

Magazine

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Sanmar Closes 2022 with Eight Tugboat Deliveries



Second MILGEM from Türkiye to Ukraine



Welding Ceremony At Boğaziçi Shipyard



Sanmar Continues Exporting Electric Tugboats to Canada

THE NEW BUILDING PROJECTS OF 2023



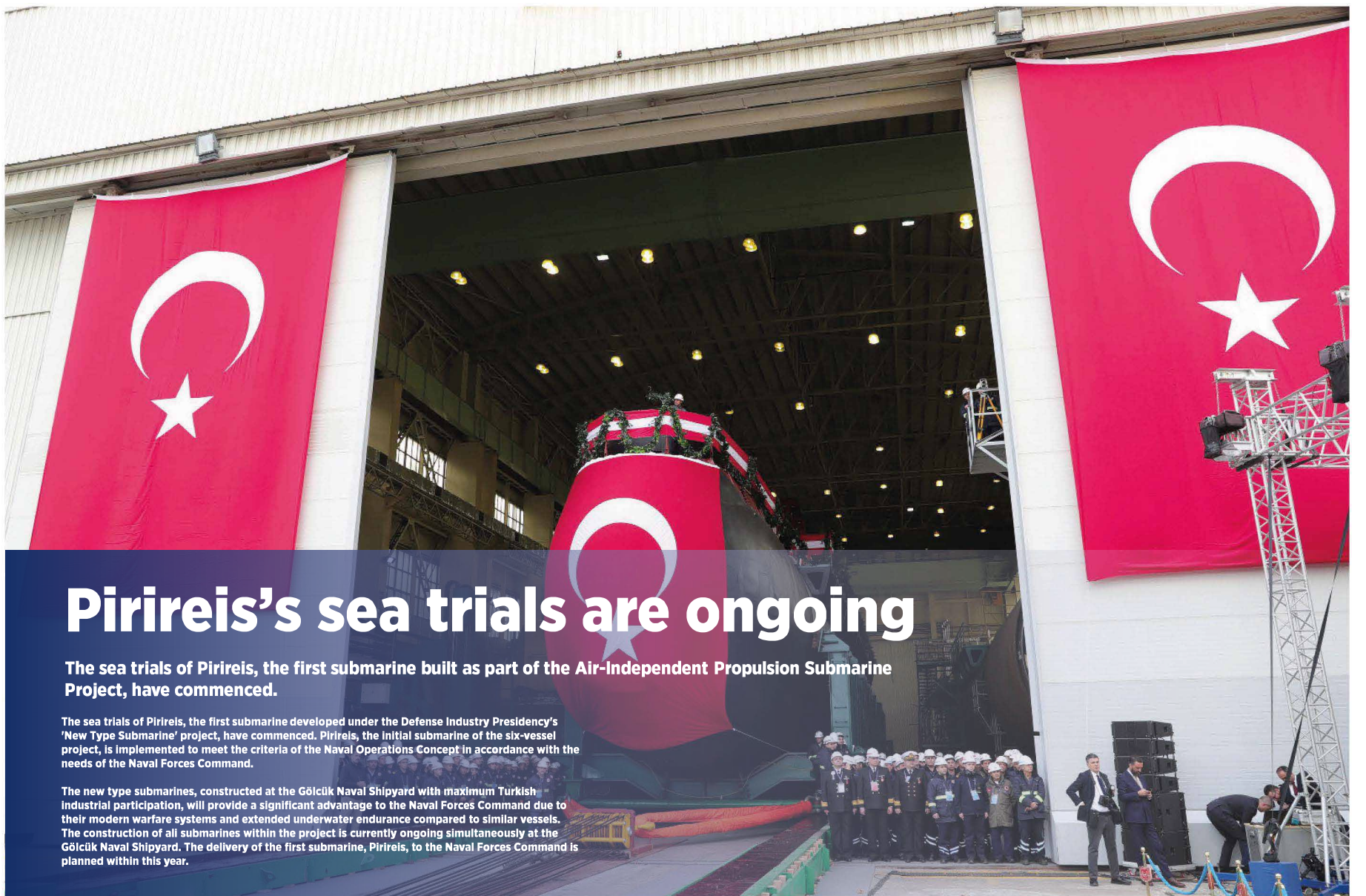
Three Turkish Frigates to Be Constructed Simultaneously



VIRTUS 39 Meets Its Owner



Sanmar Continues to Break New Ground



Pirireis's sea trials are ongoing

The sea trials of Pirireis, the first submarine built as part of the Air-Independent Propulsion Submarine Project, have commenced.

The sea trials of Pirireis, the first submarine developed under the Defense Industry Presidency's 'New Type Submarine' project, have commenced. Pirireis, the initial submarine of the six-vessel project, is implemented to meet the criteria of the Naval Operations Concept in accordance with the needs of the Naval Forces Command.

The new type submarines, constructed at the Gölcük Naval Shipyard with maximum Turkish industrial participation, will provide a significant advantage to the Naval Forces Command due to their modern warfare systems and extended underwater endurance compared to similar vessels. The construction of all submarines within the project is currently ongoing simultaneously at the Gölcük Naval Shipyard. The delivery of the first submarine, Pirireis, to the Naval Forces Command is planned within this year.

The new Leinebris is once again from Tersan



Tersan Shipyard has signed a contract with its long-term partner, Leinebris AS, to built a new generation fishing-vessel.

The new generation fishing vessel to be constructed under the agreement between Tersan Shipyard and Leinebris AS will bear the same name as the fishing vessel delivered by Tersan Shipyard to the same company in 2015, named Leinebris.

The new Leinebris, developed taking into account the success factors of the first ship, will be the world's first fishing vessel to accommodate three different fishing methods in a single ship, namely line fishing, trawl fishing, and net fishing. The ship, which prioritizes energy efficiency, will have three diesel electric generators in addition to a battery pack. In addition, azimuth propellers will be placed on both the stern and bow to improve their maneuverability and again contribute to energy efficiency.

The new Leinebris, which is 64.9 meters long and 15 meters wide, aims to provide the highest level of safety for the crew with its double cargo deck, closed factory deck, and moonpool that allows fishing even in in harsh weather conditions. The ship's important features also include RSW tanks that can capture fish live. Thanks to these tanks, it is planned to process the fish fresher on board or to discharge them directly from the tanks to the shore.

Paul Harald Leinebø from Leinebris said, "We want to fish with the future in mind and look after our resources in the best possible way. That's why we embraced an innovative approach and are building the most suitable ship for it."

