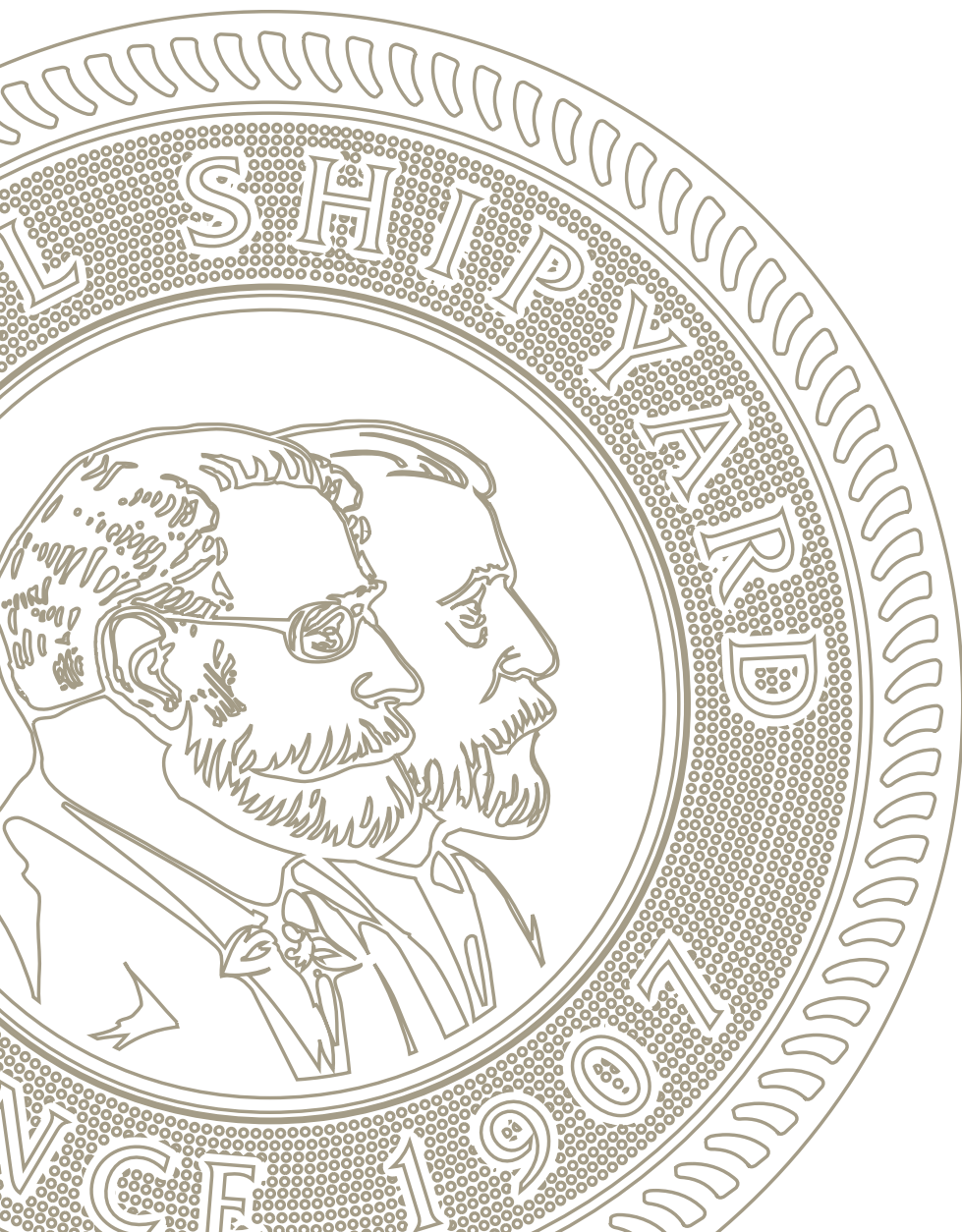


NOBEL SHIPYARD LTD.







