

2008/2

PERIODICAL NEWSLETTER



Photo Royal Niestern Sander

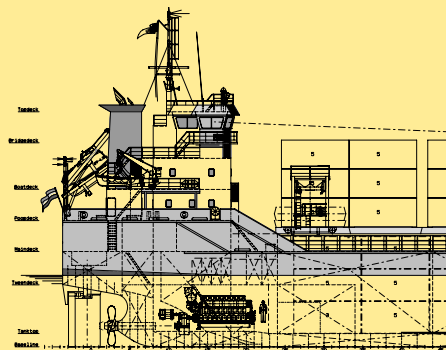
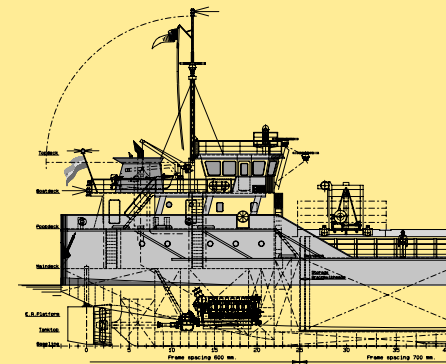
M.V. Laganborg



During October, Conoship signed a collaboration agreement with Algoship Brokers and Smart Engineering & Design Solutions (SEDS) in India. Through this strategic alliance, we expect to extend newbuild possibilities at reputable shipyards in India and surrounding countries, focusing on turnkey deliveries of vessels built to Conoship design. By combining the respective companies' commercial and technical capabilities and proven strengths in supplying design and engineering packages, we are able to augment and extend Conoship's portfolio with a series of successful, larger bulk carriers. More information about Algoship/SEDS can be found in this newsletter.

In readiness for the new IMO SOLAS Damage Stability Regulations, which will enter force on 1 January 2009, Conoship offers new designs for large, single hold vessels, optimised to the new rules. One such design concept, for the Single Hold Conotrader 8500 type, is presented in the following pages. In close collaboration with owners, charterers and other parties, Conoship has developed a tool for generating different design variations for single hold dry cargo, multipurpose container vessels. We are aiming for the

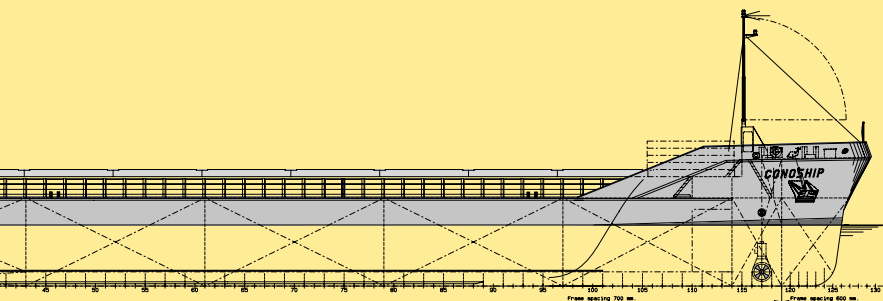
Best regards,
Guus van der Bles
Leo van Ingen



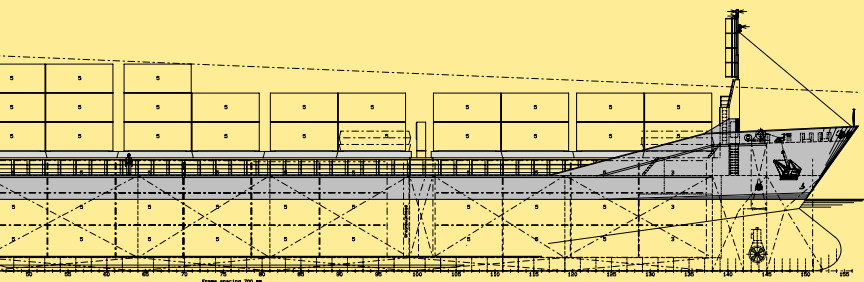
GENERAL

Conoship International B.V. recently developed a new multi purpose vessel of 6700 tdw, equipped with Finnish – Swedish ice class 1A The vessel is intended for worldwide service as well as the Baltic and Panama Canal. The design offers excellent stowage flexibility for a wide range of cargoes like containers, project cargo, forest products and bulk. The cargo hold

TDW MPP VESSEL



TDW MPP VESSEL



section consists of two box-shaped compartments, with ballast tanks in the double bottom and double hull. Modern accommodation is provided for a crew of 9 persons, all in private cabins with own sanitary facilities.

