

СОПАСОВАНО

Инспектор Борозников А.Ю.
 190 КТБ 012
 Российский Морской Регистр Сухопутного
 Архангельской инспекции

Представитель судномладельца
Палатин Е.И.
 Специализированное водлазное
 предприятие «Гольфстрим»

«5» сентября 2014г.

**ПРОТОКОЛ ОСВИДЕТЕЛЬСТВОВАНИЯ
 ПОДВОДНОЙ ЧАСТИ СУДНА**

Регистровый № 901069 ИМО 8418617 Тип судна: судно обеспечения ПБУ
«ТУМЧА»
 Год постройки 20.12.1990г. Владелец: Российская Федерация

Производит инспектор Архангельской инспекции Российского Морского Регистра Сухопутства в присутствии представителей администрации судна:

Капитан: Палатин Е.И. Ст. Механик: Кузьмин Е.В.

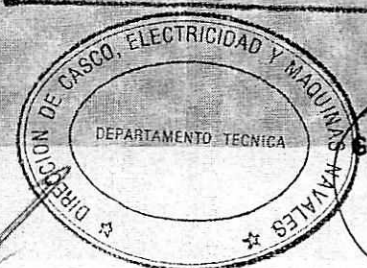
Технические характеристики судна

Расчетная, М		Осадка, М			Площадь подводной Части, М кв.	Двигатель		
Длина	Ширина	Нос	Корма	Средняя		Тип	Количество лопастей	Конструкция защитного кожуха
81.37	16.30			4.75	ВРШ	2 винта 4 лопасти		

Политон: СРЗ 176 завод «Красная кузница»
 Видимость в воде: 1 метр
 Состояние моря: Без волнения
 Температура воздуха: 14 градусов Ц
 Температура воды: 6 градусов Ц

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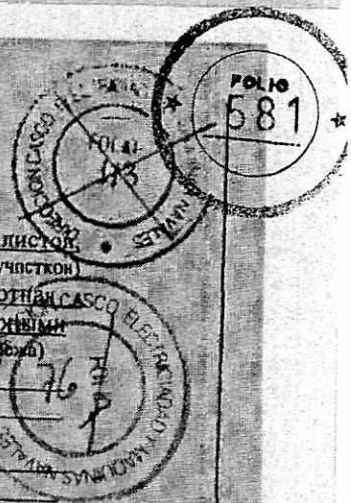
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1. Рулевое устройство правого борта

- 1.1. Перо руля, поворотная насадка: Руль полубалансирный, сварной из стальных листов, установленный на двух петлях. Без видимых следов коррозии. Насадка не поворотная
(указывать состояние, результаты измерений дефектных участков)
- 1.2. Крепление пера руля с баллером: Штыревое, гайки закрыты защитными приварными кожухами
(указывается состояние, наличие цементной заливки крепежа)
- 1.3. Баллер: Стальная поковка без видимых повреждений
(указать состояние зазоры)
- 1.4. Петли и штыри руля: не просматриваются в виду обрастания корпуса
(указывается состояние, наличие крепежа цементной заливки)
- 1.5. Рудерпост: Измерений не проводилось
(указывается состояние, результаты измерений дефектных участков)
- 1.6. Видимая часть гальмпортной трубы: Без видимых повреждений
(указывать состояние)
- 1.7. Посадка руля: Замеры не проводились
(показывать результаты измерений)
- 1.8. Протекторная защита руля: Износ составляет в пределах 40%, установлены в соответствии схемы установки протекторов
(указывать состояние)

1.1. Рулевое устройство левого борта

- 1.1.1. Перо руля, поворотная насадка: Руль полубалансирный, сварной из стальных листов, установленный на двух петлях. Без видимых следов коррозии. Насадка не поворотная
(указывать состояние, результаты измерений дефектных участков)
- 1.1.2. Крепление пера руля с баллером: Штыревое, гайки закрыты защитными приварными кожухами
(указывается состояние, наличие цементной заливки крепежа)
- 1.1.3. Баллер: Стальная поковка без видимых повреждений
(указать состояние зазоры)
- 1.1.4. Петли и штыри руля: Закрыты заглушками, обрастание
(указывается состояние, наличие крепежа цементной заливки)
- 1.1.5. Рудерпост: Измерений не проводилось
(указывается состояние, результаты измерений дефектных участков)
- 1.1.6. Видимая часть гальмпортной трубы: Без видимых повреждений
(указывать состояние)
- 1.1.7. Посадка руля: Замеры не проводились
(показывать результаты измерений)
- 1.1.8. Протекторная защита руля: Износ составляет в пределах 40%, установлены в соответствии схемы установки протекторной защиты
(указывать состояние)



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2. Валопроводы и двигатели правого борта

- 2.1. Расположение: Правый борт
(ЛБ. ПБ. Средний)
- 2.2. Видимая часть гребного вала: Вал чистый, без намотки. Замеров зазоров не проводилось
(указывать состояние, результаты измерений)
- 2.3. Зазоры в дейдвудном подшипнике: Замеров зазоров не проводилось
(указываются величины зазоров и места измерений)
- 2.4. Крепление дейдвудной трубы:
(указать состояние и наличие стопорных устройств)
- 2.5. Крепление дейдвудного подшипника: не просматривается
(указать состояние и наличие стопорных устройств)
- 2.6. Кормовое дейдвудное управление:
(указать состояние и наличие крепежа и стопорных устройств)
- 2.7. Привинтовое уплотнение:
(указать состояние и наличие крепежа и стопорных устройств)
- 2.8. Лопасти гребного винта: Винт стальной ВРШ, четырех лопастной, крепление к ступице болтовое, стопорные планки отсутствуют. На одной лопасти имеется загиб входящей кромки 90x140 мм.
(указывается состояние, результаты измерений дефектных участков)
- 2.9. Крепление лопастей: болты на месте, стопорные планки отсутствуют
(указывается состояние и наличие стопорных устройств)
- 2.10. Ступица винта: Ступица винта без видимых повреждений, крепежные болты на месте
(указать состояние, результаты дефектных участков, наличие цементной заливки крепежа)
- 2.11. Обтекатель: без видимых повреждений, крепежные болты на месте
(указать состояние, наличие цементной заливки крепежа)
- 2.12. Противотросовый кожух: Стальной приварной с перфорацией из 12 окон 100x150 мм
(указывается состояние)



