GOLDEN ENERGY OFFSHORE

MV Energy Pace

of Ulstein PX121 DESIGN

TECHNICAL OUTLINE SPECIFICATION

MULTIPURPOSE FIELD SUPPLY-, PIPE CARRIER, SPECIAL PURPOSE VESSEL

Rev.: 19.12.2025

Yard: Hull #N568 @ Cosco Guangzhou Shipyard, China

Delivered 05.02.2015

Name of ship:	**Energy Pace**
Port of registry:	**Ålesund**
Distinctive number or letters:	**LAUZ8**
IMO Number:	**9685750**
Maritime Mobile Service Identity (MMSI):	**257 511 000**
Lloyds Register ID:	**9685750**

GOLDEN ENERGY OFFSHORE

MAIN DESCRIPTION

Type : PLATFORM SUPPLY VESSEL.

Classification:
LR X 100 A1 Offshore Supply Ship, Firefighting 1
2400 m³/h with waterspray HNLS
IWS ECO (TOC) LMC UMS DPA (AA)

ERN 99.99.94.86

MEASUREMENTS

Length o.a.	: 83,4m
Length p.p	: 79,612m
Breadth mld.	: 18,00m
Design draught	: 6.0m
Draught max.	: 6,70m
Moulded draught to M.D.	: 8,00m
Lowest service draft	: 3,2m
DWT	: 4120T
Gross Tonnage	: 3638
Net Tonnage	: 1295
Deck load, VCG	: 1950T

CARGO CAPACITIES

DISCHARGE RATES

Work/Cargo Deck area: 858m² (L 50,4 x B 15 + L 7 x B 14,5)
Usable Deck area: 850m²
Deck strength: 10t/m² aft of #35, 5t/m² elsewhere
Cargo tks_: Vessel has 10 x combi tanks for mud/brine /slop/ etc.

Fresh Water	: 576m³			0 - 200m³/hour -	9 bar
Fuel Oil	: 1474m³		- 9273 US bbl	0 - 200m³/hour -	9 bar
Liquid Mud	: 1292 m³	total volume	- 8220 US bbl	0 - 75m³/hour -	18 bar
(Water based	: *1163m³	i.e.@ 90% Sg. 2,8	- 7315 US bbl)	0 - 75m³/hour -	18 bar
(Oil based	: *800m³		- 5031 US bbl)	0 - 75m³/hour -	18 bar
Brine	: 1163m³	i.e.@ 90% Sg. 2,8	- 7315 US bbl	0 - 75m³/hour -	18 bar
DW/ballast	: 1674m³			0 - 200m³/hour -	9 bar
Methanol	: 153m³	2 tanks	- 962 US bbl	2 x 0 - 75m³/hour -	9 bar
Baseoil	: 257m³	2 tanks	- 1629 US bbl	150m³/hour -	9 bar
Cement/barite	: 255m³	4 tanks	- 8969 Ft³	2 x compr. 30 m³/min.-	5,6 bar
Slop	: 506m³	4 comb tks	- 3182 US bbl	0-75m³/hour -	18 bar

* Max capacity of each product

Height of cargo rail: 4m
All mud / brine tanks have agitators.
Inert Gas Generator installed, capacity: 100Nm^3/h with 97% nitrogen (N_2) 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

Main eng.: 2 x Caterpillar C3512 1630 kW each
Generator: 2 x Leroy Somer LSA 52.2 M60/4p
Main eng.: 2 x Caterpillar C32 994 kW each
Generator: 2 x Leroy Somer LSA 50.1 M60/4p
Emergency gen. : Caterpillar C4.4, 99 ekW
Propellers : 2 x Schottel STP 1212, 1,600 kW each
Bow thruster: 2x Tunnel thr. CP Schottel 880 kW each

PERFORMANCE @ draft 4,8m

Full speed (all generators running)	: 14,5 kts ~ 18,1 mt/day
Service speed/cons.	: 13 kts ~ 15,5 mt /day
ECO high speed	: 11,5kts ~ 10,3 mt/day
ECO medium speed	: 10,8kts ~ 8,6 mt/day
Eco speed/cons.	: 10,5 kts ~ 7,7 mt /day
ECO slow speed	: 10 kts ~ 7 mt/day
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

Lifesaving equipment according to NMA requirement
1 off MOB: Neptune NPT 40R, 6 pax, inboard diesel
1 off (SOLAS approved) Davit: NPT 15 ARH

Life rafts	: 4 x 20 + 2 x 6pers.
Survival Suits	: 31pcs Viking PS 2014
Life Jackets	: 31 pcs Viking PV 9520
Tugger Winches	: 2 x 10t - 35m/min
Capstans	: 2 x 10t – 35m/min
Windlass/Mooring	: 1 double 15t
Cranes	: TTS 3t@18m
Waste Compactor	: 1 off
FIFI 1 - 2 x monitors	: 3.820m^3/hr – 120m

ACCOMMODATION

Total	: 26 persons
Cabins	: 14 x 1 (single) bed cabins
Cabins	: 6 x 2 (double) bed cabins
Day room Smokers	: 1off, A deck
Day room No smokers	: 1 off, A deck
Mess room	: 1 off, A deck
Hospital	: 1 off, Main deck
Laundry	: 1 off, Main deck
Gymnasium	: 1 off, Main deck

REEFER SOCKETS ON MAIN DECK:

12 pcs of reefer sockets 230 v / 16amps,

- 3 reefer sockets near exit of accommodation / tugger winch PS / frame #73
- 3 reefer sockets near exit of accommodation / tugger winch SB / frame #73
- 3 reefer sockets PS – frame #10-11
- 3 reefer sockets SB – frame #31

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

230V PS behind accommodation/
near tugger winch, frame #73

220V SB behind accommodation/
near tugger winch, frame #73

220V PS ,
frame #10 - 11

220V SB ,near em/cy exit.
frame #31

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 Yokogava SR-165
3 x Yokogawa CMZ900 Gyro
1 off Echo Sounder
1 off Doppler speed Log
1 off DP system K-POS DP 2
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

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 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

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:

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MANAGEMENT SYSTEM CERTIFICATION
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ISO 50001


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