



NEW BUILD
REPAIR
CONVERSION



www.bakushipyard.com

THE LARGEST AND MODERN
SHIPYARD IN CASPIAN SEA.

BAKU SHIPYARD LLC



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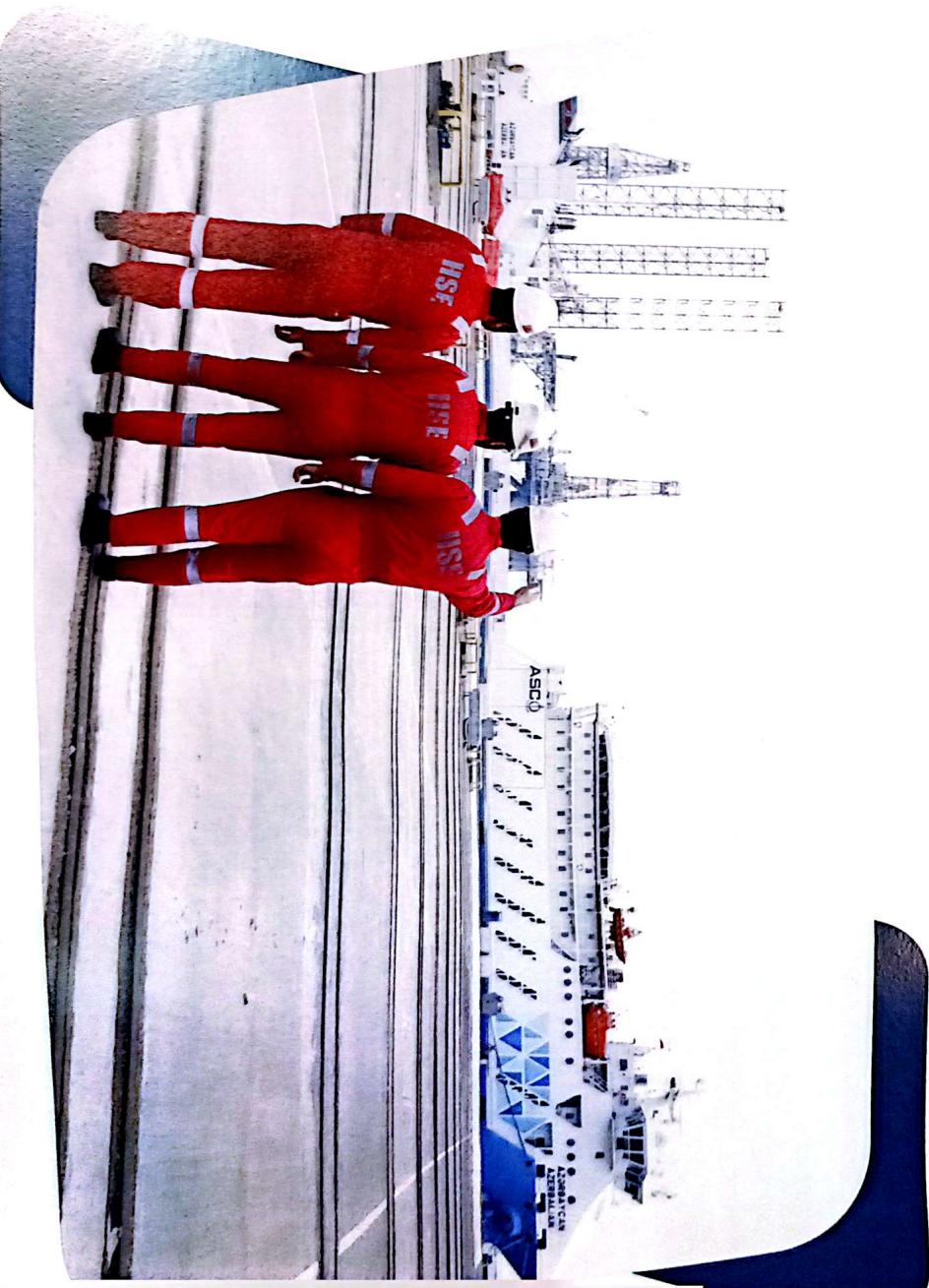
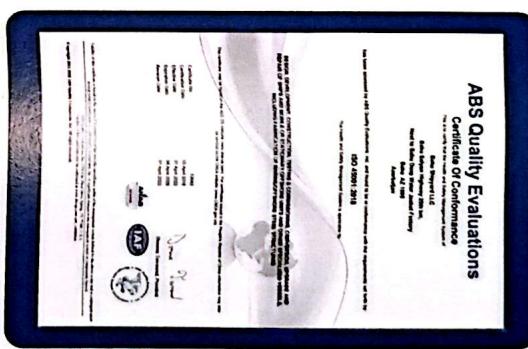
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ABOUT US

Baku Shipyard (BSY) was established in 2011 for the purpose of providing shipbuilding and ship repair services for the marine and offshore industry within the Caspian Region. Our specialization in the design and construction of commercial, passenger vessels, tug boats, ferry boats, etc. enables us to develop unrivaled expertise in this geolocation. During its years in business, BSY has developed a reputation for building high-quality vessels servicing a wide range of marine and offshore industries.

We are committed to meeting the demands of our customers while providing quality workmanship that supports and promotes prudent environmental and safety principles. BSY can serve all of your vessel needs from routine maintenance to conversion and emergency dry-docking with an exceptional team of skilled technicians and dedicated management.



ABOUT US

MISSION

To be the provider of world class new build and repair services and facilities in the Caspian region, focusing on customer satisfaction and profitability for our stakeholders and maximizing local content in all facets of our business.



VISION

To be an Azerbaijani national icon in the marine and offshore industry.

QUALITY MANAGEMENT SYSTEM

Baku Shipyard is certified with ISO 9001:2015 by ABS for Quality Management System. This system sets out the criterias, that captures the policy and procedures to assure to meet the needs of our customers and stakeholders. Since quality is a continuous process of improvement, we constantly upgrade our systems and controls to comply with our policy in meeting the objective of having minimum defects in the products and services delivered.

HEALTH, SAFETY & ENVIRONMENT

Baku Shipyard is committed to achieving excellence in SAFETY performance at its workplaces. We encourage and entitle each one of us to stop unsafe work activities at all times and always emphasize the importance of personal accountability for our safety.

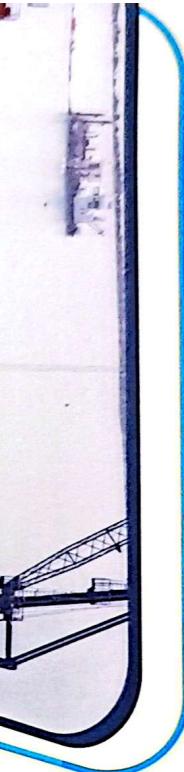
Our goal is to achieve ZERO ACCIDENT, ZERO LOSS, NO HARM TO PEOPLE, NO DAMAGE TO PROPERTY, and NO HARM TO ENVIRONMENT. Baku Shipyard is accredited with ISO 14001:2015 & ISO 45001:2018 certificates by ABS for HSE Management System.

” BSY is the top shipyard in the region in terms of organisational excellence, attitude to safety, equipment, etc.

” Baku Shipyard is the best facility in the Caspian region, so we extensively use this facility, as much as our bp project allows.



Baku Shipyard's infrastructure offers comprehensive workshop facilities, including steel production, piping, mechanical, electrical, carpentry workshops, painting/blasting chambers, and rigging services, for undertaking all types of New build and Repair projects.



FLOATING DOCK

"28 MAY" Floating Dry Dock (FDD) measuring 168 m x 40 m is capable of lifting and accommodating vessels of a maximum 25,000 T displacement.