ABOUT NOBEL SHIPYARD LTD.

«Nobel Shipyard» - the largest enterprise in the shipbuilding and ship repair on the Upper Volga. The geographical location of «Nobel Shipyard» is very convenient: access to the Baltic Sea, Black Sea and Caspian Sea allows to deliver vessels to a wide range of customers all over the world within the short period of time.

«Nobel Shipyard» has repeatedly changed its name. Since its inception, the company went from small repair workshops for river barges to modern shipbuilding plant, which produces high-tech marine and river vessels.

The company specializes in the construction, repair, renovation and modernization of the following types of ships:

- Sea and river oil tankers;
- Sea and river dry cargo ships, designed and constructed according to European standards for transportation of general cargo, containers of international standard, wood, bulk and hazardous cargo;
- Special service ships including sea diving and survey ships;
- Boats for special purposes, including rescue boats for booms installation;
- Vessel hulls of different types including hulls of modern comfortable yachts.

The total area of the yard is more than 214 000 square meters, 100 000 of which are the location of well-equipped workshops. The number of employees is over 500 people.

The production facilities of the yard allow to build sea and river vessels with the following characteristics:

- length up to 140 meters;
- width up to 17 meters;
- launching weight up to 2700 t;
- deadweight up to 6500 t.

Shipbuilders except shipbuilding lead ship repair: repair mechanisms, systems, electrical equipment, through renovation and modernization extend the life of workaholic-tankers and dry cargo ships.

The presence on the plant of all kinds of shipbuilding industry, modern computer technologies, and quality control at all stages of working out and production in combination with high professional level of enterprise personnel allow to construct vessels of different types and classes with European quality, efficiently and on term.





PRODUCTION FACILITIES

HULL-WELDING PRODUCTION

Main tasks:

- blank sheet and profile parts (cutting, bending);
- production of sections and blocks up to 20 m;
- completion of hull sections;
- installation of saturation.

The workshop has 12 assembly and welding workplaces. One workplace is provided for manufacturing of two sections by dimensions 6000x12000 mm by one brigade.

Includes sections:

- Lines of thermal cutting edge processing and sheet metal;
- bending sheet metal;
- cleaning and blank profile;
- site configuration.

STACKER ASSEMBLAGE

Main tasks:

- the formation of ship hulls;
- installation of saturation (foundations, doors, hatches, etc.);
- shifting, alignment, descent - lift of vessels;
- ship repair.

Includes sections:

- shipbuilding dock total area more than 7 000 m², supplied with 3 bridge cranes each with lifting capacity 50 t;

Can accommodate at one time:

- the width of two rows of the overall width not exceeding 26 m, four hulls (13 +13, 17 +9 or others)

