

SHIPYARD NEWS



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CEMRE SHIPYARD YALOVA - TURKEY



Photo top : CEMRE Shipyard

Cemre Mühendislik found in 1996. The company was specialized on painting and surface



treatment at marine sector. End of 2005, Cemre Shipyard



has entered to shipbuilding market with 2 offshore hulls building for Havyard Group AS at rented area in Istanbul Navy Shipyard. Cemre achieved success with these projects and continued to build more advanced projects for Scandinavian companies. In 2008, Cemre established its own shipyard in Altinova/Yalova and is performing turnkey and hull projects together in its own modern equipped shipyard since then. The shipyard are was 20.000m2 in

early stages. Cemre continued to make an investment even in crises stages and the area reached **totally 140.000 m2** Today, **Cemre Shipyard** with almost 1.000 employees is one of the most active shipyards in Turkey

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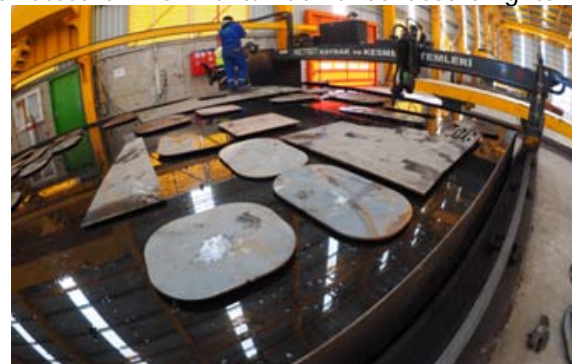
The milestones of Cemre shows how to become a well organisation in a short period of time. In 2005, The Company sets to work and has know-how until starts building turnkey projects in 2011. With turnkey projects and more technical engineering, an in-house design department established because of expanding needs for technical drawings, modified easily, catching up more quickly. In 2014, 65.000 m2 area

added to structure of shipyard to expand capacity for steel processing. While continuing investments, on the other hand 40th ship which is built in main yard area was delivered to the European client. 2016 continues a productive year for the company; an AHTS/Ice Breaker, a super-ferry to Norway and a wet fish trawlers to Iceland has launched in this year The last project of Cemre has been signed with **ESVAGT** in May 2016. The multi-



purpose vessel, **NB53** (as seen above and the bow section on the right) will expand the scope of work to include service, maintenance and inspection of the hose system and to perform service vessel duties in connection with work on unmanned platforms for Hess at the South Arne field in 2018 The vessel is designed with the latest environmental demands according to IMO Tier III plus 10% and to be equipped to accommodate a total number of 49 persons. Besides vessel to be built for Rescue/Standby for 150 persons

according to DMA. Length over all: 81,90 m, breadth, moulded: 17,60 m and deck area: 620 **Cemre I main area** could be called as the heart of company has a



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broad production part, extensive workshops including piping, outfitting, painting halls and the private offices for administrative, engineering and owner representatives. Many cranes were positioned where the production is most intense for continuity of the block assembly. Thus a lot of various types of ships with different shell material features can be processed simultaneously. Transporting for cross domain is conducted successfully with short distance between other yard areas. Cemre Shipyard is positioned in the optimal location in term of transportation for workers and clients. Workers have services and boat shuttles to Istanbul Main shipyard area called CEMRE I is equipped with two high capacity cranes including 250 tons and 160 tons gantry cranes for two slipways which can be extended capacities. In this way, each slipway has two ship assembly capacity and four ships can be built at the same time. Painting and blasting halls also is included in the content of the yard area. Blocks can be painted in a quality manner with particular attention to health & safety and environmental conditions. Construction hall allows various steel process as well as aluminium outfitting. Blocks and outfitting materials in this area can be transport by lifting trucks with 460 ton and 120 ton capacities There are dedicated offices and meeting rooms for owner representatives, class authorities and supervisors Investments never stop at Cemre Shipyard. Cemre started to build additional shipyard area Cemre II in 2014. Both shipyards area are working with well organize CEMRE II shipyard with 65.000 m2 area. 30% of the shipyard are was planned as indoor.

Cemre Shipyard ranks among the top 500 most exporter companies in Turkey since 2008.



During my visit to Cemre two high tech fishing vessels were alongside fitting out and getting ready for delivery above seen the Iceland flagged [KALIDBAKUR EA 1](#) and on the right the [BJORGULFUR EA 312](#) with 2 other trawlers under construction [at the slip](#) [CLICK HERE](#) to see the video about the [KALIDBAKUR](#) and [HERE](#) to view the launch of the [BJORGULFUR](#)

[Cemre II](#) located 500 m far from CEMRE I main yard area.



[Prefabrication hall](#) is equipped with CNC bending machine, 16 gantry cranes, [mechanic cutting machine](#), bending press, profile bending machine, cylindrical bending machine, etc



Cemre II has 500 tons lifting capacity for can build big units at the yard. Furthermore steel units built for Cemre I can be transported by hydraulic trucks or barges. This area has completely its own organisation with engineers and managers and is extending by engineering offices, painting, outfitting and maintenance halls. Health and safety is always controlled and training for workers provided by H&S experts

Cemre shipyard established in Yalova, Altinova which is the new heart of ship building industry, The location of Turkey is between Asia and Europe and The location of Cemre nearby World well known city Istanbul.

I would like to thank **Esra** of **Cemre shipyard** for the excellent tour over both yards and the lunch !

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DSME's Sonangol Project to Reach a Solution

By : Jung Min-hee

The Sonangol Project of Daewoo Shipbuilding & Marine Engineering, which holds the key to the shipbuilder's short-term liquidity problem, is showing signs of settlement based on an increase in international oil prices. The final deadline of the delivery of the two drillships for the completion of the project was November this year but the Angolan national oil company failed to meet the deadline. However, the two sides recently agreed on payment by installments. The South Korean government and Daewoo Shipbuilding & Marine Engineering are planning to wrap up their negotiations with Sonangol in March next year so that the uncertainties of the project can be eliminated. "Sonangol cannot make the lump-sum payment for practical reasons and Daewoo Shipbuilding & Marine Engineering has to deal with its liquidity problems," the government explained, adding, "Under the circumstances, they reached an agreement that three split payments can be a solution and the first payment is scheduled for the second half of next year." The US\$1.4 billion project was signed in 2013 and the initial deadlines were June and July this year. However, the two drillships failed to leave South Korea due to Sonangol's financial difficulties. The South Korean shipbuilder has yet to receive approximately one trillion won from the Angolan oil company. For the ships to be delivered to the latter, it should prepare a charter regarding oilfield drilling tools. A charter can be defined as a supply contract with a global oil major. Financial companies can estimate Sonangol's sales and lend money based on the charter. With Sonangol resuming discussions with oil majors based on an increase in oil prices, the South Korean shipbuilder's probability of getting the money is rising. Another pending issue is the guarantee to be provided for a financial company to finance Sonangol. The Korea Trade Insurance Corporation and the Norwegian Guarantee Institute for Export Credits (GIEK) were to respectively bear 63% and 37% of the guarantee earlier, but the GIEK pulled out. "We are going to work with another guarantee provider if necessary and maximize the guarantee even if the Korea Trade Insurance Corporation has to provide the guarantee on its own," the government mentioned. **Source: businesskorea.**

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