

2009/1

PERIODICAL NEWSLETTER



Artist Impression Barkmeijer Shipyards

M.V. Marietje Andrea

NAVIGATING THROUGH THE DOLDRUMS, PLANNING FOR BETTER TIMES



Of all business sectors, the transport and maritime industries are traditionally among the first to be affected by economic downturn. On the other hand, the more pragmatic among us realise that our sector will also be the first to benefit when the economy starts to pick up again.

The most accomplished "sailors" in our business not only put all their efforts into navigating their enterprises through the inevitable market calms, but they also lay down plans during more difficult times so that they are better placed for market recovery. For those who combine confidence with future vision, we hope that our latest developments as recorded in this Newsletter will help set the right course.

We highlighted our new Single Hold Conotrader 8500 concept in Newsletter 2008/2. At that time, we presented the initial result of work on a design tool for single hold vessels optimised to the new IMO SOLAS Damage Stability Regulations. An advanced version of the 8500 single hold design has now been prepared, and is introduced in the following pages. Marketing of the design has begun, and we shall shortly be able to offer a complete project package, including available building slots at Conoship related, reputable shipyards worldwide.

We are pleased to report that the Conoship member yards have relatively strong orderbooks, although delivery openings as early as 2010 can be offered for sea-river vessels. Diversification in the product range from Barkmeijer Shipyards and Intervak Shipyards & Construction not only provides a stronger market platform, but also enables Conoship to promote its specialised services across a wider range of ship types. Our latest achievements in this regard could be a topic for inclusion in our next Newsletter.

Let us all hope that the financial sector will get back on an even keel before too long, and that common sense and entrepreneurship will prevail instead of the restoration of old financial models. Above all, we would like to see owners rewarded for enduring and getting through these exceptionally tough times.

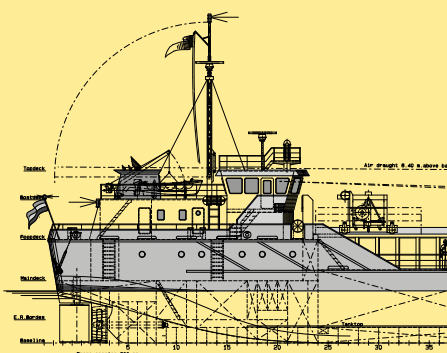
We trust that you will enjoy reading this Newsletter, and we remain at your disposal should you require further information or clarification.

*Best regards,
Guus van der Bles
Leo van Ingen*

*Front cover: 8200tdw MPP vessel
'Marietje Andrea'
Yard : Barkmeijer Shipyards,
Stroobos, The Netherlands
Owner : Wagenborg / Fam. H.J. Danser,
Delfzijl, The Netherlands*

