

MV ENERGY SWAN

ST-216-L DESIGN



TECHNICAL OUTLINE SPECIFICATION MULTIPURPOSE FIELD SUPPLY-, PIPE CARRIER VESSEL

Rev.: 07/01/2026

**Yard: Hull # 102 @ Aker Brattvåg
Delivery 26.05.2005**

Name of ship: Energy Swan
Port of registry: Aalesund
Distinctive number or letters: LFUR
IMO Number: 9319985
Maritime Mobile Service Identity (MMSI): 258069000
DNV ID: 25667

MAIN DESCRIPTION		MEASUREMENTS	
Type	: MULTIPURPOSE FIELD / PLATFORM SUPPLY VESSEL.	Length o.a.	: 93,40m
Classification	: ■ 1A1 ICE C OIL-REC SF LFL* COMFORT-V(3) E0 DYNPOS- AUTR, CLEAN DK (+) HL (2,8)	Length b.p.p.	: 82,20m
ERN Numbers:	99,99,96, 96	Breadth mld.	: 19,20m
Shore Connection acc. to IEC 80005-3	2 x 230A	Depth Main dk.	: 8,40m
In Compliance with NAUT OSV(A) guidelines		Draught max.	: 6,82m
NOFO 2009		DWT	: 5304T
		Gross Tonnage	: 4200
		Net Tonnage	: 1260
		Deck load, VCG 1m a.dk. :	3100T





CARGO CAPACITIES

DISCHARGE RATES

Work/Cargo Deck area: 1041m ² (65,5m x 15,9)		
Deck strength: 10t/m ² frame 10-64 and 5t/m ² frame 64-101		
Fresh Water : 1216m ³	- 7652 bbls	1 x 250m ³ /hour - 9 bar
Fuel Oil : 1340m ³	- 8425 bbls	1 x 250m ³ /hour - 9 bar
FO giveaway : *1000m ³	- 6289 bbls	
Liquid mud : 913m ³	- 5742 bbls	2 x 100m ³ /hour - 24 bar
Brine : 456m ³	- 2870 bbls	2 x 100m ³ /hour - 24 bar
ORO : 1535,3m ³	- 9656 bbls	5 x 100 m3/hour + 2 x 250m ³ /hour
DW/ballast : 1000m ³	- 6285 bbls	1 x 250m ³ /hour - 9 bar
Methanol : 150m ³	- 943 bbls	2 x 75m ³ /hour + 2 x 100m ³ /hour - 9 bar
Baseoil : 242m ³	- 1525 bbls	1 x 150m ³ /hour - 9 bar
Cement/barite : 486m ³	- 17163 cu.ft	2 x compr.29,5m ³ /min.- 6 bar

* According to IOPP regulations

Height of cargo rail: 3,60m

All mud tanks have agitators. Tank washing system with hot/ cold water and chemical injection in washing water for mud and brine tanks.

Flow meter for Fuel Oil.

Note! Separate pumps- and piping system for all types of liquid cargo.

Loading and discharge stations on both sides amidships and aft.

Thrunk for HPR - # 65

MACHINERY -PROPELLION		PERFORMANCE	
Main engines can be operated @ 900rpm's and 750rpm's			
Main eng. : 2 x Caterpillar Type 3612 3800/3160kW each.		Max speed, approx.	: 18,5 knots ~ 29,7 t/24hrs
Shaft gen. : 2 x Marelli 630 LB8 2500/2080 KVA each		Service speed /24hrs	: 13,5 knots ~11,5 t
Aux gen : 2 x Caterpillar Type 3408 410 KVA each		Eco speed	: 12 knots ~ 9,0 t/ 24 hrs
Propeller Plant : 2 x Rolls-Royce Azipull 120 3500 kW each		Eco speed	: 10,5 knots ~ 7,7 t/ 24 hrs
Bow thrusters : 3 x 770 kW, Kamewa Ulstein		Eco speed	: 10 knots ~ 6,9 t/24 hrs
Emergency gen.: 1 x Caterpillar Type 3056T 123,8 KVA		Stand by on field	: 5,1 t/ 24 hrs
		DP operation	: 7,6 t/ 24 hrs
		Port consumption	: 0,8 t/ 24 hrs (0 if SC)

The azimuths are driven via shafts from main engines.