The maximum breadth of the vessel can accommodate is 34 meters with maximum drafts not exceeding 7.0 meters.
Cranes on the top deck - 2 x 20t



2 x 25 ton luffing crane coverage along quay and piers

TTS-TRANSFER TROLLEY SYSTEM



TTS trolley system, which is designed for transferring new build vessels to Floating Dock for launching, also provides the opportunity for transferring vessels from the Floating Dock to the Repair Slab for the further repair of several projects simultaneously. Maximum trolley lifting & transfer capacity for transferring vessel of 18,000 T displacement. TTS is capable to determine the very accurate weight and COG (LCG, TCG) of any vessel, pontoon, barge, etc. It gives a big specter of possibility, for example, calculation of the exact quantity of ballast that should be added before launching the vessel.

FACILITIES

300 T GANTRY CRANE

- Upper Trolley 2 x 150 T (Hoist 'A1&Hoist 'A2)
- Lower Trolley Main Hoist 'B' 150t; Hoist 'C' 30t
- Lifting Height of 58,000 mm
- Span 80,000 mm

QUAY, PIERS, REPAIR AND BUILDING BAY

- Quay - 1,100 m
- Finger pier - 300 m
- West quay - 130 m
- East quay - 250 m
- Average water depth - 7 m
- Bollard pull test capacity at Pier - 250 ton
- Transfer/repair slab - 340 m x 137 m
- Steel plate and section stockyard - 108 m x 34 m
- Pipe fabrication shop - 167 m x 34 m
- Mechanical workshop - 208 m x 34 m
- Blasting and paint hall - 53 m x 33 m
- Steel fabrication shop - 295 m x 100 m
- Quayside 10-16 positions
- Land side 8-14 positions
- In Dock: 1-2 positions

TOTAL AREA

- 720,000 sqm (72 Hectare)



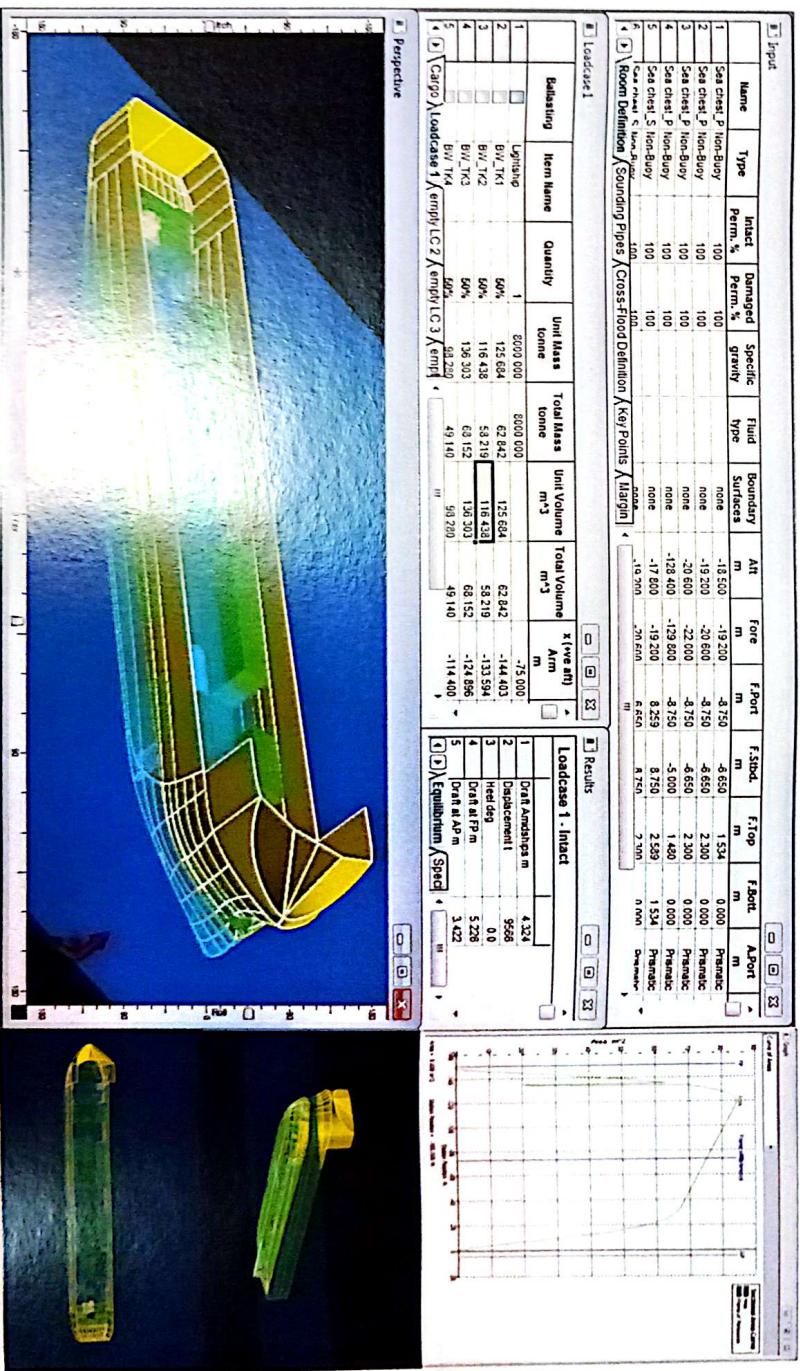
DESIGN & ENGINEERING

The Engineering Department is one of the main sections of Baku Shipyard that contain specialized engineers from all relative trades. Our Shipbuilding Engineering Division can design a wide range of ships with high quality and reliability for national and international clients. We undertake all activities including complete class design, detail design, production drawings, production and project technical support, bill of materials report, equipment tests and trials. Our focus is always on maintaining schedules and meeting the contractual targets. The design work is carried out with a full guarantee and in line with the standards of the world's major classification societies, such as Det Norske Veritas, American Bureau of Standards, Lloyd's Register for Shipping, Bureau Veritas, China Classification Society, Russian Maritime Register of Shipping etc.

Product-oriented design organizations are the way Baku Shipyard are headed. This type of structure produces a design that is producible and consistent with the production process. The advantages of our chose of the organization are in the direct support of production. Since the design is being used directly by the production department, there is no buffer between the designer and the production trades. Communications are enhanced, leading to faster resolution of problems and a better design.

Although Baku Shipyard is mainly designed for shipbuilding, however, its role in support of industry and developmental engineering is prominent. It has a long record of service to industry and during a slump in the shipbuilding industry, has promoted further diversification of its general engineering activities.