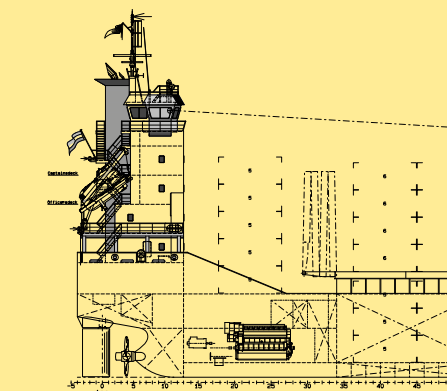
NEW DESIGN

1800



NEW DESIGN

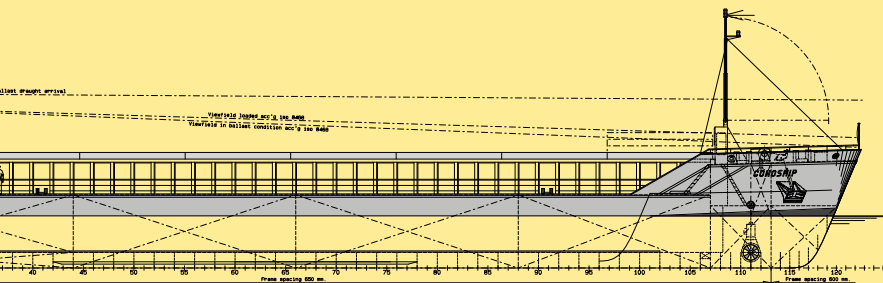
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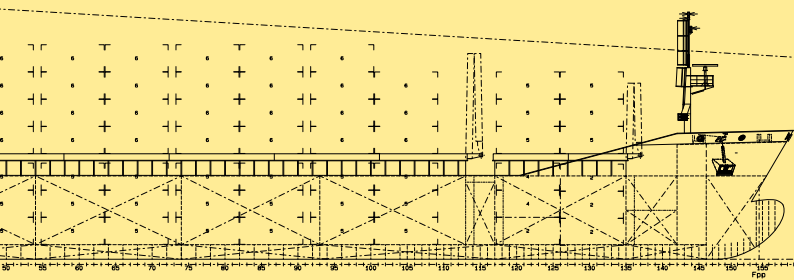
GENERAL

For a foreign account Conoship developed this container fitted multi-purpose steel carrier. The cargo area is divided into a small hold forward and a large hold aftward and the tank top has been reinforced up to a cargo load of 20 t/m² to carry steel coils as well as other heavy cargo. With applying Finnish/Swedish ice class 1A, the vessel will be capable for navigation in ice. The hull has been optimized for a trail

TDW MPP VESSEL



TDW MPP VESSEL



speed of 16 knots. For carrying reefer containers, the design has been equipped with 50 reefer plugs.

PRINCIPAL PARTICULARS

Length over all	111.70 m
Length between p.p.	105.98 m
Breadth moulded	15.85 m
Depth	8.00 m
Draught (design)	5.50 m
Deadweight	4550 ton
Speed (trial)	16 kn

EQUIPMENT

Main engine	4000 kW
Shaft generator	350 kW
Auxiliary engines (2x)	200 kW
Emergency generator	150 kW
Bow thruster	350 kW

HOLD PARTICULARS

Hold dimensions	
Hold 1	12.60 x 13.20 x 8.10 m
Hold 2	55.30 x 13.20 x 8.10 m
Cargo hold capacity	237800 cb.ft.

GENERAL

Last year, Conoship International B.V. developed a typical low-profile coaster of 1800 tons of cargo capacity.

This design features an air draught of not more than 8.40 m above ballast draught arrival, which makes the vessel ultimately capable for service into seaports and inland ports in Scandinavia, UK and other West-European areas. With a main engine reduced to 749 kW, the vessel can reach a service speed of 10 knots. The manoeuvrability of this new design will be enhanced by a 180 kW bowthruster.

PRINCIPAL PARTICULARS

Length over all	81.00 m
Length between p.p.	77.30 m
Breadth moulded	11.42 m
Depth	4.70 m
Draught (design)	3.35 m
Deadweight	1800 ton
Gross tonnage (abt.)	1650
Speed (service)	10 kn

EQUIPMENT

Main engine	749 kW
Auxiliary engines (2x)	124 kW
Emergency generator	64 kW
Bow thruster	180 kW

HOLD PARTICULARS

Hold dim.	53.95 x 9.12 x 6.04 m
Cargo hold capacity	104500 cb.ft.
Tank top load	15 t/m ²

