

2008/1

# PERIODICAL NEWSLETTER



M.V. Saffier

Photo Flying Focus.

  
**CONOSHIP**  
INTERNATIONAL

## NEW DELIVERY OPENINGS AND POSSIBILITIES



Time marches on, and the ever-changing nature of the challenges and opportunities in shipbuilding has been evident over the six-month period since Conoship's last newsletter. We had previously considered that the pace of development in the industry in 2008 would be limited by extended delivery times for the main vessel components and equipment, and by restricted newbuild slot availability over the relatively short term. However, as a result of widespread cancellations of new orders, especially in the Far East, there is some improvement in the availability of main engines and propulsion systems, even for deliveries in 2009.

With steel and oil prices now standing at such high levels, the need for ship designs incorporating the most favourable ratios between steel weight and deadweight, and between installed power and service speed, has become ever more pressing for the maritime industry. In such a situation as we are faced with today, Conoship can draw on its expertise in the design and engineering of optimised solutions, already demonstrated across a wide range of vessel types, to develop efficient new proposals for shipowner and shipyard clients.

An increasing number of yards around the world are employing the block section, or ring section, assembly principle, but have not fully recognised that this method of construction requires a different approach in engineering compared to conventional shipbuilding practices. There is much to gain when it comes to 'lean and mean' production engineering, where welding metres and the number of construction parts are kept to a minimum.

As foreshadowed in Conoship Newsletter 2007/II, a former member shipyard, Scheepswerf Harlingen, has rejoined the group. The yard is now known as Intervak Scheepswerf & Constructie, and is offering

newbuild slots for sea-river vessels up to 11.50 m in width.

The yard is currently completing a vegetable oil tanker, and is starting construction of a hopper dredger. In the near future, Intervak anticipates extending its newbuild capabilities to vessels of 16.0 m breadth. Other Conoship member yards in The Netherlands have full orderbooks, and have made new investments this year to enhance their shipbuilding production capacities.

Throughout the global network of Conoship Associated Shipyards, orderbooks in general are characterised by long series of vessels. Nonetheless, typical yards focused on river-sea vessels can offer relatively short-term delivery slots.

The former Conoship associated shipyard Chowgule & Company in India has augmented its workload with another newbuild series based on a Conoship-developed multipurpose vessel design of 4,500 tdw.

We hope you will read this newsletter with interest and pleasure. If you have any questions and/or remarks, please feel free to contact us.

*Regards,  
Guus van der Bles & Leo van Ingen*

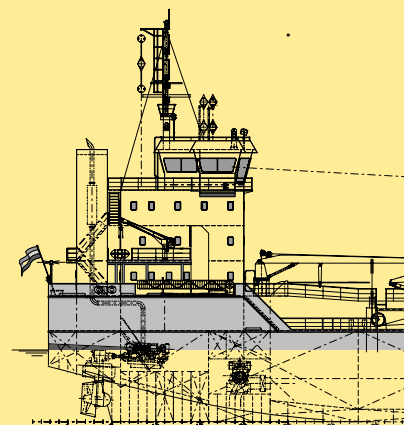
### ON ORDER

### 3500



### ON ORDER

### HOPPER



#### GENERAL

In close cooperation with Den Herder Maritiem, Conoship International designed a new trailing-suction hopper dredger for the Dutch dredging company Boskalis.

The vessel is specially designed for small and narrow waterways and will be equipped with a dredging pump with a capacity of 4000 m<sup>3</sup>/h,

## DWT MULTI PURPOSE VESSEL

Owner: Wijnne & Barends  
Delfzijl, The Netherlands



### GENERAL

On behalf of Wijnne & Barends, Conoship International developed a new multi purpose vessel, equipped with a single hold, which is provided with pontoon type hatch covers. The vessel will be optimized for trading bulk cargoes, steel, paper, timber and containers in the Baltic.

These series are under construction in China and the delivery of the first vessel is scheduled for the end of 2008.

