

A stylized graphic of a ship's hull and superstructure in dark blue and white, set against a background of teal and dark blue geometric patterns.

T6.2.3 Atatürk Ships Performance and Actual Working Data

DATE
5/10/2025

Confidential

FLEXSHIP



Table of contents

1. M/S Ataturk Ship Particulars and Equipments
2. Crew Information
3. Voyage Information Of The Ataturk Ship
4. Details Of The Voyage Plans
5. The Piers Where The Ataturk Ship Docked
6. Characteristics Of The Ataturk Ship Docking Maneuver
7. Ataturk Ship Maintenance And Shipyard Processes
8. Projects And Works Carried Out On Ataturk Ship With Flexship
9. Electric hybrid conversation insights



1. M/S Ataturk Ship Particulars and Equipments

FLEXSHIP

GEMİ ADI-Name of Ship	: ATATÜRK
IMO No-IMO Number	: 8619900
BAĞLAMA LİMANI-Port of registry	: Kocaeli
TANINMA İŞARETİ-Distinctive number of Letters	: TCAM7
TESCİL LİMANI-Port of Register	: İstanbul-5708
GEMİ CİNSİ-Vessel Type	: Passenger Ship
İNŞA BİTİŞ TARİHİ VE YERİ-Date and Place of Built	: 21.12.1988-İSTANBUL



PRINCIPAL PARTICULARS

TAM BOY- Length Overall	: 49,13 m
KÜTÜK BOYU- Register Length	: 47,32 m
ENİ- Beam	: 8,97 m
DERİNLİĞİ- Depth	: 2,53 m
DRAFT- Draught	: 2,10 m
GROS TON- G.t.	: 307,46
NET TON- N.t.	: 76,81
FRİBORD- Freeboard (summer)	: 1109

PROPULSION

ANA MAKİNE- Main Engine	: 2 X 636 Bhp PENDİK SULZER 6AL20/24
YARDIMCI MK.-Diesel Genset	: 2 X 96 kW SCANIA DN11 01
YARDIMCI MK.-Emergency DG	: 1 X 50 Kw Walmet
MAKİNE -Main Eng. Type	: Fixed Speed Propeller
PROPELLERS-Pervaneler	: 2 X Port left handed, Stb. Right handed
YAKIT CİNSİ-Kind of Fuel	: Motorin-Diesel
YAKIT KAPASİTESİ-Diesel Tank Cap.	: 25.750 Liters
SÜRATİ-Service Speed	: 12 Knot

PAYLOAD AND CAPACITIES

YOLCU KAPASİTESİ-Passenger	: Summer 680 pax.- Winter 422 pax.
PERSONEL-Crew	: 4 +1 Optional Able seaman

CLASSIFICATION

TURKISH LLOYD

1. M/S Ataturk Ship Particulars and Equipments

The Atatürk ship is equipped according to the Port Navigation Area within the scope of SOLAS and in accordance with national maritime rules.

CRITICAL EQUIPMENT

Emergency Fire Pump
General Alarm
Emergency Steering Gear
Fire Detection System, Detectors
Fire Alarm System
Emergency Lighting (24 V)
Emergency Escape Route and Air Equipment
Breathing Apparatus
Handheld VHF's and Torches
Emergency Batteries
Gas Measuring Device
Emergency Stops
All Hydrostatic Releases
Life Buoys, Life Jackets
Life Rafts
Portable Fire Extinguishers
Fire Lines
Valves, Hoses, Nozzles
International Shore Connection
Fire Suits
Black Globes
Crosses
Aldis Lamp
Ship Bell
Fixed CO2 System
Pyrotechnic Materials

NAVIGATION EQUIPMENT

3 Fixed VHF
1 RADAR
2 GPS Chart Plotters
2 Portable VHF
1 Echosounder
1 Security And Camera System
1 AIS Class B
1 Internal Telephone
1 Internal Communication
1 Sound System

OTHER CRITICAL EQUIPMENT

2 Bilge Pumps
3 Fire Pumps
3 Ballast Pumps
4 Portable Pumps
2 Manual Pumps

ATATÜRK SHIP MINIMUM SAFE MANNING DOCUMENT

Güverte Sınıfı Deck Department	Sertifika (STCW Kuralı) Certificate (STCW Regulation)	Kişi Sayısı Number of Persons
Kaptan- Master	II/3	1
Gemici - Ordinary Seafarer	II/4 or II/5	-
Usta Gemici - Able Seafarer	II/4 or II/5	1 +1*
Güverte Lostromosu- Boatswain	II/4 or II/5	-
Telsiz Zabiti - Radio Officer	IV/2	*
Makine Sınıfı Engine Department		
Başmakinist- Chief Engineer	III/3	1
Yağcı- Oiler Motorman	III/4 or III/5	-
Usta Mk. Ta.- Able Seafarer Engine	III/4 or III/5	1
Makine Lostromosu- Donkeyman	III/4 or III/5	-

* **Total 4 persons, +1 Optional Able seaman**
 ** **If the master have a ROC or GOC**

The Ataturk ship operates on a 100-mile limited harbor voyage. According to the minimum safe manning requirement, 4 personnel are required and 1 Able Seafarer is assigned in addition to the personnel list.

The reason for this is that for the safe bridge management of the captain, 1 Able Seafarer assists the Captain with rudder use and lookout duties.

In addition, 1 Radio Officer must be assigned on the ship and if the Captains have at least a ROC or GOC radio officer certificate, there is no need for a Radio Officer.

