

2009/2

PERIODICAL NEWSLETTER



T.S.H.D. Shoalway

Artist Impression Boskalis

DREDGER SPECIAL


CONOSHIP
INTERNATIONAL

2010 - END OF DOLDRUMS ON THE HORIZON?



Minimal improvements in charter rates over the past months have given some grounds for cautious optimism, but perhaps it would be premature to say that this marks the beginning of structural recovery in the transport and maritime industries. Events experienced by both industries up to and through 2009 can be expected to have an effect for some time to come. Owners are busy navigating their enterprises through the market calms, but we feel that they are also taking the opportunity to identify and assess new designs and concepts in the multipurpose vessel and tanker categories.

Global warming and pollution of our planet have become such central issues that no industry is unaffected. Increasing environmental legislation and controls, coupled with the interlinked drive for greater efficiency, have spurred innovation and development in ship design, based on new thinking and new solutions in shipboard power generation and propulsion systems.

Conoship has been involved in development work and feasibility studies relating to a zero-emission vessel, and a follow-up phase in this research is planned for 2010. During a period which has seen combustion engine manufacturers unveil advances in terms of alternative or multi fuel burning capabilities and reduced exhaust emission levels, Conoship took the initiative and has made good progress in applying such technological developments to new designs of dry cargo vessels and tankers. We are also preparing designs for gas-fuelled special-purpose vessels, such as dredgers and ferries.

As conveyed by the front cover, this issue of our newsletter is focusing on Conoship's scope in dredger designs by presenting recent newbuildings from member yards (please see the middle pages). Besides information on vessels "under construction" and "just delivered", we have also devoted some space to so-called Single-Hold

technology, as exploited now in new ship designs for specific operating areas such as the Volgo-Don and European inland waterways. In addition, existing Conoship designs have been adapted as single hold versions, of which the 6,800 tdw variant is one example, highlighted in this newsletter.

In the previous newsletter (2009/1), we referred to the product diversification process under way at the Conoship member companies Barkmeijer Shipyards and Intervak Shipyards & Construction. One outcome of this policy has been the development of a single hull, station-keeping vessel, for which seakeeping characteristics such as ship motions and acceleration levels have been tank tested, yielding remarkably good results. We expect to provide some information on this design in the next Conoship newsletter.

We trust that you will enjoy reading this newsletter, and that it will help feed your enthusiasm and your entrepreneurial nature, and ultimately contribute to your design and newbuilding plans for the future.

We remain at your disposal should you require further information or clarification.

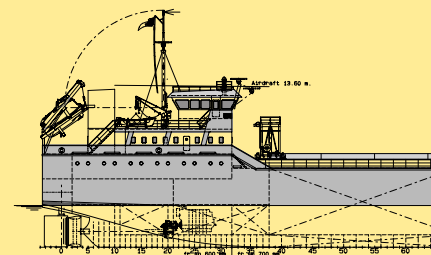
We wish you and your relatives a merry Christmas and prosperous New Year.

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

*Front cover : 4500 m³ Hopper Dredger 'Shoakway'
Yard : Intervak Scheepswerf & Constructie,
Harlingen, The Netherlands
Owner : Boskalis,
Papendrecht, The Netherlands*