2.2. Валопроводы и двигатели левого борта

- 2.2.1. Расположение: левый борт
(ЛБ. ПБ. Средний)
- 2.2.2. Видимая часть гребного вала: Вал чистый, без намотки. Замеров зазоров не проводилось
(указывать состояние, результаты измерений)
- 2.2.3. Зазоры в дейдвудном подшипнике: Замеров зазоров не проводилось
(указываются величины зазоров и места измерений)
- 2.2.4. Крепление дейдвудной трубы:
(указать состояние и наличие стопорных устройств)
- 2.2.5. Крепление дейдвудного подшипника: не просматривается
(указать состояние и наличие стопорных устройств)

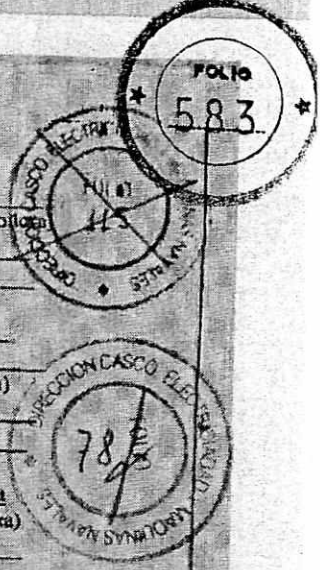
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- 2.2.6. Кормовое дейдвудное управление: _____
(указать состояние и наличие крепежа и стопорных устройств)
- 2.2.7. Привинтовое уплотнение: _____
(указать состояние и наличие крепежа и стопорных устройств)
- 2.2.8. Лопасти гребного винта: Винт стальной ВРШ, четырех лопастной, крепление к
(указывается состояние, результаты измерений дефектных участков)
Ступице болтовое, лопасти без видимых повреждений
- 2.2.9. Крепление лопастей: болты и приварные стопорные планки на месте
(указывается состояние и наличие стопорных устройств)
- 2.2.10. Ступица винта: Ступица винта без видимых повреждений, крепежные болты на
(указать состояние, результаты дефектных участков, наличие цементной заливки крепежа)
месте
- 2.2.11. Обтекатель: без видимых повреждений, крепежные болты на месте
(указать состояние, наличие цементной заливки крепежа)
- 2.2.12. Противотросовый кожух: Стальной приварной с перфорацией из 12 окон
(указывается состояние)
100x150 мм.



3. Корпус

- 3.1. Ахтерштевень, кормовой подзор: Дефектов не выявлено, сильное обрастание
(указывать состояние, результаты измерений дефектов)
бальмусом и мидиями до 2 сантиметров, водорослями до 10 см.
- 3.2. Сварные швы корпуса: Произведена зачистка корпуса левого и правого борта
носовой и кормовой части судна на местах пересечения вертикальных и скуловых поясов
(указывать состояние, результаты измерения износа швов)
Состояние сварных швов без разрушений видимых дефектов не выявлено
- 3.3. Скуловые кили: Кили правого и левого борта без видимых повреждений
(указывать состояние, результаты измерений дефектов)
- 3.4. Днище: Без видимых повреждений
(указывать состояние, результаты измерений дефектов)
- 3.5. Бортовая наружная обшивка: Без видимых повреждений
(указывать состояние, результаты измерений дефектов)
- 3.6. Форштевень, носовой подзор: Без видимых повреждений
(указывать состояние, результаты измерений дефектов)
- 3.7. Протекторная защита: Износ составляет в пределах 40%, установлены в
(указывать состояние, результаты измерений дефектов)
соответствии схемы установки протекторной защиты

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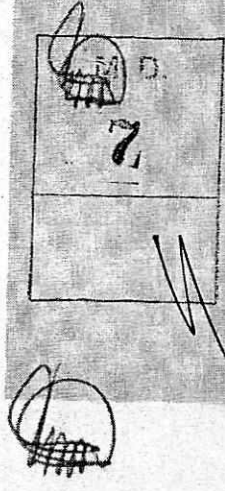
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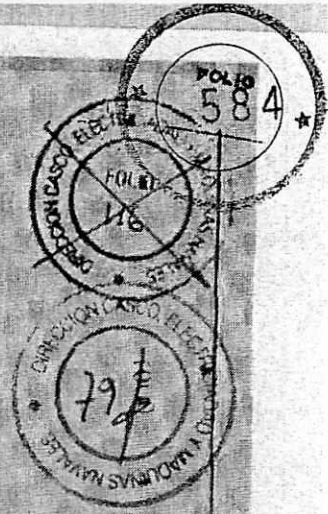
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SPECIALIZED DIVING COMPANY
"GOLFSTREAM" LLC
Parkovaya St. 2, Severodvinsk, Arkhangelsk region, 164500
Tel. 8 920 875 84 13, 8 902 196 25 35
e-mail: nikolajlomakin@vandex.ru



REPORT ON PERFORMED DIVING WORKS

September 5, 2014

Unnumb.

This Report has been made by the Contractor's Representative:
I.N. Lomakin, diving specialist
M.G. Kapustin, diver of 5th grade, A.A. Soltan, diver of 5th grade

That, based on Contractor Agreement No 12 dated August 20, 2014
In the period of 01.09.2014 – 05.09.2014
The Contractor carried out diving works of diving inspection of the Supply Vessel "Tumcha"

Work site: Arkhangelsk, Shipyard 176 "Krasnaya Kuznitsa"

Conditions:

Sea swell: 0

Current speed: up to 0.5 m/sec

Water temperature: 6°C

Depth: 5 m.

Water transparency: 1 – 1.5 m.