The ship, designed by Tersan's long-term partner Skipsteknisk, will feature a high-standard living space for 25 people, equipped with top-notch facilities for crew rest and health. The delivery of the new Leinebris is planned for in 2025.

Şakir Erdoğan, Tersan Shipyard's Business Development and Marketing Director, stated, "Eight years after the delivery of the first Leinebris, it is a great pride and joy for us to have the new vessel constructed in our shipyard. We believe that this ship will be revolutionary for the fishing industry, maintaining Leinebris AS's pioneering position in the sector."

TERSAN SHIPYARD LAUNCHES JAN MARIA

Tersan Shipyard launched the Factory Fishing Vessel Jan Maria with building number NB 1108 built for Nordbank Hochseefischerei GMBH, an affiliate of Parlevliet & Van der Plas company.



Designed by Skipsteknik, the vessel shall have comfortable living areas and premium social areas for a crew of 45 people. The vessel, characterized by the capacity to efficiently fish in icy and arctic waters, is planned for delivery in 2023.

Tersan Shipyard General Manager Mehmet Gazioglu said, "This project is very important for our shipyard and our country. Furnished with the latest technology, Jan Maria represents our strong and potential partnership with Parlevliet and Van der Plas Family."

The vessel, has a length of 88,10 meters and a width of 18,0 meters, shall be an advanced factory fishing vessel designed for triple trawl fishing operations. Equipped with a fillet production plant, a shrimp processing line, and fishmeal processing and fish oil lines, the vessel shall also have a freezing capacity and system to allow the freezing of pelagic species.

The launching ceremony organized at Tersan Shipyard was attended by a great number of representatives from Parlevliet & Van der Plas company as well as guests.

Delivering a speech at the ceremony, Parlevliet Van Der Plas CEO Diek Parlevliet expressed the satisfaction they feel for the cooperation with Tersan Shipyard. "Mark and Kirkella, built previously by Tersan Shipyard for Parlevliet Van der Plas Group, are among the best fishing vessels of the North Atlantic. Jan Maria will be a better one, thanks to the latest technologies it has been equipped with. We would like to thank Tersan Shipyard and their team for their cooperation in building the vessel of our dreams."

RMK MARINE WINS THE INTERNATIONAL TENDER FOR THE WIND-POWERED RO-RO VESSEL

RMK MARINE won the international tender opened for the commercial Ro-Ro sailing cargo ship, planned to be driven by wind power up to a ratio of 90 percent, and signed a contract with the French company Neoline Armateurs for building the vessel that will be one of the first examples in its own segment across the world.

RMK MARINE, a leading company in Turkish shipbuilding industry, brings to life a new project in which ecological and renewable sources of energy shall be used. RMK MARINE won the international tender opened for the commercial Ro-Ro sailing cargo ship, planned to be driven by wind power up to a ratio of 90 percent according to the anticipated duty profile and to be one of the first examples in its own segment across the world, and signed a contract with the French company Neoline Armateurs on 28 November 2022 for building the vessel. The said agreement took effect on 6 January 2023 upon fulfillment of the prerequisites and the final contract was publicized in a ceremony organized with the participation of the parties in Nantes, France.

Planned to be delivered in 2025 and having the concept name of Neoliner, the 136-metres long Ro Ro vessel has been equipped with a navigation and sail equipment control system that involves a high level of integration and automation, as well as smart sensors that define the optimum navigation route and speed depending on wind and sea conditions. The vessel also has a system that determines the proper route for traveling on sail and foldable sails made of special materials that are attached to two foldable, lightweight and extremely strong carbon fiber masts.



With a total sail area of 3000 m2 as well as a crew of 20 people, and living areas and life support systems for 12 passengers, Neoliner has a cargo carriage capacity of 6300 tons. This is also a remarkable capacity which corresponds to 321 cars, 265 pieces of 20' containers or 125 pieces of 40' containers. On the other hand, having accomplished the design of the Ro-Ro sailing cargo ship in cooperation with Bureau Mauric which is one of the leading French ship design companies,

Chantiers De l'Atlantique shipyard which is a designer and producer of sail equipment, D-ICE company which has expertise in the field of special navigation systems for traveling on sail and various other solution partners, RMK MARINE has also collaborated in this process with various other critical equipment, assuming an important role in creating a synergy for the design and building of the

New fishing ship from Sefine Shipyard

Sefine Shipyard initiated the construction of a 70-meter fishing vessel for the Norwegian Napier company with a steel-cutting ceremony.

Sefine Shipyard has commenced the construction of a Stun and Bleed type fishing vessel for the Napier company based in Bømlo. The Norwegian-flagged ship, with dimensions of 70 meters in length, 15 meters in width, and a draft of 5.5 meters, features a 980 m³ RSW tank capacity. It is revealed that the vessel will be engaged in fishing operations in Norway.



TECHNICAL SPECIFICATIONS

Length	: 70 m.
Width	: 15 m.
Draft	: 5,5 m.
Classification	: Det Norske Veritas
Flag	: Norveç
Engine	: Bergen Engines 1x C25:33L9P – 2880 kW
Propulsion	: Finnøy Propeller 1x P78.28.300.4D- 182 rpm-2880 kW



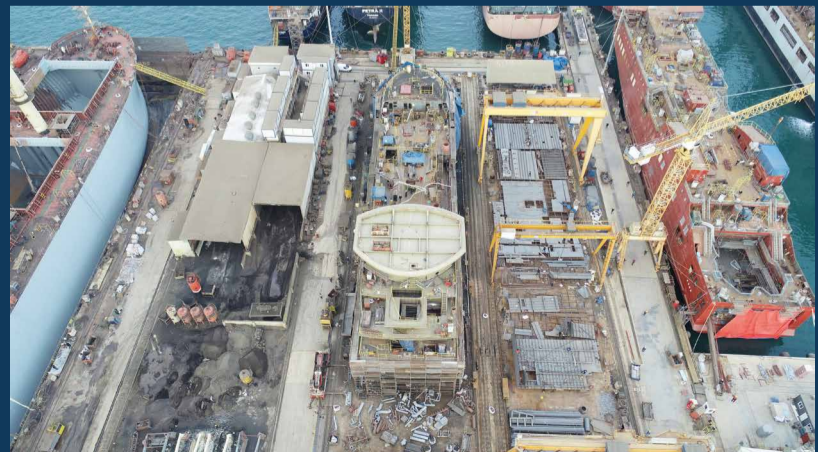
Sefine is nearing completion on LFC

Sefine Shipyard is preparing to deliver another live fish carrier it constructed for Norway. The vessel is expected to be handed over within this year.