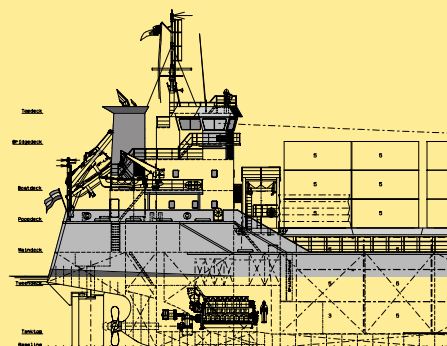
NEW DESIGN

SINGLE



NEW DESIGN

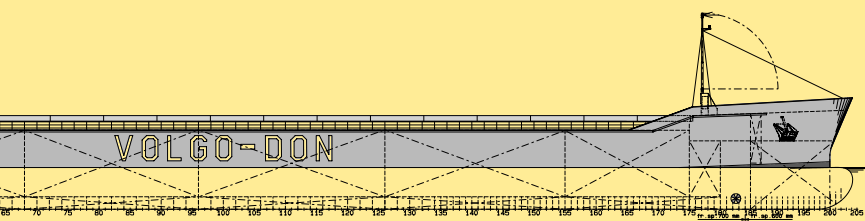
SINGLE



GENERAL

The SH design features an obstacle free hold with a length over 77 m, a clear width of 12.80 m and a height between tanktop and hatch covers of 9.90 m which allows a wide range of cargo and especially voluminous and lengthy project cargo. Optionally, the hold can be separated in a variety of sections by means of grain-bulkheads and/or tweendeck panels.

HOLD VOLGO-DON CONOTRADER 6700



GENERAL

A single hold Volgo Don Conotrader 6700 is the result of a demand of this type of vessel with enhanced capabilities in relation to its predecessors.

Depending on the final Owners/Charterers requirements a selection can be made between variations of deadweight in relation to vessel speed. One of the options is presented below.

PRINCIPAL PARTICULARS

| | |
|-------------------------------|----------|
| Length over all | 139.90 m |
| Breadth over all | 16.70 m |
| Depth | t.b.d. m |
| Draught (inland, fresh water) | 3.60 m |
| Draught (sea, salt water) | 4.70 m |
| Deadweight (T=3.60m, fr. w) | 4050 ton |
| Deadweight (T=4.70m, s. w) | 6700 ton |
| Ice Class | 1A |

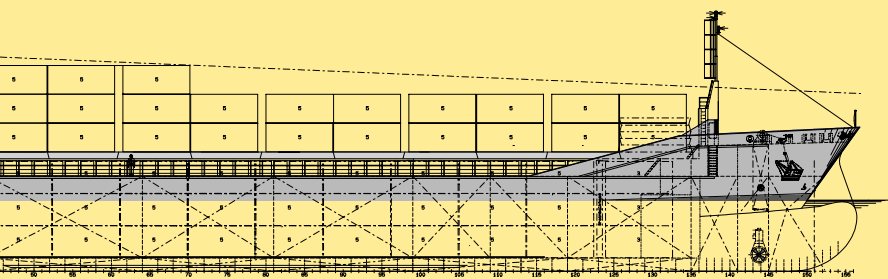
EQUIPMENT

| | |
|----------------------------|---------|
| Main engine | 1852 kW |
| Speed (service at 1852 kW) | 11 kn |
| Main engine | 2633 kW |
| Speed (service at 2633 kW) | 12 kn |
| Main engine | 4023 kW |
| Speed (service at 4023 kW) | 13 kn |

HOLD PARTICULARS

| | |
|-----------------------|------------------------|
| Hold dim. | 95.90 x 12.80 x 8.53 m |
| Cargo hold capacity | 371000 cb.ft. |
| Cargo hold box shaped | yes |
| Tank top load | 15 t/m ² |

HOLD CONOTRADER 6800



PRINCIPAL PARTICULARS

| | |
|-------------------------|----------|
| Length over all | 114.08 m |
| Length between p.p. | 105.99 m |
| Breadth moulded | 15.40 m |
| Depth (approx.) | 8.60 m |
| Draught (approx.) | 6.45 m |
| Deadweight (approx.) | 6650 ton |
| Gross tonnage (approx.) | 4650 |
| Speed (trial) | 13.5 kn |
| Ice Class (optional) | 1A |

EQUIPMENT

| | |
|------------------------|---------|
| Main engine | 2999 kW |
| Shaft generator | 400 kW |
| Auxiliary engines (2x) | 250 kW |
| Emergency generator | 125 kW |
| Bow thruster | 350 kW |

HOLD PARTICULARS

| | |
|----------------------------|------------------------|
| Hold dim. | 77.70 x 12.80 x 9.90 m |
| Cargo hold capacity | 307500 cb.ft. |
| Tank top load | 15 t/m ² |
| Container capacity (total) | 317 TEU |

CAPACITIES

| | |
|---------------|---------------------|
| HFO | 500 m ³ |
| Gasoil | 130 m ³ |
| Potable water | 60 m ³ |
| Ballast water | 2650 m ³ |

IN THE SPOTLIGHT

TAILOR MADE DREDGER DESIGNS OF CONOSHIP INTERNATIONAL B.V.