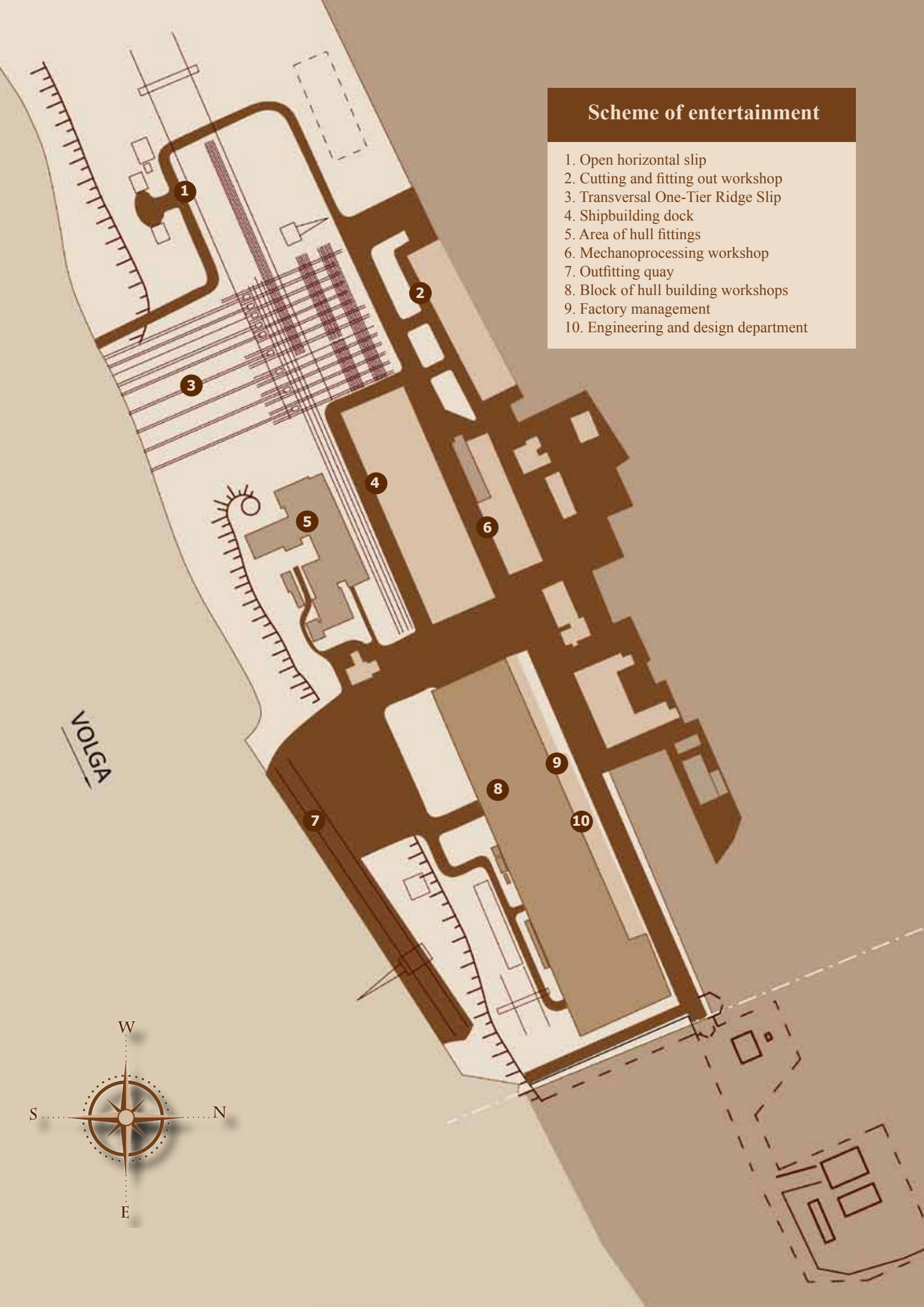
- along the length of one or more, in the northern bay is not more than 144 m in the southern bay of 120 m;

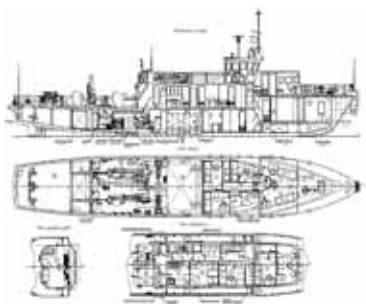
- outdoor horizontal slip equipped with portal crane (carrying capacity 32 t);
- cross-storey horizontal slip carrying capacity 2 700 t, it allows to launch and arise vessels with length up to 140 m and breadth up to 17 m.



Scheme of entertainment

1. Open horizontal slip
2. Cutting and fitting out workshop
3. Transversal One-Tier Ridge Slip
4. Shipbuilding dock
5. Area of hull fittings
6. Mechanoprocessing workshop
7. Outfitting quay
8. Block of hull building workshops
9. Factory management
10. Engineering and design department





MECHANICAL ASSEMBLAGE

Main tasks:

- Machining parts;
- Building and repair mechanisms.
- Blank sheet (6 mm) and profile parts with simple design.
- Assembling and welding products.
- Manufacturing, installation of pipelines.
- Mounting arrangements, rudder complex.
- Installing the insulation.
- Painting, installation of facilities.
- Tests of the vessel.