Sefine Shipyard has reached the final stages in the construction of the live fish carrier (LFC) it built under the contract signed with the Norwegian shipowner Brønnbåt Nord AS in March of last year.

The interior design of the project, scheduled for delivery this year, was undertaken by Cita Marine. The factory acceptance tests for the ship's main power plants were successfully completed by Can Makina Elektrik.

Constructed according to DNV Classification rules and powered by a 1000 kWh battery, the Norwegian-flagged vessel, measuring 79 meters in length, 16 meters in width, is equipped with the Cflow handling system, providing economical, customized, and precise transport for live fish.





Zearo-emission passenger ship from Cemre Shipyard

Cemre Shipyard is actively progressing with the construction of the passenger ship ordered by the Norwegian company Torghatten Nord. The 117-meter-long vessel will operate on the Bognes-Lødingen route in Norway.

Cemre Shipyard is relentlessly continuing the construction of the passenger ship for the Norwegian company Torghatten Nord, following the steel cutting and keel laying in the ongoing project.

The zero-emission ferry, developed by Norwegian Ship Design with a double-ended design, will be named HINNØY, and it will operate on the Bognes-Lødingen route in Norway.

The vessel will sustain its operations as battery-electric, powered by high-capacity onshore automatic charging stations. In cases where shore electrical power is unavailable, the required power for completing operations will be provided by biodiesel generators.

Especially designed for low energy consumption, the Norwegian-flagged vessel, crafted by The Norwegian Ship Design, has a passenger capacity of 399.

TEKNİK ÖZELLİKLER

Vessel Type	: Yolcu Gemisi
Shipowner	: Torghatten Nord
Designer	: The Norwegian Ship Design
Classification	: DNV
Length	: 117,10 m.
Width	: 18,80 m.
Draft	: 5 m.
Vehicle Capacity	: 120 PBE / 12 VTE + abt. 46 PBE
Passenger Capacity	: 399

CEMRE SHIPYARD CONTRACTS WITH SCOTLAND FOR TWO FERRYBOATS

Cemre Shipyard secured an order to build two more ferries for use in Scotland by win a tender held in the country. This brings the total number of ships Cemre will produce in Scotland to four.

Cemre Shipyard, having previously exported ships produced in Turkey to several European countries, including Sweden and Norway, has won a tender in Scotland and received an order to build two more ferries for use in the country.

Thus, the number of ships Cemre will produce for Scotland has increased to four. It has been announced that the new ferries will have a length of 94.8 meters. Cemre Shipyard had won another tender in the country in 2022, taking on the construction of two ferries. However, this situation sparked reactions in Scotland, and these reactions were reflected in the country's press. Scottish conservatives criticized the import of ferries from Turkey for use by the country's publicly controlled major transportation company.

Cemre Shipyard will deliver its first received ship order in October 2024 and the second one in early 2025. The new ferries, with a length of 94.8 meters, are stated to accommodate at least 550 passengers and 85 vehicles,



and they will be constructed to reach a speed of 17 knots. The amount to be paid for the first two ships was announced as £110 million. The figure for the new tender has not been disclosed yet. Cemre Shipyard gained significant attention with its latest creation,

the world's first twin-hulled Service Operation Vessel (SOV) named Groene Wind (Green Wind). The shipyard produced Groene Wind for Rentel and Mermaid Seastar (SeaMade) projects in Belgium. An essential feature of Groene Wind is being the world's first DP2, twin-hulled SOV. Groene Wind serves three different wind farm areas.

Hat-San Shipyard Initiates New Dock Project

Hat-San Shipyard conducted the keel welding ceremony for the new dock with a lifting capacity of 10,000 tons, to be built for BLRT Grup.

Hat-San Shipyard held the keel welding ceremony for the new dock, commissioned by BLRT Grupp, one of Estonia's prominent maritime companies. The project, distinguished by its 10,000-ton lifting capacity and the ability to operate at -20°C, took place at Hat-San's facilities in Yalova Altınova. Estonia's Ambassador to Turkey, Annelly Kolk, Deputy Minister of Transport and Infrastructure Selim Dursun, BLRT Grupp executives, and other guests attended the ceremony.

The ceremony, hosted by experienced presenter Başak Şengül, commenced with a moment of silence and the performance of the national anthems of both countries. Mustafa Pepe, Board Member of Hat-San, provided information about project NB 22 in his opening speech. Mustafa Pepe stated the following in his speech:

"Hat-San Shipyard, established in 2006, currently boasts five new shipbuilding slips, three docks providing a total of 2000 meters of berthing space, two floating dock with lifting capacities of 18,000 tons and 25,000 tons, all relevant facility equipment, and a workforce of 1200, engaging in new ship construction and ship repair maintenance activities. Achieving an annual steel processing capacity of approximately 10,000 tons and covering a total area of 100,000 square meters, including 25,000 square meters of enclosed space, the shipyard has made significant investments in floating dock projects, contributing to our country's path to becoming a global brand. Presently, the floating docks constructed by Hat-San Shipyard continue to provide

successful services in France, Denmark, Montenegro, and within the Turkish navy. In this context, we hope that our long-term collaboration, symbolized by the contract signed on August 12, 2022, with Estonia's BLRT Grupp for our floating dock project with a lifting capacity of 10,000 tons and the ability to operate at -20°C, designed and owned by Hat-San Shipyard, will serve as a cornerstone for the anticipated enduring partnership between Hat-San Shipyard and BLRT Grupp."

Following the speech by Hat-San Board Member Mustafa Pepe, Estonia's Ambassador to Turkey Annelly Kolk and Deputy Minister of Transport and Infrastructure Selim Dursun also made a speech at the ceremony about the importance of the day. Following the protocol speeches, the first keel welding for NB 22 was performed.



Sanmar Closes 2022 with Eight Tugboat Deliveries

Sanmar Shipyards welcomed the new year by delivering 8 tugboats in the last month. The deliveries of next-generation, eco-friendly tugs were made to owners in Italy, the Dominican Republic, Australia, and Türkiye.

The first four deliveries of Sanmar in the last month of 2022 were the exclusive Boğaçay class tugboats, designed with the Sanmar-specific RAmports 2400SX design by Robert Allan Ltd.

Lillian Mac, the environmentally friendly tugboat, becomes the first RAmports 2400SX MK II tug delivered to Australia, while Citta di Augusta and Citta di Siracusa will operate in Italy. The RAmports 2400SX class tug Svitzer Isabela was delivered to Svitzer for operations in the Dominican Republic.