PRINCIPAL PARTICULARS

Length over all	112.35 m
Length between p.p.	106.00 m
Breadth moulded	15.40 m

Depth	8.60 m
Draught	6.45 m
Deadweight	6700 ton
Gross tonnage	4600
Speed (service)	13 kn

EQUIPMENT

Main engine	3000 kW
Auxiliary engines (2x)	150 kW
Shaft generator	400 kW
Bow thruster	350 kW
Emergency generator	84 kW

GENERAL

For the short sea trade in combination with trading on narrow waterways, Conoship International designed their 2800 MPP vessel. With an air draught of 10,5 m in ballast, this vessel will be feasible to transport general products like timber, paper, grain and coal on inland waters. The tanktop floor will be strengthened for carrying steel coils. The cargo hold is fitted with two movable grain bulkheads, which can be slotted at 6 positions and will be handled by the hatchcover crane.

PRINCIPAL PARTICULARS

Length over all	88.00 m
Length between p.p.	84.98 m
Breadth moulded	13.40 m
Depth	6.00 m
Draught (design)	4.10 m
Deadweight	2800 ton
Gross tonnage (abt.)	2300
Speed (service)	10 kn

EQUIPMENT

Main engine	749 kW
Auxiliary engines (2x)	124 kW
Emergency generator	64 kW
Bow thruster	205 kW

HOLD PARTICULARS

Hold dim.	62.30 x 10.80 x 6.60 m
Cargo hold capacity	156000 cb.ft.
Tank top load	15 t/m ²

CAPACITIES

MDO	120 m ³
Gasoil	35 m ³
Potable water	30 m ³
Ballast water	1760 m ³

HOLD PARTICULARS

Hold dimensions	
Hold I	25.20 x 12.80 x 9.00 m
Hold 2	52.50 x 12.80 x 9.00 m
Cargo hold capacity	309000 cb.ft.
Tank top load	15 t/m ²
Container capacity (total)	322 TEU

CAPACITIES

HFO	380 m ³
Gasoil	89 m ³
Potable water	63 m ³
Ballast water	2900 m ³

IN THE SPOTLIGHT:

CONOSHIP'S BUILDING FACILITIES IN INDIA REINFORCED THROUGH STRATEGIC ALLIANCE WITH ALGOSHIP AND SEDS



Conoship B.V. has agreed upon a strategic move together with Algoship Brokers Ltd (ABL) and Smart Engineering and Design Solutions Ltd (SEDS) to promote and support shipbuilding in India and elsewhere through an exclusive partnership arrangement.

The collaboration with Algoship and SEDS is a quantum step forward for Conoship's clients: Conoship is now able to offer complete support to realise high quality vessels in India and other parts of the world.

Algoship has delivered some 45 vessels and has over 71 on order for a number of well-known ship owners. Designs include bulk carriers in the range of Handy Size to