Includes sites:

- Mechanic workshop
- Cutting and fitting out workshop
- Area of hull fittings
- Outfitting quay, length 210 m, is equipped by the portal crane load-carrying capacity 20 tons; It is used or staying of vessels during fitting out and mooring trails.

ENGINEERING AND DESIGN DEPARTMENT

The division using the current technologies of designing, provides conformity of construction work to the international requirements

Main tasks:

- The operative decision of working questions on a place;
- Release of the working design documentation according to requirements of the international certified societies—Germanischer Lloyd, the Russian Sea Register of navigation;
- Effective preparation and manufacture support.

The risk of mistake during the performance of any working operation is minimized.



Distance to:

Belomorsk	483 miles
St. Petersburg.....	514 miles
Novorossiysk.....	1840 miles
Astrakhan.....	1410 miles
Arhangelsk.....	656 miles
Murmansk.....	993 miles
Moscow	236 miles

TANKER

PROJECT 15790T



PROJECT CHARACTERISTICS

The vessel is intended for one oil grade transportation: oil and mineral oil with unrestricted steam flash point, including those which require heating; oil products; vegetable oils; adipose; alcohols; liquid fertilizers.

Navigation area – inner water ways, open and enclosed seas with restrictions of navigation according to class II SP.

Design Structural Type – steel one-deck double-screw tanker with arrangement of cargo in vessel cargo tanks, with ballast isolation, forecastle, engine room and wheelhouse at aft, with double bottom and sides in the area of cargo tanks, bow thruster.

Vessel class – KM*J13 1 II CII A3 oil tanker Russian Maritime Register of Shipping.

MAIN TECHNICAL CHARACTERISTICS OF TANKER «ANDROPOV»

Length overall, m.....	125,6
Breadth overall, m.....	13,74
Depth at midship, m.....	6,5
Draught in sea at summer loadline, m.....	4,58
Displacement at draught 4,58 m, t.....	6885
Fuel, oil and provision endurance, days.....	20
Fresh water endurance, taking into account fresh water resupply by desalination installation with following mineralization and degreasing.....	unrestricted
Deadweight at draught 4,58 m, t.....	4605
Cargo tank capacity for oil transportation.....	4080
Loaded speed, knots.....	0,5
Diameter of turning circle diameter<.....	not more than 2 hull lengths





APIS SEA GENERAL CARGO SHIP

PROJECT 6016

The ship is designed for transportation of general and bulk cargo, including grain, coal, containers of international standard, hazardous cargo of 1-9 class according to SOLAS.

The vessel was constructed by the yard completely out of Customer's materials.

The vessel was constructed for German Customer under supervision of Germanischer Lloyd.

The first vessel delivered to the Customer «turnkey» in 1995, now is under the name «ADDI L» IMO9139323, original name of the vessel was APIS. In addition to the first vessel completely finished vessel, our yard has constructed three hulls of this project (the vessels are under the names LEESWIG, CEMBAY and ALSERBACH).

Length overall, m88,20
Breadth registered, m13,60
Moulded Depth, m7,70
Draught, m6,10
Ship's Speed , kn.11
Deadweight, t4557



HULLS OF BULK CARRIERS

The enterprise successfully cooperates with the Dutch customers in the field of production of cases for bulk carriers, tankers, barges and other courts.

Towage of cases to Europe is made along a route:

port of Rybinsk – A Rybinsk reservoir – the Volga-Baltic channel –
Lake Onega – Lake Ladoga – the port of St. Petersburg.