### PRINCIPAL PARTICULARS

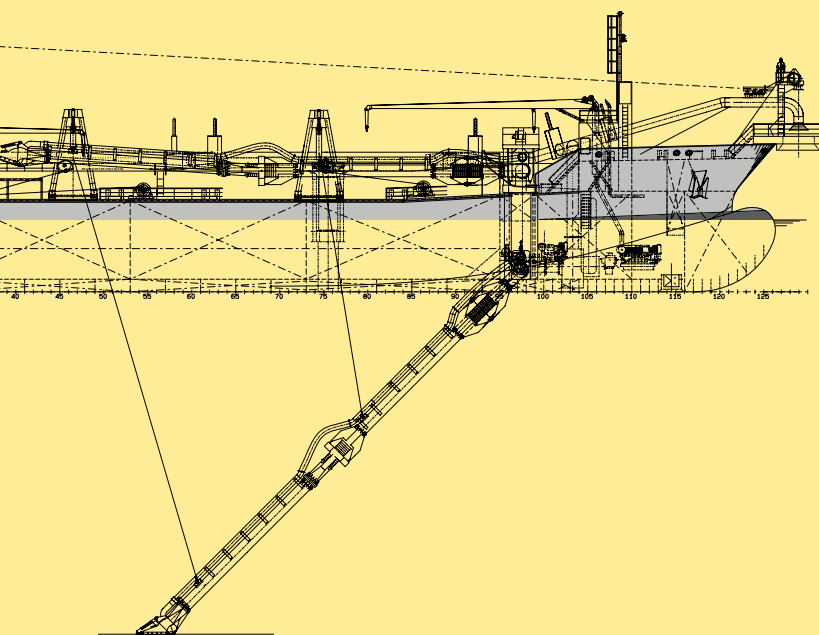
Length over all	94.70 m
Length between p.p.	91.80 m
Breadth moulded	13.40 m
Depth	7.80 m
Draught	5.30 m
Deadweight	3500 ton
Gross tonnage	2850
Speed (service)	11.5 kn

### HOLD PARTICULARS

Hold dim.	61.60 x 11.20 x 8.34 m
Cargo hold capacity	194500 cb.ft.
Tank top load	15 t/m <sup>2</sup>

## ER DREDGER

Owner: Boskalis  
Papendrecht, The Netherlands  
Builder: Intervak Scheepsbouw & Constructie, Harlingen, The Netherlands



connected to a suction pipe with a diameter of 600 mm. Discharging of her load can be done by the discharging pump or by 8 bottom doors. Our new member yard Intervak will start within short notice with the construction of the hull.

### PRINCIPAL PARTICULARS

Length over all	90.00 m
Length between p.p.	85.00 m
Breadth moulded	19.00 m
Depth	7.25 m
Draught (summer)	5.85 m
Corresp. deadweight	5490 ton
Draught dredging mark	6.70 m
Corresp. deadweight	6800 ton
Hopper capacity	4500 m <sup>3</sup>
Speed approx.	11 kn



IN THE SPOTLIGHT

## BARKMEIJER SHIPYARDS

Barkmeijer Shipyards with almost 160 years of ship building experience has diversified itself into demanding markets. Beside the ongoing process of new building of dry and liquid cargo vessels the yard has established a sound reputation in the dredging market. Barkmeijer Shipyards still believes in the principle that "nothing is impossible until

the contrary is proven". From the very first design drawings through to delivery of the vessel Barkmeijer Shipyards coordinates the construction, outfitting, testing and commissioning as well as delivery of the vessel. This approach has led to a successful delivery of a wide variation of vessel types such as salvage vessels, gas- and bitumen tankers, dry cargo vessels, container vessels, dredgers, inland vessels and fishing vessels.

Other product developments are in materializing stadia at the Yard. In next newsletter we hope to be able to report on these new developments.

State-of-the-art production technologies, hands-on mentality by experienced project teams and quality control system enable the yard to work with well planned deadlines and delivery schedules.







An example of Barkmeijer's flexible and customer oriented approach is the Newbuilding of the 6.000 tdw MV "Saffier", the latest acquisition of the Dutch owner 'De Bock Maritiem'. This owner started it's maritime new building activities in 2002 with signing a new building contract for one 3.200 tdw multi purpose vessel, MV "Smaragd", also at Barkmeijer Shipyards.

For the design and engineering of MV "Saffier", Barkmeijer Shipyards and Conoship International were keeping a clear view on the typical owner's requirements and design constraints and put a lot of effort in hull form optimisation in order to secure favourable sea keeping characteristics in combination with

excellent deadweight-, speed- and installed power ratio's. MV "Saffier" has been designed as a versatile general cargo ship, with a large single hold of 264000 cb.ft. and a length of 66 meters. This cargo hold length has already shown its favourable dimensions and capacity in today's market for voluminous and long cargo units, such as project cargoes, windmills, offshore constructions, cranes, pipes, etc.

Accommodation for the crew is situated above main deck level in the aft ship. Each cabin is equipped with a private sanitary unit. The accommodation also includes a fully equipped fitness room, including a wall sized mirror and satellite TV.