Group 1	Name Surname
Master	Şenel AYDOĞAN
Chief Engineer	İlker YILMAZ
Able Seafarer	Enis BOL
Able Seafarer	Egemen ERDOĞAN
Able Seafarer	İsmail KILIÇ
Able Seafarer Engine	Ali AYNACI
Group 2	Name Surname
Master	Sunay ERALP
Chief Engineer	İsmail ÇİMEN
Able Seafarer	Erkan GÖDEK
Able Seafarer Engine	Zekeriya KABA
Group 3	Name Surname
Master	- (Sinan MACİT)
Chief Engineer	Selim SEVİM
Able Seafarer	Muhammet ÖZMEN
Able Seafarer Engine	Gülbüz TAŞ
Able Seafarer Engine	M. Yavuz ERDEN

Ataturk ship watch keeping example

Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
Group 1 6 pers.	Group 2 4 pers	Group 3 4 pers	Group 1 6 pers.	Group 2 4 pers	Group 3 4 pers	Group 1 6 pers
24 Hour	24 Hour	24 Hour	24 Hour	24 Hour	24 Hour	24 Hour
Alesta Stand by	Alesta Stand by	Alesta Stand by	Alesta Stand by	Alesta Stand by	Alesta Stand by	Alesta Stand by

Each shift works 24 hours on board and 48 hours off board. During the 24-hour duty period, the crew continues to work according to the voyage schedule and rests when the ship docks.

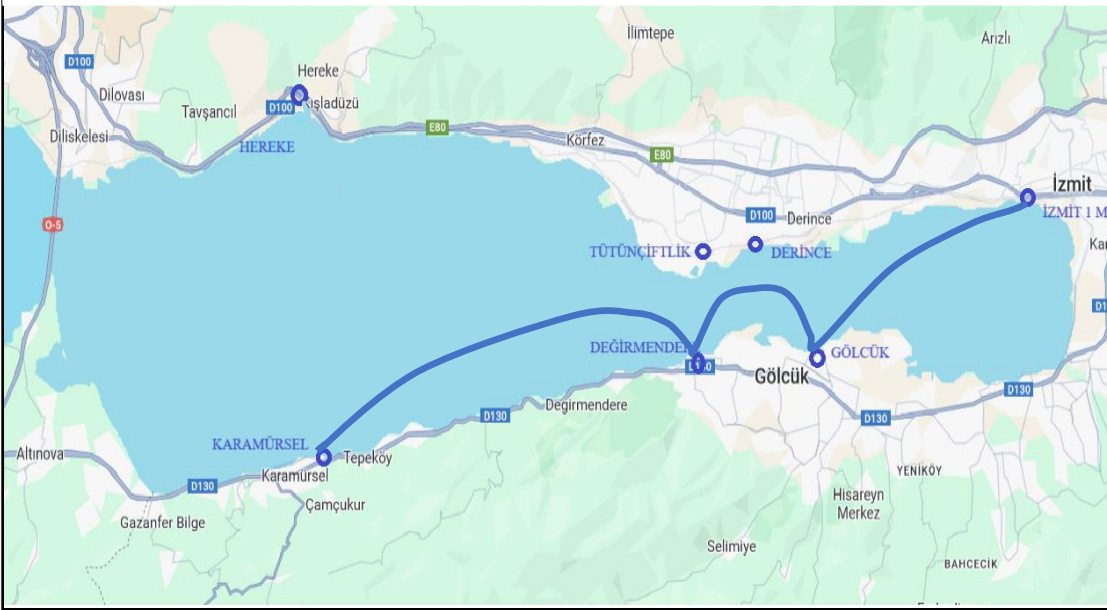
Working hours are in accordance with the International Convention on Standards of Training, Certification and Watch keeping for Seafarers STCW 1978



3. Voyage Information Of The Ataturk Ship

FLEXSHIP

İZMİT-GÖLCÜK-D.DERE-K.MÜRSEL VOYAGE PLAN



GEMİLERİN ARIZA YAPMASI DURUMUNDA SEFER YAPILAN HATTIR.

İZMİT-GÖLCÜK-D.DERE-K.MÜRSEL TOPLAM 16,5 MİL

SEFER SÜRESİ 85 DAKİKA

%25 DOLULUK ORANINDA YOLCU

FULL TATLI SU

%30 YAKIT +YAĞ KUMANYA VS.