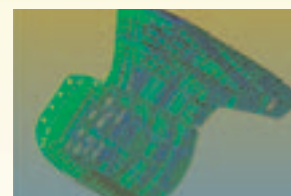
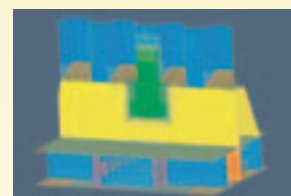
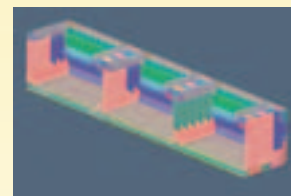
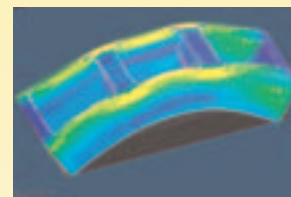
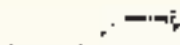
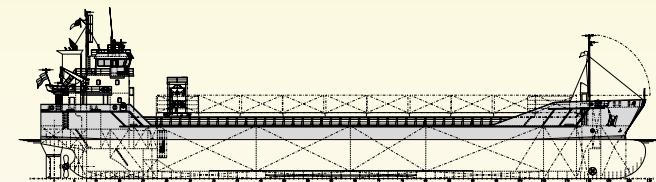
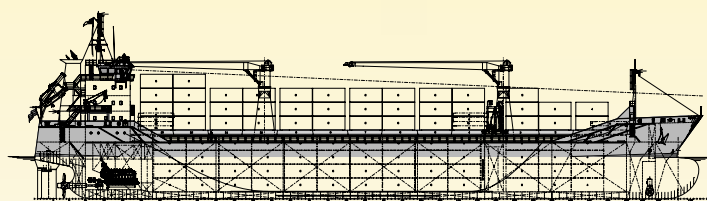
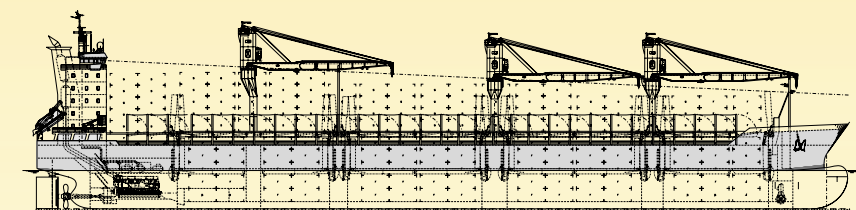
Cape Size, like the "Fantasy" (1996), "Valiant" (2003) and "Trader" (2003), all of which have been selected as "Significant Ships of the Year" by the Royal Institute of Naval Architects, London.

Smart Engineering and Design Solutions Ltd (SEDS) recently opened a new design and engineering office in Kochi, India and has a well-qualified team of almost 100 employees. SEDS engineered the highly efficient "Trader" series. Six of these vessels have been constructed at Cochin Shipyard for European owners and were delivered up to four months earlier than the contracted delivery date. Another four vessels were ordered at Hindustan Shipyard of which three are already completed and delivered to Indian buyers. Algoship also

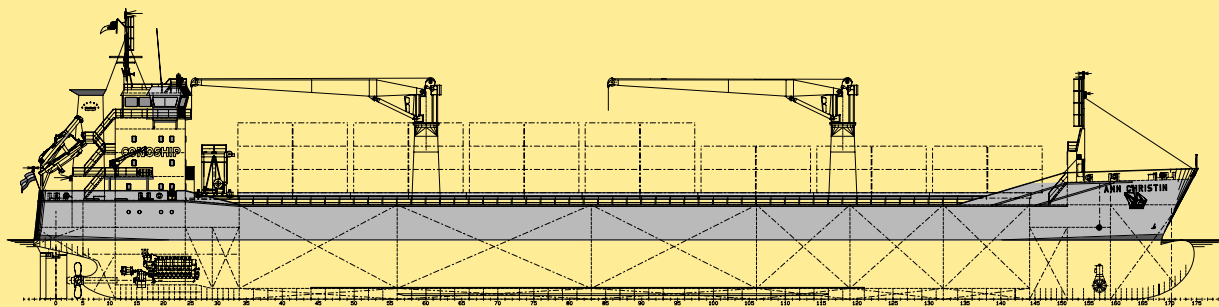
has six of its Inventor 20.000 dwt bulk carrier designs under construction at Bharati Shipyard's Dhabol Shipyard.

Together with ABL and SEDS, Conoship is going to extend the story of success in India for national and international quality owners. Having joined forces, Conoship and Algoship along with SEDS will act as partners in the marketing, sales, design, engineering, construction and delivery of any size of multipurpose vessel, bulk carrier, chemical- and gastanker, dredger or offshore vessel.

Discussions with a number of shipyards regarding orders for Dutch and German owners are already initiated.



SINGLE HOLD CONOTRADER 8500



GENERAL

The new amendment of SOLAS on the Damage Stability Regulations will enter into force next January 1st 2009 and will have a big impact on the maximum dimensions of the cargo hold of relative smaller one-hold multi purpose vessels. Conoship researched this subject and recently developed a first basic version of the "Single Hold ConoTrader 8500, a multi-purpose vessel of 8.500 tdw. Optimised for a maximum length of a single hold it

resulted in an impressive 88 m long cargo hold which is considerably larger than hold lengths of other vessels in the 8.000 to 10.000 dwt range.