Three of the tugboats delivered in December 2022 were from the same designer, based on the modern, high-performance RAscal 1800 design. These tugs belong to the Yeniçay

class, designed for maneuvering smaller vessels.

Tugboats named Walburr and Muyaar were once again delivered to Australia, specifically to Cape York Peninsula. The third RAscal 1800 series tug, named Adakale by its new owners, was delivered to the Turkish operator Marin Tug.

The latest tugboat delivered, named Yalova 5 by its new owners after being sold to the Turkish operator Yalpaş, is a Bozçay class tug designed with the Sanmar-exclusive RApport 1900SX design by Robert Allan Ltd.

Sanmar Shipping Chairman Ali Gürün stated, 'The final quarter of 2022 was remarkably busy for us. Delivering 8 tugboats in a month is a



significant achievement, and I extend my gratitude to everyone involved. Last year was a good year for Sanmar. In 2022, we

delivered 30 tugboats, ten

continue producing environmentally friendly tugs alongside advancing technology.'

Julie Pauline in Norway

The fishing vessel named Julie Pauline, constructed by Özata Shipyard, has been delivered to its owner. The fishing vessel, named Julie Pauline, built by Özata Shipyard in Yalova for Norwegian Vidjenes AS, was launched into the sea in February 2022. The design of the Norwegian-flagged vessel, recently handed over to its owner, was crafted by Seacon AS.



TECHNICAL SPECIFICATIONS

Length	: 44,60 m.
Width	: 9,5 m.
Gross Tonnage	: 700 t.
Flag	: Norway
Capacity	: 480 m ³
Class	: NMA / DNVGL
Speed	: 12 knot
Engine	: ABC
Propulsion	: Finnøy



Longship Orders Four Vessels from Atlas Shipyard

Atlas Shipyard will construct 4 cargo ships with a capacity of 8,600 DWT for the Dutch company LONGSHIP BV. The official steel-cutting ceremony for the first diesel-electric, ultra-low-emission, and environmentally friendly ship took place on January 17, with the participation of representatives from both companies.

"Netherlands-based short-sea shipping operator Longship announced the development of an innovative ship design with a diesel-electric propulsion system that achieves approximately a 45% reduction in fuel consumption. The vessels will feature a design optimized for the transport of solid biofuels. With a net cargo hold width of 81.9 meters suitable for bulk and project cargoes, the hybrid propulsion system is said to be adaptable to operate with alternative fuels. The first unit, equipped with 'Ready for Methanol C' class notation, will be delivered in the spring of 2024. Øyvind Sivertsen, CEO of Longship, stated, 'Providing logistic solutions to our customers while significantly reducing emissions and carbon intensity is our corporate goal.'"



Sanmar Continues to Break New Ground

After navigating challenging and competitive technical and commercial processes, Sanmar Denizcilik has signed a contract with Kotug Canada to build the world's first methanol-powered escort tugs



As part of the contract signed by Sanmar Denizcilik, two tugs, built with the design of Robert Allan Ltd.'s RAsalvor 4400-DFM, will provide escort services to tankers sailing from Vancouver Port to the Pacific Ocean under Canada's Trans Mountain Expansion Project (TMEP). In order to deliver this service, Kotug Canada has established a partnership with the Sc'ianew First Nation, strategically The two most powerful tugs planned to commence service in 2025 in Canada, boasting

a length of 44 meters and a towing capacity exceeding 115 tons, will be named SD Aisemaht and SD Qwii-Aan'c Sarah. These tugs, in terms of technology, will significantly reduce greenhouse gas emissions and underwater noise propagation, providing substantial environmental benefits.

"Ali Gürün, Chairman of Sanmar Shipping, expressed his delight about the signed agreement, stating, 'I am pleased to sign the contract for the world's first methanol-powered

tugs with Kotug. For years, we have been building environmentally conscious, next-generation, high-tech, and greener tugs. The construction of these tugs is an important milestone for us.' Ard-Jan Kooren, President, CEO, and Managing Director for Canada at Kotug International, also commented on the collaboration: 'We are delighted to realize our long-awaited collaboration with Sanmar Shipping, one of the world's leading tugboat manufacturers, and Robert Allan Ltd. I am proud to contribute to sustainable production by building and operating the world's first methanol-powered tugs.'

Michael Fitzpatrick, President and CEO of Robert Allan Ltd., stated that the RAsalvor 4400-DFM is designed to meet challenging operational and environmental requirements. He mentioned, 'As a Vancouver-based company where these escort tugs will operate, we are aware of the critical role they will play in the future, and we are pleased that Kotug Canada has chosen us for this significant project.'

Pioneering in world-firsts, Sanmar Shipping built the world's first two LNG-powered tugs for Bukser og Berging in 2014-2015, the world's first remote-controlled tug for Svitzer in 2016, and in 2018, constructed the world's first hydro-mechanical hybrid tug for its own fleet. Additionally, HaiSea Wamis, honored as 'Tug of the Year' at the ITS Awards 2023 during the TugTechnology '23 event in Rotterdam on May 22-23, 2023, is the first electric tug produced for HaiSea Marine and the first electric tug exported from Turkey to Canada.

RMK Marine Launches Energy Stockholm

RMK Marine Shipbuilding Industry and Maritime Transportation Operations Inc. launched the project Energy Stockholm, with construction number NB 127.

The LNG bunker tanker, constructed by RMK Marine for LNG Shipping, was launched into the sea in a ceremony attended by numerous guests.

Energy Stockholm, built for LNG Shipping in partnership with Sogestran Shipping and Victrol, has a transport capacity of 8,000 cubic meters and scheduled for delivery in the second quarter of 2024. The company plans to use the vessel in operations at Zeebrugge, Antwerp, Rotterdam, and Amsterdam.



Tersan Shipyard Launches 8th Vessel Built for Ervik Havfiske

Tersan Shipyard launched the eighth vessel, Froyanes, built for its longstanding partner, Norwegian Ervik Havfiske. The newbuild, NB1118, will be a global first in its category, featuring combined crab and shrimp fishing capabilities, along with a large moon dock for a novel system of crap retrieval.

Designed by Marinteknikk, a long-time collaborator with Tersan in ship design, the vessel is 70 meters in length and 17 meters in width. With accommodation for 35 people, it is constructed to meet high ice-class regulations for shrimp and snow crab fishing in the waters of Norway and the Barents Sea.

The NB1118 Froyanes marks the eighth vessel constructed by Tersan Shipyard for Ervik Havfiske, emphasizing the strong partnership between the two companies. Since the delivery of the first vessel named Froyanes to Ervik Havfiske in 2011, Tersan Shipyard has successfully delivered an additional six fishing vessels for their operations over the past 12 years.