IT IS THE LINE WHEN SHIPS FAIL.İZMİT-GÖLCÜK-D.DERE-K.MÜRSEL

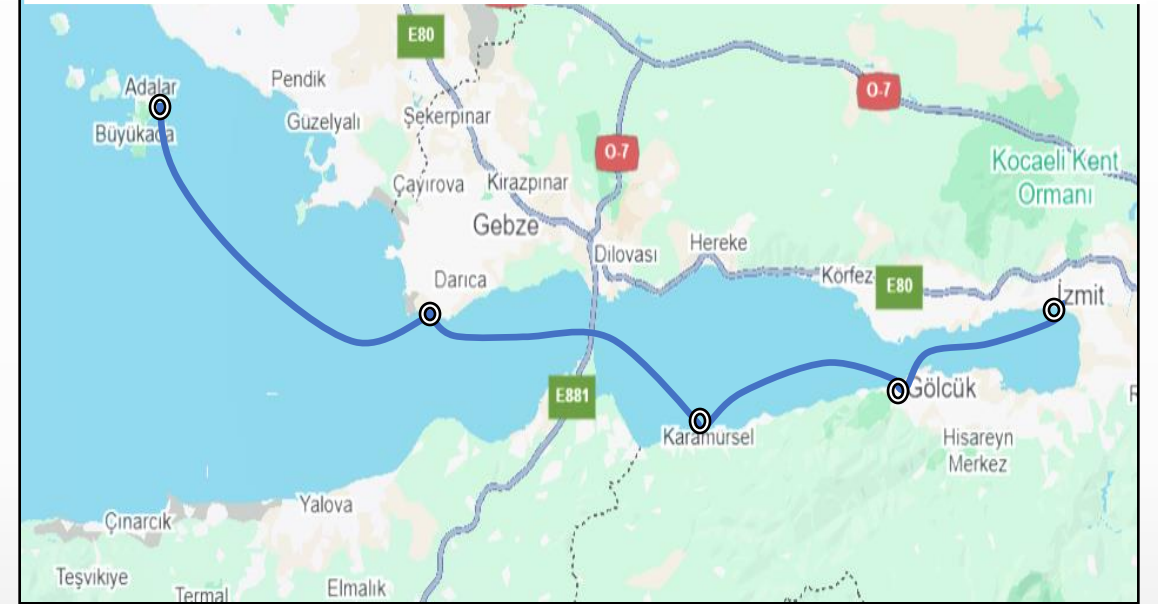
TOTAL 16.5 MILES

VOYAGE DURATION 85 MINUTES

25% FULL RATE PASSENGERS

FULL FRESH WATER30% FUEL + OIL STORES ETC.

İSTANBUL BÜYÜKADA VOYAGE PLAN



YAZ SEZONU 3 AY BOYUNCA SADECE PAZAR GÜNLERİ YAPILMAKTADIR.

SEFERİN TOPLAM UZUNLUĞU 80 MİL

SEFER SÜRESİ 8 SAAT + 5 SAAT BEKLEME TOP. 13 SAAT

450 YOLCU

FULL TATLI SU

%70 YAKIT+YAĞ+KUMANYA VS.

SUMMER SEASON IS OPERATED ONLY ON SUNDAYS FOR 3 MONTHS.

TOTAL LENGTH OF THE VOYAGE IS 80 MILES

VOYAGE DURATION IS 8 HOURS + 5 HOURS WAITING TOTAL IS 13 HOURS

450 PASSENGERS

FULL FRESH WATER

70% FUEL + OIL + STORES ETC.

4. Details Of The Voyage Plans

SEZON	HAT 1 SEFERLERİ				MESAFE (MİL)	HIZ (KNOT/S.)	SÜRE (DAK.)	YAKIT HARCAMI (LİTRE/S.)
KİŞ SEZONU YAPILIR	07:25	D.DERE	GÖLCÜK	07:45	3,1	12	20	40,00
	07:45	GÖLCÜK	İZMİT	08:15	5	12	30	60,00
	08:15	İZMİT	GÖLCÜK	08:45	5	12	30	60,00
	08:45	GÖLCÜK	D.DERE	09:05	3,1	12	20	40,00
	09:05	D.DERE	K.MÜRSEL	09:50	8	12	45	90,00
	12:00	K.MÜRSEL	D.DERE	12:45	8	12	45	90,00
	12:45	D.DERE	GÖLCÜK	13:05	3,1	12	20	40,00
	13:05	GÖLCÜK	İZMİT	13:35	5	12	30	60,00
	14:15	İZMİT	GÖLCÜK	14:45	5	12	30	60,00
	14:45	GÖLCÜK	D.DERE	15:05	3,1	12	20	40,00
	15:05	D.DERE	K.MÜRSEL	15:50	8	12	45	90,00
	16:00	K.MÜRSEL	D.DERE	16:45	8	12	45	90,00
	16:45	D.DERE	GÖLCÜK	17:05	3,1	12	20	40,00
	17:05	GÖLCÜK	İZMİT	17:35	5	12	30	60,00
	17:50	İZMİT	GÖLCÜK	18:20	5	12	30	60,00
	18:20	GÖLCÜK	D.DERE	18:40	3,1	12	20	40,00

YAZ SEZONU EK SEFERLER	18:40	D.DERE	K.MÜRSEL	19:30	8	12	45	90,00
	19:30	K.MÜRSEL	D.DERE	20:15	8	12	45	90,00
	20:15	D.DERE	İZMİT	21:00	7	12	45	90,00
	21:00	İZMİT	D.DERE	21:45	7	12	45	90,00
GÜNLÜK TOPL.					110,6		660	1320