One of the specializations at Conoship International is designing specialized dredgers.

Based on customers demands, environmental and operational design constraints, we deliver tailor made solutions.

Each dredging “discipline”, such as harbour and river maintenance, sand winning or land reclamation requires its own approach of vessel design. Together with the Owner the designers of Conoship International are experts in accommodating all of the requirements and constraints in a well balanced technical/economical dredger design.

Over the years Conoship International designed hopper dredgers with capacities between 1,500 and 6,500 m³ and in a large variety in characteristics with respect to the dredging equipment, hopper geometry, discharge installation, power generation, propulsion train, ship’s speed and main dimensions.

Recent examples of Conoship dredger designs include:

- Compact hopper dredgers for harbour maintenance with diesel-electric twin thrusters propulsion installation, ensuring excellent manoeuvring characteristics
- Fast hopper dredgers with a service

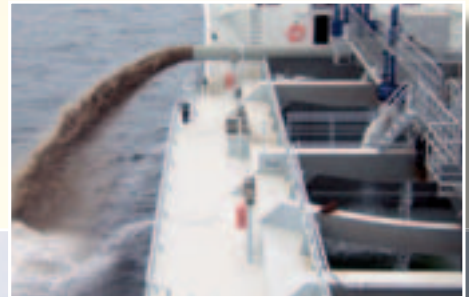
speed up to 15 knots, with a large hopper capacity and optimized hull shape for fast turn around trips between sand winning areas and discharge ports;

- “Green” dredger designs with optimized hull shapes to reduce fuel consumption and emissions.
- Dual fuel (Gas – Gasoil) or Gas-only propulsion installation.
- Research on application of fuel cells for power generation.
- Hopper dredgers with various types of dry discharge installations.

The pictures show several recent dredger designs of Conoship International B.V.



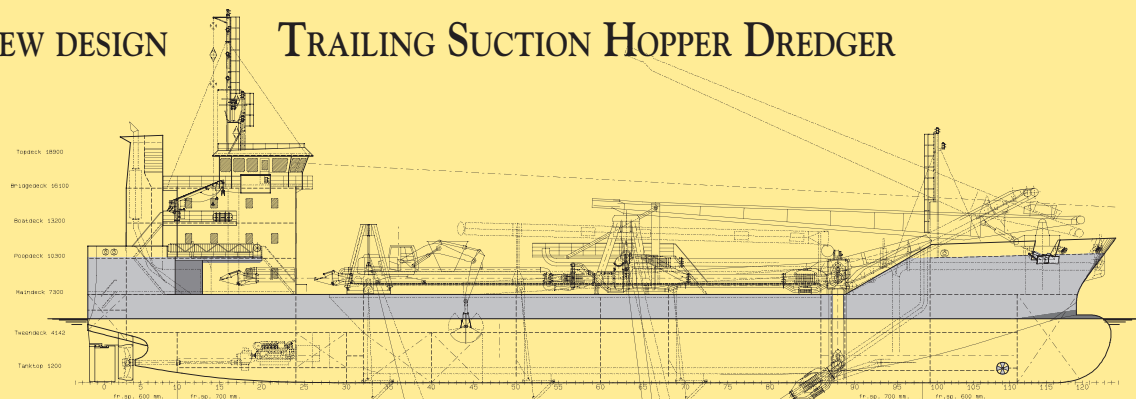
Testing of the discharge systems, either through a discharge line on portside or via a bow coupling.



A Conoship designed dredger for operations in coastal areas of Atlantic waters. The high service speed ensures relatively short turn around times between loading and discharge.



NEW DESIGN TRAILING SUCTION HOPPER DREDGER



A Conoship designed dredger with a dry discharge system for sand and gravel, consisting of diesel-hydraulic driven dual scraper belts, which discharge sand and gravel via a conveyor belt along the hopper and a 270 degrees rotatable shore conveyor belt. Transfer rate is approximately 2,000 m³/h. Straining, desalination and drying of sand and gravel is done on board during the trip from the dredging grounds to the discharge port.