While Ervik Havfiske's current Tersan fleet operates successfully in the waters of Antarctica and Norway, the new Froyanes NB1118 is scheduled for delivery by the end of 2023.



ESVAGT Once Again Chososes Cemre Shipyard

After navigating challenging and competitive technical and commercial processes, Sanmar Denizcilik has signed a contract with Kotug Canada to build the world's first methanol-powered escort tugs



The service operation vessel will draw its power from onboard batteries and pure methanol engines with dual-fuel technology. The ship will have the capability to navigate using

renewable e-methanol produced from wind energy and biogenic carbon. This feature is expected to result in an annual reduction of approximately 4,500 tons of CO2 emissions. While providing the

necessary power for the vessel's propulsion, positioning, and main operations, these systems will operate carbon neutrally, paving the way for a new trend of 'green ships' in operations. This innovative 93-meter vessel will be constructed in accordance with DNV classification rules and will sail under the Danish flag. The service operation vessel (SOV) will serve Ørsted's offshore wind farms along the east coast of the United Kingdom for a period of 10 years.

The latest technology product, Esvagt SOV, will be equipped with high comfort standards for a total crew of 124 personnel and technicians. Additionally, it will provide facilities such as a fitness center, game room, cinema, and individual accommodation for recreational activities.

Three Turkish Frigates to Be Constructed Simultaneously

Work is set to begin on three new Turkish frigates, following the successful completion of the first, TCG Istanbul, which was designed and built by Turkish engineers. Turkish Defense Industry President Ismail Demir made a statement on the progress of the MILGEM Project and the construction of the I-Class frigates.

The Turkish defense industry is set to build three new frigates simultaneously, using the production capacity of private shipyards. The frigates will be delivered to the Turkish Navy. Construction of the first ship of the MILGEM I (Istanbul) Class Frigate Project, which is a continuation of the second phase of the MILGEM Ada-class corvettes, is ongoing, while efforts for the 6th, 7th, and 8th ships are commencing. President of Defense Industries Prof. Dr. Ismail Demir stated that the Three I Class Frigate Procurement Project will be carried out in collaboration with Anadolu, Sedef, Sefine, TAIS Joint Venture Commercial Enterprise, and STM Defense Technologies Engineering and Trade Inc. Demir mentioned that as part of the project partnership, Anadolu, Sedef, and Sefine



shipyards are planning to simultaneously construct one I-class frigate each. He reported that in recent years, due to military ship projects carried out both domestically and internationally, private sector design offices/shipyards have made significant progress in military ship design and construction.

President Prof. Dr. Ismail Demir expressed that these enterprises have not only improved their project management and qualified workforce but also enhanced their financial structures. He noted that they have acquired the knowledge and experience to successfully execute project and risk management for military shipbuilding projects.



Second MILGEM Warship to Be Delivered to Ukraine

Istanbul Shipyard has commenced the construction of the second ADA-class corvette within the scope of the Ukraine MILGEM Project.

Within the framework of the contract signed between STM and the Ukrainian Ministry of Defense in December 2020, the construction of the second ADA-class corvette began at Istanbul

Shipyard as part of the Ukraine MILGEM Project.

The design of the ADA-class corvette in service with the Turkish Naval Forces was used as the basis for developing a new

corvette design in the project.

The first ship of the project, named Hetman Ivan Mazepa (F-211), was launched in a ceremony at RMK Marine Shipyard, consisting of a total of 4 corvettes (1+3).

Two distinct naming ceremonies at Sanmar

Sanmar Shipyards organized two distinct naming ceremonies for five tugboats it produced. Two LNG-powered escort tugs are the most powerful tugs ever built by Sanmar, while the other three tugs belong to the game-changing, fully electric ElectRA series. All named tugs will operate at the prestigious and environmentally friendly new LNG terminal in British Columbia, Canada.

At the first ceremony held on March 7th at Sanmar's Altinova Shipyard, two LNG-powered escort tugs were named. Based on the RAsstar 4000 DF design by Vancouver-based naval architects Robert Allan Ltd, the two Azimuth Stern Drive (ASD) tugs, named Haisea Kermode and Haisea Warrior, will be Canada's first LNG tugs. Positioned among the world's highest-performing escort tugs with a length of 40 meters and a towing capacity exceeding 100 tons, these tugs will generate an approximate 200-ton indirect escort force. The names Haisea Kermode and Haisea Warrior were chosen by Lisa Grant, Interim Chief Administrative Officer of Haisla Nation, and Kevin Stewart, Haisla Nation Council Member. The next day, the second ceremony took place at Sanmar's Tuzla Shipyard. Three fully electric ElectRA tugs, which will perform port duties in Kitimat, were named Haisea Wamis, Haisea Wee'git, and Haisea Brave. Tugboats with a length of 28.4

meters and a towing capacity of 65+ tons will perform ship docking operations solely using the ElectRA 2800 electric motors with a battery capacity of 6,102 kWh. These tugboats can be charged from the specialized shore charging facilities at their docks. Ali Gürün, the President of Sanmar Shipyards, stated, "Despite facing significant challenges such as travel restrictions, lockdowns, work limitations, and subsequent supply shortages during and after Covid, we take pride in delivering these ships on time. Sanmar Shipyards Vice President Cem Seven expressed his gratitude to LNG Canada, HaiSea, Seaspan, and Haisla Nation for their trust in Sanmar. He stated, "We extend our sincere thanks to LNG Canada, HaiSea, Seaspan, and Haisla Nation for their trust in Sanmar. We wish that these 5 beautiful tugboats bring prosperity to all of you." LNG Canada CEO Jason Klein stated the following: "The collaboration between Seaspan

and Haisla Nation is an exciting partnership that will provide reliable and responsible marine services to LNG carriers visiting Kitimat. Their culture of safety, respect, and environmental management is an extension of LNG Canada's commitment to designing, building, and operating our project with consideration for community interests." Among the VIP guests at the ceremonies were senior executives from LNG Canada, HaiSea Marine, Seaspan Marine, Haisla Nation, and Robert Allan Ltd. The attendees included Chief Crystal Smith, Derek Ollman, Jason Klein, Seaspan Marine COO Gord Miller, HaiSea Marine Director Jordan Pechie, Robert Allan Ltd President and CEO Mike Fitzpatrick, General Secretary of the European Tugowners Association Anna Maria Darmanin, Sanmar employees, and representatives of the international maritime media.



Welding Ceremony At Boğaziçi Shipyard

Boğaziçi Shipyard conducted the welding ceremony for the multi-purpose cargo ship EEMS-BISON, which it will build for the Netherlands-based Handelskade and Amasus.