Air temperature: up to 14°C

Quality control was performed *visually* by:

E.L. Palatin, Captain of "Neftegaz 61"

E.V. Kuzmin, Chief Engineer

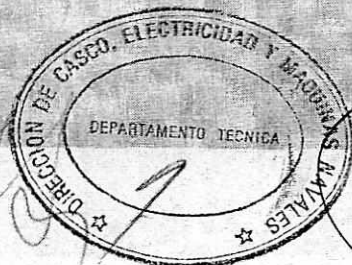
Works were carried out under the supervision of A.Yu. Borovikov, Surveyor RS

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RESULTS OF DIVING WORKS

During the diving inspection the following was found out:

- The fouling of hull with Balanus and mussels is up to 2-3 cm, algae fouling is up to 20 cm, no visible damage of hull. No damage of side keels. Side and bottom sea chest grating are available and clean. The maximum wear of galvanic protection is up to 40%. Paint coat of bottom and side strake in areas of cleaning is in good condition, without taints and flaking-off. Paint coat of side strake, especially in areas of wetting, is ruptured up to prime coat and metal. No heavy corrosion of metal.
- PS and SB steering gear – partially balanced rudders in two braces, no visible defects; an estimated wear of galvanic protection is up to 40%.
- PS thruster – 4-blade controllable pitch propeller, fixed nozzle. No visible defects of blades, bolts are available, fixed by retainers.
- SB thruster - 4-blade controllable pitch propeller, fixed nozzle. 1 blade is bent inside on entering edge, dim. 90x140mm. Other blades are not damaged, bolts are available, no retainers.
- No visible defects of fairwater cap and hub.
- Protection covers against rope winding are available, 12 holes 100x150.
- Two bow thrusters are not damaged, gratings are available and clean.

During diving works the diving equipment with open breathing system and two way radio was used. To take video and photo the following was used: remotely piloted device RBT 150, color camera of high resolution. Underwater photo camera SAMSUNG.

Video and photo materials are attached to the Report.

Quality control _____ Work Supervisor

Customer's comments _____ Customer's Representative

Contractor's Representatives:

Diving Specialist _____ I.N. Lomakin

Diver of 5th grade _____ M.G. Kapustin

Diver of 5th grade _____ A.A. Soltan

Customer's Representatives:

_____ E.L. Palatin

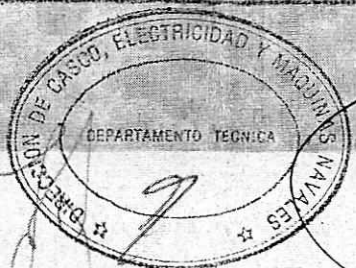
Surveyor RS

_____ A.Yu. Borovikov

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APPROVED BY:

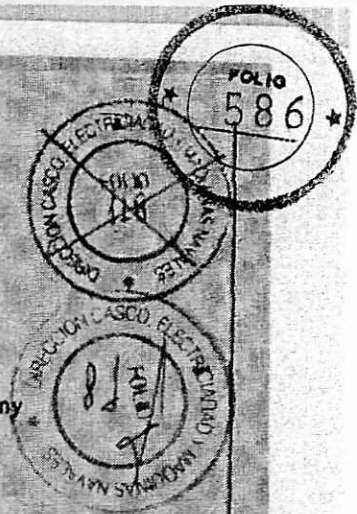
Surveyor A.Yu. Borovikov

Russian Marine Register of Shipping
Arkhangelsk Branch

September 5, 2014

Owner's Representative
E.L. Palatin

Specialized Diving Company
"Golfstream"



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REPORT ON SURVEY OF THE SHIP'S UNDERWATER HULL

Registered number 901069 IMO 8418617 Type of Vessel: Supply Vessel "TUMCHA"

Date of build: 20.12.1990 Owner: Russian Federation

Survey has been carried out by Surveyor of Arkhangelsk Branch of Russian Marine Register of Shipping in the presence of ship's staff:

Captain: E.L. Palatin

Chief Engineer: E.V. Kuzmin

Ship's technical characteristics

Gauge, m		Draught, m			Underwater surface, m ²	Thruster		
Length	Breadth	Bow	Stern	Average		Type	Number of blades	Protective cover construction
81.37	16.30			4.75		CPP	2 propellers 4 blades	

Site: Shipyards 176 "Krasnaya Kuznitsa"

Visibility in water: 1 meter

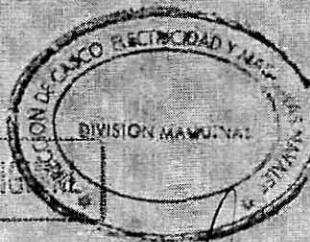
Sea state: calm

Air temperature: 14°C

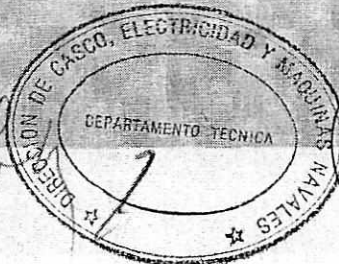
Water temperature: 6°C

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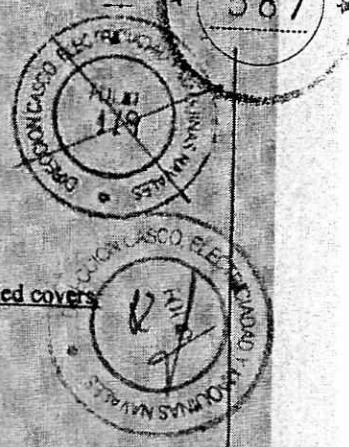
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- 1. SB steering gear
 - 1.1 Rudder blade, steering nozzle: partially balanced rudder, welded with steel plates,
(condition, measurement of defect areas to be indicated)
Mounted on two braces. No visible corrosion. Fixed nozzle.
 - 1.2 Rudder blade clamping with stock: male connection, nuts closed by protective welded covers
(condition to be indicated, if cement capping available)
 - 1.3 Stock: no visible defects of steel mounting
(clearance to be indicated)
 - 1.4 Rudder braces and spindles: not visible due to hull fouling
(condition to be indicated, if cement capping available)
 - 1.5 Rudder post: no measurements were made
(condition, measurement of defect areas to be indicated)
 - 1.6 Visible part of rudder tube: not damaged
(condition to be indicated)
 - 1.7 Rudder fit: no measurements were made
(measurements to be indicated)
 - 1.8 Rudder galvanic protection: wear is up to 40%, mounted as per installation diagram
(condition to be indicated)