The engine room is divided into two levels. The lowest level accommodates the bilge/ballast/deck system, bunker manifold and dirty oil system. On the tweendeck the freshwater system, starting/working air system, separator room, tank heating system and auxiliary generator system are situated. MV "Saffier" is propelled by a flexible mounted MAN B&W 8L27/38 main engine of 2.720 kW, driving a four bladed controllably pitch propeller of 3.400 mm via a gearbox.

Electrical power is generated by means of a shaft generator of 435 kVa, an auxiliary generator of 265 kVa, and an emergency/harbour generator of 265 kVa.

7350 TDW

M.V. "LAUWERSBORG"

ICE STRENGTHENED  
MPC VESSEL

Owner: Royal Wagenborg,  
Delfzijl, The Netherlands  
Builder: Royal Niestern Sander,  
Delfzijl, The Netherlands



#### GENERAL

The Lauwersborg is the first unit out of a series of four multi purpose container vessels. The design offers excellent stowage flexibility and features two box shaped cargo holds, arranged and equipped for the carriage of containers, general cargoes, timber, paper and bulk cargoes. Each hold is fitted with a moveable separation bulkhead which can be placed at 8 positions. All vessels within this series will be completely built at Royal Niestern Sander in Delfzijl.

#### PRINCIPAL PARTICULARS

Length over all	122.10 m
Length between p.p.	115.97 m
Breadth moulded	14.40 m
Depth	8.10 m
Draught	6.50 m
Deadweight	7433 ton
Gross tonnage	4695
Speed (service)	13 kn

#### EQUIPMENT

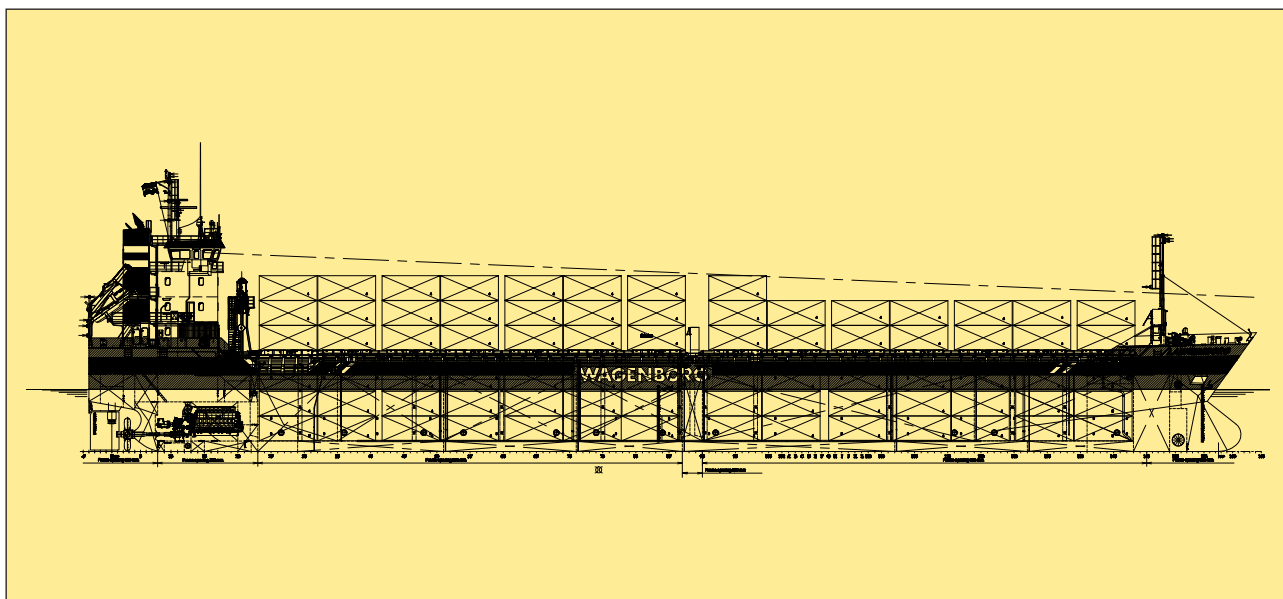
Main engine	2970 kW
Auxiliary engines (total)	400 kW
Shaft generator	408 kW
Bow thruster	350 kW

#### CONTAINER CAPACITIES

Hold dimensions	
Hold I	44.48 x 11.71 x 8.90 m
Hold II	45.18 x 11.71 x 8.90 m
Cargo hold capacity	323588 cb.ft.
Tank top load	15 t/m <sup>2</sup>
Container capacity (total)	304 TEU