CAR RAILWAY PASSENGER FERRY- HYDROSTATIC ANALYSIS



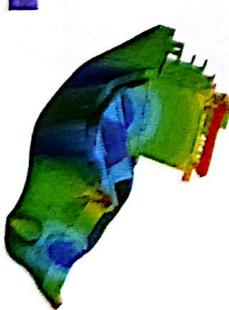
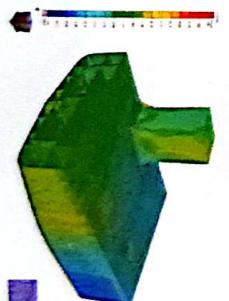
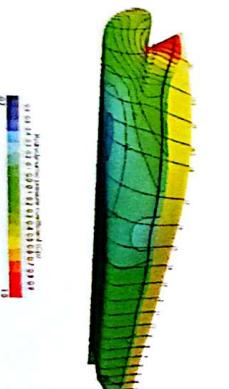
DESIGN & ENGINEERING



BASIC OR CONTRACT DESIGN PROPOSAL	FUNCTIONAL DESIGN	ZONE (OR TRANSITION) DESIGN	PRODUCTION CONTROL
<ul style="list-style-type: none">• product work breakdown structure• build plan• design schedule• drawings (prelim)• major milestone schedule• master construction schedule• long lead material schedule• prelim unit weight determinations• contract guidance drawings	<ul style="list-style-type: none">• key drawings• strength & weight calculations• definition of hull form• class design• detailed design schedule• purchase specifications• start cad database development• material ordering schedule• procurement material lists• producibility reviews design• unit hull construction plan	<ul style="list-style-type: none">• foundation drawings by unit• outfit composite drawings• updated material availability• steel list by unit• producibility reviews design• access and staging plan• cad database development• design development	<ul style="list-style-type: none">• detailed shop drawing• drydock activities planning and procedures with input from naval architecture• staging plan• provide technical assistance to production• liaison• activation and test

SUBSEA CONSTRUCTION VESSEL AND OIL TANKER VESSELS- STRUCTURAL ANALYSIS

- mock and jig configurations
- unit handling plan
- structural fabrication and assembly design
- lofting design
- outfit fabrication and installation design
- definition of material groupings design
- refined material ordering
- work instructions for production design
- cad database development
- installation material lists



During its years of operation period, Baku Shipyard has already realized several remarkable projects, such as the building of a Floating Dry Dock, a Tug Boat, 3 Crew Boats, a Subsea Construction Vessel, Pontoons for Semi-Submersible Drilling Rig, 2 Oil Tankers, 2 Car Railway Passenger Ferries. The Shipyard has an annual production capacity equal to 25 000 tons of steel. In shipbuilding scale it is equal to 4 x 15000 ton or 2 x 75000 ton tankers, 4 x 100m Platform supply vessel, etc.

"KHANKENDİ"

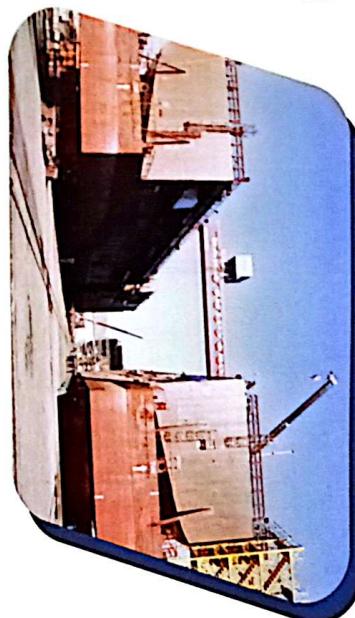
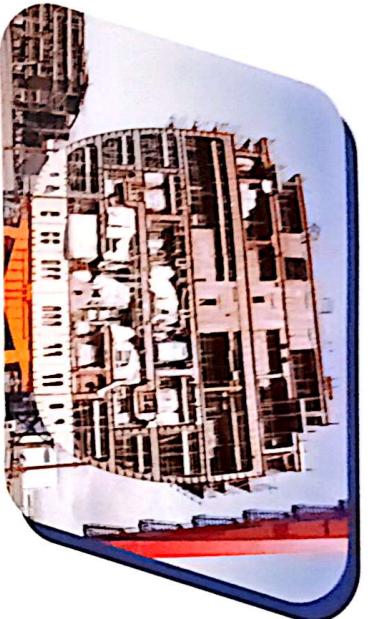
On 23 April 2014, BP Exploration Shah Deniz LTD signed a contract with Baku Shipyard LLC (BSY) for design and construction of a Subsea Construction Vessel (SCV). The client appointed DNV GL to approve the design, survey the construction by further providing classification and certification services for the vessel. The class and detailed design works were carried out by Keppel Offshore and Marine's MTD. The construction of this unique and complex vessel took slightly over 3 years and it was delivered to BP Exploration Shah Deniz LTD on 06 September 2017.



SUBSEA CONSTRUCTION VESSEL "KHANKENDİ"

Due to the fact that shipyard was inaugurated recently and in order to achieve the delivery terms, the construction was split between Singapore and Baku. The two hull strips of the vessel were built in Singapore and shipped to Azerbaijan via the Suez Canal and Azov Sea, by passing through Russian inland water ways - Volga-Don shipping canal. Once arrived to BSY quay side, the hull strips were transferred to the building bay of the yard with the Ship Transfer System. By utilizing the yard's technical capabilities and resources the Project team with the support of Senior Management developed an innovative methodology of integration for the hull strips, bow block, and LQ mega blocks at BSY construction berth that was a completely new concept compared to the so-called "proven" traditional afloat mating method.

On 7 May, 2016 the integration works completed and vessel was successfully launched at Baku Shipyard. The rest of the works such as installation of 900 MT main crane, 50 MT knuckle boom crane, two 10 MT auxiliary cranes, helideck, and etc. continued afloat at the quay side. Once the ship equipment and systems were fully integrated, tested and commissioned the Sea Trials commenced that covered a period of two months. 5,774,491 working hours and more than 2,000 employees, of which 75% were local and 25% foreign experts, were involved on the construction of SCV "Khankendi".



The vessel includes dynamic positioning (DP3) to allow for work in 3.5 m significant wave height (Hs), a 900 t main crane capable of placing 750 t subsea structures down to 600 m, and 18 men two-bell diving system, a strengthened moon pool, and other necessary equipment.



PRINCIPAL DIMENSION:

Length overall, LOA	155.00m
Length between Perpendiculars, LBP	145.00m
Breadth Moulded	32.00m
Depth Moulded at $\frac{1}{2}$ L	13.00m
Draught summer	7.50m
Cargo deck area (excluding carousel area)	1000m ²
Usable working deck area (including HLS area)	2000m ²
Deft cargo loading (VCG 1.0 m above main deck)	min > 1000MT
Draughtweight @ 6.5. m draft	min > 5000MT
Vessel speed	13 knots



On the September 16, 2013, Baku shipyard was awarded a contract for the fabrication of the pontoons and upper hull blocks of the new semi-submersible drilling rig. Equipped with well control piping, BOP handling and foundations rated for 20 000 PSI, the DSSTM 38M are the first shallow water semisubmersible to have the capabilities to perform drilling in expanded areas of operation in the oil fields of Azerbaijan. It is able to work at a drilling depth of up to 40 000 ft and operations in 1000 m water depth. Semi-submersible drilling rig, named after Heydar Aliyev, became the first and the only drilling rig in the world with 1400 atmospheres system technology. Its carrying capacity is 5600, and displacement - 47 500 tons displacement.

SEMI-SUBMERSIBLE DRILLING RIG "HEYDAR ALIYEV"

PRINCIPAL DIMENSION:

Breadth outside pontoon	50m
Pontoon length	50m
Pontoon breadth	18m
Column length	50m
Column breadth	16,50m
Dimensions of main deck	69,50x69,50m
Depth to main deck	35,50m
Depth to tween deck	32,50m
Depth to lower deck	29,10m
Frame spacing	500mm
Open water draught (Max)	20,50m
Open water draught (Min)	18,50m
Transit draught	8,80m



50T TUG BOAT "SOCAR-1"

