



KOSTROMA

WHARF

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WHARF

# ABOUT COMPANY





Our company covers an assured place in the Russian shipbuilding and ship repair market. Kostroma wharf - is a reliable and stable partner with long experience. Our production has existed from 1931 and our company has a high positive business reputation. The main activities: shipbuilding (oil barges, oil tankers, platform barges, dry cargo vessel, tugboat and barge train for transportation of cargoes by waterways. Also our company can perform the works on construction a hull according the customer drawings); ship repairing and improvement; manufacture of metal products. Affordable production of ships while maintaining high quality - one of the main advantages of the company. Kostroma wharf has sufficient industrial and technological capacity to perform the work at various levels of complexity. Production capacities of our company possible to build ships from the cargo transport fleet of small boats to various destinations. We invite you to cooperate on mutually beneficial terms.

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OUR WHARF





### TECHNOLOGICAL AND PRODUCTION CAPACITIES OF JSC "KOSTROMA WHARF":

- building and repair of river and sea vessels with deadweight of 6000 tons, length 140 m, width of 16.5 m and launching weight to 2400 t;
- processing up to 10,000 tons of metal in year;
- the maximum dimensions of the flat sections 18\*6 m/s and weight to 20 t;
- all the sections are collected on the assembly stand.

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PRODUCTION  
BASE





**Production base of the enterprise consists of the following main and auxiliary stations and workshops:**

**1. Hull production:**

- hull and welding workshop area of over 3840 m<sup>2</sup>
- slipway workshop with longitudinal and transverse paths displacement vessels area of 15,463 m<sup>2</sup>. The power plant allows to produce two ships at the same time length of 140 m and a width of 16.5 m.
- cross-slip, consisting of 12 trucks triggers a total capacity of 2400, which allows the court to lower the length of 140 m and a width of 16.5 m and a lift vessels weight 1,800 tons up to 140 m and a width of 16.5 m.

2. The assembly and machine workshop.

3. Outfitting zone.

4. outfitting dock length of 92 m.

5. The cargo berth of 70 meters in length.

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# MAIN ACTIVITIES







## 1. Shipbuilding

/oil barges, platform barges, oil tankers, dry cargo vessel, tugboat and barge train for transportation of cargoes by waterways/

## 2. Ship repairing

/Ship repair and improvement/

## 3. Metal products manufacturing

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# OIL TANKER PROJECT 52





The vessel is designed for transportation of petroleum products without vapours flash point restriction, including those requiring heating.

### KEY FEATURES

Overall length.....	141 m
Overall breadth.....	16,9 m
Designed breadth.....	16,6 m
Freeboard at midship.....	6,55 m
Cargo tanks quantity.....	12 pcs
Cargo tanks capacity.....	7381 m <sup>3</sup>
Freeboard draft.....	4,08 m
Cargo carrying capacity at the density of the cargo 0,7 t/m <sup>3</sup> .....	4902 t
Cargo carrying capacity at draught in fresh water 3,2m...	4328 t
Cargo carrying capacity at draught in fresh water 3,6m...	5110 t
Cargo carrying capacity at draught in sea water 3,8m.....	5850 t
Ballast tank quantity.....	8 pcs
Ballast capacity.....	3778 m <sup>3</sup>
Speed (when power of the main engines 85%).....	13 knots

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TUGBOAT AND BARGE  
TRAIN FOR  
TRANSPORTATION OF  
CARGOES BY  
WATERWAYS





- Basic advantages of a suggested tugboat + barge train are as follows:
- lower construction costs at the same cargo capacity;
  - increased survivability, crew and goods safety in emergencies;
  - tugboat and barge can be used separately when the other component of the train is under repairs or bunkering, which boosts operational efficiency;
  - reduction of repair costs as requirements of the River and Maritime Register of Shipping to individual component of the train (tug and barge) are not so strict;
  - new class notation allows the train to go out from river to sea;
  - articulated coupling of barge and tugboat decreases breaking load into the hull (fracture) and enhances lifetime.

### KEY FEATURES

Train length.....	39,33 m
Overall breadth.....	16,85 m
Speed.....	9,3 knots
Draught in sea water.....	3,79 m
Deadweight in sea water.....	5043 t
Draught at fresh water.....	3,6 m
Deadweight in fresh water.....	4557 t

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# TUGBOAT PROJECT 37





Designed for towing and pushing barges with cargo capacity of 5000-8000 t carrying all kinds of oil, including crude oil and oil products with vapour flash point below 60° C. Class RMRS KM R2-RSN Ice2 AUT3 Tug.