Building number	The name	The case is handed over the Customer	The Customer
03101	CARINA	2000	Swets Handel & Scheepvaart B.V.
03102	TENAX	2000	Swets Handel & Scheepvaart B.V.
03103	UNITAS	2000	Swets Handel & Scheepvaart B.V.
03104	ARMIRA	2001	Swets Handel & Scheepvaart B.V.
03105	MORGENSTER	2001	Swets Handel & Scheepvaart B.V.
03106	DESEO	2001	Swets Handel & Scheepvaart B.V.
03107	FLINT	2002	Swets Handel & Scheepvaart B.V.
03108	MERRIMACK	2002	Swets Handel & Scheepvaart B.V.
03109	ALEXANDRA	2003	IHDA Shipbuilding service
03110	MORGENSTER	2007	Swets Handel & Scheepvaart B.V.
02001	METEOR	2008	De Waardt Morgenster B.V.
02002	MORGENSTER	2008	De Waardt Morgenster B.V.
02003	TENAX	2008	De Waardt Morgenster B.V.
02004	MARJO	2009	De Waardt Morgenster B.V.



SEA DIVING BOAT

PROJECT 11980



Intent

Sea diving boat is intended for carrying out of diving works at depths up to 60 meters at sea up to 3 Beaufort number and for solving of following tasks:

- inspection of water bottom, underwater parts of hulls and propeller-rudder plants of the vessels, underwater part of hydraulic structures and carrying out of underwater works by divers;
- taking part in carrying out of salvage, ship-raising and hydraulic operations within equipment installed at the vessel;
- carrying out of underwater welding at the depths up to 25 meters and cutting at the depths up to 60 meters;
- raising of discovered items with mass up to 1,0 t from depths up to 60 meters;
- ground wash-out and ground removal;
- water exhaust from wrecked ship;
- ponton expulsion;
- works with hydraulic instrument

General shipbuilding dimensions

Displacement full, t.....	315
Length overall, m	37,4
Breadth overall, m.....	7,7
Draught overall, m.....	2,0
Maximum speed, kn.....	11
Endurance at cruising speed 9 kn. at full fuel store, miles..	500
Navigability at diving works.....	3

Main power plant: Two-shaft diesel plant total capacity 1068 kWt
Electrical power system: Main electrical power net 380V, 50 Hz
Power-supply sources: 2 diesel generators each with capacity 100 kWt



SURVEY VESSEL

PROJECT 19910

The vessel is intended for carrying out of boyage works at coastal sea areas:

- arranging and removal of buoyant apparatus of navigation equipment of all types;
- maintenance and repair of coastal and buoyant apparatus of navigation equipment;
- sounding works and a bottom contour survey for working out of sea charts;
- cargo delivery (apparatus, firewood, coal, subsistence) to unequipped coast for supplying of hydrographic works.

Vessel equipment:

- Two-hooked electrohydraulic crans (Norway) carrying capacity 12 t;
- hydrographic winch;
- multibeam echo-sounder;
- profilograph;
- sound speed gauge;
- scow carrying capacity 5 t.

Water and subsistence reserve allows it to stay at sea for not less than 15 days without call to base.

The vessel is equipped with unique power plant specially designed and applied in Russian Navy for the first time: two main diesel generators supply the work of screw-rudder columns (Finland), that allow the vessel to have speed up to 12 knots.

Main dimensions:

Length overall, m.....	56,40
Breadth overall , m.....	11,17
Depth, m.....	5,40
Draught overall, m.....	2,94
Light displacement, t.....	910



RESCUE BOAT FOR BOOMS INSTALATION

PROJECT A40-2B



Intent: The rescue boat for booms installation is a vessel functioning within the coastal infrastructure of sea and river ports which is to provide safe shipping and to protect the environment at oil spills. It is intended for:

- transportation and installation of floating slick-bars, delivery of emergency and nature-conservative equipment to the places of oil spills;
- localization of the spread of spilled mineral oil into rigid floating tanks of not less than 2 m³, and its subsequent towing to the receiving point of the shore or floating stations;
- construction of oil collecting orders.