CAPACITIES

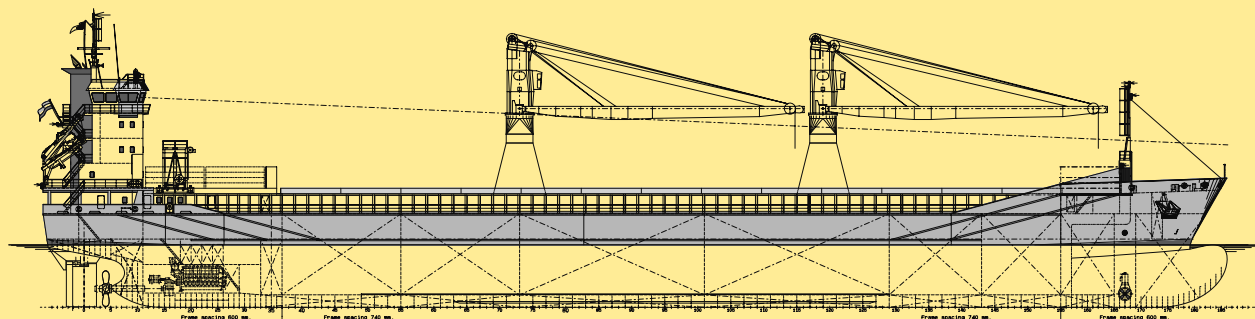
MDO	75 m ³
Gasoil	20 m ³
Potable water	35 m ³
Ballast water	1200 m ³

Tank top load	20 t/m ²
Container capacity (total)	377 TEU

CAPACITIES

HFO	280 m ³
Gasoil	57 m ³
Potable water	65 m ³
Ballast water	2600 m ³

SINGLE HOLD CONOTrADER 8500



GENERAL

In a previous Newsletter we have highlighted the reason for development of this single hold vessel. At that time we only could show the intermediate results. We received many reactions and ideas from the shipping industry which resulted in an updated design with even better capabilities. Also Classification Societies came out with ideas for detailed construction lay out and hull structural strength particulars. The results are shown in this Newsletter.

Beside better stability characteristics the increase in width will offer better strenght capabilities. The crane capacity is increased to 120/150 ton per crane with the ability to operate in tandem mode. Transformation and location of the superstructure enables a free length over deck (on hatch covers) of over 100 m.

Although price estimations and delivery moments for this design are being generated by Conoship related

shipbuilding yards in the world, the design is not frozen yet. We are aware that owners and/or charterers will have their own specific preferences and demands which have impact on the design.

PRINCIPAL PARTICULARS

Length over all	132.75 m
Length between p.p.	125.50 m
Breadth moulded	16.80 m
Depth (approx.)	10.50 m
Draught (approx.)	7.70 m
Deadweight (approx.)	8500 ton
Speed (trial)	14.5 kn
Gross tonnage	6895

EQUIPMENT

Main engine	4000 kW
Auxiliary engines (3x)	350 kW
Shaft generator	750 kW
Bow thruster	450 kW

HOLD PARTICULARS

Hold dim.	87.32 x 13.20 x 10.05 m
Cargo hold capacity	445000 cb.ft.
Tank top load	15 t/m ²

CAPACITIES

HFO	542 m ³
Gasoil	88 m ³
Potable water	35 m ³
Ballast water	4172 m ³

UNDER CONSTRUCTION

4450 TDW

GENERAL CARGO VESSEL

M.V. "RHODANUS"

Owner: ShipCom Bereederungs GmbH,
Duisburg, Germany
Builder: Chowgule Company PVT. Ltd.,
Goa, India



GENERAL

So far a total number of 20 vessels out of this successful series of Chowgule Shipyards have been ordered by Dutch, British and German owners. Last April, the m.v. 'Rhodanus' has been launched and is now in the phase of outfitting. This series features a single boxshaped hold with a raised hatch coaming, which will be covered by 10 pontoon hatches. The vessel is designed for trading bulk products and steel coils. Therefore the vessel has a strengthened tank top to load up to 15 t/m² and can be loaded aground.