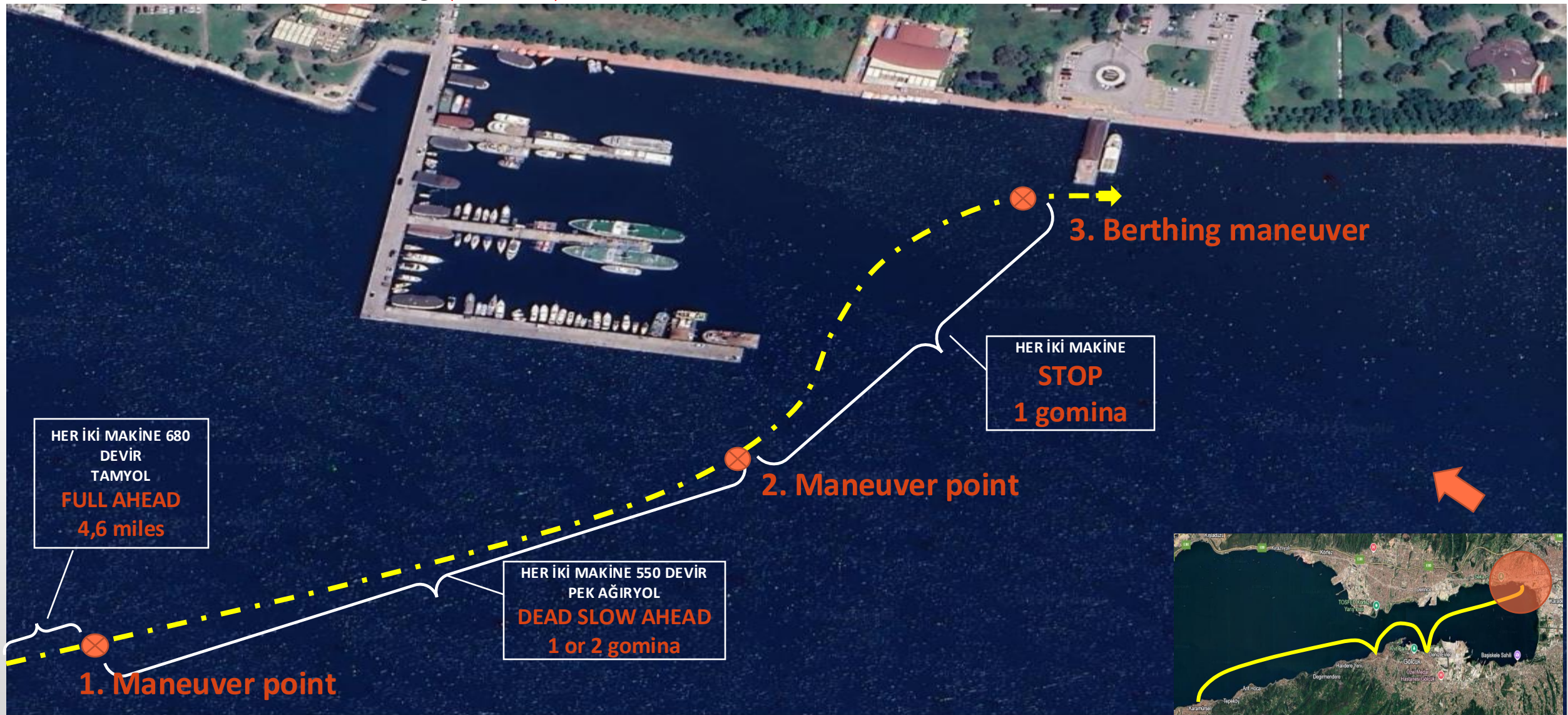
SEZON	BÜYÜK ADA SEFERLERİ				MESAFE (MİL)	HIZ (KNOT/S.)	SÜRE (DAK.)	YAKIT HARCAMI (LİTRE/S.)
YAZ SEZONU PAZAR GÜNLERİ YAPILIR	08:30	İZMİT	D.DERE	09:15	7	12	45	90,00
	09:15	D.DERE	K.MÜRSEL	10:00	8	12	45	90,00
	10:00	K.MÜRSEL	DARICA	11:15	12	12	75	150,00
	11:15	DARICA	B.ADA	12:30	13	12	75	150,00
	17:15	B.ADA	DARICA	18:30	13	12	75	150,00
	18:30	DARICA	K.MÜRSEL	20:00	12	12	75	150,00
	20:00	K.MÜRSEL	D.DERE	20:45	8	12	45	90,00
	20:45	D.DERE	İZMİT	21:30	7	12	45	90,00
	GÜNLÜK TOPL.				80		480	960

SEZON	MEHTAP TURU SEFERLERİ				MESAFE (MİL)	HIZ (KNOT/S.)	SÜRE (DAK.)	YAKIT HARCAMI (LİTRE/S.)
YAZ SEZONU CUMARTESİ GÜNLERİ YAPILIR	19:00	İZMİT	GÖLCÜK	19:30	5	12	30	60,00
	19:30	GÖLCÜK	DERİNCE	19:45	2,3	12	15	30,00
	19:45	DERİNCE	D.DERE	20:00	3,1	12	15	35,00
	20:00	D.DERE	K.TURU	21:30	14	7	90	100,00
	21:30	İZMİT	GÖLCÜK	22:00	5	12	30	60,00
	22:00	GÖLCÜK	DERİNCE	22:15	2,3	12	15	30,00
	22:15	DERİNCE	D.DERE	22:30	3,1	12	15	35,00
	22:30	D.DERE	İZMİT	BOŞ	7	12	45	90,00
GÜNLÜK TOPL.					41,8		255	440

5. The Piers Where The Ataturk Ship Docked



Maneuvering (Arrival)



6. Characteristics Of The Ataturk Ship Docking

Maneuvering (Departure)



Maneuvering (Information)



There are 2 propellers and a rudder system on the Atatürk ship.

The propellers are outward-rotating and the transmission reduces the speed by 1/2. The ship makes 12-13.5 knots at full speed and 7 knots at slow speed.

Maneuvering is usually done with the help of outside machinery and rudder, and all possibilities are used in cases such as the condition of the ship, wind, current, engine and rudder failure, etc.

The ship is particularly exposed to wind, and care is taken not to let the wind in between the pier and the ship (from the ahead) during docking maneuvers.