A large number of guests attended the welding ceremony of the multi-purpose cargo ship EEMS BISON, which Boğaziçi Shipyard will build for the Netherlands-based Handelskade and Amasus companies. The ceremony, which began with the playing of the national anthems of both countries, saw the participation of a broad team from the Netherlands. Following the opening speeches, which also commemorated the March 18th Gallipoli Victory, the welding ceremony took place. Boğaziçi Shipyard officials and Dutch guests exchanged gifts in memory of the day. At the end of the ceremony, the Dutch delegation toured the Boğaziçi Shipyard facilities and



received information from the authorities. Boğaziçi Shipyard had signed a contract last year between Handelskade and Amasus for a series of four open-sea diesel-electric MPP Shortsea Cargo Ships. The ship, for which the welding ceremony was conducted, is planned to be delivered in 2023.

EEMS BISON
4100 Dwt
Multipurpose Cargo Ship

Length : 89,95 m.
Width : 14 m.
Speed : 11,5 deniz mili
Weight : 4100 t.
Container Carrying : 192 x 20"
Main Engine Power : 1380 kW
Crew : 8



Tersan Shipyard Delivers Havila Polaris and Havila Pollux

Tersan Shipyard Successfully Delivers Passenger Vessels M/S Havila Polaris and M/S Havila Pollux to Havila Kystruten, Overcoming All Challenges and Difficulties.

The story of Havila passenger ships began in 2018 when Havila Kystruten signed a contract with the government to operate four new passenger ships on the historic mail route in the Norwegian fjords. While entering into a contract with Tersan Shipyard for the first two ships, Havila Capella and Havila Castor, Havila Kystruten collaborated with another shipyard in Europe for the other two ships, Havila Polaris and Havila Pollux. Each of these ships promised visitors a comfortable stay where they could experience a modern, environmentally friendly Norwegian lifestyle, making them prototypes in their own right. Considering the technical challenges expected from the prototype design of such a complex passenger ship and the unprecedented combinations and techniques targeted in these ships, Havila and Tersan successfully overcame both technical and commercial challenges through excellent collaboration and professional approaches. When the third and fourth ships faced unexpected challenges and somehow failed to meet expectations, Havila Kystruten promptly re-signed a contract with Tersan without hesitation.

The construction of the four passenger ships persisted despite facing the most challenging times due to quarantines, delays in equipment deliveries, and Covid regulations, leading to a shortage of manpower amid the pandemic. Additionally, the financing of the ships took a hit due to sanctions imposed on Havila's Russian-origin financier as a result of the Russia-Ukraine war.

Tersan Shipyard, embracing responsibility throughout the design, production, and financial processes, worked constructively as part of the solution, taking ownership of its role. Thanks to the solution-oriented efforts of every stakeholder, from steelworkers to top management, the shipyard successfully delivered the third and fourth ships, marking a significant milestone in the project.

Sanmar Continues Exporting Electric Tugboats to Canada

Sanmar Marine Delivers the Second Out of Three Fully Electric Tugboats to HaiSea Marine in Canada.

The construction of HaiSea Marine's total order of five vessels, consisting of two LNG-powered escort tugs and three electric-operated port tugs, is rapidly progressing at Sanmar facilities. The second of the three fully electric tugs, named Haisea Wee'git, has been delivered to Canada. The third tug, Haisea Brave, is scheduled for delivery by the end of this year. Upon the completion of all deliveries, the five tugs bearing the Sanmar signature will form the greenest tugboat fleet for HaiSea Marine in Canada.



Sanmar Maritime Chairman Ali Gürün made the following remarks regarding the completion of the construction of the tugboat:

"The delivery of HaiSea Wee'git, much like Haisea Wamis, marks a significant step towards a sustainable and environmentally friendly tugboat industry. The voyage of these groundbreaking tugboats from Istanbul to Vancouver was successfully completed in 54 days. Reaching emission-free port tugs is now much easier. We are pleased to be at the forefront of this change as Sanmar. As expected, operators worldwide are showing great interest in the ElectRA series." Together with the third tugboat produced for HaiSea Marine, Sanmar Maritime will deliver two ElectRA 2300SX series tugboats to SAAM Towage, one ElectRA 2200SX series tugboat to Bukser og Berging, and one ElectRA 2300SX series tugboat for use in its operations in Türkiye this year.

Med Marine

Signs Contract with Svitzer for 3 Tugboats



TECHNICAL SPECIFICATIONS



Length	: 28,40 m.
Width	: 13 m.
Depth	: 5,40 m.
Draft	: 5,70 m.
Gross Tonnage	: <500
Pulling Capacity	: 80 тонн - tons
Speed	: 12,5 узлов - knots
Crew	: 10 человек - people

Med Marine has entered into a significant contract with Svitzer, a leading global tugboat operator, for the construction of three advanced new tugboats. These tugboats are part of the MED-A2885 series, each measuring 28 meters in length and boasting a towing force of 80 tons.

Two of the three tugboats will be stationed in Greece, where Svitzer is currently establishing operations to serve the LNG terminal of Gastrade's independent natural gas system in Alexandroupoli (Dedeağaç). The final decision on the placement of the third tugboat has not been made yet.

Designed by Canadian naval architect Robert Allan, these tugboats belong to the RAstar 2800 series. This design harmonizes efficiency and power, and the delivery of the three tugboats with advanced technologies is planned for the end of 2023.

VIRTUS 39 Meets Its Owner

Mengi Yay Yachts has delivered the 39.43-meter Virtus 39 model motor yacht upon completing its cruising experiences. The design of the yacht, named Reverie by its owners, is credited to the Italian VYD Studio.

Mengi Yay Yachts has delivered the motor yacht named Reverie, the 39.43-meter version of the award-winning Virtus series, to its owners. The interior and exterior design of the yacht, bearing the signature of the Italian VYD Studio, and the engineering calculations were carried out by Ginton Naval. Reverie, equipped with twin CAT engines, can reach a maximum speed of 15 knots and a cruising speed of 12.2 knots. With a range of 2200 NM, the yacht provides its users with uninterrupted voyages.



REVERIE (VIRTUS 39)

TECHNICAL SPECIFICATIONS

Overall Length	: 39,43 m.
Beam	: 8,80 m.
Draft	: 2,89 m.
Gross Tonnage	: 4442 GT
Displacement	: 386 T
Maximum Speed	: 15,5 узлов - knots
Cruising Speed	: 12,2 узла - knots
Range	: 2200 морских миль - NM



Türkiye exported the second MİLGEM Corvette to Ukraine. Also, shipbuilding operations for the second MİLGEM Corvette due for Ukraine have started with STM as the main contractor.