It is can also be used as pilot boat, hydrograph and diving vessel. These types of vessels are necessary not only for port communities, but also for commercial companies dealing with exploration, production and transportation of sea hydrocarbon resources, including oil terminals.

Navigation area: R3-RSN. Mixed (river-sea) navigation with the distance from the harbor up to 50 miles.

The boat is designed in accordance to the Rules of the Russian Maritime Register of **Shipping to the class:** KMIce2 R3-RSN AUT3 oil recover ship(>60)

Hull material: Steel PCA; Deckhouse: Aluminum-Magnesium Alloy 1561.

Type and place of construction of the main engine: DI 1643M Scania, Sweden

Main engine power: 2 x 441 kW at 1800-1900 rpm.

Type of the mover, number of propellers: fixed pitch propellers, two

Capacity of tanks: fuel tanks – 2.6 m³, fresh water tanks – 1.1 m³

Radio station, its power: MF/HF radio SRG-2150DN 150W VHF radio STR-6000 A, 25 W.

Steering gear: The boat is equipped with two pendent full-balanced rudders of 0.30 m² each, working at jet propeller shaft. Plane angle is $\pm 35^\circ$. As a rudder actuator the electrohydraulic steering gear «Jastram» of CJSC «Navis» is used.

Number and capacity of discharging, fire-fighting equipment: four fire extinguishing aerosol generators COT-2M, installed in the Engine Room.

Main dimensions:

Length overall, m.....	19.90	Free board, m.....	1.174
Length on CWL, m.....	18.8	Draught max, m.....	1.33
Breadth overall, m.....	4.70	Displacement full, t.....	45.6
Speed (not less), knots.....	20.0	Economical speed (not less), knots....	12.0





TANKER

PROJECT RST25



The bulk-oil boat RST25 project is absolutely new type of tankers with the raised class of ecological safety and automation.

The principal features of the new project are:

- high environmental standard, exceeding the requirements of MARPOL;
- powerful engines running on heavy fuel oil HFO (380 cSt);
- Increased capacity and cargo capacity;
- wide range of cargoes.

The project of a vessel is developed by Sea Engineering Bureau. RST25 is a self-propelled oil vessel of the class mixed (river sea) with 6 cargo tanks, intended for transportation of crude oil and oil products, including gasoline, without restriction on flash temperature, with opportunity at the same time to transport freights of 2 different grades.

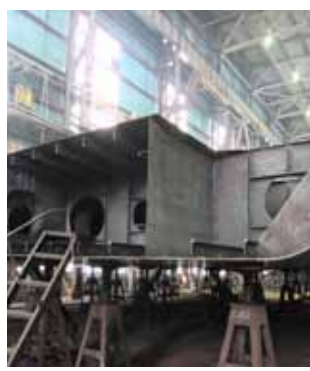
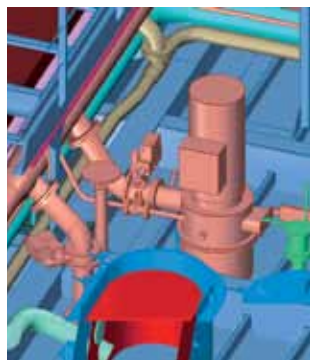
Service conditions. Year-round in the nonfreezing seas, in small beaten discharged ice of not Arctic seas; the sea areas corresponding to the limited navigation area of M-SP4,5 – with height of a wave of 3% of security of 4,5 m; the internal waterways of Russia taking into account restrictions.

Designs of the case, mechanisms, the equipment and systems of the vessel satisfy the International convention on prevention of pollution from vessels MARPOL 73-78.

Autonomy of the vessel on fuel reserves – 20 days for sea conditions and 10 days when swimming down the river. Range of swimming with full stocks \approx 4 000 nautical miles.