There is no bow thruster on the ship, and if it is equipped, it can be advantageous in terms of maneuvering and energy efficiency.

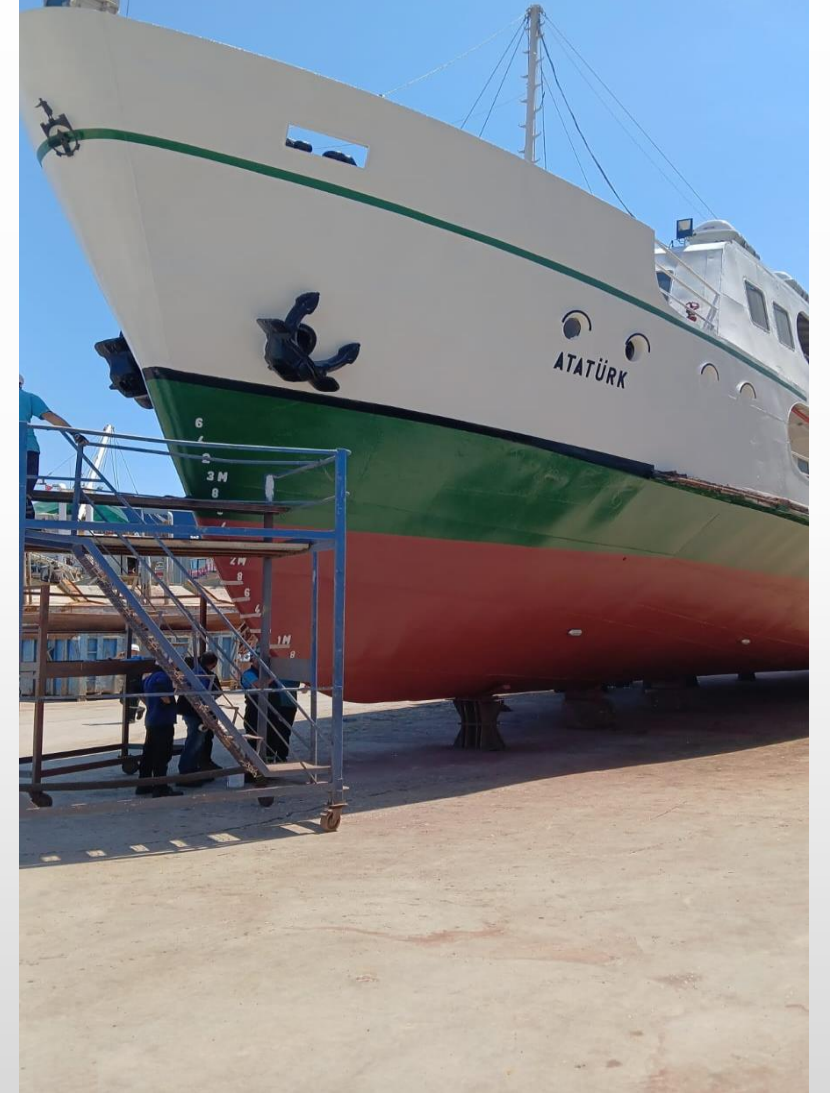
Processes

Routine maintenance on the ship, oil, filter change, cooler cleaning, mechanical painting works are carried out by the personnel. It is landed in the shipyard once every 2 years.

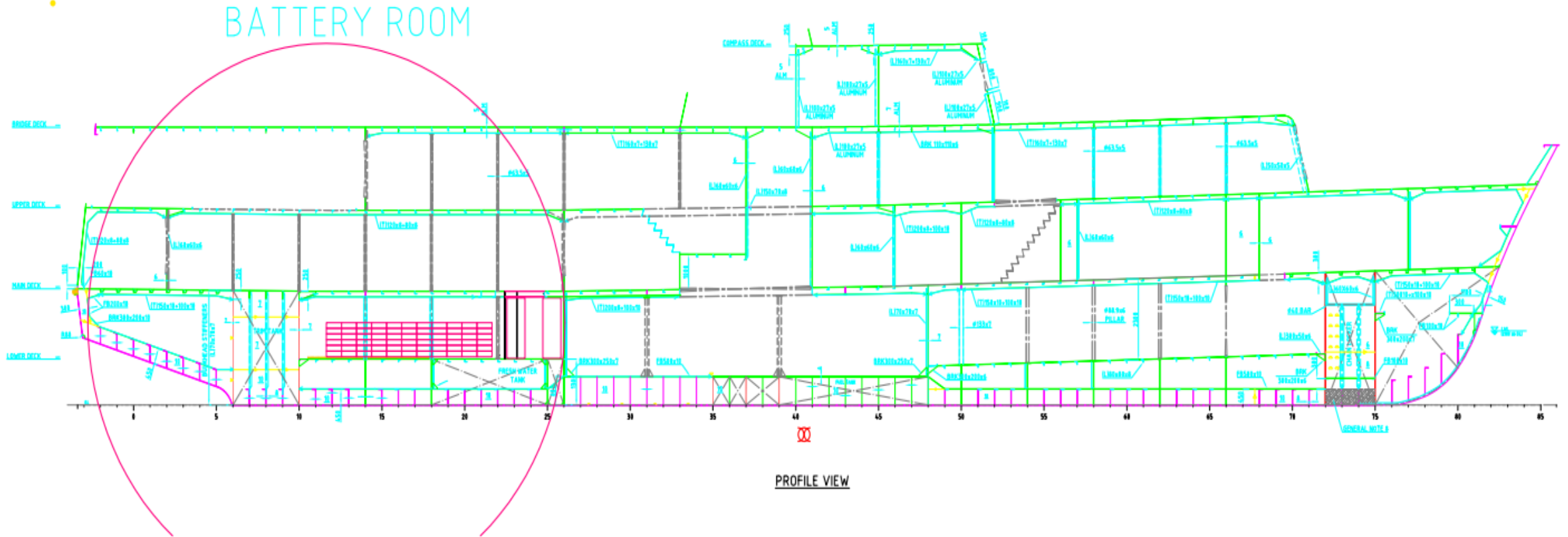


Once every 5 years, a special survey is carried out with shaft and propeller, machine maintenance, tank and other detailed maintenance.

