

DESCRIPTION OF MV MARATHOPOLIS

FULLY CELLULAR CONTAINER CARRIER

DISPONENT OWNERS SINGLETON SHIPPING CO., Monrovia, Liberia
TECHNICAL MANAGERS F.A. Vinnen & Co. (GmbH & Co.KG),
Altenwall 21, 28195 Bremen, Germany
BUILT 2013
SHIPYARD Jiangsu New Yangzi Shipbuilding Co. Ltd, P.R.C.
KEEL LAID / DELIVERED 27 Dec 2012 / 22 Oct 2013
FLAG MALTA
CALL SIGN 9HA3404
PORT OF REGISTRY VALLETTA
M.M.S.I 229557000
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CLASS DNV-GL 100 A5 Container ship BWM (D2) DG IW LC NAV-O
RSD MC AUT CM-PS EP-D
P+I CLUB The Swedish Club
ENGINE/BRIDGE Aft

MAIN PARTICULARS

L.O.A 255.29 m
L.B.P 242.00 m
Breadth (moulded) 37.30 m
Depth (moulded) 19.60 m
Design Load Draught 11.00 m
Scantling Draught (moulded) 13.00 m
Summer Load Draught (moulded) 13.00 m
Air Draught (keel to top mast) 57.20 m

Tonnages	Register	Suez	Panama
Gross	48.338,00	50.214,57	159.074,77
Net	21.585,00	43.124,01	39.876,00

Displacement at Summer Draft 81.603,0 t
Deadweight at Summer Draft 62.129,0 t
Lightship Weight 19.474,0 t

TANK CAPACITY

	Volume 100% (m ³)	S.G	% Full	Weight (mt)
Fuel Oil	3735.1	0,980	95	3477.4
Diesel Oil	577.9	0,850	95	466.6
L/O & Other	389.1	0,900	95	332.7
Ballast Water	19204,10	1,025	100	19684,20
Fresh Water	481,50	1,000	100	481,50

"All particulars contained in this document are on an about basis".

CARGO STOWAGE:

Max Containers Intake: 4.957 TEU

Total 1.826 TEUS can be loaded under deck.

Total 3.131 TEUS can be loaded on deck.

Size of Containers: 20' x 8' x 8'6"

40' x 8' x 8'6"

45' x 8' x 9'6"

Homogeneous load: 3.736 TEU (14mt/TEU) at scantling draft

Calculations regarding container intake and stack weights are always subject to vessel's stability/trim and permissible weights, permissible lashing gear break loads, container lashing plan and visibility regulations and compliance with the provisions of "Cargo Securing Manual", stress and stability limitations.

Max. stack weight (unit: MT)

Position	Container	20'	40'
No.1F, 1A Hatch		60	90
No.2F~7 Hatch		90	120
Bay 50		70	105 / 120
Bay 58		--	120
Tank top		144	210

Vessel is fitted with cell guides in holds (2 x 20' units may be stowed into each 40' slot)

Vessel is equipped with all loose lashing materials and fittings for a maximum load of 20' and 40' containers in compliance with regulations and requirements at any port within agreed trading limits.

1) Maximum 20' container capacities (ISO standard 8ft 6inches high container)

	20 ft	40 ft	Total (equivalent to TEU)
On deck	2.895	118	3.131
In hold	1.826	0	1.826
Total	4.721	118	4.957

2) Maximum 40' container capacities (ISO standard 8ft 6inches high container)

	20 ft	40 ft	Total (equivalent to TEU)
On deck	8	1.554	3.116
In hold	44	891	1.826
Total	52	2.445	4.942

3) Maximum 9ft 6inches high container capacities(40ft and 45ft container)

	40 ft	45 ft
On deck	1.346	671
In hold	746	--
Total	2.092	671

45 ft containers can be loaded from 3rd tier on top of 40 ft containers in hatch covers 2F – 7, from 2nd tier in hatch cover 1F and from 1st tier on top of hatch cover in hatch cover 1A

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HIGH CUBE INTAKE IN HOLDS WITHOUT LOOSING SLOT:

Bay02 1 high cube in all rows
Bay06 2 high cubes except Rows 7 & 8 only 1 high cube
Bay10 – 46 and Bay 54 2 high cubes in all rows

Loading high cube units on deck has basic restrictions only by visibility criteria and maximum tier capacity in each Bays.

HOLDS AND HATCHES:

14 Hatches (7 Holds) all holds covered by 3 Macgregor pontoon type hatch covers, except no. 1F with 2 covers. All hatch covers non-sequential operation. 20' and 40' lifting is possible. co2 fire fighting system, combined with detection system and in hold 1 seawater sprinkler.