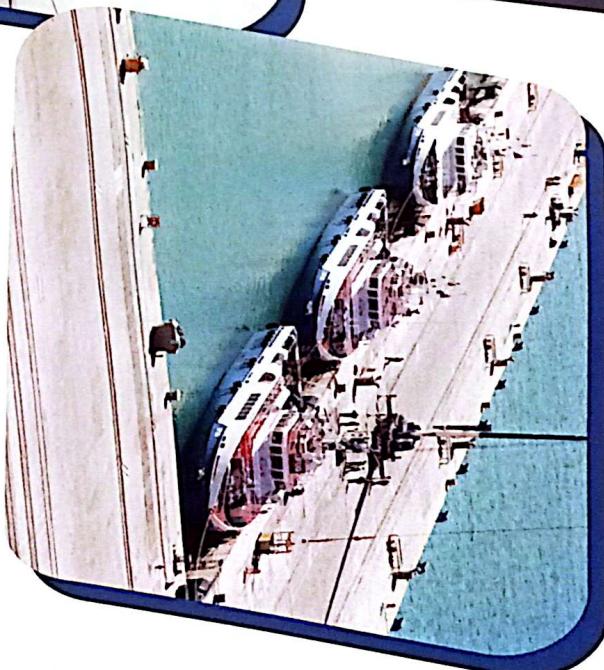
Socar-1 designed and built as steel hull, twin-screw tugboat equipped with two diesel propulsion engines totally 400 PS and two 360 degree steerable propellers with nozzles and engaged in berthing and un-berthing for a ship in the harbor and towage in coastal waters. Now the vessel is under balance of "Azerbaijan Caspian Shipping" CJSC (ASCO) and makes towing works for big vessels, barges in Caspian Sea. Vessel capable of performing towage, assistance, berthing of large containerships, bulk carriers, VLCC's in the ports with capability for fire-fighting and oil pollution control.

PRINCIPAL DIMENSION:

Length overall, LOA	30.00m
Length WL.	25.10m
Breadth Moulded	10.50m
Depth Moulded at 1/3	4.90m
Draft summer (from skeg bottom)	4.20m
Draft summer (from Hull Moulded BL)	3.80m
Gross Tonnage	< 400t



CREW BOATS "ZAFAR"- "UFUG"- "TURAN"



PRINCIPAL DIMENSION:

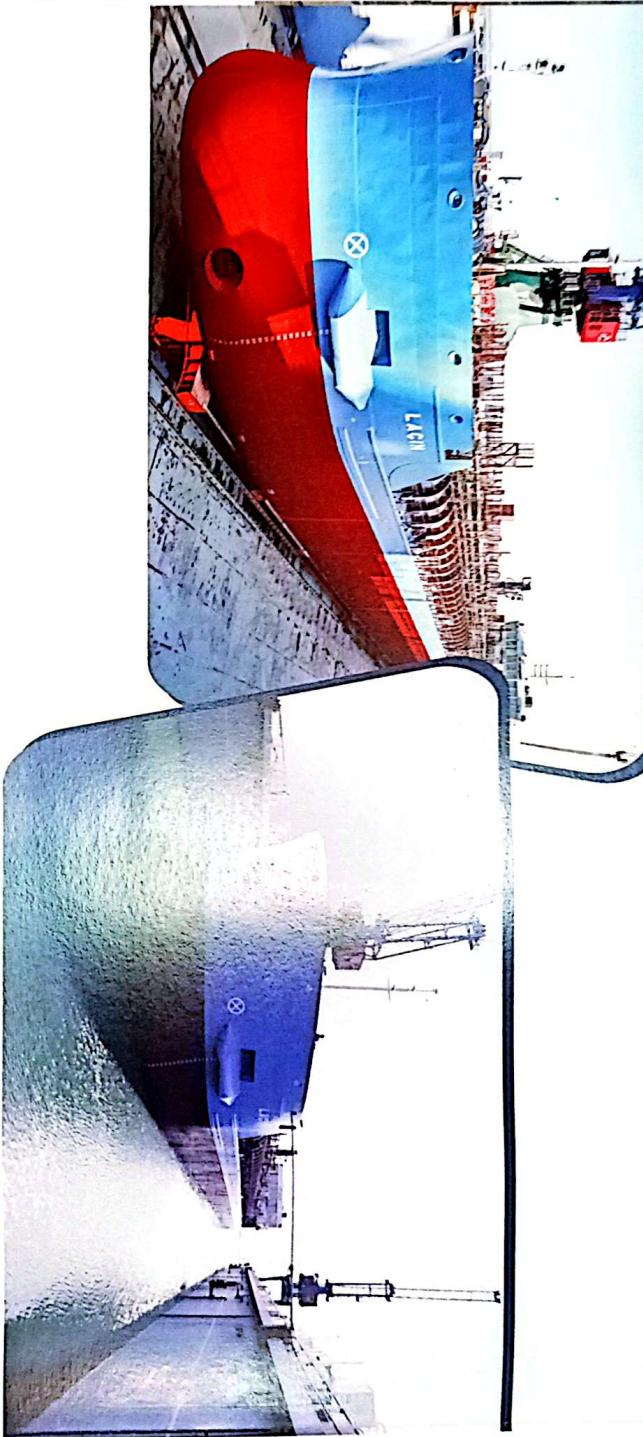
Length overall, LOA	38.22m
Length Waterline	36.35m
Length between Perpendiculars,	35.45m
LBP	8.20m
Breadth Moulded	4.18m
Depth Moulded	2.25m
Draft Fully Loaded	100m?
Free Deck Space	50 Nautical Miles
DWT	70 tonnes
Vessel speed	20 knots

3 no's Crew Boats are capable to transport personnel (each vessel is up to 80 people) and various types of cargo to mobile offshore drilling units (MODU) and other offshore oil and gas exploration and extraction facilities. According to their specifications, they can operate at up to 100 miles from the coast. The vessels are designed to have good seakeeping characteristics and a bow thruster was installed for maneuverability. The hull is of mild steel and the superstructure is of aluminum alloy.