7. Ataturk Ship Maintenance And Shipyard Processes



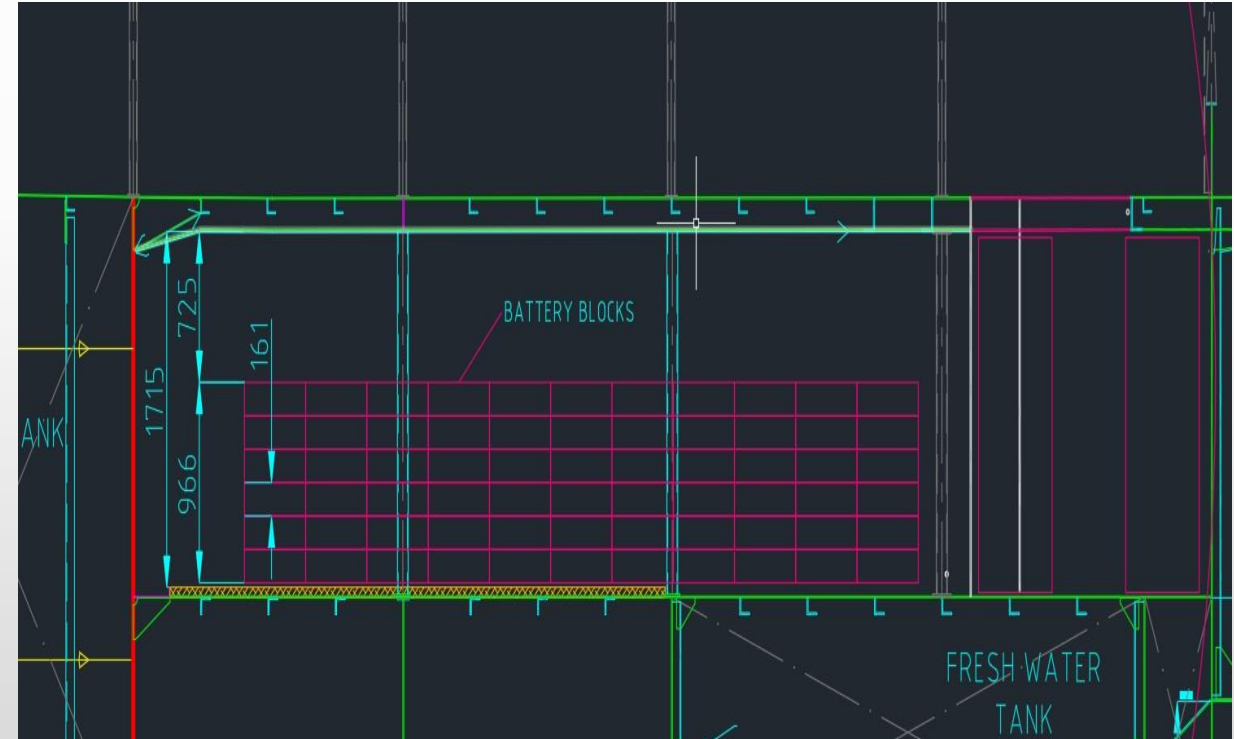
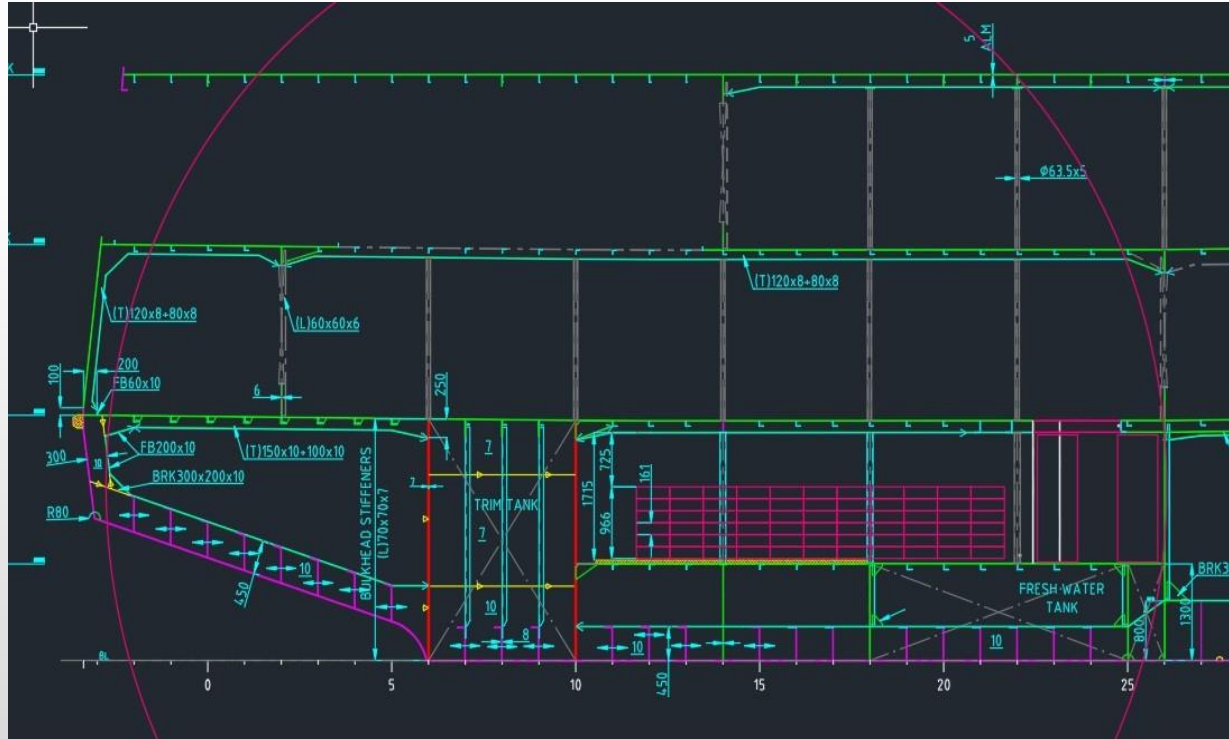
8. Projects And Works Carried Out On Ataturk Ship With Flexship

