

A number of Turkish yards have benefited from demand for offshore vessels



Turkey, Romania and Vietnam gaining market share

Well known offshore vessel builders such as Vard and Damen Shipyards Group have long used eastern European yards – primarily those in Romania and Poland – to build the hulls of offshore support vessels (OSVs) that they then complete in Norway and the Netherlands. The construction of hulls in countries such as Romania and in the Ukraine is nothing new for a number of Norwegian owners, but as brokers point out, several owners have begun to turn their attention towards complete construction at eastern European facilities.

Two liquefied natural gas-fuelled platform supply vessels (PSVs) are being built at Polish shipyard Remontowa Shipbuilding (see elsewhere in this special supplement), which regularly builds vessels for leading owners such as Gulf Offshore and Edison Chouest Offshore, and Vard contracts construction of large numbers of vessels to its yard at Braila in Romania, but some Turkish yards – long known as hull builders for their counterparts in Norway – are also being trusted with turnkey projects that see them

Yards in eastern Europe that began by building hulls for completion elsewhere and purpose-built facilities in countries such as Vietnam are picking up more and more OSV orders

complete vessels in their entirety.

In 2013, Tersan Shipyard in Turkey delivered *Sayan Princess*, the first PSV delivered from a yard in Turkey on what the yard describes as “a turnkey basis”. In fact, the story of the vessel is a little more complicated than that, and the hull was actually built at Zaliv Shipyard in Crimea (Ukraine) on behalf of another owner before being acquired and completed by Tersan for Hoyland Offshore in Norway.

Earlier this year, another important deal for Tersan came into effect when financing was agreed for construction of a Skipsteknisk ST-259 design subsea vessel for Volstad Shipping. The deal to build the vessel was actually struck in

2013 but only came into effect when the financing was arranged. The inspection, maintenance and repair/construction vessel is due to be delivered in the fourth quarter of 2015 and follows on from a number of fishing vessels and a factory trawler that Volstad had entrusted to Tersan Shipyard.

Late 2012 saw another well known Turkish yard, Besiktas, secure an agreement to build a new class of seismic support ships (also of Skipsteknisk design) for PF Thor. The agreement included an initial four vessels with options for four more. Construction of the first two vessels got underway in July 2013, with delivery of the first unit due shortly.

Turkish yards have done well from demand for seismic support ships. Another well known yard, Cemre Shipyard, is building two 69.8m seismic support vessels for delivery to Vestland Offshore in Norway in mid-2015. The vessels are of the SALT 450 SSV design.

Cemre Shipyard first entered the offshore vessel market in 2005 when it built the hulls for two anchor-handling tug/supply vessels *Havila Mars* and *Havila Mercury* for Havyard