

MV Energy Savanah of Salt 305 RSV Design



TECHNICAL OUTLINE SPECIFICATION

MULTI PURPOSE OFFSHORE VESSEL

Rev.: 30.01.2026

Yard: Building No BH0001A10M @ Quingdao Wuchuan Heavy Industry Co. LTD

Delivery: 15.08.2021

Keel lay date: 20.09.2016

Name of ship: Energy Savanah

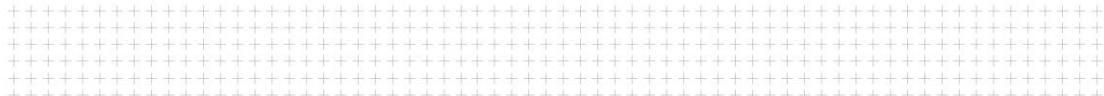
Port of registry: Aalesund

Distinctive number or letters: LASC8

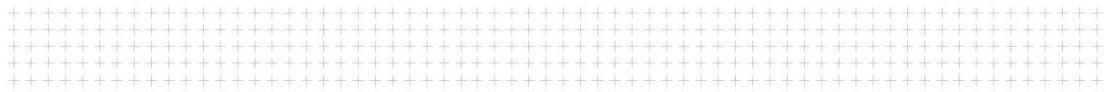
IMO Number: 9777307

Maritime Mobile Service Identity (MMSI): 257023000

DNV ID: 34887



MAIN DESCRIPTION		MEASUREMENTS	
Type	: Multi Purpose Offshore Vessel	Length o.a.	: 97,2m
		Length b.p.p.	: 87,3m
		Breadth mld.	: 22,0m
Classification:		Draught max.	: 7,2m
DnV GL	1A1 Offshore service vessel(+) BIS	Design Draught.	: 6,7m
BWM(T) Clean(Design, Tier III) COMF(C3,		Freeboard @ max Draught	: 2,1m
V3)		DWT @ 7,2m	: 5 331t
DK(+)		Gross Tonnage	: 7 388
DYNPOS(AUTR, E) E0 ECA(SOxA)		Net Tonnage	: 2 217
HELDK(S, H, CAAN)		Deck load, Max	: 2400T
Ice(C) NAUT(OSV(A)) Recyclable SF SPS			
ERN 99.99.99.99			
CAPACITIES			
Work/Cargo Deck area: 1 100m ² (40 x 19m)			
Inside deck area: WROV hangar 73 m ² . OBS ROV hangar 36 m ²			
Deck strength: aft of #3: 25 t/m ² , #3 - #72: 10t/m ² .			
Height of bulwark on Main Deck: 1200mm			
Fresh Water	: 1 147m ³	Pump capacity 2 x 0 - t50 m ³ /h HP: 60 bar @ 75 m ³ /h	
FW Maker	: 2 x 18 m ³ /day		
Fuel Oil total	: 1 263m ³	Pump capacity 2 x 250 m ³ /hr	
DW	: 4 506m ³	Pump capacity 2 x 0 - 150 m ³ /h	
Ballast	: 4 506m ³	Pump capacity 2 x 0 - 150 m ³ /h	
MACHINERY -PROPULSION		PERFORMANCE	
Main eng.:	4 x HIMSEN 6H32/40 2880 kW, 720rpm, 11.200BHP	Max speed cons, 15kts:	34,5t / day
Harbour gen:	1 x CAT, 968 bkW, 1800 rpm	Service speed cons. 12kts:	17,2 t / day
Main Propulsion :	2 x SHOTTEL SRP 3030 FP each 3000 kW	Eco speed/cons. approx.10kts:	11,2 t / day
Stern tunnel thruster:	1 x 1400kW	DP max:	13,7 t / day
Bow tunnel thrusters:	2 x SHOTTEL STT 7 FP each 2050 kW.	DP min:	6 t / day
Bow Azimuth:	1 x SCHOTTEL STT 4 FP 1200 kW	DP Standby:	5 t / day
		Standby on field (non DP)	4 t / day
		Port consumption:	3,4 t / day



