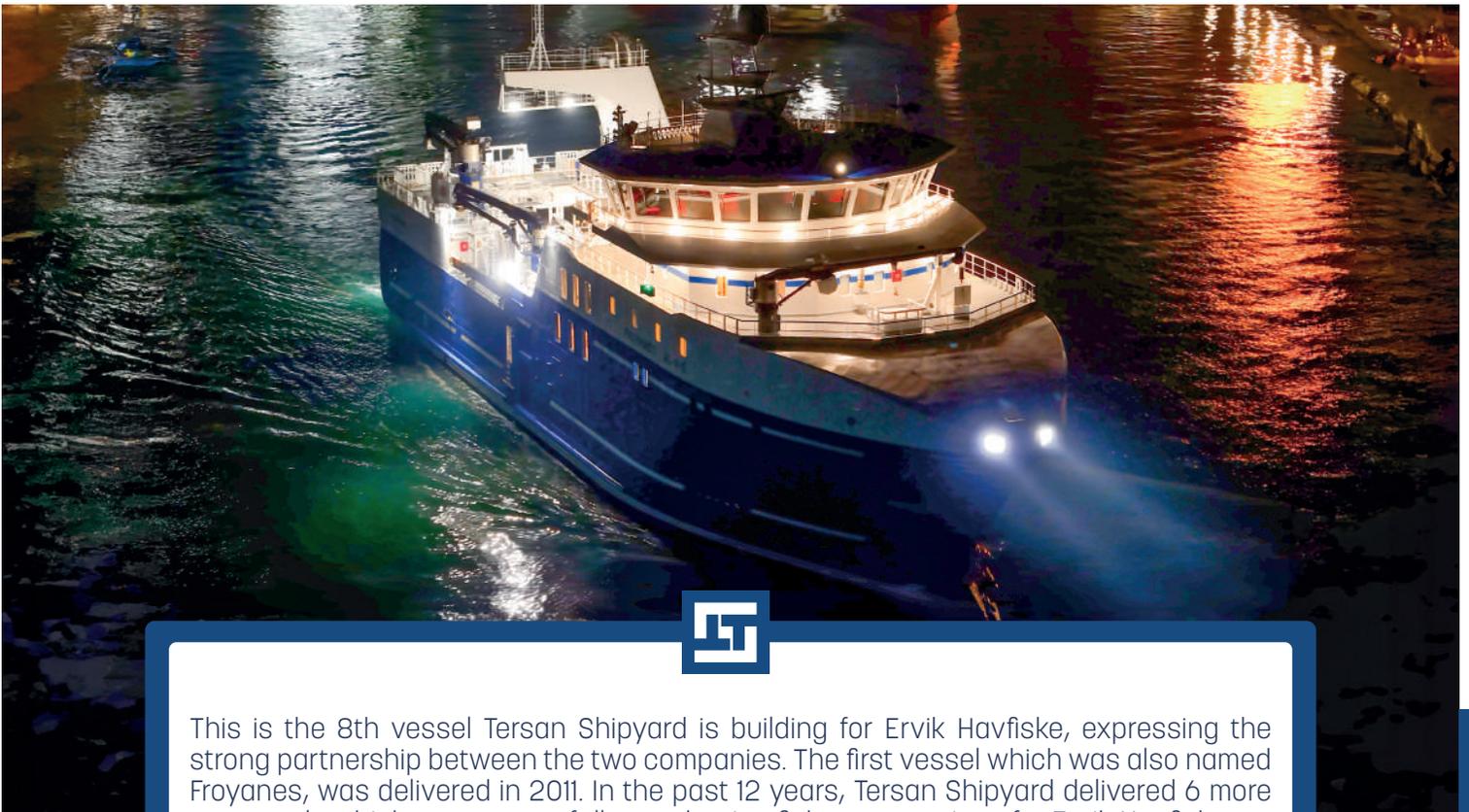
The Skipsteknik designed vessel has accommodation for 35 people on board with spacious and comfortable living places.



8th vessel for Ervik Havfiske: New Froyanes

In December 2023, Tersan Shipyard has delivered NB1118 to be named as Froyanes, the 8th vessel built for their long-term partner Ervik Havfiske. Being the first of its kind, the combined crab catcher and shrimp trawler Froyanes is built with a giant moonpool in which the crab pots shall be pulled up via new hauling system. The fishing vessel designed and built to facilitate more efficient operations and safer working conditions for the fishermen.