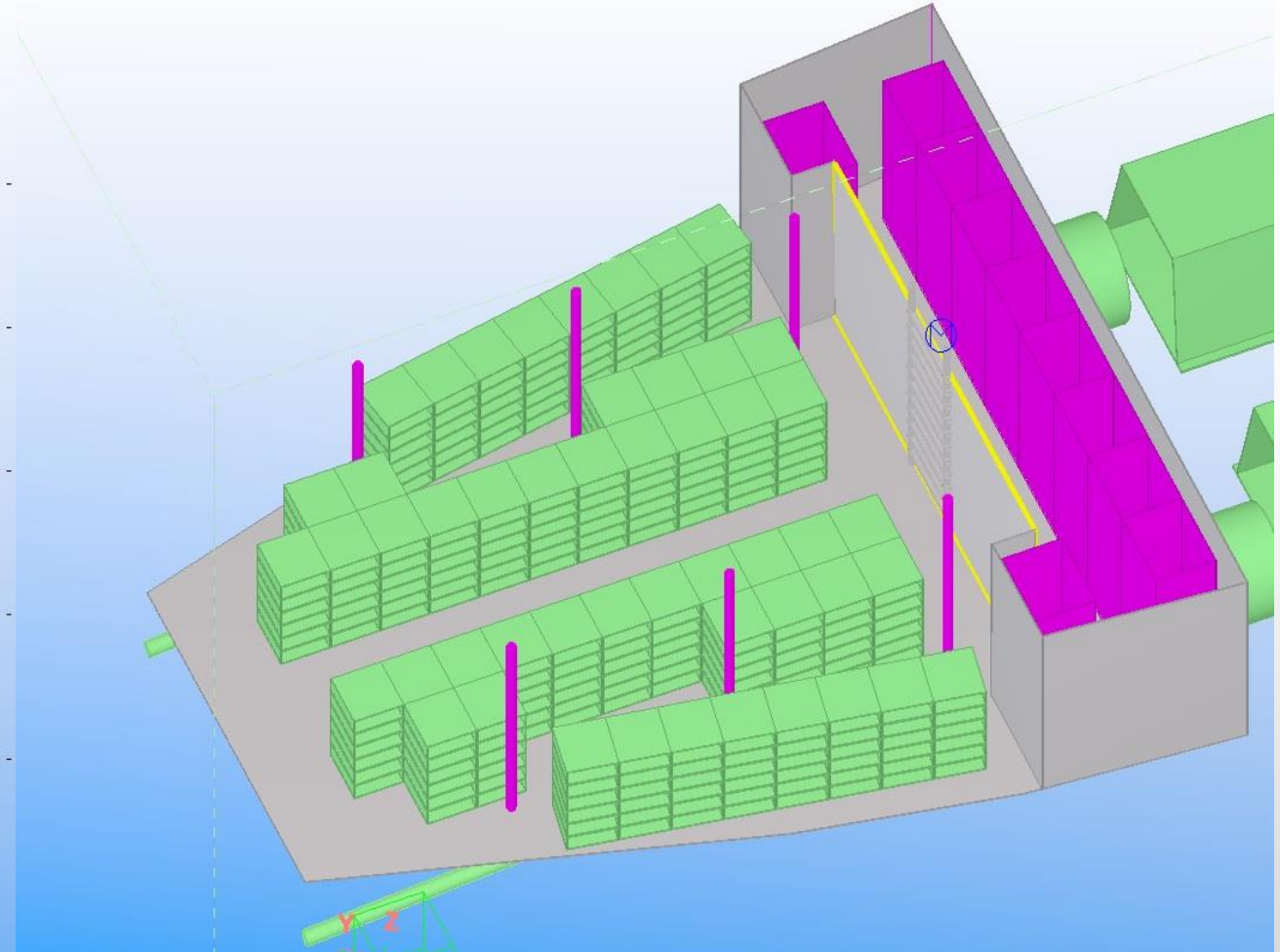
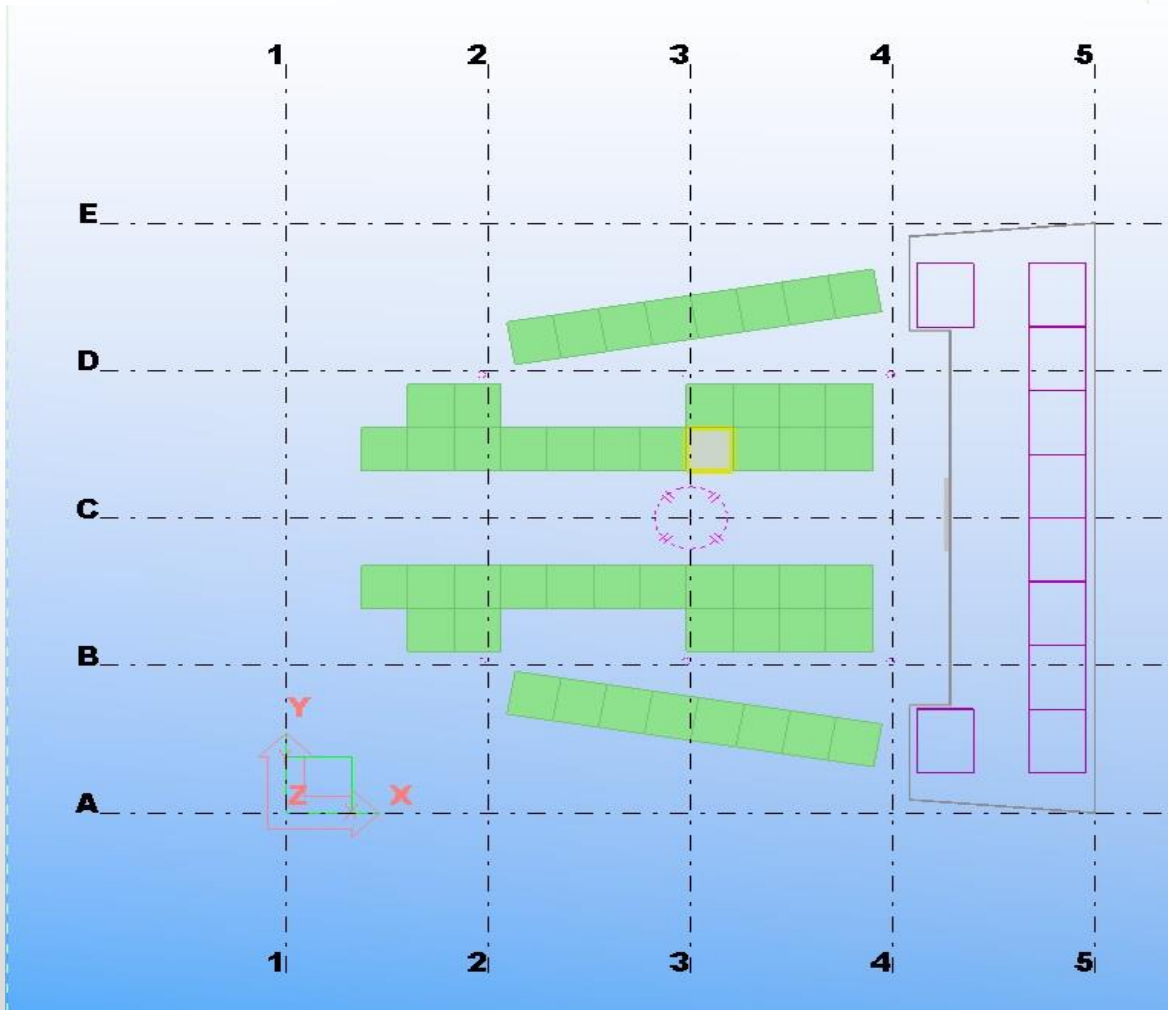