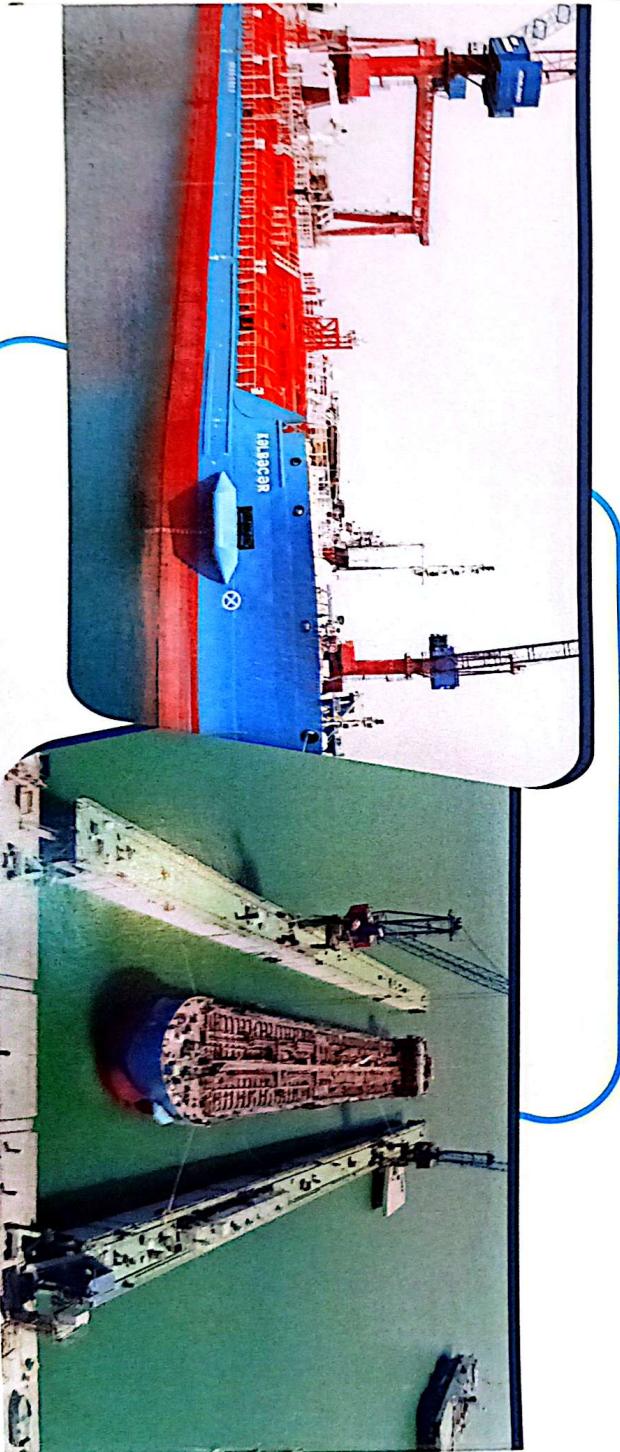
NEW BUILD

"LACHIN" and "KALBAJAR" CRUDE OIL TANKERS

On November 18, 2016, Baku Shipyard secured a contract from "Azerbaijan Caspian Shipping" CJSC (ASCO), for the construction of two Crude Oil Tankers. The vessels are designed for the transportation of crude oil and oil products with a density of up to 1.015 t/m³, including gasoline, without restriction on the flash point, ensuring the carriage of goods at a temperature of 50°C, as well as chemical cargo. One of the vessels, named "LACHIN" was launched on 21 February 2019. At the ceremony, BSY secured another contract for the construction of two additional Oil Tankers of the same design.



Steel, single-deck vessel, with two full-rotated rudder propellers, with forecastle and poop, with aft engine room and deckhouses, with six cargo tanks and two slop tanks, with a double bottom, double sides, and trunk deck in cargo tanks area, with cylindrical bow and transom stern, with bow thruster (BT).



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After the successful completion of the construction at berth, commissioning and sea trials of the vessel "Lachin" was delivered on 13 December 2019 and the second vessel named "Kalbajar" was delivered on 10 September 2021. Currently, both vessels operate in foreign waters and transport liquid cargo across the Black and Mediterranean Seas under the national flag of Azerbaijan.

PRINCIPAL DIMENSION:

Length overall, LoA	141.00m
Length between Perpendiculars, LBP	137.10m
Breadth Moulded	16.90m
Depth Moulded	6.00m
Draft at sea	4.54m
Draft in river	3.60m
DWT	7875/5580t
Ship volume	9190 m ³
Vessel Speed	11/14 + pilot
KM	Ice1 R2-RSN(4,5) AUT1-ICS VCS ECO-SOMBO
Oil tanker (ESP)	10 knots



Clients recognise BSY as the largest shipyard in the Caspian Basin and a quality producer that can deliver complicated and unique projects.

The tanker "Lachin" built at Baku Shipyard by the order of the Azerbaijan Caspian Shipping Company was among the 50 best civil vessels of the world in 2019, according to the British Royal Institution of Naval Architects (RINA). The tanker designed by the Marine Engineering Bureau and was built by local specialists.



"Lachin"
1st Best River/sea tanker
Significant Ships of 2019
by British Royal Institution
of Naval Architects

"ACADEMICIAN KHOSHBAKHT YUSIFZADE" and "ZANGILAN" CRUDE OIL AND CHEMICAL TANKERS

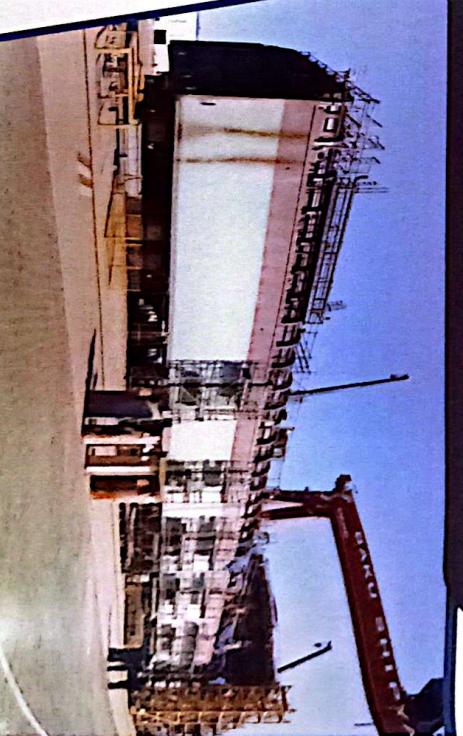
On February 21, 2019, Baku Shipyard secured a contract from "Azerbaijan Caspian Shipping" CJSC (ASCO), for the construction of two Crude Oil and Chemical Tankers.

One of the vessels, named "Academician Khoshbakht Yusifzade" was launched on On December 7, 2022. Before the commissioning ceremony, the ship's construction at the berth and sea trials was successfully completed.

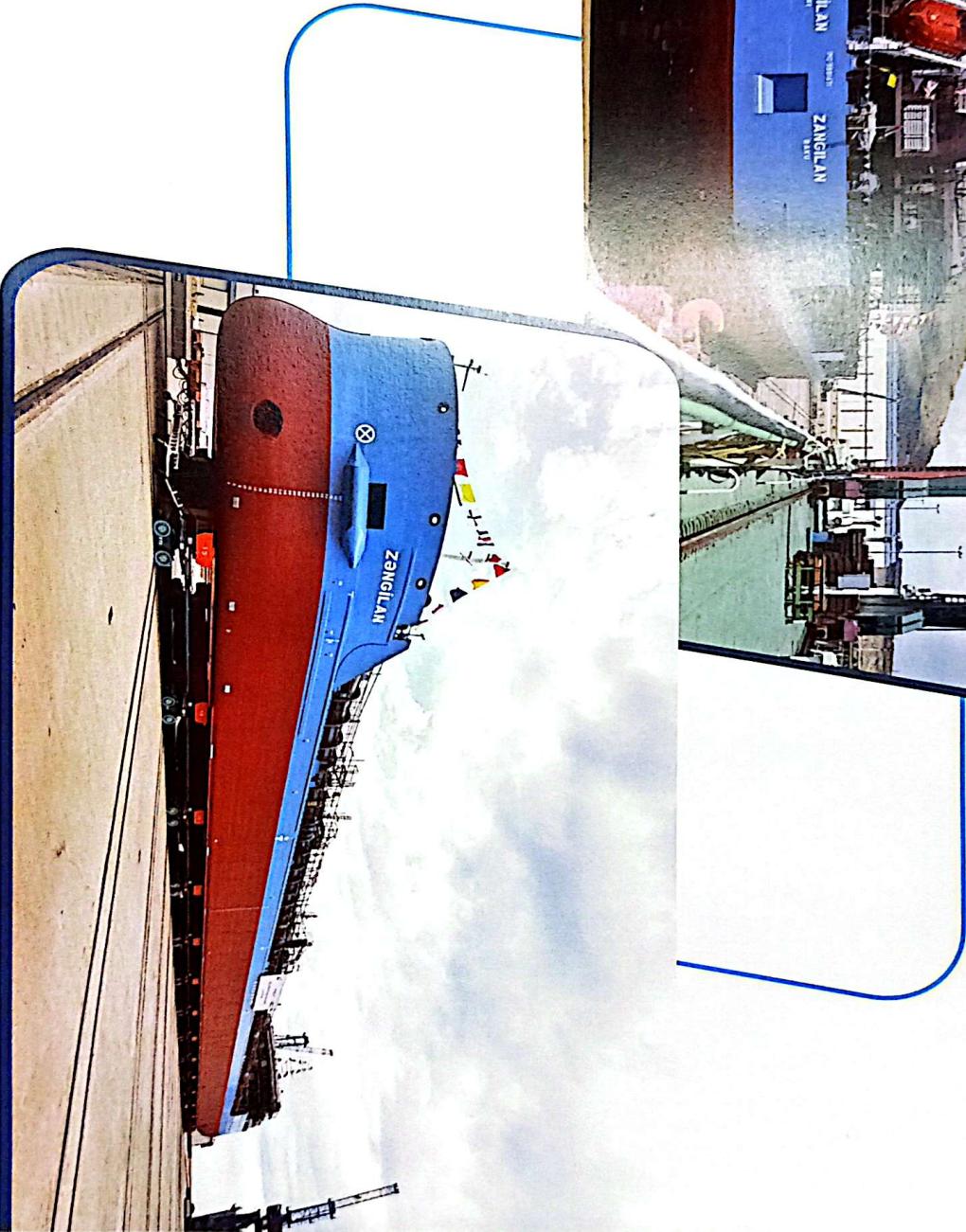
The construction of these tankers are a significant contribution to the implementation of transit cargo transportation through Azerbaijan's territory. It also aids in the successful execution of oil and gas projects and the development of the local shipbuilding industry.