Designed by Marinteknikk, again a long-term partner for Tersan, the vessel has a length of 70 meters and a breadth of 17 meters. The cabin capacity onboard the ship is arranged for 35 people. Froyanes sailed from Tersan to operate in the Norwegian and Barents seas for shrimp and snow crab and is being built conforming high ice class regulations.



This is the 8th vessel Tersan Shipyard is building for Ervik Havfiske, expressing the strong partnership between the two companies. The first vessel which was also named Froyanes, was delivered in 2011. In the past 12 years, Tersan Shipyard delivered 6 more vessels which are successfully conducting fishery operations for Ervik Havfiske.

While the current Tersan built fleet of Ervik Havfiske is fishing successfully in Antarctic and in Norwegian waters, new Froyanes will be a leading vessel in the fleet.

Quadruplets: ACTA Marine SOVs

Tersan Shipyard has signed new contracts with Acta Marine of Netherlands for the building of 2 more DP2 Commissioning Service Operation Vessels powered with Methanol and MDO/HVO. Including the first two CSOVs that are under construction, Tersan's orderbook has now reached four sister projects for Acta Marine.

The two new CSOVs are intended to work under Acta's recently signed agreement with RWE in order to support the day-to-day operations and maintenance of two of RWE's largest offshore wind projects, the newly operational 857 MW Triton Knoll and the 1.4 GW Sofia offshore wind farm which is now under construction in the UK.

Like their sisters the vessels will be 89 meters long and 19 meters wide. Despite having the same area for accommodation due more single cabin lay-out the new vessels will accommodate up to 89 people.

The CSOVs will be equipped with Motion Compensated Gangway systems supplied from SMST, mounted on the integrated towers with height adjustment and a personnel/cargo lift. Addition to the advanced gangway system, they will feature a 3Dmotion compensated crane with 6 tons of lifting capacity again supplied by SMST and 500 m² indoor and 500 m² outdoor cargo areas. The vessels are aiming to provide a short, efficient and safe transfer of personnel and cargo even in the harsh weather conditions where the level of waves reaches up to 3.00 meters.



Quadruplets: **ACTA Marine SOVs**

Designed by Ulstein Design & Solutions AS with the cooperation of Acta Marine, the vessels will include TWIN-X stern, an integrated walk-to-work gangway system, 3D crane and the hotel styled accommodation areas. Thanks to their state-of-art design and technologies on board, the vessels will be targeting the expectations and needs in the offshore wind construction market.

Acta Marine vessels will provide high agility, operability and workability during

the transfer of people and cargo to the offshore wind farms. Optimized on-board logistics, high productivity and high comfort for the crew add great value to the vessels and dual fuel methanol driven propulsion will provide significant CO2 reduction measures. While the first two vessels are scheduled for delivery around Q3 of 2024, the latest two vessels are planned for Q4 of 2024 and Q1 of 2025.



Second contract with **Parlevliet & Van der Plas** to build a new state-of art pelagic freezer trawler

Assigned with the building number NB1119, the vessel's steel cutting has commenced already in April 2023

The vessel, whose home port will be Katwijk in Netherlands, is designed by Tersan's long-term partner Skipsteknisk and has an overall length of 111.5 meters.

She will have the most fuel-efficient engine in its class; Wartsila 32. While the vessel's design is optimized for fuel consumption, emissions and noise; environmentally friendly refrigerants are planned to be used to cool, freeze and store the fish on board.

The vessel will have accommodation for up to 60 people on board with spacious and comfortable living places including a sauna and fitness area. The vessel is planned to be deployed worldwide. She will target pelagic species like herring, sardines, mackerel, horse mackerel and blue whiting. All catch will be frozen on board and is destined for 100% human consumption purposes.



Tersan Shipyard's cooperation with P&P group has a long-lasting history. P&P had taken deliveries of two pcs of 82 meters long built stern freezer trawler fishing vessels (M/V Kirkella and M/V Mark) from Tersan Shipyard

back in 2015 and furthermore Tersan Shipyard is also building a former vessel for P&P group; NB1108 Jan Maria which will be delivered by the beginning of 2024.