Under construction at Barkmeijer Shipyards.
A compact dredger design with a diesel/electric propulsion system, two azimuthing thrusters and a dual suction dredging pipe system which ensures maximum dredging flexibility, manoeuvrability and the ability to reach even the smallest corner of a harbour.



3500 TDW HEAVY LIFT VESSEL

M.V. "EENDRACHT"

Owner: Global Seatrade, Urk,
The Netherlands
Builder: Hartman Marine Shipbuilding B.V.,
Urk, The Netherlands



GENERAL

With the delivery of the m.v. 'Eendracht' the second small heavy lift vessel out of the series of Hartman Marine shipbuilding entered into service. The combination of cargo gear, vessel speed, system automation and cargo hold lay out has proven to be a successful concept and a further expansion of this series can be expected soon. This design won the prestigious Dutch prize 'Schip van het jaar' ('Ship of the Year') in 2007.

PRINCIPAL PARTICULARS

| | |
|---------------------|----------|
| Length over all | 105.10 m |
| Length between p.p. | 98.20 m |
| Breadth moulded | 15.60 m |
| Depth | 7.40 m |
| Draught | 5.81 m |
| Deadweight | 3650 ton |
| Gross tonnage | 2999 |
| Speed (service) | 18 kn |

EQUIPMENT

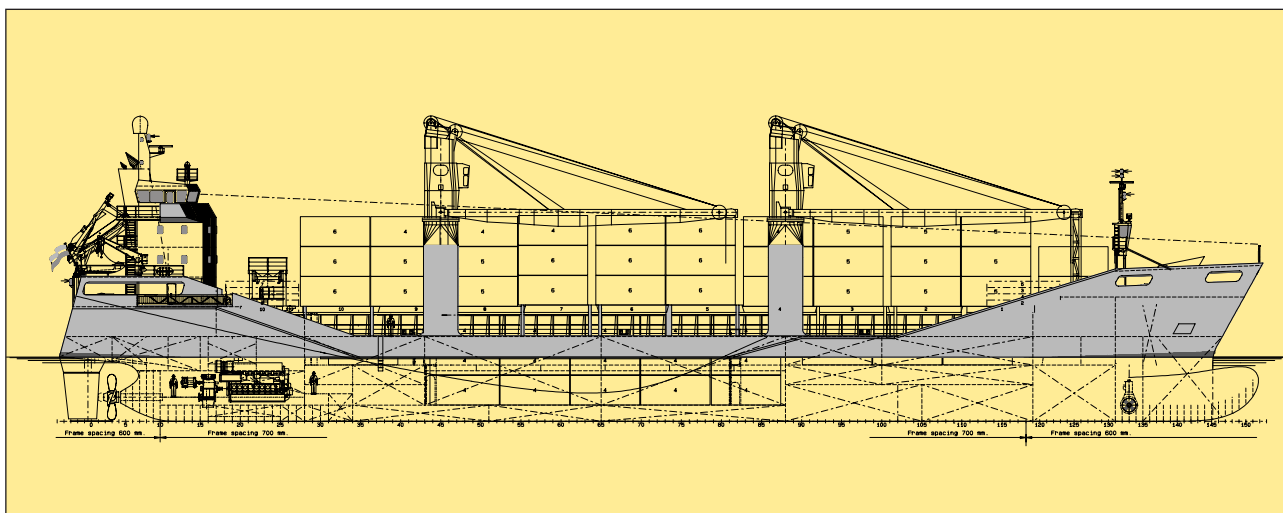
| | |
|--------------------------|---------|
| Main engine | 3680 kW |
| Shaft generator | 1600 kW |
| Auxiliary generator (2x) | 455 kW |
| Bow thruster | 300 kW |

HOLD PARTICULARS

| | |
|----------------------------|----------------------|
| Hold dimensions | |
| Upper Hold | 63.5 x 11.5 x 8.17 m |
| Lower Hold | 31.5 x 11.0 x 3.50 m |
| Cargo hold capacity | 155265 cb.ft. |
| Gearing | 2 x 120 mt at 16 m |
| Tank top load | 15 t/m ² |
| Container capacity (total) | 236 TEU |