Principal dimension of tankers	
Length overall, LOA	141.00m
Length between Perpendiculars, LBP	137.10m
Breadth Moulded	16.00m
Depth Moulded	4.54m
Draft at sea	3.60m
Draft in river	7800t
DWT	9212m ³
Tank volume	15 pers.
Ship crew	10knots
Vessel Speed	
RMRs; KM	Ice1 R2-RSN(4,5) AUT1-ICS OMBO LI WCS IGS-IG
ECO-S BT	Oil/chemical tanker type 2 (ESP)



On May 16, 2023, Azerbaijan's "Zangilan" tanker has been launched for the next stage of construction. The tanker was lowered from the construction and installation site of the plant to a floating dock with the help of pallet trucks. After the completion of sea trials, the navigation tests of the tanker 'Zangilan' will begin. This versatile ship is the fourth oil tanker under construction at the Baku Shipyard, and the second tanker designed for carrying petrochemical products.



Self-propelled tankers with 6 cargo tanks for carrying crude oil and petroleum products with a density up to 1.015 t/m³, including gasoline, without restrictions for flash-point, ensuring the temperature of carrying cargo up to 50° C. Providing simultaneous carriage of 2 (two) sorts of cargo.

Steel, single-deck vessel, with two full-rotated rudder propellers, with forecastle and poop, with aft engine room and deckhouses, with six cargo tanks and two slop tanks, with a double bottom, double sides, and trunk deck in cargo tanks area, with cylindrical bow and transom stern, with bow thruster (BT).

The design of the tankers was prepared jointly with the Odessa Maritime Bureau, and all construction work was carried out by Azerbaijani specialists.

"AZERBAIJAN" and "ZARIFA ALIYEVA" Car Railway Passenger Ferries

Contract for the construction of two units of Car, Railway and Passenger Ferries were signed between Baku Shipyard LLC and "Azerbaijan Caspian Shipping" CJSC (ASCO) on 26 October 2016, and strike steel ceremony was held on 16 March 2017 at Baku Shipyard LLC.



New Ferry vessels are assigned for transportation of 56 railway wagons with 1520 mm track breadth and motor trucks (50 car trains), including ones with dangerous goods and passengers. Ferryboats' construction foresees aft cargo handling scheme and is equipped with side ramp for loading/unloading vehicles from/to usual berth.

HELI DECK

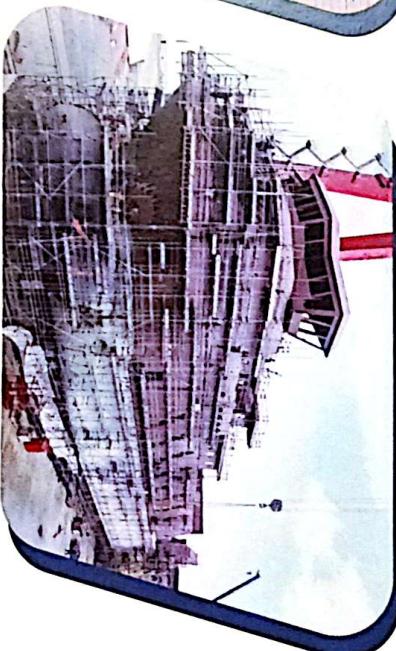
The place for landing of helicopter is equipped according to ICAO requirements. Overall dimensions of helideck D=18×18.2 m. Final approach and take-off area, touch down and lifting area are equal to overall dimensions D=16 m. Max. weight of landing helicopter 11t. Helideck is protected by the foam fire extinguishing system with low factor foam. Helideck monitoring system includes following equipment: visibility distance sensor; cloud border height sensor; air temperature, humidity, pressure sensor; wind speed and direction sensor; wind cone

FIN STABILIZER

Retractable Fin Stabilizer for stabilization underway, fin area up to 7.48 are installed in the area of bulge Fr.92-103 SIB and PS.

CARGO LIFT

The cargo lift platform has following dimensions: total length 24.73 m., total breadth 8.6 m. Safe working load of the cargo lift is 2 rail trucks by 94 tones total 188 tones, load per axle 12 tones/ 4 wheels, 10 tones/ 2 wheels. Hoisting /lowering operations are performed by means of four (4) jigger winches via pre-stretched wire ropes. Hydraulic operated locking devices (total 4 sets) for cargo loading/unloading on lift platform are provided at longitudinal ends of lift platform. Four (4) guides pillars and guide pieces are installed for lifting/lowering operation at harbor condition. Four (4) sets of vehicle stopper device are installed on deck No. 1 and 3 and operated by hydraulic cylinder. Theoretical maneuvering time of lifting or lowering with loaded vehicles on lift platform is about 3 min. The cargo lift system is equipped with water proof cover. Safe working load of the lift cover is 2 rail trucks by 94 tones total 188 tones, load per axle 12 tones/ 4 wheels, 10 tones/ 2 wheels.



PRINCIPAL DIMENSION:

Length overall, LOA	154.50m
Length between Perpendiculars, LBP	148.00m
Breadth Moulded	17.50m
Depth Moulded	7.50m
Draft SLWL	4.50m
Vessel speed	14 knots
Length of rails	680m
Crew and the service staff	30 pax
Passengers	100 pax
Gondola wagon of T-1	46 pcs
Freight cars of T-1	44 pcs

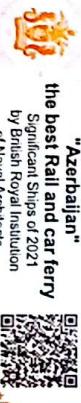
KMR2 AUT1-ICSO MBO ECO HELIDECK Ro-ro passenger ship

The Azerbaijan vessel built at Baku Shipyard by the order of the Azerbaijan Caspian Shipping Company has been listed as the best Rail and Car ferry in the list of the significant ships published by British Royal Institution of Naval Architects.

The vessel has been also

awarded by Baird Maritime publication the
Best Rail Ro-Pax of the

2021.



Baku Shipyard has annual capacity to accept 100 units of different types of vessels for ship repair activities. 1100 m berthing bay with average depth 7m; 168 m long, 40 m wide floating dock with integrated TTS ship transfer system up to 18000 ton allows performing several ship repairs and conversions at the time. Vessels easily can be transferred to repair slab with TTS system and moved on two axes with help of the rails already build on the slab.

Baku Shipyard's highly reliable, responsible, and hardworking repair team offers the best solutions and excellent professional ship care service to clients to meet the operational requirements of a vessel and comply with classification rules and regulations, as well as extend the lifetime of the vessel.