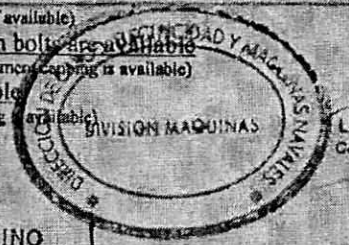
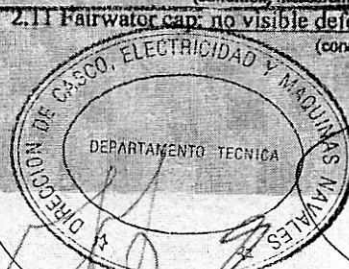
- 1.1 PS steering gear
 - 1.1.1 Rudder blade, steering nozzle: partially balanced rudder, welded with steel plates,
(condition, measurement of defect areas to be indicated)
mounted on two braces. No visible corrosion. Fixed nozzle.
 - 1.1.2 Rudder blade clamping with stock: male connection, nuts closed by protective welded covers.
(condition to be indicated, if cement capping available)
 - 1.1.3 Stock: no visible defects of steel mounting
(clearance to be indicated)
 - 1.1.4 Rudder braces and spindles: closed by blind plugs, fouling
(condition to be indicated, if cement capping available)
 - 1.1.5 Rudder post: no measurements were made
(condition, measurement of defect areas to be indicated)
 - 1.1.6 Visible part of rudder tube: no visible defects
(condition to be indicated)
 - 1.1.7 Rudder fit: no measurements were made
(measurements to be indicated)
 - 1.1.8 Rudder galvanic protection: wear is up to 40%, mounted as per installation diagram
(condition to be indicated)

2. SB shafts lines and thrusters

- 2.1. Location: SB
(PS, SB, medium)
- 2.2. Visible part of tail shaft: clean, without winding. No clearance measurements were made
(condition, measurement to be indicated)
- 2.3. Clearances in propeller-shaft bearing: no measurements were made
(clearances and points of measurements to be indicated)
- 2.4. Shaft tube clamps:
(condition of retainers to be indicated, if available)
- 2.5. Propeller-shaft bearing clamps: not visible
(condition of retainers to be indicated, if available)
- 2.6. Aft stern gear:
(condition of clamps and retainers to be indicated, if available)
- 2.7. Propeller sealing:
(condition of clamps and retainers to be indicated, if available)
- 2.8. Propeller blades: steel 4-blade controllable pitch propeller, connected to hub by bolts, no retainer plates. 1 blade is bent on entering edge 90x140mm.
(condition, measurement of defect areas to be indicated)
- 2.9. Blade attachment: bolts are available, no retainer plates.
(condition of retainers to be indicated, if available)
- 2.10. Propeller hub: no visible defects of propeller hub, tension bolts are available
(condition, measurement of defect areas to be indicated, if cement capping is available)
- 2.11 Fairwater cap: no visible defects, tension bolts are available
(condition to be indicated, if cement capping is available)

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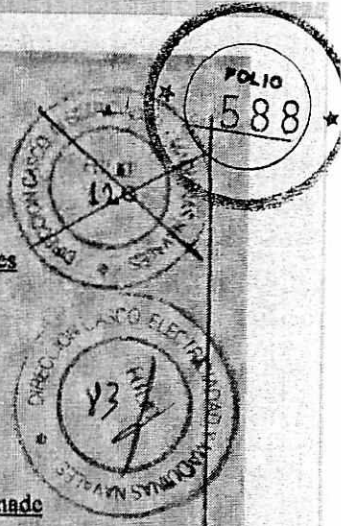


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2.12. Protection cover against rope winding: steel welded cover with perforation of 12 holes
(condition to be indicated)
100x150 mm

2.2. PS shafts lines and thrusters

- 2.2.1. Location: PS
(PS, SB, medium)
- 2.2.2. Visible part of tail shaft: clean, without winding. No clearance measurements were made
(condition, measurement to be indicated)
- 2.2.3. Clearances in propeller-shaft bearing: no measurements were made
(clearances and points of measurements to be indicated)
- 2.2.4. Shaft tube clamps:
(condition of retainers to be indicated, if available)
- 2.2.5. Propeller-shaft bearing clamps: not visible
(condition of retainers to be indicated, if available)
- 2.2.6. Aft stern gear:
(condition of clamps and retainers to be indicated, if available)
- 2.2.7. Propeller sealing:
(condition of clamps and retainers to be indicated, if available)
- 2.2.8. Propeller blades: steel 4-blade controllable pitch propeller, connected to hub by bolts, no visible defects.
(condition, measurement of defect areas to be indicated)
- 2.2.9. Blade attachment: bolts and retainer plates are available.
(condition of retainers to be indicated, if available)
- 2.2.10. Propeller hub: no visible defects of propeller hub, tension bolts are available
(condition, measurement of defect areas to be indicated, if cement capping is available)
- 2.2.11 Fairwater cap: no visible defects, tension bolts are available
(condition to be indicated, if cement capping is available)
- 2.2.12. Protection cover against rope winding: steel welded cover with perforation of 12 holes
(condition to be indicated)
100x150 mm

3. HULL

- 3.1. Tail post, fantail: not damaged, heavy fouling with Balanus and mussels up to 2 cm, algae fouling up to 10 cm.
(condition, measurement of defect areas to be indicated)
- 3.2. Hull welding joints: PS and SB fore and aft hull in areas of vertical and bilge strake intersection were stripped. Welding joint not damaged, no visible defects
(condition, seam wear to be indicated)
- 3.3. Bilge keel: SB and PS keels are not damaged
(condition, measurement of defect areas to be indicated)
- 3.4. Bottom: no visible defects
(condition, measurement of defect areas to be indicated)
- 3.5. Side plating: no visible defects
(condition, measurement of defect areas to be indicated)
- 3.6. Stem post, fore rake: no visible defects
(condition, measurement of defect areas to be indicated)
- 3.7. Galvanic protection: wear is up to 40%, mounted as per galvanic protection installation diagram
(condition, measurement of defect areas to be indicated)