A new country on board: Aurora Fisheries from New Zealand

Tersan shipyard is awarded as the builder of a new vessel, to be operated in New Zealand waters by Aurora Fisheries, which is a part of the Solander Group.

The vessel, designed by Skipsteknisk of Norway and built by Tersan in Türkiye heralds a new era for Solander as it brings the latest developments in energy efficiency and regeneration to New Zealand's deep-sea fishing grounds.

Thanks to the great experience and good reputation of Tersan Shipyard and Skipsteknisk cooperation in trawlers, new Aurora project will be a leading fishing vessel operating in the region. The vessel will be built and arranged for single pelagic and demersal trawl for catching Southern Blue Whiting, Jack Mackerel and Ling as well as squid and Hake in the areas around

New Zealand. She will have 2135 m³ freezer hold cargo capacity for ready graded products on pallets.

The new vessel is scheduled for delivery in late 2025, and will replace the current vessel which, while having served the company well, was not originally built for New Zealand waters. The new vessel, with a name still to be announced, will be 80 meters long, feature a state of art bridge and fish factory, and offering maximum energy efficiency. The vessel is planned to accommodate up to 50 people on board with spacious living areas and social amenities.



A ground-breaking investment: **Havyard Leirvik Acquisition**

Tersan Shipyard acquired Havyard Leirvik Shipyard, one of the group companies of EQVA Norway. The acquisition is planned to strengthen Tersan Shipyard's position both in Northern Europe and in the global shipbuilding industry.



Havyard Leirvik Shipyard is established in 1918 and located close to Bergen at the mouth of Norway's and northern Europe's longest fjord, the Sognefjord with a total area of 98.000 sqm. The yard is a well-known shipbuilding company in Norway, with a long history of producing highquality vessels and providing repair and maintenance services for the existing ships. Thanks to the acquisition of Havyard Leirvik Shipyard, Tersan Shipyard will strengthen its operati-

ons in Europe, increase its production capacity and will have chance to develop collaborative working methods. This acquisition will enable both yards to combine their expertise, know-how, customer portfolio and provide more attractive services for the building of wider range of high-quality vessels, after-sales services and for general ship maintenance activities

New Sector investments:

Tersan Marine Ören for Yacht Marine Services

Tersan Marine Ören Yacht Manufacturing, Maintenance & Repair and Boatyard opening was held with a grand ceremony attended by the Minister of Transport and Infrastructure Abdulkadir Uralođlu.

In 2004; The journey of the 32-member cooperative, which started as Ören Yacht Manufacturing, Maintenance & Repair cooperative could not progress until 2019 for various reasons; As a result of the agreement made with Tersan Group, one of the project partners, in 2019, the work was accelerated and the facility was brought to its current state.



New Sector investments: **Tersan Marine Ören for Yacht Marine Services**

The facility is built on a total area of 283,071 m² and equipped with unique features in the Mediterranean Basin; 30,000 m² closed manufacturing halls, 6,000 m² social facilities, 250,000 m² reinforced and concreted open area, travel lifts with 220 and 820 tons lifting capacity, 9 and 15 meter wide boat launching and lifting pools, seabed dredging investments, state-of-the-art fire safety systems and equipment.

Tersan Marine has been developed to cover the wintering, repair and maintenance activities of approximately 1200 boats annually, as well as to enable the construction of 60 mega-yachts.

This unique facility, which required a significant investment, is expected to employ 4000 qualified workers in the near future.



Acta and Tersan Safety Incentive Program

Tersan Shipyard and Acta Marine have started a safety incentive program. This safety incentive program aims to make safety measures more functional and permanent and to prevent possible accidents. Within the scope, Tersan HSE personals are free to advise any precaution or suggestion. At the end of each month the owner of the most effective suggestion is selected and awarded.



The program is developed to lead to a safer working environment for everyone involved in the shipyard operations. Besides, the program awards the owner of the most effective suggestion at the end of each month, which can motivate HSE personnel to come up with innovative and useful ideas. This can also lead to a culture of safety and continuous improvement in the shipyard. Finally, the attendance of Acta Marine representatives in

the program can help to ensure that the program is implemented effectively and that the best practices are shared between the two companies.