Main dimensions:

Length overall, m.....	139.99
Breadth overall, m.....	16.60
Displacement, t.....	5132
Speed (not less), knots.....	10.5



SERVICE AND AUXILIARY BOAT

PROJECT 3052



The vessel is designed for

- installation, removal, transportation of river and lake navigation markers up to standard size 4;
- servicing navigation markers at their installation sites;
- monitoring the navigable pass depth;
- episodic towing by the stern towing equipment;
- push-towing of up to 250-tonner flat top barges.

Carriage of dangerous goods, containers with oil products, and vehicles with internal combustion engines on the vessel and the towed barge is prohibited.

Shipping to the class: «O-ПР2,0 (ice 20)»

Main dimensions:

Length overall, m.....	35,00
Breadth overall, m	5,80
Free board, m.....	2,60
Draught (river/sea), m.....	1,51/1,4
Displacement full, t.....	157,00
Engine power, kWt.....	2x200
Ship crew, per.....	10

The advantages of that type of vessels are its easy-to-maintain designed and high reparability. The design of the vessel body, mechanisms, equipment and systems conforms to all requirements of the ship-classification society and environment protection requirements.





DIVING BOAT

PROJECT 14157

Diving boat is designed according to the Rules of the Russian Maritime Register of Shipping to the class: KM * Ice1 R3 AUT3 SDS <60.

Designation:

- Diving operations at depths down to 60 meters in outer and inner harbors of naval base;
- Survey operations with a remotely controlled water apparatus;
- Survey operations with a multibeam echo sounder;
- Participation in vessel-lifting and hydrotechnical operations;
- Participation in emergency operations in naval base aquatic areas;
- Hyperbaric oxygenation.

The seagoing capacities of the boat ensure safe navigation in open roadsteads and nearshore zones at the sea state of up to force 5, diving operations at the sea disturbance of up to force 3.

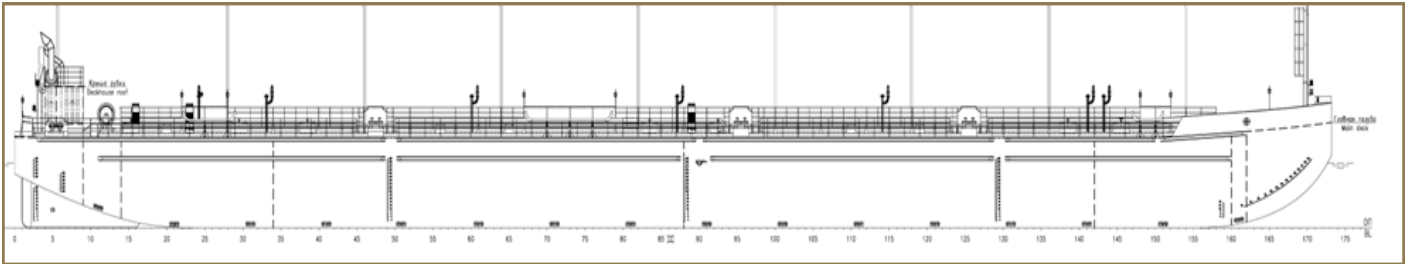
Main dimensions:

Length overall, m.....	25,00
Length on CWL, m.....	24,00
Breadth overall, m.....	4,8
Depth amidships, m.....	2,7
Draught, m.....	4
Displacement ful, t.....	82,92
Speed (min), knots.....	12
Cruising range, miles.....	200
Hull material.....	steel
Engine power, kWt.....	306



OIL BARGE

PROJECT ROB 07



A steel single-deck non-propelled oil tank barge with twelve cargo tanks and two slop tanks is designed for transportation of oil and oil products without the cargo flash temperature limitation and without living space. 2 cargo types can be carried simultaneously. People shall not stay onboard the barge during the trip. The cargo is heated by the steam supplied from a push towboat through a barge heating piping system.