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SCHEDULE VII

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SCHEDULE VII
PARTIES' AUTHORIZED STAFF

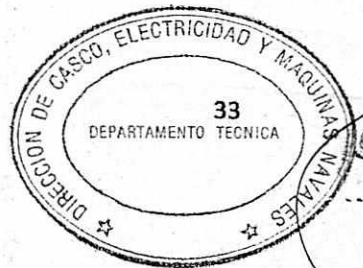
Buyer's Authorized Staff



DELEGATE'S NAME	SIGNATURE
Fondevila Sancet, Eduardo Alberto	
Bellino, Gerardo Jorge	
Arbizu, Germán Roque	

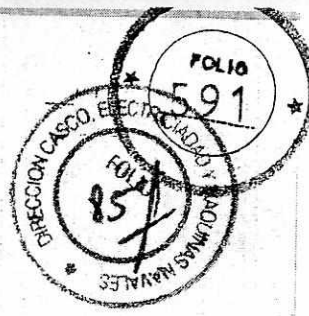
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SCHEDULE VII
PARTIES' AUTHORIZED STAFF



FOR: Government-run Company ARKTIKMORNEFTEGAZRAZVEDKA JSC

1. Urmancheev Vyacheslav I. – General Director

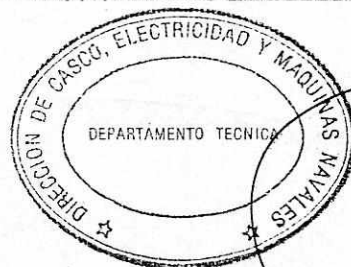
2. Baruev Alexander V. – Deputy Director

3. khokhlov Valeriy N. – Deputy Director

4. Smirnov Vadim V. – commercial department

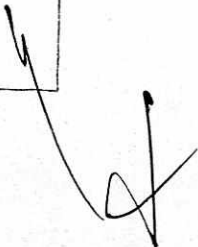
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SCHEDULE VIII
OPERATING CONDITION OF VESSELS



A vessel is operational when all the equipment, systems and instruments required and used for navigation on the high seas are serviceable or in normal operating conditions and ready for their immediate operation or employment.

Normal operating conditions means that all the mentioned systems and equipment are capable of functioning within the standard limits established by manufacturers, even without valid class or statutory certificates.

If, apart from the equipment or systems listed below, there are other equipment or systems on board considered mandatory by the Maritime Authority or the SOLAS Convention for the purpose of the vessel's marine safety, the Seller shall ensure such equipment and systems are also OPERATIONAL at the time of their delivery.

List of equipment, systems and instruments:

1. NAVIGATION AND COMMUNICATIONS

- 1.1. Bridge VHF: at least two (2).
- 1.2. Weather forecast receiver: at least one (1).
- 1.3. GMDSS, EPIRB system: one (1) - Transponder: two (2).
- 1.4. HTs (portable radiostations): at least three (3).
- 1.5. Radio room power source, with main power supply and backup power supply, including batteries and battery chargers.
- 1.6. Antennas and insulators.
- 1.7. Clock in the radio station.
- 1.8. GPS.
- 1.9. Echo sounder.
- 1.10. HF and MF transmitters and receivers.
- 1.11. Log.
- 1.12. Navigation lights.
- 1.13. Emergency navigation lights.
- 1.14. Gyrocompass 1.
- 1.15. Magnetic compass. Updated compass deviation. Compass adjustment (date).
- 1.16. Navigation radar 1.
- 1.17. Navigation radar 2.
- 1.18. Whistle.
- 1.19. Siren.
- 1.20. Anemometer.

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- 1.21. Barometer.
- 1.22. Barograph.
- 1.23. Rudder plate angle indicator.
- 1.24. Propeller RPM indicator.
- 1.25. Bridge clear view screens/windshield wiper (not specified).
- 1.26. Self-excited telephones.
- 1.27. Schermuly line throwing pistol.



2. SURVIVAL AND SAFETY

- 2.1. Life rafts, if any, as per SOLAS requirement, with current overhaul certificates, hydrostatic release unit, securing lashing devices, three (3) emergency GMDSS HTs with non-rechargeable lithium battery in closed "A" pack; emergency lighting in boarding area.
- 2.2. Rescue boat and liferafts, equipped with the following:
 - 2.2.1. Boarding ladder.
 - 2.2.2. Reflecting tape.
 - 2.2.3. Dropping/hoisting system.
 - 2.2.4. Boat lashings, skids.
 - 2.2.5. Markings (capacity and ship's name).
- 2.3. life vest as per SOLAS requirement, for all crewmembers and passengers. The vessels equipped by rigid life vest.
- 2.4.
- 2.5. Two (2) life preservers as per SOLAS requirement.
- 2.6. Anti-exposure suits.
- 2.7. Pilot ladder.
- 2.8. Ship's main circuit.
- 2.9. Bridge pyrotechnics (twelve (12) parachute flares).
- 2.10. Combined smoke/light buoys on ailerons, attached to each life preserver.

3. FIREFIGHTING AND BILGE

- 3.1. Main and emergency fire pump with hose lines covering the entire vessel.
- 3.2. Fire alarm.
- 3.3. Smoke detectors.
- 3.4. Fire alarm call points. General alarm.
- 3.5. Firefighter's suits.
- 3.6. Self-contained breathing apparatus with at least two tanks per set (and certificate of filled tanks).
- 3.7. Portable extinguishers (quantity: as determined by Maritime Authority' regulations).
- 3.8. Engine-room fixed Co² system – "Tumcha". No holds ok. AHTS Neftegas-51,57,61 fixed by HALLON (114 B2)
- 3.9. Paint storeroom fixed Co² – "Tumcha"(HALLON, 114B2 – for AHTS Neftegas-51,57,61
- 3.10. [Intentionally left blank]
- 3.11. Emergency ventilation stops.
- 3.12. Engine-room inlet ports closures and other ventilation holes closures.
- 3.13. Complete fire boxes containing:
 - 3.13.1. Hose.
 - 3.13.2. Nozzle.