PRINCIPAL PARTICULARS

Length over all	89.95 m
Length between p.p.	84.94 m
Breadth moulded	14.40 m
Depth	7.35 m
Draught	5.80 m
Deadweight	4450 ton
Gross tonnage	2984
Speed (service)	11.5 kn

EQUIPMENT

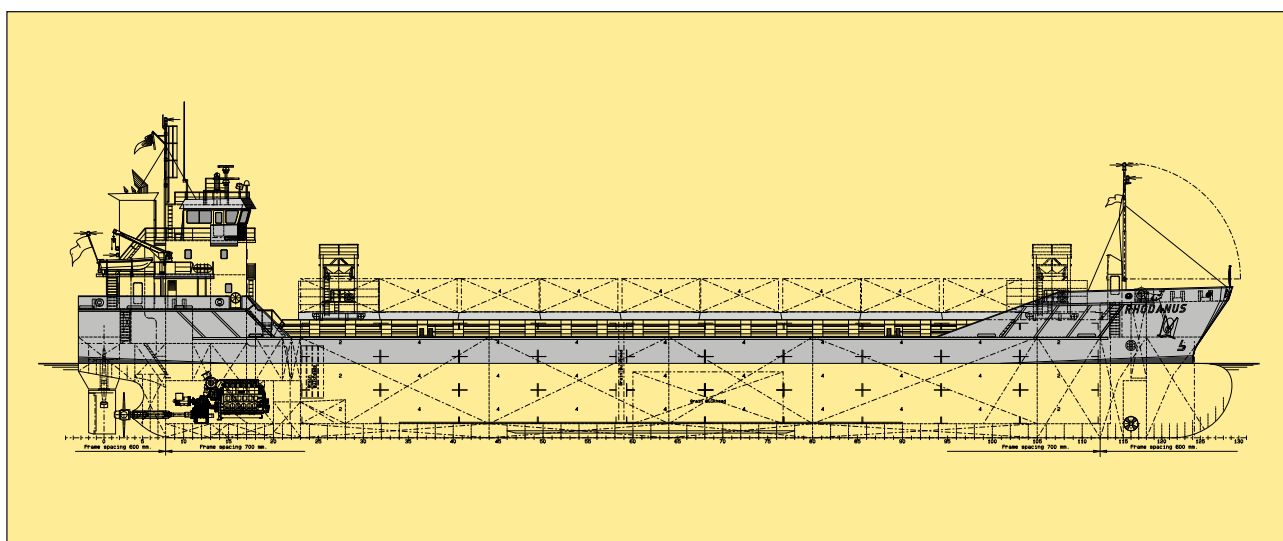
Main engine	1500 kW
Shaft generator	312 kW
Auxiliary engine	168 kW
Bow thruster	250 kW

HOLD PARTICULARS

Hold dim.	62.30 x 11.70 x 8.10 m
Cargo hold capacity	204825 cb.ft.
Tank top load	15 t/m ²
Container capacity (total)	148 TEU

CAPACITIES

HFO	284 m ³
Gasoil	40 m ³
Potable water	50 m ³
Ballast water	1900 m ³



BIJLSMA TRADER 4500

M.V. "STROOMBANK"

Owner: Pot Scheepvaart,
Delfzijl, The Netherlands
Builder: Bijlsma Shipyards B.V.,
Lemmer, The Netherlands



GENERAL

The m.v. 'Stroombank' is one vessel out of a successful series of single deck dry cargo vessels, which has been developed for several Wagenborg affiliated owners. The cargo hold section consists of one boxshaped compartment with ballast tanks in the double hull and double bottom. The obstruction free hold can be subdivided into three compartments by two adjustable grain bulkheads. When not in use the bulkhead sections can be stored in such way that they do not encroach upon the ship's cargo hold space. The hull has been optimized in

view of speed, power and deadweight aspects. The main propulsion plant consists of a 1860 kW diesel engine, sufficient for a service speed of 12.5 knots.