CAPACITIES

| | |
|---------------|---------------------|
| HFO | 408 m ³ |
| Gasoil | 85 m ³ |
| Potable water | 50 m ³ |
| Ballast water | 2533 m ³ |



3500 TDW MULTI PURPOSE VESSEL

M.V. "BANIER"

Owner: Scheepvaartonderneming
Banier C.V., Delfzijl,
The Netherlands
Builder: Wenling Hexing Shipyard Ltd.,
Zhejiang, China



GENERAL

After a long journey from the building yard, m.v. 'Banier' arrived in her homeport Delfzijl on October 31st. She is the first vessel out of a series of eight vessels ordered by Delfzijl based shipping company Wijnne Barends and affiliated owners. The vessel is designed for operations in ice and offers a high service speed and excellent manoeuvring capabilities. The vessel has a relatively large hold suitable for bulk, project cargoes and also for containers.

PRINCIPAL PARTICULARS

| | |
|---------------------|----------|
| Length over all | 94.70 m |
| Length between p.p. | 91.35 m |
| Breadth moulded | 13.40 m |
| Depth | 7.80 m |
| Draught | 5.30 m |
| Deadweight | 3500 ton |
| Gross tonnage | 2850 |
| Speed (service) | 13.3 kn |
| Ice Class | 1A |

EQUIPMENT

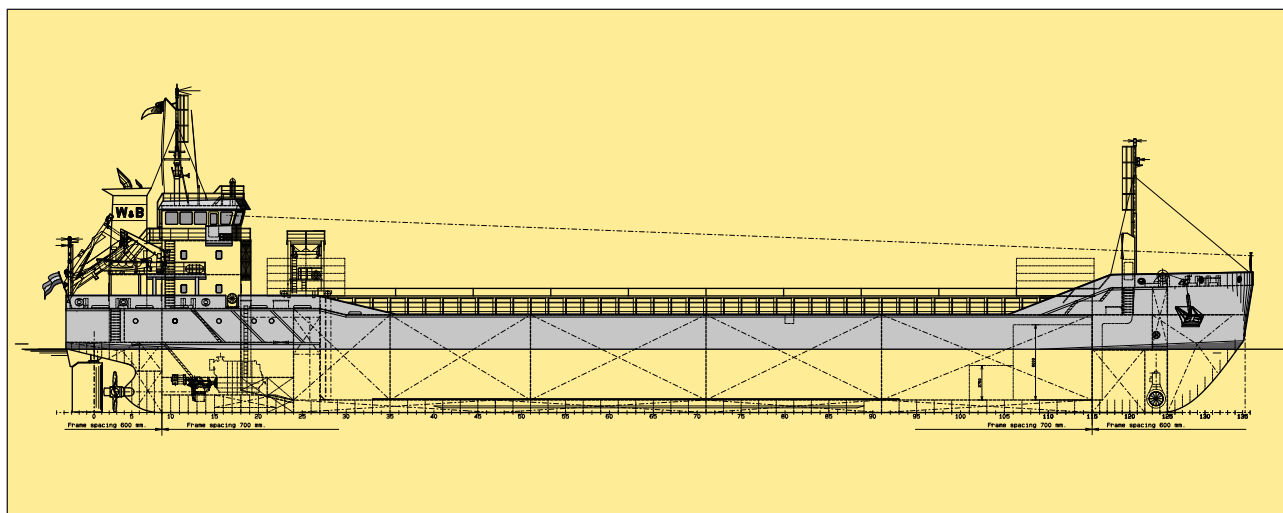
| | |
|------------------------|---------|
| Main engine | 2000 kW |
| Shaft generator | 315 kW |
| Auxiliary engines (2x) | 140 kW |
| Bow thruster | 250 kW |

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 ² |
| Container capacity (total) | 60 TEU |

CAPACITIES

| | |
|---------------|---------------------|
| HFO | 222 m ³ |
| Gasoil | 47 m ³ |
| Potable water | 38 m ³ |
| Ballast water | 1760 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



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