



**GOLDEN
ENERGY**
OFFSHORE

MV Energy Paradise of Ulstein PX121 DESIGN



TECHNICAL OUTLINE SPECIFICATION

FIELD SUPPLY & PIPE CARRIER,

Rev.: 25.08.2025

Yard: Hull #N569 @ Cosco Guangzhou Shipyard, China
Delivered 04/08/2015

Name of ship: Energy Paradise
Port of registry: Ålesund
Distinctive number or letters: LAVA8
IMO Number: 9685762
Maritime Mobile Service Identity (MMSI): 257 381 000
Lloyds Register ID: 9685762
DNV ID:



MAIN DESCRIPTION	MEASUREMENTS
Type : PLATFORM SUPPLY VESSEL.	Length o.a. : 83,4m
Classification:	Length p.p : 79,612m
LR X 100 A1 Offshore Supply Ship, Firefighting	Breadth mld. : 18,00m
1,2400 m ³ /h with waterspray HNLS	Design draught : 6.0m
IWS ECO (TOC) LMC UMS DPA (AA)	Draught max. : 6,70m
ERN 99.99.94.86	Moulded draught to M.D. : 8,00m
	Lowest service draft : 3,2m
	DWT : 4110T
	Gross Tonnage : 3650
	Net Tonnage : 1295
	Deck load, VCG : 1950T

CARGO CAPACITIES	DISCHARGE RATES
Work/Cargo Deck area: 858m ² (L 50,4 x B 15 + L 7 x B 14,5)	
Usable Deck area: 850m ²	
Deck strength: 10t/m ² aft of #35, 5t/m ² elsewhere	
Cargo tks : Vessel has 10 x combi tanks for mud/brine /slop/ etc.	
Fresh Water : 574m ³	0 - 200m ³ /hour - 9 bar
Fuel Oil : 1474m ³	- 9273 US bbl 0 - 200m ³ /hour - 9 bar
Liquid Mud : 1292 m ³ total volume	- 8220 US bbl 2x 0 - 75m ³ /hour - 18 bar
(Water based : *1163m ³ i.e.@ 90% Sg. 2,8	- 7315 US bbl) 2x 0 - 75m ³ /hour - 18 bar
(Oil based : *800m ³	- 5031 US bbl) 2x 0 - 75m ³ /hour - 18 bar
Brine : 1163m ³ i.e.@ 90% Sg. 2,8	- 7315 US bbl 75m ³ /hour - 18 bar
DW/ballast : 1674m ³	0 - 200m ³ /hour - 9 bar
Methanol : 153m ³ 2 tanks	- 962 US bbl 2 x 0 - 75m ³ /hour - 9 bar
Baseoil : 257m ³ 2 tanks	- 1629 US bbl 150m ³ /hour - 9 bar
Cement/barite : 255m ³ 4 tanks	- 8969 Ft ³ 2 x compr. 30 m ³ /min.- 5,6 bar
Slop : 506m ³ 4 comb tks	- 3182 US bbl 2x 0-75m ³ /hour - 18 bar

* Max capacity of each product

Height of cargo rail: 4m

All mud / brine tanks have agitators.

Inert Gas Generator installed, capacity: 100Nm³/h with 97% nitrogen (N₂) purity.

Flow meter for Fuel Oil (w. print) and FW.

Loading and discharge stations on both sides amidships and aft.

Work air on Main Deck: 7 bar.

Lashing points on Main Deck:

16 x lashing points (A) SWL 5T on cargo rail

28 x lashing points (B) SWL 5T on cargo rail

18 x flush D-ring (A) lashing points SWL 10T on cargo rail

6 x flush D-ring (B) lashing points SWL 5T on cargo rail





30 x deck socket for lashing
12 x rollers (6 each side) for tugger wire arranged in cargo rail

MACHINERY -PROPULSION

PERFORMANCE @ draft 4,8m

Main eng.:	2 x Caterpillar C3512 1630 kW each	Full speed (all generators running)	: 14,5 kts ~ 18,1 mt/day
Generator:	2 x Leroy Somer LSA 52.2 M60/4p	Service speed/cons.	: 13 kts ~ 15,5 mt/day
Main eng.:	2 x Caterpillar C32 994 kW each	ECO high speed	: 11,5kts ~ 10,3 mt/day
Generator:	2 x Leroy Somer LSA 50.1 M60/4p	ECO medium speed	: 10,8kts ~ 8,6 mt/day
Emergency gen. :	Caterpillar C4.4, 99 ekW	Eco speed/cons.	: 10,5 kts ~ 7,7 mt/day
Propellers :	2 x Schottel STP 1212, 1,600 kW each	ECO slow speed	: 10 kts ~ 7 mt/day
Bow thruster:	2x Tunnel thr. CP Schottel 880 kW each	DP nice weather 2 gen online	: 4 mt/day
		DP med. weather 2 gen online	: 6 mt/day
		DP rough weather 4 gen online	: 6,6 mt/day
		Port consumption	: 1 mt/ day