This unique feature will extend capabilities or provide new possibilities for ship-owners and ship charterers. The cargo has a clear opening of 88.00 x 13.20 m and a height of 10.05 m which offers maximum flexibility for a wide range of cargos. Depending on Owner's preferences, various

grainbulkheads/tween deck configurations can be considered as well. Variations and options on the basic version of this design are under development such as ice class, geared with two cranes, pontoon type hatchcovers or hydraulic folding etc. You are invited to share your interest and ideas with us. With our collaborative partner Algoship SEDS we will offer newbuilding of series of Single Hold ConoTraders from various locations in the world.

PRINCIPAL PARTICULARS

Length over all	130.75 m
Length between p.p.	125.50 m
Breadth moulded	15.80 m
Depth (approx.)	10.50 m
Draught (approx.)	6.60 m
Deadweight (approx.)	8500 ton
Speed (trial)	14 kn

EQUIPMENT

Main engine	3000 kW
Auxiliary engines (2x)	230 kW
Shaft generator	450 kW
Bow thruster	450 kW

HOLD PARTICULARS

Hold dim.	88.00 x 13.20 x 10.05 m
Cargo hold capacity	390900 cb.ft.
Tank top load	15 t/m ²
Container capacity (total)	304 TEU

CAPACITIES

HFO	500 m ³
Gasoil	62 m ³
Ballast water	3260 m ³

IMO TYPE II CHEMICAL OIL TANKER

M.T. "ALGONOVA"

Owner: Algoma Tankers,
St. Catharines, Canada
Builder: Eregli Shipyard,
Zonguldak, Turkey



GENERAL

In close cooperation with the Turkish maritime engineering firm Es-Cad, Conoship prepared the design of a 11240tdw IMO II Chemical oil tanker. The vessel with 14 coated cargo tanks and 2 slobtanks has been designed for trading chemical products and is suitable to carry 6 segregations. All cargo and ballast operations are remote controlled and monitored from the cargo control room. By applying Finnish-Swedish ice class 1A, the vessel is feasible to operate in areas where ice

accretion is likely to occur. The clean sea-clean air notation makes this vessel appropriate for operating in environmental friendly areas.

PRINCIPAL PARTICULARS

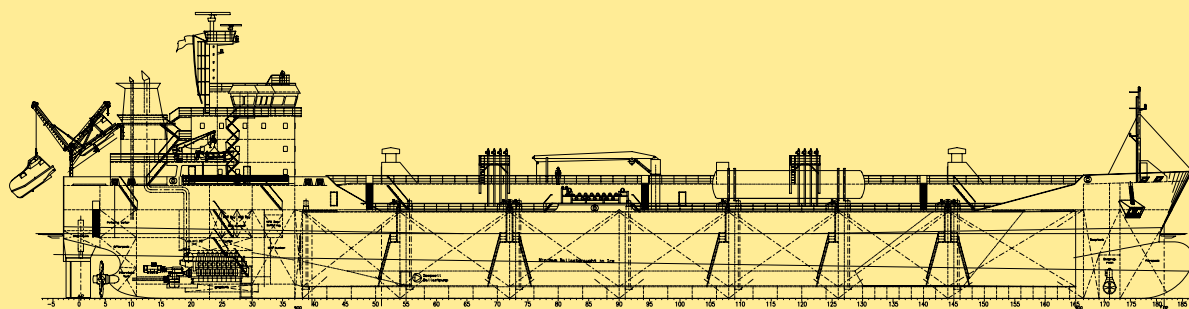
Length over all	129.85 m
Length between p.p.	124.58 m
Breadth moulded	19.80 m
Depth	9.95 m
Draught	7.60 m
Deadweight	11240 ton
Gross tonnage	7773
Speed (service)	14 kn

EQUIPMENT

Main engine	4500 kW
Auxiliary engines (3x)	590 kW
Emergency generator	150 kW
Bow thruster	500 kW