#### CAPACITIES

HFO	363 m <sup>3</sup>
Gasoil	89 m <sup>3</sup>
Potable water	68 m <sup>3</sup>
Ballast water	3239 m <sup>3</sup>





# BIJLSMA CONFEEDER 350

## M.V. "VANTAGE"

Owner: Eran-Shipping,  
Werkendam, The Netherlands  
Builder: Bijlsma Shipyard B.V.,  
Lemmer, The Netherlands



### GENERAL

The Bijlsma Confeeder 350 has been developed for the North European feeder market. The m.v. 'Vantage' is the first out of a series of four vessels which combines a service speed of 15 knots with a stability of 228 TEU. Furthermore, the concept offers excellent stowage flexibility with block stowage and high stack loads. In the holds and on deck, the vessel has the possibility to stow 45" containers. For carrying reefer containers, the vessel has been equipped with a 100 reefer plugs.

### PRINCIPAL PARTICULARS

Length over all	99.97 m
Length between p.p.	91.55 m
Breadth moulded	15.85 m
Depth	8.85 m
Draught	5.65 m
Deadweight	4533 ton
Gross tonnage	3871
Speed (service)	15 kn

### EQUIPMENT

Main engine	3280 kW
Auxiliary engines (total 2)	283 kW
Shaft generator	800 kW

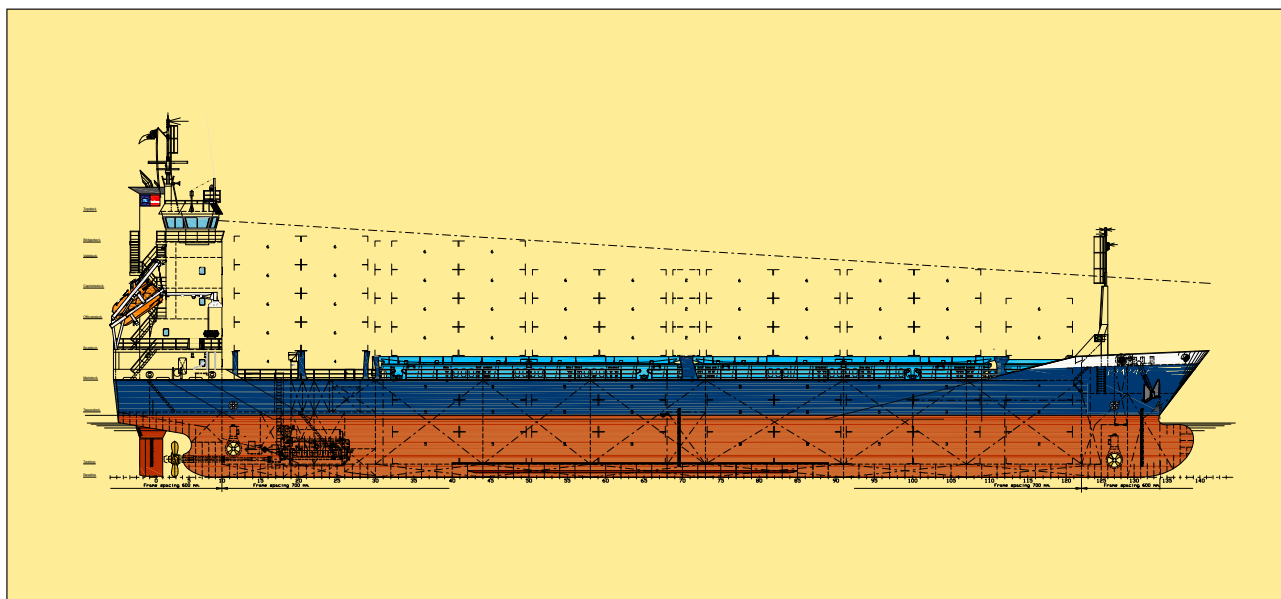
Bow thruster	500 kW
Stern thruster	300 kW

### CONTAINER CAPACITIES

Containers in hold	124 TEU
Containers on deck	230 TEU
Total containers	354 TEU
Reefer points	100 pcs.

### CAPACITIES

HFO	319 m <sup>3</sup>
Gasoil	77 m <sup>3</sup>
Potable water	50 m <sup>3</sup>
Ballast water	2615 m <sup>3</sup>



# CONOSHIP: THE INTERNATIONAL MATCHMAKER IN THE MARITIME INDUSTRY

Conoship International B.V. plays a unique role between customers and shipyards.

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](http://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

## THE ASSOCIATED SHIPYARDS OF CONOSHIP INTERNATIONAL B.V.

Destini Marine Indonesia, Indonesia



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