#### KEY SPECIFICATION

Overall length.....	34,65 m
Overall breadth.....	9,50 m
Freeboard at midship.....	5,36 m
Displacement with 100% stores and full ballast....	about 677 MT
Draught in sea water.....	about 3,27 m
Displacement with 10% stores.....	about 512 MT
Draught in fresh water.....	about 2,7 m
Displacement with 14 days stores.....	about 625 m
Draught in sea water.....	about 3,08 m
Displacement with 7 days stores.....	about 555 MT
Draught in a fresh water.....	about 2,9 m
Gross tonnage.....	499 MT

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OIL BARGE







The vessel is designed for transportation of petroleum products with vapours flash points of below and above 60° C, including products that require heating. RMRS class notation: KE R3-RSN Oil tanker.

### KEY FEATURES

Overall length.....	110,81 m
Overall breadth.....	16,85 m
Designed breadth.....	16,6 m
Bear weight.....	1109 m
Supplies.....	43,2 m
Cargo tanks capacity.....	5701 m3
Freeboard draft.....	3,79 m
Displacement at freeboard draft.....	6,002 m3
Displacement at freeboard draft in sea water.....	6,152 t
Deadweight in sea water.....	5,043 t
Cargo carrying capacity.....	5,000 t
Designed draught in internal freshwater waterways.....	3,6 m
Displacement at designed draught.....	5,666 m3
Displacement at designed draught in fresh water.....	5,666 t
Deadweight in river.....	4,557 t
Barge load.....	4,514 t

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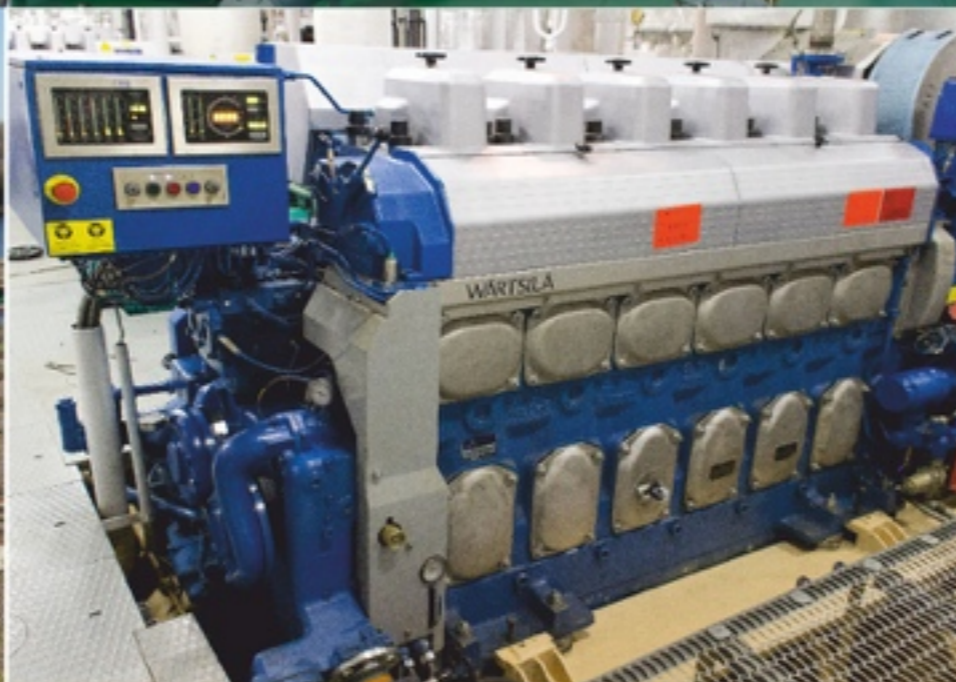
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METAL PRODUCTS  
MANUFACTURING





- Manufacture of various tailor-cut steel structures. The following production processes have been assimilated at the yard:
- primary machining of rolled metal products
  - priming and painting of prefabricated sections, blocks and hull surface
  - automating cutting of blanks with the use of a plasma-arc cutting machine.
  - section assembly and automatic welding.





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Joint stock company «Kostroma wharf»  
Zaprudnaya st. 1,  
Kostroma, Russia, 156003  
Tel.:+7 (4942) 550 963  
[www.kwharf.ru](http://www.kwharf.ru)



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