

MV Energy Paradise of Ulstein PX121 DESIGN



TECHNICAL OUTLINE SPECIFICATION

FIELD SUPPLY & PIPE CARRIER, Rev.: 07/01/2026

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.

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

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	: 4110T
Gross Tonnage	: 3650
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

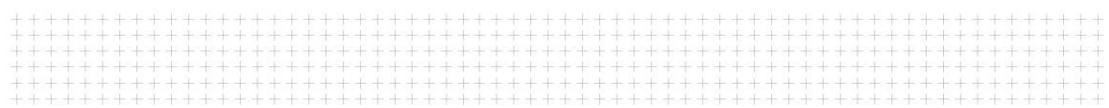
Deck strength: 10t/m² aft of #35, 5t/m² elsewhere

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	: 1474m ³	- 9271 US bbl	0 - 200m ³ /hour -	9 bar
FO giveaway	: **1000m ³	- 6289 US bbl		
Liquid Mud	: 1292 m ³ total volume	- 8220 US bbl	0 - 75m ³ /hour -	18 bar
(Water based	: *1163m ³ i.e. @ 90% Sg. 2,8	- 7315 US bbl)	0 - 75m ³ /hour -	18 bar
(Oil based	: *800m ³	- 5031 US bbl)	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	0-75m ³ /hour -	18 bar

* 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 -PROPELLION

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

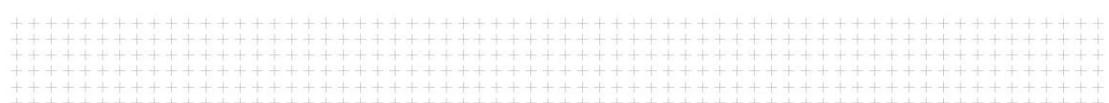
Full speed (all generators running) : 14,5 kts ~ 18,1 mt/day
 Service speed/cons. : 13 kts ~ 15,5 mt /day
 ECO high speed : 11,5kts ~ 10,3 mt/day
 ECO medium speed : 10,8kts ~ 8,6 mt/day
 Eco speed/cons. : 10,5 kts ~ 7,7 mt /day
 ECO slow speed : 10 kts ~ 7 mt/day
 DP nice weather 2 gen online : 4 mt/day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

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 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

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



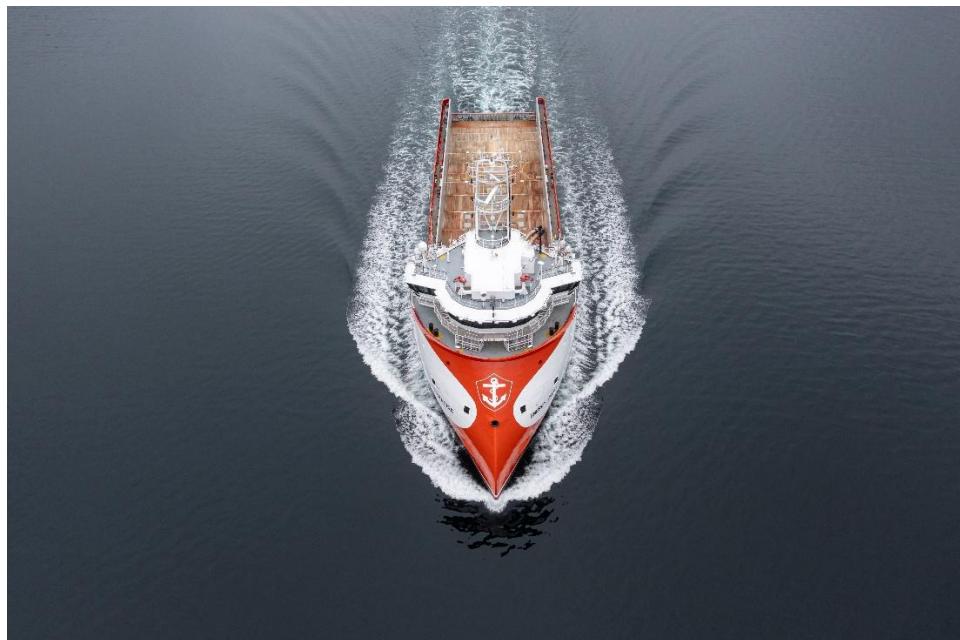
1 off Cyscan Mark IV Laser Pos Ref System
1 off Mini RadaScan Type 3 – Pos Ref System

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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