Ukraine had placed an order with Türkiye in 2020 for 1+3 ADA Class warships of corvette type. The Hetman İvan Mazepa Corvette built in Türkiye for the Ukrainian Armada with STM as the main contractor was launched with a ceremony which was held last year.

According to the information obtained by SavunmaSanayiST.com from the sources

in defense sector; Türkiye has completed exporting the second MİLGEM Corvette to Ukraine. Also, shipbuilding operations for the second corvette started at the end of 2022. Hetman İvan Mazepa, the first MİLGEM Corvette of the Ukrainian Armada, is expected to go through marine tests next year and the second corvette is planned for launching in 2024.

Ukraine-made NEPTUN Missile had been chosen as the anti-ship missile for the ADA Class Corvette to be built for Ukraine with STM as the main contractor. However, Ukraine defense industry was heavily destroyed during the war. Currently, ATMACA by Roketsan and the Boeing-product Harpoon Anti-ship Missiles are under consideration. Both missiles are up to NATO standard.

Second MİLGEM from Türkiye to Ukraine

TECHNICAL SPECIFICATIONS

- 76mm OTO Melara Super Rapid Naval Cannon
- VL MICA NG Medium Range Air Defense System
- 35mm CIWS
- ASELSAN STAMP 12.7mm Stabilized Weapon System
- 8x NEPTUN or ATMACA or HARPOON Anti-ship Missile
- 324mm MU90 Impact Torpedo
- 3D Search Radar by ASELSAN or Thales
- Vision Master FT Radar
- A total of 8 VLS, each with 4 cells (4x2), on the port and starboard



According to the announcement made in the past period by the Ukrainian Ministry of Defense, the ADA Class MİLGEM Corvettes of Ukraine will be armed as follows:

The Tersan Shipyard signed contracy with Parlevliet & Van der Plas

Tersan Shipyard has signed 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.

She 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 pieces 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. Jan Maria is launched in January 2023 and planned to be delivered within 2023.

Turkish submarines being modernized

As part of the project for modernizing the 4 Preveze Class submarines included in the inventory of Turkish armada, acceptance procedures were successfully completed for some of the critical systems provided under the responsibility of Savunma Teknolojileri Mühendislik ve Ticaret AŞ (STM AŞ – STM Defence).



According to the announcement by STM, the company which has assumed a significant role in the defence industry and national technological advance of Türkiye under the leadership of the Presidency of Defence Industries (SSB), continues its efforts aimed at furnishing the Turkish Naval Forces Command with national systems. STM achieved two important advancements in submarines of Preveze and Gür classes which are critical elements of the Submarine Fleet Command in the "blue homeland".

The company left behind another milestone in the PREVEZE-YÖM Project which was first started by SSB and comprised the modernization of Preveze class submarines.

Having completed the maritime acceptance tests of the inertial navigation system, which must be delivered while the design work of TCG Preveze submarine is in progress, the CTD probes, the cooled water system and the static inverters within the scope of the project of streamlining 4 submarines, STM now carried out the acceptance procedures of the systems.

The project involves the modernization of TCG Preveze, TCG Sakarya, TCG 18 Mart and TCG

Anafartalar submarines registered in the inventory of the Naval Forces Command. In the project, STM assumed the procurement activities for 9 systems and the platform responsibility for all systems supplied as part of the project.

The control system of Gür class submarines shall be modernized using national sources

A further commitment of the company is to perform the platform integration of National Combat Management System in Gür class submarines.

The contract executed between TÜBİTAK BİLGEM and STM assigns the company the responsibility for the platform integration as part of the "Project of Advent-Müren Combat Management System Integration to Gür Class Submarines".

TÜBİTAK BİLGEM and the Naval Forces Command had signed a contract on December 5, 2022 for the Project of Advent-Müren Combat Management System and AKYA Integration to Gür Class Submarines.

Preveze and Ay class submarines, equipped with MÜREN Combat Management System family, had been furnished with the ability to fire the national torpedo AKYA. With the contract between TÜBİTAK BİLGEM and the Naval Forces Command, the said ability will be added to Gür class submarines as well, by way of which the Combat Management System, that is the control system of submarines, shall be modernized using national sources.

Focus on "Blue homeland"

As declared by STM General Manager Özgür Gülerüz in the announcement, they have achieved many firsts in Türkiye in the fields of designing, building and modernizing submarines.

Sharing the company's efforts on the submarines, Gülerüz spoke as follows:

"Thanks to the qualified human resources and the technology that we have, we are performing important work on the submarines of our armada and on those of our brother countries. We have successfully completed one of them, which is the acceptance procedure of the 4 systems in PREVEZE-YÖM Project. We have also signed a new agreement with TÜBİTAK MİLGEM by means of which the national engineering experience we have gained while modernizing the Ay and Preveze class submarines will be transferred to Gür class submarines. We will continue our operations and efforts uninterruptedly in order to make our armada more dissuasive and much more powerful in the Blue homeland. I wish our projects bring goodness to the Naval Forces Command and to all our stakeholders."