8. Projects And Works Carried Out On Ataturk Ship With Flexship

The area previously used as a passenger lounge on the ship was designed as a battery room and switchboard room and the final plans were prepared.

Together with NAVTEK, the ship's plans were converted to dwg/pdf format.





9. Electric hybrid conversation insights

Fuel consumption and costs

Diesel: High and constant fuel consumption, including during port stays

Hybrid: Electric propulsion takes over at low loads or in port, reducing fuel usage by 15%

Or %30

6. Ataturk Ship special voyage video image

Video image of a special trip made with the Ataturk ship

The exhaust fumes caused by the machines on our ship have been brought to your attention.

Carbon emissions are high due to propeller blades, injector problems and other machine-related malfunctions.



Difference in Routine Maintenance

- With the ship's electric electric hybrid conversion, main engine maintenance will be complete and electric engine maintenance will be more easy and minimal

Performans and Maneuverability

- Hybrid systems offer instant torque from electric motors, leading to improved maneuverability especially during docking or slow speed operation.

Emission and Carbon Footprint

- Diesel: High emission (Sox, Nox, CO₂)
- Hybrid: Significant reduction in emission especially during port awaits.

Noice and Vibration

- Hybrid ships operate almost silently during electric mode, especially at port improving crew and passangers comfort and pier environment.

Crew training and adaptation

- Crew must be trained to operate an maintain high voltage systems and Hybrid controls.
- Some initial investment needed in education and safety protocols
- For example assigning an ETO instead of a chief engineer
- High voltage training course (Above1000 Volts)

Thanks for your attention!