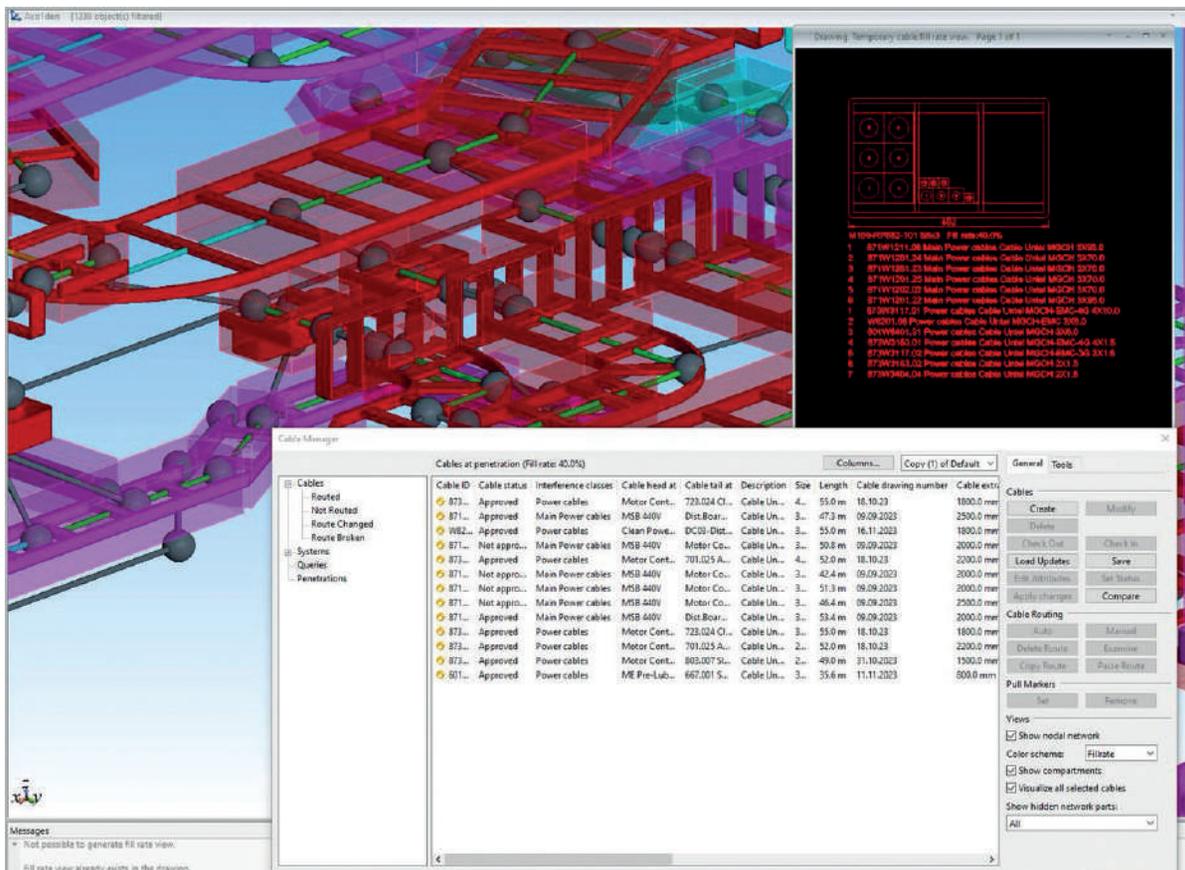
The program is being implemented for three months in the yard with the attendance of Acta Marine representatives and three HSE personnel have been awarded until now who provided very useful and skilled suggestions.

Cadmatic 3D Cable Design

Tersan Shipyard Design team started 3D cable design with the Cadmatic 3D cable design application. Thanks to the Cadmatic cable design application, all possible cable routes between the equipment are automatically created; cable routes and penetration occupancy rates are evaluated and the most ideal cable route is determined.

By automatically creating cable cutting length lists after modelling, determining the routes and lengths before cable laying plays a serious role in reducing labor times and the amount of cable wastage and increasing quality.

Tersan's experienced design team, consisting of approximately 60 designers on board, continues to be a follower and pioneer of innovations in the fields of design and engineering.





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