Main dimensions:

Length overall, m.....	95,23
Overall width, m.....	16,80
Depth, m.....	5,00
Height from BP to fixed parts, m.....	13,05
Draught, m.....	3,50
Deadweight at sea (draft 3.5 m), m.....	4244
Deadweight at sea (draft 3.6 m), m.....	4403





PRODUCTION OF HULLS

View	The name	Building number	Dimensions
	MERRIMACK	3108	81,00x9,50x2,88
	ALEXANDRA	3109	134,87x17,10x5,50
	Type «MORGENSTER»	31010	86,00x9,50x3,22
	Type «MORGENSTER» METEOR	2001	86,00x9,50x3,22
	Type «MORGENSTER»	2002	86,00x9,50x3,22
	Type «MORGENSTER» TENAX	2003	86,00x9,50x3,22
	Type «MORGENSTER» MARJO	2004	86,00x10,50x3,22
	CARINA	3101	69,98x8,20,2,71
	TENAX	03102 5	69,98x8,20x2,9
	UNITA 03103	3103	84,99x8,50x3,06
	ARMIRA	3104	84,95x9,50x3,08
	MORGENSTER	3105	86,00x9,50x3,22
	DESEO	3106	85,92x10,02x2,79
	FLINT	3107	109x,99x10,00x3,03

SHIP REPAIRING, RENOVATION AND MODERNIZATION



In addition to new shipbuilding our enterprise applies the method of shipbuilding using elements of run ships (modernization and renovation) and ship repairing. Renewal of vessel hull, machinery, electrical equipment allows to extend the term of vessel operating and reduce costs for ship repairing.

Renovated vessel has a number of advantages in comparison with non-renovated vessel of the same age. It concerns the following:

- maritime safety increasing and risk of vessel loss decreasing;
- vessel environmental safety increasing;
- periodicity recovery of Classification Certifications;
- right recovery for certification extension;
- advantages at freight and insurance market.

Ship repairing – partial substitution of different hull elements for new ones (framing, hull shell plating, deck, bulkhead partly), machinery and equipment repairing according to defecation act:

- deck machinery dismantling, mounting of new and repaired ones (anchor gear with repairing of anchor chains, mooring arrangement, guard railing, etc.);
- dismantling, full repairing of rudder propeller complex (RPC) with opportunity of shaft straightening, grooving and fusing, mounting of RPC;
- dismantling, repairing and mounting of pumps of different types, boilers;
- dismantling – mounting of main engines and diesel-generators;
- partial or full substitution of ship system pipelines.

Renovation – substitution of hull part using sectional method for extending of vessel operating term (in some cases change of vessel class), machinery and equipment repairing with partial substitution for the new ones.

Modernization – new building of a vessel using elements of run vessels (as a rule, it is foreship and aftship). It gives an opportunity to construct vessels with new parameters (changing of vessel dimensions, vessel class, intent and etc.) with less expenses.



QUALITY SYSTEM

Nobel Shipyard - certified enterprise with qualification certificates of conformity companies: Russian River Register and the Russian Maritime Register of Shipping, and the license of the Federal Service for Defense Contracts for the implementation of the production of arms and military equipment.

- The license to engage in the development, production, testing, installation, assembly, maintenance, repair, recycling and sale of weapons and military equipment;
- Certificate of Conformity of Quality Management System;
- Certificate of the Russian River Register on recognition of the company;
- Certificate of RRR on recognition of test laboratory;
- Certificate of RRR on recognition of mechanical test laboratory;
- The certificate of the Russian Maritime register of shipping on compliance to requirements of the RMRS as the enterprise which is carrying out construction, re-equipment, modernization and repair of objects of technical supervision;
- Certificate of the Russian Maritime register of shipping on recognition of mechanical test laboratory;
- Certificate of the Russian Maritime register of shipping on recognition of test laboratory;
- The license for performance of works using information constituting a state secret;
- The license for the operation of explosion-hazardous production facilities;
- License for the use of ionizing radiation sources (generating) operation, maintenance and storage of portable X-ray flaw.



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