DECK/RESCUE EQUIPMENT		ACCOMMODATION	
Tugger Winches	: 2 x 20t	Total	: 28 persons
Capstans	: 2 x 10t	Cabins	: 12 x 1 (single) bed cabins
Cargo securing Winches	: 6 x 2t	Cabins	: 8 x 2 (double) bed cabins
Windlass/Mooring	: 2 off	Day room Smokers	: for 6-8 persons
Cranes Stb. Side	: 4 tons @ 10m	Day room No smokers	: for 12 persons
Cranes Bb. Side	: 1,5tons @ 8m	Coffee shop	: 1 off, main deck
Life rafts	: 3 x 16 men each side	Hospital	: 1 off, main deck
Survival Suits for 32 persons.		Reception	: 1 off, main deck
Lifesaving equipment according to NMD rule req.		Laundry	: 1 off, main deck
		Gymnasium	: 1 off, main deck
		Ship's office	: 1 off, Captains deck
		All cabins with toilet, shower and Internet connection.	



1 off Fast Rescue Craft: MP-Springer 741 with 200hp engine
Transom with 16m removable bulwark on port side.
D-rings sea fastening arrangement for deck cargo.

NOFO and Reefer connections on Deck

Port Side Rail fwd:

2 off 230V 16Amp 3Phase REEFER



Port Side Rail midship:

4 off 230V 16Amp 3Phase REEFER



Port Side Aft:

4 off 230V 16amp Single Phase
REEFER (EX/NOFO connection)
2 off 230V 16amp Single Phase
NOFO



Behind superstructure:

2 off 440V 32Amp 3Phase NOFO
2 off 230V 16Amp Single Phase
NOFO



Starboard Side Rail fwd:

2 off 230V 16Amp 3Phase REEFER



Stb Side Rail mid:

4 off 230V 16Amp 3Phase REEFER



Stb Side Aft:

4 off 230V 16amp Single Phase
REEFER (EX/NOFO connection)
2 off 230V 16amp Single Phase
NOFO



NAVIGATION EQUIPMENT

1 x X - band Radar ARPA
 1 x S - band Radar ARPA & interswitch
 2 x Direction finder (VHF and MF)
 1 x DGPS GP90 & AIS FA100
 3 x Gyro, 1 x Autopilot, 1 x Magnetic compass
 1 x Echo-sounder
 1 x Navtex-receiver
 1 x ECDIS w/back-up
 DP ref. systems: 2xDGPS, 1x Fanbeam,
 Radius 1000 + Radius 700
 1 x Voyage Data recorder
 3 x Wind sensor

COMMUNICATION EQUIPMENT

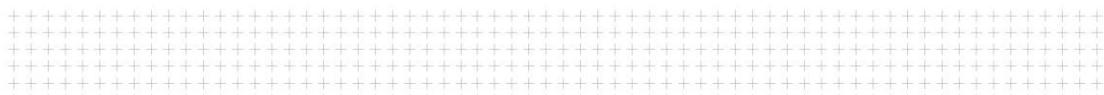
According to GMDSS A3
 1 x Radio Plants GMDSS
 1 x Satcom «F» w/ telex & fax
 1 x Watch keeping receiver
 2 x VHF duplex & DSC
 1 x VHF semiduplex
 1 x Mobile telephone
 1 x intercom w/radio / loudhailer
 LAN arranged in accommodation.
 3 x GMDSS VHF
 Various communications equipment.
 Vsat 512/512 internet + phone lines

TELEPHONE SWITCH BOARD:

- Lines in: Satcom «F», Mobiltel. GSM, VHF,
- Lines out: Bridge, Eng.ctrl.room., office, mess room, Captain, Chief Eng., Cabins

FIRE FIGHTING SYSTEM:

- According to Class requirement
- Fire fighting in Engine Room by Inergen
- Fire fighting in Incinerator Room and Paint Store by Co2



Energy Swan

PLATFORM SUPPLY VESSEL

Energy Swan is a supply vessel/ pipe carrier driven with shafts directly coupled to two efficient Azipull main thrusters astern, and 3 electrical CCP tunnel thrusters in the bow. The vessel is designed to meet the general market, in addition to be very suitable for field support & ROV duties, and is equipped with DP2 class dynamic positioning system (Nautronix NMS6000). Energy Swan is approved for DP2 Operations @ 900 rpm's and 750 rpm's on ME's, which make the vessel very economical in operation. This as it provide the option of setting up for DP2 Operations according to the anytime prevailing environmental conditions. The benefit is significant savings in FO / Lub. consumption and "wear and tear" on machinery.

The hull is designed for low fuel consumption and excellent sea-keeping. This in addition to low noise and vibration in hull and superstructure ensure high comfort. The vessel is designed in accordance to the class notation "Clean" and high focus are given on reduced fuel consumption and clean operation in general which means lesser emission to the environment.



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