DECK/RESCUE EQUIPMENT

ACCOMMODATION

Lifesaving equipment according to NMA requirement	Total	: 26 persons
1 off MOB: Neptune NPT 40R, 6 pax, inboard diesel	Cabins	: 14 x 1 (single) bed cabins
1 off (SOLAS approved) Davit: NPT 15 ARH	Cabins	: 6 x 2 (double) bed cabins
Life rafts : 4 x 20 + 2 x 6pers.	Day room Smokers	: 1 off, A deck
Survival Suits : 31pcs Viking PS 2014	Day room No smokers	: 1 off, A deck
Life Jackets : 31 pcs Viking PV 9520	Mess room	: 1 off, A deck
Tugger Winches : 2 x 10t - 35m/min	Hospital	: 1 off, Main deck
Capstans : 2 x 10t – 35m/min	Laundry	: 1 off, Main deck
Windlass/Mooring : 1 double 15t	Gymnasium	: 1 off, Main deck
Cranes : TTS 3t@18m		
Waste Compactor : 1 off		
FIFI 1 - 2 x monitors : 3.820m ³ /hr – 120m		





REEFER SOCKETS ON MAIN DECK:

6 pcs of reefer sockets 230 v / 16amps, located close to tugger winches, 3psc each side.

6 pcs of reefer sockets 440v / 32 amps, located behind buoyancy room in crash barrier, 3psc each side

16A, 200-250V, 50-60Hz



220V PS behind accomodation



220V SB behind accomodation



220V PS behind buoyancy-room



220V SB behind buoyancy-room



NAVIGATION EQUIPMENT

- 1 off S-Band JMCJMA -9132-SA ARPA radar
- 1 off X-Band JRC JMA -9122-9XA ARPA radar,
- 1 x JRC JAN-901B-FOR DGPS for navigation
- 1 x JRC Navi-Sailor 4000 ECDIS MFD ECDIS system
- 1 x Magnetic compass Yokogawa SR-165
- 3 x Yokogawa CMZ900 Gyro
- 1 off Echo Sounder
- 1 off Doppler speed Log
- 1 off DP system K-POS DP 2

COMMUNICATION EQUIPMENT

- 1 off JRC JSS-2150 MF/HF SSB w/ DSC
- 1 off JRC NCR-333 Navtex receiver
- 2 off Inmarsat C (with SSAS & LRIT)
- 1 off JRC JUE-251 Fleet Broadband
- 1 off KVH VSAT system
- 2 off JRC JHS-770S VHF with DSC
- 1 off JRC JHS-770S VHF
- 3 off Entel HT 544 portable GMDSS VHF's
- 1 off Entel HT 649 portable VHF





3 off MRU D
3 off Windbserver II sensors
2 off Seatex DPS 110
1 off Cyscan Mark IV Laser Pos Ref System
1 off Mini RadaScan Type 3 – Pos Ref System

3 off Entel HT 743 portable UHF's
1 off fixed Motorola GM-360 UHF

TELEPHONE SWITCH BOARD:

Intercom: Ulstein VCOM

FIRE FIGHTING SYSTEM:

According to Class requirement
Fire fighting in Engine Room by Water mist (local application) CO2. In Paint Store by sprinkler





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Golden Energy Offshores PX 121 series General

Golden Energy Offshores PX 121 series are state of the art vessels with high capacities and good station keeping capabilities.

The hull form, with the ULSTEIN X-BOW®, and the diesel electric propulsion system, ensures exceptional performances with regards to fuel consumption, sea keeping, station keeping, speed, stability and cargo capacity.

Low fuel consumption with low emissions makes the vessels environmental friendly.

The cargo systems ensure safe and efficient loading and discharging of the Vessel.

The propulsion system comprises two azimuth type propellers, each driven by an electrical motor.

Two tunnel thrusters are installed in the fore part of the Vessel.

The vessels have very large deck capacities for this class of vessels.

The vessel has the notation FiFi1 and can perform firefighting operations.

Compliance with MEPC 197(62) Inventory of Hazardous Materials ensures the vessel is built environmental friendly.

Chartering & Operation Managers:

Golden Energy Offshore Management AS,
St. Olavsplass 1
N-6002 Ålesund, Norway.

Tel: +47 70 10 26 71 / +47 97 42 88 84

Web: www.geoff.no
chartering@geoff.no