Hatch no.	Weight	Clear Opening	Panels
1F	30mt / 23mt	12.500m x 18.006m	2
1A	24mt / 26mt / 24mt	12.500m x 23.032m	3
2F	31mt / 26mt / 31mt	12.500m x 28.078m	3
2A - 7	31mt / 40mt / 31mt	12.500m x 33.100m	3 each

The weight of hatch covers includes fixed container stowage fittings but not loose lashing materials. The panels are not interchangeable but can be operated in a non-sequential order.

FITTINGS:

Cargo holds are fully cellular + loose lashing material (Lockable stacking cones as per cargo securing manual)

Cargo decks are fitted with lashing bridges + loose lashing materials (Baselock, Full auto-twist lock called smart lock, Midlock, turnbuckles and lashing rods connected to fixed foundations and pad-eyes as per cargo securing manual)

REEFER PLUGS:

Reefer container: 600 FEU on deck only, with reefer monitoring by PCT
Specifications: 440 Volts 3 phase 60 Hz
Maker: WISKA, Type: 10102368/25KA

DANGEROUS GOODS:

Hazardous/IMO Cargo as per vessel IMDG documents of compliance and as per local and international rules, and recommendations from the International Organization of the P&I clubs.

STABILITY:

Homogeneous loading conditions is on a basis of full consumables on departure and 15% on arrival satisfying, IMO Res. A.749 (18), severe wind and rolling criterion.

- 4.355 teu of 10 mt each
- 3.736 teu of 14 mt each
- 3.446 teu of 16 mt each
- 2.868 teu of 20 mt each

MACHINERY:

Main Engine	MAN B&W 6S80ME-C9.2
Max. Continuous Rating (MCR)	36.802HP / 27.060kW x 78 rpm
CSR (90% MCR)	24.354kW x 75.3 rpm
Propeller	Fixed Pitch Propeller, 5 blades, 1 set
Diameter	8.600 mm
Direction of Rotation	Clockwise, see from aft
Generators	STX Heavy Industry Co., LTD. (4) sets
Output	2 sets 2.200kW @ 720rpm 2 sets 1.420kW @ 720rpm Emergency Generator (1) set DOOSAN AD158TI
Output	250kW x 1.800rpm

FUEL SPECIFICATIONS:

Main Engine	IFO RMK 700 ISO 8217: 2005 or any subsequent amendments
Auxiliary Engine	
Emergency Generator	MGO DMA ISO 8217:2005 Or any subsequent amendments

~~The product(s) to be delivered must meet ISO 8217: 2010 International Standard and any subsequent revision thereof and must not contain waste lubricating oil, chemical waste, or any other substances which are not inherent to bunkers. Charterers to supply fuels which are suitable for use in vessel's engines.~~

SPEED/CONSUMPTION:

The Main Engine speed and consumption figures given below are warranted with a draught not exceeding 11.00 metres, with the vessel on even keel, with clean hull, in weather conditions not exceeding Beaufort 3 and/or Douglas Sea State 3, in deep waters, without adverse currents or tidal streams, with a seawater temperature not exceeding 30°C / Engine Room Temperature not exceeding 45°C, and with heavy fuel oil with a calorific value of not less than 10,200 kcal/kg.

Speed abt. 22.0kn	= abt. mt/day 105
Speed abt. 21.0kn	= abt. mt/day 86
Speed abt. 20.0kn	= abt. mt/day 73
Speed abt. 19.0kn	= abt. mt/day 63
Speed abt. 18.0kn	= abt. mt/day 54
Speed abt. 17.0kn	= abt. mt/day 47
Speed abt. 16.0kn	= abt. mt/day 40
Speed abt. 15.0kn	= abt. mt/day 33
Speed abt. 14.0kn	= abt. mt/day 27
Speed abt. 13.0kn	= abt. mt/day 23
Speed abt. 12.0kn	= abt. mt/day 19
Speed abt. 11.0kn	= abt. mt/day 15
Speed abt. 10.0kn	= abt. mt/day 13

ADA plus auxiliaries and boiler consumption.

AUXILIARY ENGINES CONSUMPTION.

About 4.5 mt HFO per day without reefer containers connected plus about 2,0 mt per day for the boiler in port, when idle or in slow-steaming mode.

SUNDRY:

- Bow thruster Electric one set, Output 1600KW
- Automatic anti-heeling system fitted
- IMO Approved Ballast Water Treatment System CB500 is fitted
- Suez Canal/ Australia fitted.
- Vessel is equipped with all modern Radio aids complying with Area – 3, including Satcom-F, C, system and e-mail capable to process attachments.
- Vessel is equipped with all modern Navigation Aids.
- Loadmaster computer including enhanced features, lashing and use of baplie files.
- Vessel fully complies with ISM, ISO and ISPS Codes' requirements.