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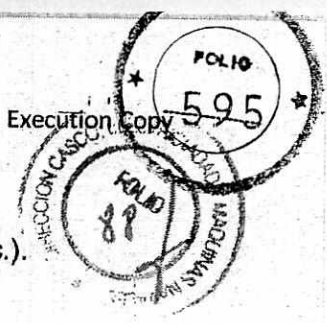
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- 3.13.3. Adjustment handle.
- 3.14. Fire pipes.
- 3.15. Damage control kit (patches, beams, wedges, struts, plugs, etc.).
- 3.16. Portable foam.
- 3.17. Fixed foam.
- 3.18. Firemain system.
- 3.19. Fire monitor.
- 3.20. Repeated in items 5.41/5.42 Bilge system (pipes, valves, eductors, levels, sensors, alarms, etc.).
- 3.21. Fuel tank venting with flame arresters.

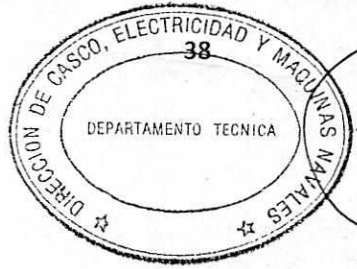
4. HULL AND STRUCTURE

- 4.1. Date and report of last dry docking. Last hull thickness report.
- 4.2. Main deck plating and deck transverse web frame plating: they must not reveal a considerable loss of thickness, signs of severe corrosion or the presence of cracks.
- 4.3. Forecastle deck: it must not reveal a considerable loss of thickness, signs of severe corrosion or the presence of cracks.
- 4.4. Poop deck: it must not reveal a considerable loss of thickness, signs of severe corrosion or the presence of cracks.
- 4.5. Bulkheads, ribs, bilge brackets, web frames, tank roof plating.
- 4.6. Ballast tanks structure: it must not reveal a considerable loss of thickness, signs of severe corrosion or the presence of cracks.
- 4.7. Longitudinal or transverse bulkheads, inner stringers, ceilings, floors, beams, lengths.
- 4.8. Access ways, hatchway covers, gaskets, stairways, venting pipes, probes.
- 4.9. Double-bottom tanks structure: it must not reveal a considerable loss of thickness, signs of severe corrosion or the presence of cracks.
- 4.10. Other watertight compartments: they must not reveal a considerable loss of thickness, signs of severe corrosion or the presence of cracks.
- 4.11. Stability data and damage control plans.
- 4.12. Hull and related appendages (line shafts, propellers, rudders, valves, etc.).
- 4.13. Anchoring and mooring gear (capstan, anchors, chains, winches, mooring lines, etc.).
- 4.14. Watertight doors, gasket retainers, hand levers, hinges.
- 4.15. Collision bulkhead.
- 4.16. Chain lockers, chain pipes, hawseholes.
- 4.17. Freeboard markings clearly painted on each side of the hull.
- 4.18. Superstructure: it must not reveal a considerable loss of thickness, signs of severe corrosion or the presence of cracks.
- 4.19. Ventilation closure gaskets.
- 4.20. Limbers in good conditions: they must not reveal signs of severe corrosion.
- 4.21. [Intentionally left blank]
- 4.22. Lashing devices, masts: they must not reveal loss of thickness or fissures.

5. MAIN ENGINES, ELECTRICITY AND AUXILIARY ENGINES

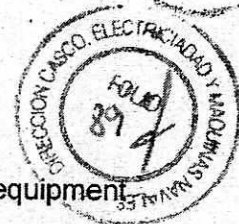
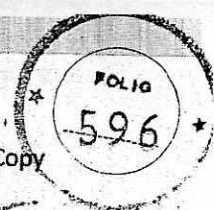
- 5.1. Fuel system (loading, piping, valves, filters, etc.).
- 5.2. Fuel service tanks.
- 5.3. Oil service tanks.

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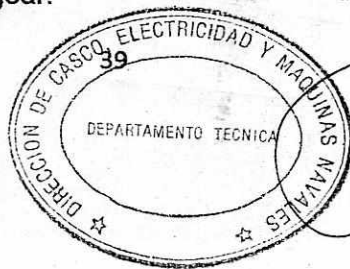
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- 5.4. Bilge slops separator.
- 5.5. Separator spare filters kit.
- 5.6. Hydrocarbons Spills Emergency Response Plan (HSERP).
- 5.7. Equipment detailed in the HSERP for spill cases.
- 5.8. Universal Flange Coupling (UFC).
- 5.9. Electrical installations, including electrical main generators for equipment power or illumination systems.
- 5.10. Emergency generator, systems fed by it and, when necessary, automatic operation.
- 5.11. Main and auxiliary electrical switches.
- 5.12. Devices for protection against reverse power, overcharge and withdrawal from service of nonessential systems.
- 5.13. Instruments, switches and protections of main and secondary electrical boards.
- 5.14. Floodlights and deck illumination.
- 5.15. Starting of generators in manual/auto and local/remote modes.
- 5.16. Parallel operation of generators in manual/auto modes.
- 5.17. Engine-room and storeroom illumination.
- 5.18. Emergency illumination and batteries endurance.
- 5.19. Cable trays.
- 5.20. Insulation materials on the floor adjacent to main panel/board.
- 5.21. Main engines and auxiliaries systems. Control system. Alarm and safety systems for oil pressure, water temperature, overspeed and emergency stop. Local and remote instrumentation.
- 5.22. Water and oil purifiers.
- 5.23. Bow-thrusters, Tumcha – 2 x bow-thrusters, Neftegaz-51/57/61 – 1
- 5.24. Controllable pitch propellers.
- 5.25. Boilers and steam system. Piping and accessories.
- 5.26. Pneumatic systems (piping, valves, accumulators, compressors, reducing valves, etc.).
- 5.27. Hydraulics systems (piping, valves, accumulators, pumps, reducing valves, etc.).
- 5.28. Main and secondary steering system, including all emergency command alternatives.
- 5.29. Rudder and engines room communications from the bridge, including rudder angle indicator readings.
- 5.30. Steering system alarms.
- 5.31. Machinery spaces venting.
- 5.32. Engine-room telegraph and secondary means of communication between the bridge and the machinery spaces or any other post from which the engines may be controlled.
- 5.33. Silencers, asbestos-free insulation, need Armada approval of suggested Polish report
- 5.34. Engines alarm.
- 5.35. steam heat engines. Single and parallel operations. Control of pressures and temperatures. Alarms, protections, instruments and emergency stop.
- 5.36. Starting air compressors.
- 5.37. reduction gear boxes
- 5.38. Line shafts, bearings, stern tube and shaft bracket.
- 5.39. 12.5-ton hydraulic crane.
- 5.40. Towing winch and full gear.

