EPIC
SHIPPING & SHIPBUILDING

EPIC DENIZ JSC

Engineering · Procurement · Construction · Management

CONTENT

1 OUR STRATEGY

2 MULTIDISCIPLINARY APPROACH

3 DEVELOPMENT PLANS

4 FINANCIAL SUSTAINABILITY

OUR STRATEGY

- Company was established in October 2018
- Main strategy on ship building industry penetration:
  - to be leading EPC contractor
  - forming sound QC framework
  - project management on behalf of clients
  - implementation of multidisciplinary approach
  - flexible and swift equipment procurement and logistics service
  - engineering of new type vessels with comparative advantages;

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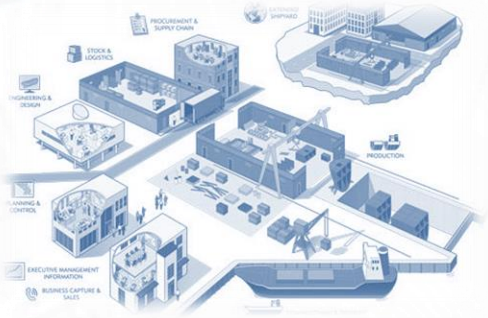
MULTIDISCIPLINARY APPROACH

- **Synergy of VDenge Technology & EPIC DENIZ JSC:**

VDenge is providing engineering, design, consultation and project management services for the International Shipping, Shipbuilding and Offshore Industries and Maritime Supplier

- **Implementation of multidisciplinary (contemporaneously) approach on service:**
  - **to be EPC contractor for conversion and repair services**
  - **to be EPC contractor for new U-type and A-type vessels**

- **Advantages:**
  - **provide different services simultaneously on different shipayards**
  - **no any fixed cost on shipyard holding**
  - **Optimization and modernization implementation**



U-TYPE KAMILLA VESSEL

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9200 DWT
CARGO VESSEL
RIVER/SEA

MAIN CHARACTERISTICS

Length overall 141.0 m
Length between perp. 137.96 m
Breadth moulded 16.96 m
Depth moulded: 6.30 m
Draught moulded: 3.60 / 4.70 / 5.30 m

Deadweight: 3.60 m (FW) (abt) 5200 t
Deadweight: 4.70 m (SW) (abt) 8000 t
Deadweight: 5.30 m (SW) (abt) 9200 t
Complement: 13 + 1 P
Service speed: 11.00 kn

TANK CAPACITIES

Dirty oil(abt.) 7 m3
Fresh water(abt.) 100 m3
Ballast water (abt.) 4950 m3
MDO (abt.) 230 m3
Lubricant oil (abt.) 5 m3
Sludge (abt.) 8.5 m3
Bilge (abt.) 8.5 m3

CLASSIFICATION

RINA
Hull + Mach, General Cargo Ship, NONHOMLOAD, COAT-WBT, Unrestricted Navigation*, AUT-UMS, Inwater Survey, ICE 1D (Finnish – Swedish ICE Class Rules)

(*): Limited to 200 miles from port of refuge when navigating in winter zone as defined in ILLC 1966, and with maximum significant wave height of 7m.

MACHINERY COMPONENTS

Main Engine 2x1030 kW@900 rpm
Diesel Generator 2x260 kWe (400 V 50 Hz)
Emer. Generator 1x100 kWe (400 V 50 Hz)
Propeller 2xCPP (Dia: 2.8 m approx.)
Bow Thruster 1x375 kW approx.

CARGO CAPACITY

No. 1 Hold (27.30 x 13.2 x 9.2 m) 3315 m^3
No. 2 Hold (72.80 x 13.2 x 9.2 m) 8760 m^3
Total Cargo Volume 12075 m^3

DEADWEIGHT SCALE

Draught (m)	DWT SW	DWT FW
3.60	5200	5020
4.70	8000	7800
5.30	9200	9050

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DEVELOPMENT PLANS

- **VDenge Technology & EPIC DENIZ JSC partnerships plans to:**

  - **Modify and revise U-type / A-type vessels based on practical feedback from Kamilla and Ella vessels exploitation;**
  - **Research and Develop hydrogen and methanol technology implementation in ship building;**
  - **Use construction contingency and multidisciplinary approach opportunities in ship building as collaboration with Russian shipyards and ship owners (clients);**
  - **Increase market share of equipment supply to Russian market via pricing policy and trading opportunities of Turkey with equipment producers;**

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FINANCIAL SUSTAINABILITY

- Issuing a bank guarantee for advance payments
- Settlement with client through letter of credit products
- Implementation of hedging instruments in case of mitigation FOREX and interest rate risk positions;

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