PLBH "ISRAFIL HUSEYNOV"

Israfil Huseynov, one of the largest barges on the Caspian Sea, has docking displacement equal to 14.000 tons. Due to not evenly distributed load, bending moment of floating dock could be reached to the edge limit. But after successful calculations and proper survey devices distribution, the barge was carefully docked and stayed for a month period of repair



SCOPE OF WORK:

- Removal of the safety net from the helicopter platform with the dock crane
- Cleaning and painting
- Total hull cleaning water, blasting and painting
- Piping (repair and replacing, dismantling and cleaning)
- Mechanical (repair and replacing)
- Hull (steelwork, repair and replacing)
- Electrical (Carry out check, repair and tighten up terminal connection Test the function of local/remote start / stop and auto system)



PRINCIPAL DIMENSION:

Length overall (Stringer retracted), LOA	149.70m
Length between Perpendiculars, LBP	115.20m
Moulded depth, D	12.67 m
Moulded breadth, B	33.00 m
Maximum draft, T _{max}	7.00 m
Gross tonnage	17592 tons
DWT	7211 tons

MODULAR CARRIER VESSELS "BERKUT", "BARYS", "SUNKAR"

SCOPE OF WORK:

3 x Module Carrying Vessels (Barys, Berkut, Sunkar) due to the width limitations within the Volga-Don canal locks and gates the vessels were cut into several parts and towed to the Caspian Sea. Baku Shipyard is undertaking the re-assembling works at its premises. The vessels were cut in 4 main blocks/side + 1 A deck block/of the bridge wing (grated cat walk)/side. In total: counting both sides:

- 8 x main blocks (app 50-60 tons each)
- 2 x A-deck blocks (app 8 tons each), 2 bridge wings

PRINCIPAL DIMENSION:

Length overall, LoA	113.2m
Length between Perpendiculars, LBP	108.5m
Moulded depth, D	6.50 m
Moulded breadth, B	21.20 m
Maximum draft, Tmax	4.00 m
DWT	3048 tons



"VESALIUS" DREDGER



SCOPE OF WORK:

- Drydocking/undocking;
- Transfer vessel to the slab for repair;
- Blasting & painting of hull including sea chest;
- Replacement of zinc anodes;
- Cleaning of tanks/engine room bilges;
- Cleaning cross over pipe;
- Miscellaneous steelworks, repair of the hull;
- Repair & replacement of valves;
- Removal/refit the main spud for inspection;
- Measurement of a hollow shaft.

PRINCIPAL DIMENSION:

Length:	94 m
Breadth:	17 m
DWT:	1739 t

SEMI - SUBMERSIBLE RIG "DADA GORGUD"

SCOPE OF WORK:

- Modification, repair & installation of floor plating
- Reinforcement of Rigs super structure for new Diesel Generator sets
- New Engine seating's
- Installation of service platforms and ladders
- Pressure tests for Tanks
- Steel work of the Emergency D.G. Room
- Pipe insulation
- Blasting / Painting machinery room
- Touch up painting hot work areas
- Living Quarter carpentry work
- Machinery Room Insulation



PRINCIPAL DIMENSION:

Length: 79.3 m
Breadth: 61 m

DBA "DERRICK BARGE AZERBAIJAN"

Derrick barge Azerbaijan (DBA) is a heavier vessel of the Caspian Sea. Load distribution under crane reach 270 t/m. Docking weight of barge equal 18.000 t. Due to big trim of the vessel docking condition imply presence of enormous quantity of water ballast. Maximum breath with equipment was approximate 38.8 m which leaving only 60 cm gap from both side till Floating Dock. New technologies and high competence of Docking depart realized this job without any issues.

SCOPE OF WORK:

- Cleaning and painting
- Renewal of communal wet spaces
- Calorifier for domestic hot water supply
- Renewal of fresh water header tank
- Black water collecting tank renewal
- Water tight door installation etc.



PRINCIPAL DIMENSION:

Length: 127 m
Breadth: 34 m
DWT: 9213 t



DSV "TOFIQ ISMAYILOV"

Tofiq Ismayilov, Diving Support Vessel is more than 25 years old and it has been fully upgraded in our shipyard for the full use of its capabilities.

Tofiq Ismayilov was docked on hydraulic trestles and transferred to the shore for six months repairing and upgrading job. New hydraulic trestles have capability to create a fluid bed system and thereby provide very accurate results and avoid any bending which can be critical for a Diving Support Vessel.

PRINCIPAL DIMENSION:

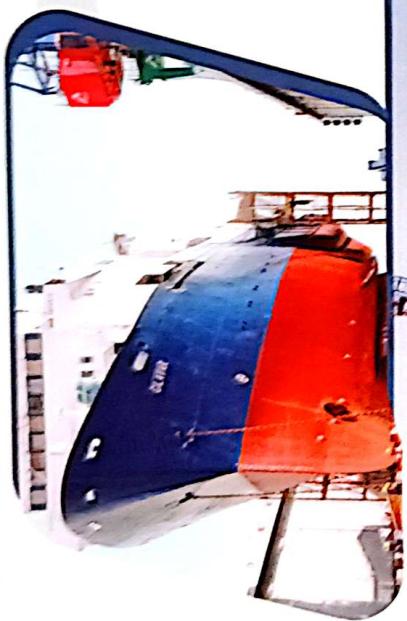
Length overall, LOA	91.50 m
Moulded depth, D	7.20 m
Moulded breadth, B	17.00 m
Maximum draft, T _{max}	5.154 m
DWT	1386 tons

SCOPE OF WORK:

- Helideck Re-Activation
- HVAC Maintenance and Upgrade
- Asbestos Removal and Encapsulation
- Planning
- Control room and switchboard maintenance
- Navigation Equipment
- Control System (IACDS) and DP
- Effer Crane Maintenance
- Diving System maintenance and Diving Bell overhaul
- Accommodation Repair and Maintenance
- Safety System overhaul
- AMOS upgrade
- 50t Crane removal and replacement
- Lightweight Survey etc.



MV "GILAVAR"



SCOPE OF WORK:

- Dry-docking
- Depression on starboard sponson
- Inspection and replacement antifouling system copper anodes
- SW overboard and bottom valves overhaul
- Replacement of SW corroded pipe for dumping water cooler
- Sand Blasting and Painting of Window Wells and Portholes.
- Replace window rubber gaskets if necessary.
- Removal of ventilation jib S/S(goose neck), forecastle deck
- Gunning chipping, painting
- Replace zinc anodes



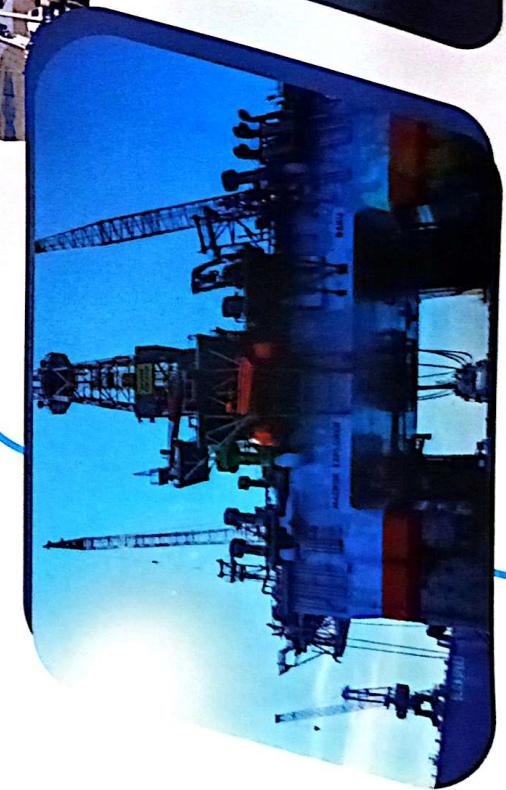
"MAERSK EXPLORER" DRILLING JACK UP

SCOPE OF WORK:

- Fabrication & installation Anode box;
- Column fender removal;
- Installation of elevator;
- Replacement windows;
- Top drive offloading & storage;
- Top drive equipment preservation;
- Sea chest blind repair;
- Reinforcement of AGR Deck for installation of IJM Equipment;
- Installation Starting air system;
- Drain pipe installation

PRINCIPAL DIMENSION:

Length: 84.97m
Breadth: 15.63m
DWT: 1400t



PRINCIPAL DIMENSION:

Length: 104.34 m
Breadth: 64.5 m
DWT: ...