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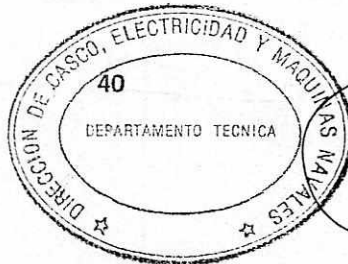
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- 5.41. Ballast pumps.
- 5.42. Bilge pumps.
- 5.43. Sanitary pumps.
- 5.44. . Not working condition.
- 5.45. Air conditioning system for living spaces.
- 5.46. Refrigerant plant.
- 5.47. Galley (cooking pots, ovens, pans, griddles, refrigerators, cooking utensils, etc.).
- 5.48. Sewage plant.
- 5.49. Waste management.
- Storerooms with spare parts for all systems, Not specified
- 6. LIVING QUARTERS
 - 6.1. Wardrooms, officers and crew messes, including furniture, tableware, and electric appliances.
 - 6.2. Cabins, including furniture, mattresses, bed linen and electric appliances.
 - 6.3. Heads and showers.
 - 6.4. Laundry room (washing machines).

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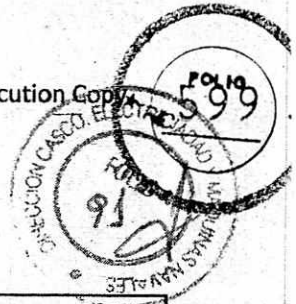
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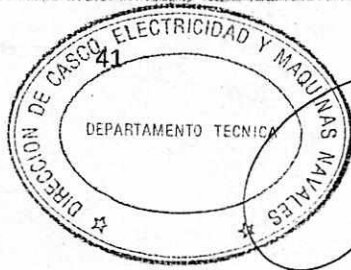


**SCHEDULE IX
DESCRIPTION OF FOOD
(listed below for each Vessel)**

Ingredients	Unit	Quantity	COMMENTS
Sunflower oil	LT	28	
Olive oil	LT	5	
Frozen chard	KG	75	
Fresh chard	KG	45	
Caesar dressing	KG	3	
Ground red pepper	KG	1	
Dried flakes	KG	1	
Fresh garlic	KG	3	
Fresh basil	KG	2	
Long grain rice	KG	46	
Fine white sugar	KG	143	
Chocolate in bars	KG	5	
Sweet potatoes	KG	45	
Eggplants	KG	38	
Boneless beef	KG	150	
Frozen broccoli	KG	60	
Vanilla pudding	KG	150	
Sweetened cocoa powder	KG	18	
Ground coffee	KG	14	
Powdered bouillon	KG	1	
Minced meat	KG	53	
Racks of lamb	KG	30	
Dehydrated onion	KG	9	
Onions	KG	51	
Canned mushrooms	KG	4	
Fresh mushrooms	KG	14	
Frozen beans	KG	18	
Canned creamed corn	KG	8	
Canned whole kernel corn	KG	5	
Semisweet chocolate in bars	KG	1	
Dried pitless plums	KG	3	
Pasteurized egg whites	LT	2	
Fruit cocktail - 820 gr cans	CN	48	
Rice seasoning	KG	1	
Canned peas	KG	31	
Canned tuna in oil	KG	8	
Sweetened corn flakes	KG	24	
UHT milk cream	LT	25	UHT
Bread croutons	KG	3	
Curry powder	KG	1	
Peaches	KG	60	
Peaches in syrup 820 gr cans	CN	48	

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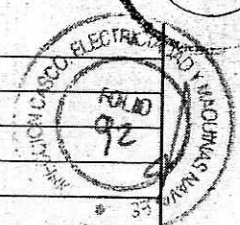
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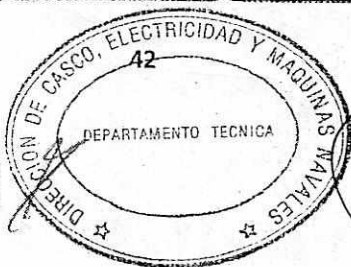
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Endives	KG	3	
Frozen spinach	KG	90	
Spineless fish fillet	KG	54	Frozen
Cookies	KG	30	
Chocolate cream-filled cookies	KG	35	
Beef burgers	UN	540	Frozen
Wheat flour	KG	104	
Chocolate ice-cream	KG	29	
Whipped- cream ice-cream	KG	7	
Strawberry ice-cream	KG	11	
Vainilla ice-cream	KG	8	
Assorted ice-cream	KG	49	
Eggs	UN	443	
Pasteurized egg whites	LT	27	
Cooked ham	KG	76	
Dry cured ham	KG	27	
Bottled lemon juice	LT	2	
Pasturized orange juice	LT	180	
Ketchup	KG	3	
Whole powdered milk	KG	92	
Lettuce	KG	16	
Red-leaf lettuce	KG	3	
Dry yeast	KG	4	
Lemons	KG	2	
Tenderloin	KG	101	Terderloin/fillet
Tangerines	KG	45	
Butter	KG	34	Salted
Apples	KG	60	
Dry lasagna sheets	KG	12	
Mayonnaise	KG	15	
Peach spread	KG	30	
Pasteurized honey	KG	2	
Dijon mustard	KG	5	
mozzarella cheese	KG	14	
Oranges	KG	60	
Nuts	KG	6	
Nutmeg	KG	1	
Dried oregano	KG	1	
Brochette skewers	UN	300	
Burger rolls	UN	540	
Sliced soft white bread	KG	300	
Sliced wholemeal bread	KG	75	
Smoked bacon	KG	7	
Potatoes	KG	371	
Frozen french fries	KG	42	
Chicken breasts	KG	30	
Sweet pickles	KG	2	