PRINCIPAL PARTICULARS

Length over all	89.95 m
Length between p.p.	84.98 m
Breadth moulded	14.40 m
Depth	7.35 m
Draught	5.83 m
Deadweight	4530 ton
Gross tonnage	2999
Speed (service)	12.5 kn

EQUIPMENT

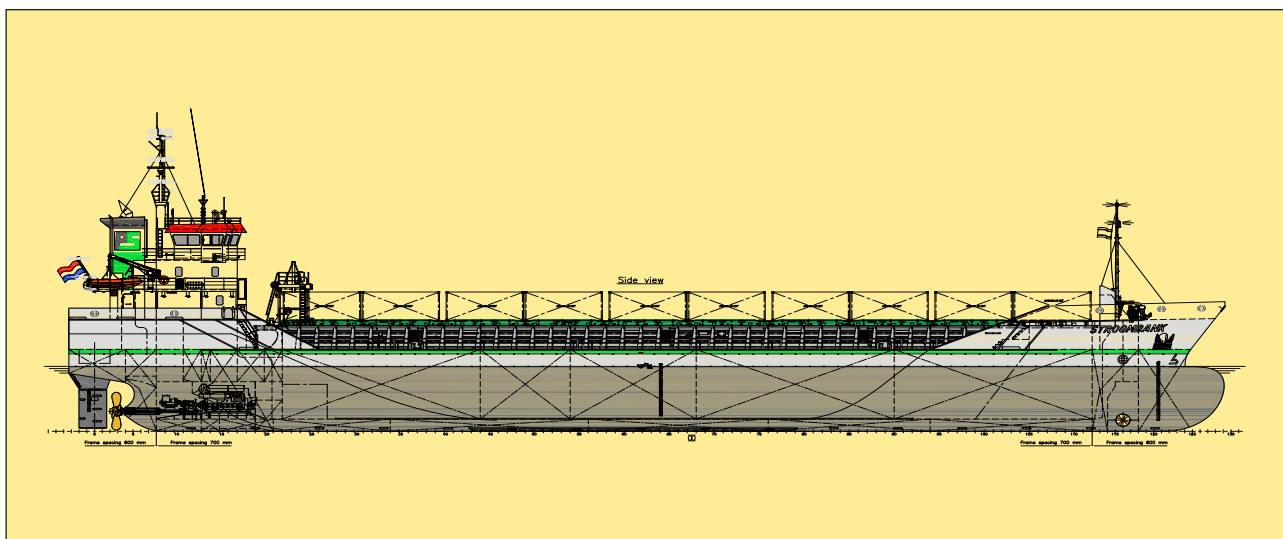
Main engine	1860 kW
Shaft generator	312 kW
Auxiliary engine	188 kW
Bow thruster	250 kW

HOLD PARTICULARS

Hold dim.	63.00 x 11.70 x 8.40 m
Cargo hold capacity	214000 cb.ft.
Tank top load	15 t/m ²
Container capacity (total)	106 TEU

CAPACITIES

HFO	430 m ³
Gasoil	32 m ³
Potable water	50 m ³
Ballast water	1800 m ³



5600 TDW MULTI PURPOSE VESSEL

M.V. "FLINTERREBECCA"

Owner: C.V. Scheepvaartonderneming
Flinter Rebecca,
Barendrecht, The Netherlands
Builder: Barkmeijer Shipyards B.V.,
Stroobos, The Netherlands



GENERAL

Barkmeijer Shipyards completed two identical multipurpose vessels. The m.v. 'Flinterrebecca' and m.v. 'Flinterrachel' both have a capacity of more than 5600 tdw. As a further continuation of the 4500 tdw series, the single hold reaches a length of 72.20 m and has a capacity of 244000 cb.ft. The vessel is equipped for unrestricted navigation and is able to transport all kind of cargo, including containers and some types of dangerous cargo in bulk in accordance to regulation 19 of the SOLAS. During the development of the vessel, special attention has been paid

to reduce the noise and vibration levels, which resulted in a very calm and quiet ship.