MV "CASTORO 12"

The pipe lay barge Castoro 12 needed to be cut into two pieces to transfer out of the Caspian Sea through the Volga-Don channel.

SCOPE OF WORK:

- Preparation works, incl. removal of unnecessary structures, warehouse parts, etc.;
- Dry-docking/undocking of the barge;
- Transferring of the barge to repair slab;
- Steel works for the installation of temporary support for the helideck and beveling area;
- Cutting along CL and temporary closing of any opening;
- Disconnection of the cross piping and cabling;
- Installation of Fenders on each pontoon at CL;
- Dismounting of Helideck plank and cutting of Helideck beams;
- Dismounting of the Main mast;
- Dismounting of main crane A-frame and spreader;
- Installation of towing bridles and emergency bundles on each pontoon;
- Protection of cable, lighting, and special equipment from hot works with a fire blanket and metal shrouds;
- Power tooling of the burned areas on CL, as well as where necessary, touch up painting of the OS paint specification, prime coat only.



PRINCIPAL DIMENSION:

Length: 101 m
Breadth: 29.35 m
DWT: 12000 t

LIFT BOAT "NT FLAGMAN"



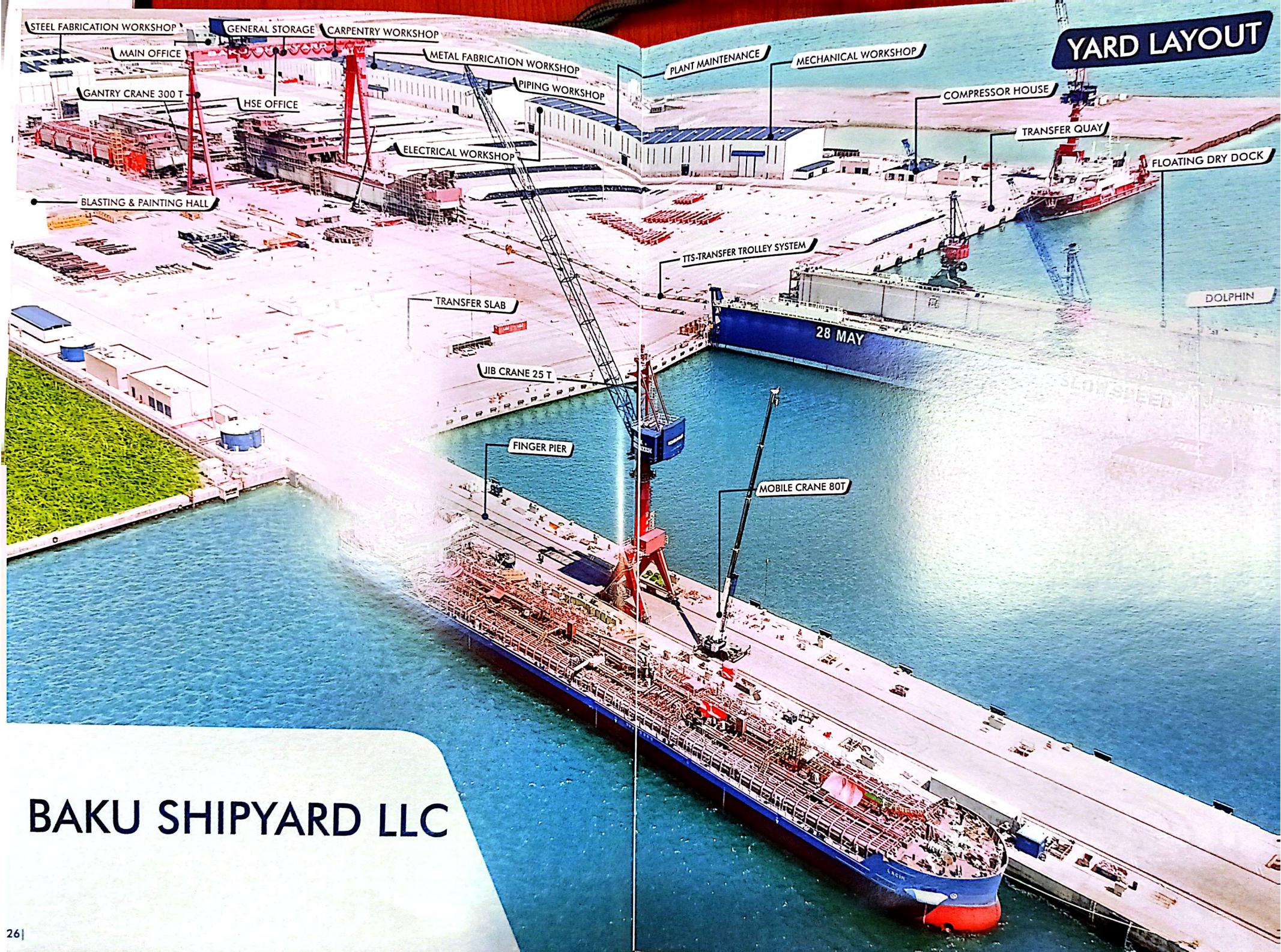
PRINCIPAL DIMENSION:

Length: 40.06 m
Breadth: 23.77 m
DWT: 1040 t

SCOPE OF WORK:

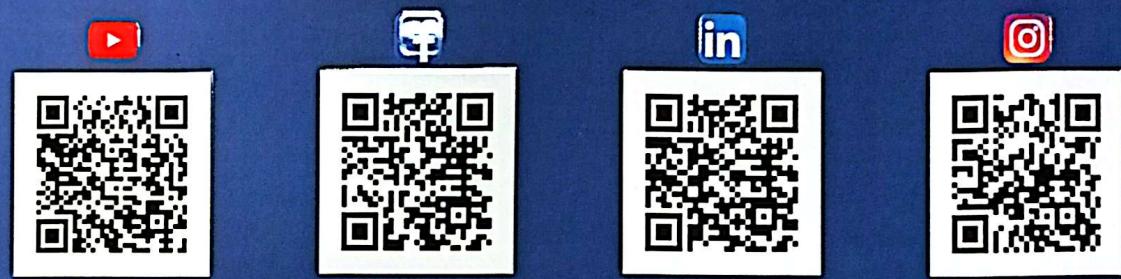
- Unloading the wings, legs, main crane accessories and other accessories from vessel;
- Docking vessel, transferring of the vessel to repair slab for assemble;
- Assembly the wings, lower and upper part of legs, pads;
- Assembly and modification of electrical cables, pipe systems, hydraulic lines;
- Installation and assembly of the main crane, preparation engine room;

- Upgrading the existing machinery space ventilation to accommodate the new, larger generators and install new ventilation to the two new thruster compartments;
- Degreasing, cleaning and painting of Legs end with yellow paint;
- Upgrading the propulsion system, assembly of the new thrusters, gensets and Emergency genset;
- Fabrication and Installation handrails and a vertical ladder Aft Thruster Gondola Integration;
- Upgrading electrical system with installation new electrical switchboards, panels, cables etc.





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