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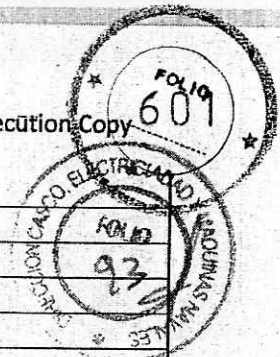
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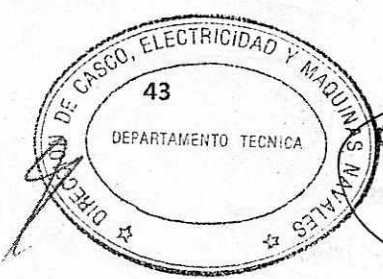


Pears	KG	90	
Canned pears in syrup	KG	72	
Fresh parsley	KG	1	or coriander
Paprika	KG	1	
Pepper	KG	1	
Canned red pepper	KG	11	
Red peppers	KG	3	
Chicken	KG	219	frozen whole gutted chicken
Provencal seasoning	KG	1	
Instant mashed potatoes	KG	7	
Tomato purée	KG	32	
Blue cheese	KG	10	
Block cheese	KG	41	dambo, fybo type
Cream cheese	KG	15	regular cream cheese
Hard cheese	KG	7	reggianito, sardo, parmesan cheese
Mozzarella cheese	KG	113	
Canned beetroot	KG	36	
Rhum	LT	1	
Table salt	KG	10	
Coarse salt	KG	3	
Sausages	KG	7	Vienna type
Short ribs	KG	102	
Topside collar	KG	27	Topside Collar / Cap of Inside
Tea	KG	5	
Canned tomatoes	KG	38	
Tomatoes	KG	101	
Vinager	LT	5	
White wine	LT	3	
Drinkable yogurt	LT	120	
Carrot	KG	24	
Frozen carrots	KG	78	
Zucchini	KG	45	
Sweetener	LT	10	
Beer	LT	135	
White wine	LT	54	
Red wine	LT	54	
Soft drinks	LT	270	

REFERENCES	LT:	LITER
	CN:	CAN
	KG:	KILOGRAM
	UN:	UNIT

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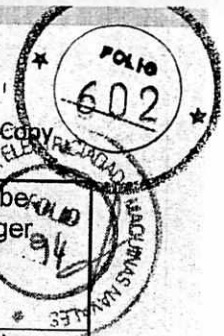
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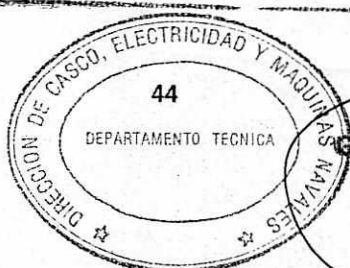
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COMMENTS:	FRESH VEGETABLES: if possible, they should be replaced by frozen vegetables. Advantages: longer shelf life, cleaner and less work for kitchen staff.
	FROZEN VEGETABLES: they may be replaced by canned vegetables and vice-versa.
	If the vessel does not have room to store drinking water on board, bottled water must be used.

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SCHEDULE X

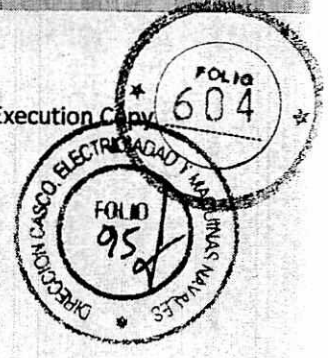
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SCHEDULE X
CORPORATE DOCUMENTATION OF SELLER

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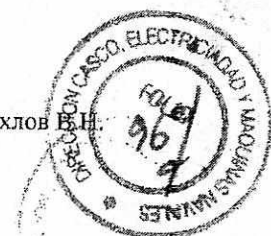
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Регистратор: ОАО "Арктикморнефтегазразведка"
 Адрес: Российская Федерация, Мурманская обл., г. Мурманск, ул. Книповича, д. 33 корп. 3
 Телефон: (8152) 55-20-00
 ОГРН 1115190005567
 ИНН 5190930843
 КПП 519001001
 И.о. генерального директора Хохлов В.Н.



Сводные данные Открытого акционерного общества «Арктикморнефтегазразведка» по состоянию на 11.06.2014

Место нахождения эмитента: Российская Федерация, Мурманская обл., г. Мурманск, ул. Книповича, д. 33 корп. 3
 Реквизиты регистрации эмитента: № 51 001744690 от 03.05.2011, орган регистрации Инспекция Федеральной налоговой службы по г. Мурманску
 Наименование ЦБ: АКЦИЯ ОБЫКНОВЕННАЯ ИМЕННАЯ ОАО "АМНГР"
 Номер гос. регистрации: 1-01-05245-D от 12.08.2011
 Кол-во в выпуске: 6981190 шт. (размещенных: 6981190 шт.)
 Номинальная стоимость: 100,00 руб.

Зарегистрированные лица	Кол-во зарег. лиц	Кол-во акций	Процент от ОК
Физические лица	0	0	0,00
Юридические лица	2	6981190	100,00
Всего:	2	6981190	100,00

Номинальных держателей нет

Перечень зарегистрированных лиц

№	Счет	Наименование (ФИО)	Тип счета	Место нахождения	Кол-во акций	% от ОК
1	001-В	Российская Федерация в лице Федерального агентства по управлению государственным имуществом	владелец	109012, г. Москва, Никольский пер., д.9 ИНН: 7710723134 ОГРН: 1087746829994	1 штука	1 акция
2	002-В	Открытое акционерное общество «Зарубежнефть»	владелец	101990, г. Москва, Армянский пер. 50 ИНН: 7701550084 ОГРН: 1047708046870	6981189 штук	100% - 1 акция
Всего:					6981190 штук	100 %

Условное обозначение: ОК – общее количество ЦБ

И.о. генерального директора

В.Н. Хохлов

Регистратор: ОАО "Арктикморнефтегазразведка"
 Адрес: Российская Федерация, Мурманская обл., г. Мурманск, ул. Книповича, д. 33 корп. 3



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