PRINCIPAL PARTICULARS

Length over all	98.80 m
Length between p.p.	94.80 m
Breadth moulded	14.00 m
Depth	8.50 m
Draught	6.12 m
Deadweight	5620 ton
Gross tonnage	3442
Speed (service)	12 kn

EQUIPMENT

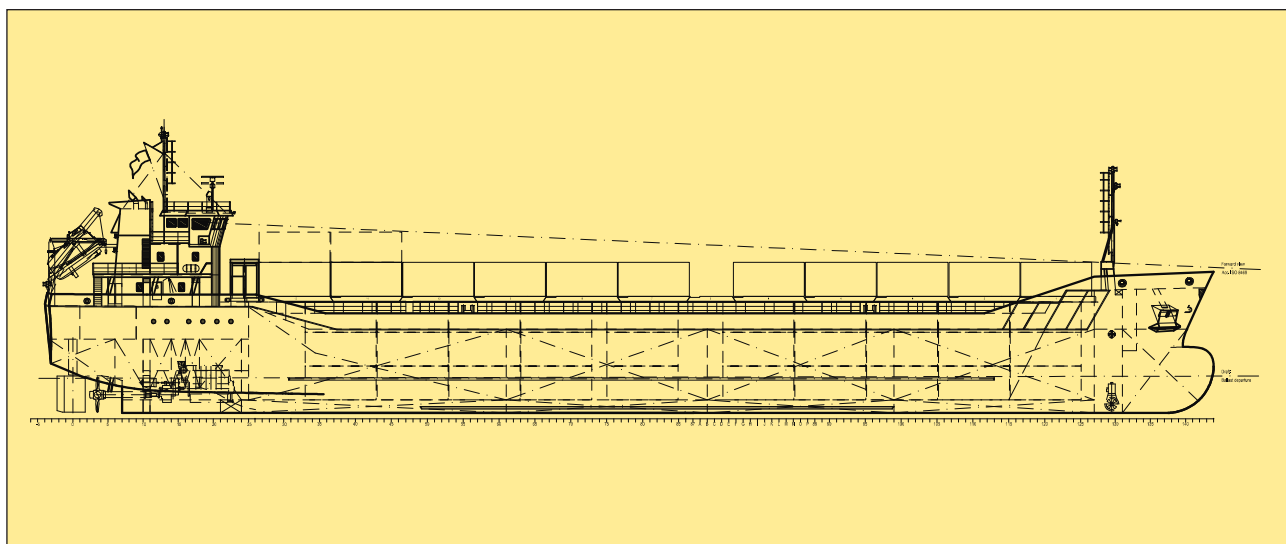
Main engine	1800 kW
Shaft generator	350 kW
Auxiliary engines (total)	168 kW
Bow thruster	250 kW

HOLD PARTICULARS

Hold dim.	72.20 x 11.50 x 8.35 m
Cargo hold capacity	244000 cb.ft.
Tank top load	15 t/m ²
Container capacity (total)	166 TEU

CAPACITIES

HFO	264 m ³
Gasoil	20 m ³
Potable water	67 m ³
Ballast water	1968 m ³



CONOSHIP: THE INTERNATIONAL MATCHMAKER IN THE MARITIME INDUSTRY

Conoship provides marketing, sales, research, development, design and engineering activities for the maritime industry.

Over the years, Conoship has built up a network in the shipbuilding and shipping industry. Originating from a group of shipyards in the Northern part of Holland, it has expanded its Newbuilding capacities by collaboration with worldwide located associated shipyards.

Conoship supports the process from achieving a firm contract with the owners up to delivery of the vessel.

For more information about Conoship and activities, please visit our website www.conoship.com

THE MEMBER SHIPYARDS OF CONOSHIP INTERNATIONAL B.V.

Barkmeijer Shipyards, The Netherlands

Bodewes Shipyards, The Netherlands

Intervak Shipyards & Construction, The Netherlands

Royal Niestern Sander, The Netherlands

BUSINESS PARTNERS

SEDS, Smart Engineering and Design Solutions Ltd., India

Algoship Brokers Ltd., Bahama's



LEONARD SPRINGERLAAN 9, GRONINGEN, THE NETHERLANDS
P.O. BOX 6029, 9702 HA GRONINGEN, THE NETHERLANDS
TELEPHONE + 31 50 526 88 22, TELEFAX + 31 50 525 22 23,
E-MAIL CONOSHIP@CONOSHIP.COM, WEBSITE WWW.CONOSHIP.COM