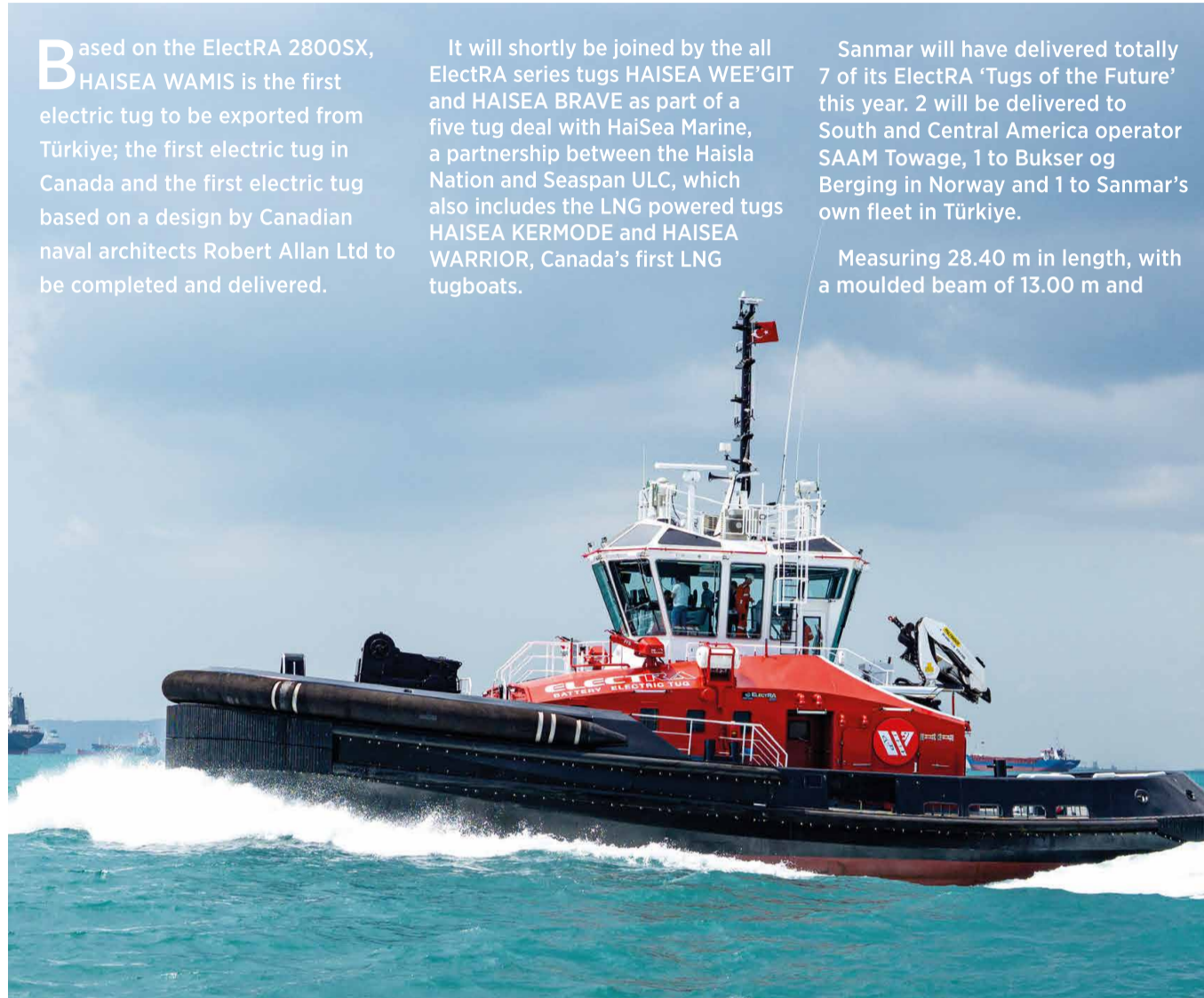
Having assumed important duties in modernizing and building submarines for the Turkish armada, STM had completed the modernization of 2 Ay class submarines in 2015, as the main contractor of the project. Currently performing system procurement and platform integration activities in the modernization of 4 Preveze class submarines as the pilot partner, the company also functions as the main contractor since 2016 in the modernization of French-made Agosta 90B Khalid class submarines owned by Pakistan. STM has delivered the first two submarines of Agosta 90B Modernization Project and continues to work on the modernization of the third one in Pakistan.

On the other hand, last year STM engineers started the production of pressure hull for the small-sized STM500 submarine which is designed using national facilities. The company continues to perform R&D operations as part of the work on unmanned surface and unmanned submarines.



Sanmar delivers the ground-breaking electric tug Haisea Wamis

Sanmar Shipyard has delivered HAISEA WAMIS, the first of three ground-breaking emissions-free battery electric tugs, to HaiSea Marine where it will operate at LNG Canada's new export facility in Kitimat, British Columbia.



Based on the ElectRA 2800SX, HAISEA WAMIS is the first electric tug to be exported from Türkiye; the first electric tug in Canada and the first electric tug based on a design by Canadian naval architects Robert Allan Ltd to be completed and delivered.

It will shortly be joined by the all ElectRA series tugs HAISEA WEE'GIT and HAISEA BRAVE as part of a five tug deal with HaiSea Marine, a partnership between the Haisla Nation and Seaspan ULC, which also includes the LNG powered tugs HAISEA KERMODE and HAISEA WARRIOR, Canada's first LNG tugboats.

Sanmar will have delivered totally 7 of its ElectRA 'Tugs of the Future' this year. 2 will be delivered to South and Central America operator SAAM Towage, 1 to Bukser og Berging in Norway and 1 to Sanmar's own fleet in Türkiye.

Measuring 28.40 m in length, with a moulded beam of 13.00 m and

least moulded depth of 5.60 m, the ElectRA 2800SX electric harbour tugs have 6.000 kWh of battery storage system, and achieve 70 tonnes bollard pull. HAISEA WAMIS, HAISEA WEE'GIT and HAISEA BRAVE will perform all their ship berthing and unberthing missions on battery power alone.

With ample clean hydroelectric power available in Kitimat, the harbour tugs will be able to recharge from dedicated shore charging facilities at their berths between jobs, effectively resulting in them achieving the sustainability dream of zero emissions.

Kitimat, British Columbia is in an environmentally sensitive region and LNG Canada has taken great care to protect marine and wildlife habitats when planning, constructing and operating its new export facility.

Ali Gurun, Chairman of Sanmar Shipyards, said: "The delivery of HAISEA WAMIS marks a major stride forward along the road to a sustainable, environmentally-friendly tug and towing industry and we are proud to be leading from the front, working closely with our partners to put innovative ideas into action through technological advance. The significance of this project is huge, not just for us, but for the industry that we work in as a whole."

Naming ceremony by Med Marine and Mainport

Med Marine and the Irish Mainport (Celtic Tugs) organized a naming ceremony for the MED-A2885 RAsar 2800 series tugboat.

The ceremony which was held in Ereğli Shipyard was attended by Med Marine CEO Hakan Şen, Irish Mainport Holding CEO David Ronayne and Erdemir Harbour Master Bülent Taşdemir, Head of Ereğli Chamber of Commerce and Industry Aslan Keleş and Head of Ereğli Chamber of Shipping Oğuz Ünlüer.

The tugboat with two CAT3512C main engines has a length of 28 meters and a bollard pull of 50+ tons.

TECHNICAL SPECIFICATIONS

Overall Length	: 28 m.
Moulded Beam	: 13 m.
Design Draught	: 5,10 m.
Draught	: 5.70 m.
Gross Tonnage	: <500
Bollard Pull	: 50 t.
Speed	: 12,5 knots
Main Engine	: Caterpillar 3512C
Total Power	: 2 X 1500 Kw @ 1600rpm
Emission Standard	: IMO Tier II
Propeller Diameter	: 2100 mm.
Shaft	: Composite Shaft
Accommodation	: 8 People