CAPACITIES

Cargo tanks	12536 m ³
Slob tanks	250 m ³
HFO	546 m ³
Gasoil	123 m ³
Potable water	240 m ³
Ballast water	4945 m ³



BIJLSMA TRADER 3250

M.V. "CITO"

Owner: Cito Shipping C.V.,
Harlingen, The Netherlands
Builder: Bijlsma Shipyards B.V.,
Lemmer, The Netherlands



GENERAL

The m.v. 'Cito' is the fourth unit out of a series of at least twenty multi purpose vessels. Equipped with a tanktop strength of 20 t/m², the vessel will be extremely feasible to transport heavy bulk cargoes, but it can also carry other bulk cargoes like timber, paper, coal and grain, as well as containers. The vessel is designed with pontoon hatches and the hold is equipped with two separation bulkheads, which can be placed at 8 positions. The main engine will run on heavy fuel oil.

PRINCIPAL PARTICULARS

Length over all	88.97 m
Length between p.p.	84.99 m
Breadth moulded	11.80 m
Depth	6.90 m
Draught	5.05 m
Deadweight	3250 ton
Gross tonnage	2281
Speed (service)	11 kn

EQUIPMENT

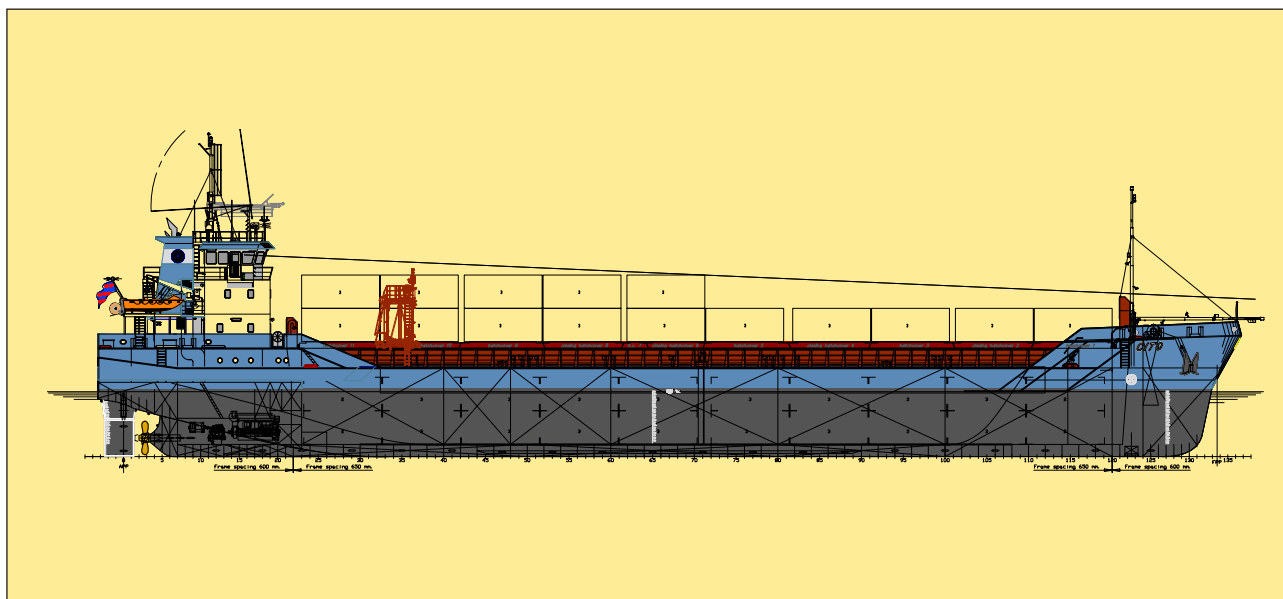
Main engine	1440 kW
Auxiliary engine	175 kW
Shaft generator	390 kW
Bow thruster	250 kW

HOLD PARTICULARS

Hold dim.	63.05 x 9.6 x 7.48 m
Cargo hold capacity	158985 cb.ft.
Tank top load	20 t/m ²
Container capacity (total)	104 TEU

CAPACITIES

HFO	225 m ³
Gasoil	35 m ³
Potable water	44 m ³
Ballast water	1282 m ³



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

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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