

MV Energy Pace
of Ulstein PX121 DESIGN



TECHNICAL OUTLINE SPECIFICATION

**MULTIPURPOSE FIELD SUPPLY-, PIPE CARRIER,
SPECIAL PURPOSE VESSEL**

Rev.: 07/01/2026

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**



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

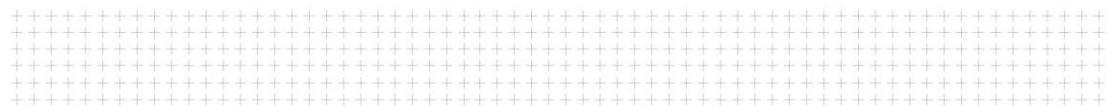
Deck strength: 10t/m² aft of #35, 5t/m² elsewhere

Cargo tks : Vessel has 10 x combi tanks for mud/brine /slop/ etc.

Fresh Water	: 576m ³	0 - 200m ³ /hour -	9 bar
Fuel Oil capacity	: 1474m ³	- 9271 US bbl	0 - 200m ³ /hour -
FO giveaway	: **1000m ³	- 6289 US bbl	
Liquid Mud	: 1292 m ³ total volume	- 8220 US bbl	0 - 75m ³ /hour -
(Water based	: *1163m ³ i.e. @ 90% Sg. 2,8	- 7315 US bbl)	0 - 75m ³ /hour -
(Oil based	: *800m ³	- 5031 US bbl)	0 - 75m ³ /hour -
Brine	: 1163m ³ i.e. @ 90% Sg. 2,8	- 7315 US bbl	0 - 75m ³ /hour -
DW/ballast	: 1674m ³	0 - 200m ³ /hour -	9 bar
Methanol	: 153m ³ 2 tanks	- 962 US bbl	2 x 0 - 75m ³ /hour -
Baseoil	: 257m ³ 2 tanks	- 1629 US bbl	150m ³ /hour -
Cement/barite	: 255m ³ 4 tanks	- 8969 Ft ³	2 x compr. 30 m ³ /min.-
Slop	: 506m ³ 4 comb tks	- 3182 US bbl	0-75m ³ /hour -

* Max capacity of each product

** According to IOPP regulations



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 -PROPELLUSION

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

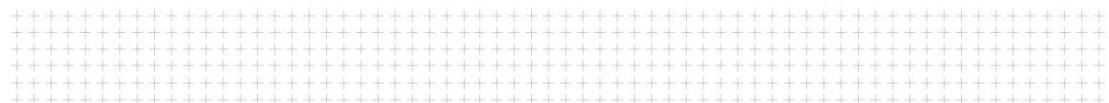
Full speed (all generators running)	: 14,5 kts	~ 18,1 mt/day
Service speed/cons.	: 13 kts	~ 15,5 mt /day
ECO high speed	: 11,5kts	~ 10,3 mt/day
ECO medium speed	: 10,8kts	~ 8,6 mt/day
Eco speed/cons.	: 10,5 kts	~ 7,7 mt /day
ECO slow speed	: 10 kts	~ 7 mt/day
DP nice weather 2 gen online	: 4 mt/day	
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 : 3.820m³/hr – 120m

ACCOMMODATION

Total	: 26 persons
Cabins	: 14 x 1 (single) bed cabins
Cabins	: 6 x 2 (double) bed cabins
Day room Smokers	: 1 off, 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



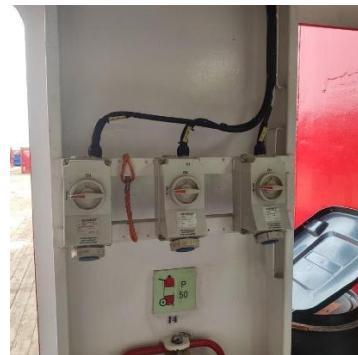
REEFER SOCKETS ON MAIN DECK:

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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