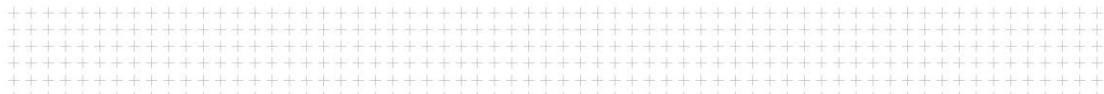


DECK/RESCUE EQUIPMENT		ACCOMMODATION
Tugger Winches	: 2 x 10t	Total POB: 100 persons
Capstans	: 2 x 10t	26 off Single bed cabins
Windlass/Mooring	: 1 x Double w/ mooring winch	33 off Double bed cabins
Deck Crane	: 6t / 15m	2 off 4 bed cabins
Provision Crane	: 3t / 12m	3 off Lounge
Life rafts	: 4 x Viking 25DKF + 30s (25 persons)davit launched	1 off Dayroom
LSA for	: 100 persons	1 off Galley
Life Jackets	: 79	1 off Messroom (50 persons)
1 off Fast Rescue Craft: Merlin 615		1 off Conference / opr room
1 off (SOLAS approved) Davit for FRC		1 off Gymnasium
2 off 50 persons lifeboat JYN75		1 off Hospital
2 off Norsafe LH140		
1 off Incinerator + 1 off waste compactor		



SPECIAL DECK EQUIPMENT

150t OFFSHORE CRANE:	Main Line: 150T SWL – 11m Offshore mode Total wire length: 3470 m Drum capacity 3500m Hook travel 3417m / Ø72mm / weight in air 25,4kg 2 T, DAF 1.3, AHC capacity 2m/s, Constant Tension Whip Line: 10T SWL @ 36m- 695m, personnel lift Tugger winches: 2 x 5T SWL w/ Constant Tension Slew sector / speed: 360° / 0 – 0.8rpm Operation limits: Max list 5°, Wind speed: 25 m/s Camera installed on jib tip. Monitor for ROV operation in crane Cabin
25t SECONDARY CRANE:	25t 2 9 m, 2 185m wire, personnel lift
REMOVABLE BULWARK SECTIONS:	SB: 11m aft of Offshore Crane, 14m fwd of the Offshore Crane Port side: 14m aft of AUX crane. Stern section: 14m
ROV LARS SYSTEM: No of sheaves: Deployment Load: Operating speed: Umbilical winches: ROV Power distribution: ROV Hangar side doors: ROV Hangar aft door:	2 x 440V, 3 phase 60hz, 630Amp 2 x MacGregor Sliding gate 3,46 x 2,8m
MOONPOOL W2W Gangway	Prepared for 7.2 x 7.2m Uptime. Contact chartering@geoff.no to check availability
HELIDECK	21m helicopter deck designed for Sikorsky S-92 (12,8 T). Helideck designed and equipped in accordance with relevant authorities. Helicopter monitoring system
WORKING AIR	Two compressors Capacity 284m ³ /h – 9,1 bar pressure Connection on deck: CEJN 320 Female 5 off outlets on deck: <ul style="list-style-type: none">- Aft of ROV HPPS- By main crane boom rest (PORT)- By Main crane pedestal (PORT)- By Auxillary crane (STBD)- By tank vents area on aft deck (STBD)
FO FOR DECK EQUIPMENT	Capacity: 5m ³ /h – 4 bar Pressure Connection on Deck: 1" Cam-lock and ball valve One deck outlet on port side mezzanine deck – in front of FRC
POWER UTILITY STATIONS	See appendix to short spec: Power connections available on deck and ROV hangar – 3 party



NAVIGATION EQUIPMENT

1 off S-Band Kongsberg K-Bridge Radar
 1 off X-Band Kongsberg K-Bridge Radar
 2 off DGPS for navigation Sailor 6570
 2 off Kongsberg K-Bridge ECDIS
 4 off Gyro
 1 off Echo Sounder Skipper GDS 102
 1 off HMS 900 Helideck Monitoring System
 1 off Skipper DL 850 Doppler log
 1 off AIS TRON AIS TR-8000
 1 off DP system Kongsberg K-POS
 4 off MRU
 4 off Wind sensors
 1 off Kongsberg Spottrack system
 1 off Radius 1000 incl 1 x Radius 700 & 1 x Radius 550
 1 off DGNSS Kongsberg DPS 232
 1 off DGNSS Kongsberg DPS i4
 1 off Kongsberg Seapath
 1 off Kongsberg HIPAP 502 aft port, 1 x transponder
 1 off Sonardyne Ranger 2 (fwd stbd)
 1 spare trunk for HPR / Hydr. Acoustic system

COMMUNICATION EQUIPMENT

General: GMDSS installation in accordance with IMO regulations for vessels operating within Sea Area A3
 1 off Sailor 6301 MF/HF
 2 off Sailor 6222 GMDSS VHF with DSC
 3 off Sailor SP3520 GMDSS VHF Portable
 2 off Sailor 6210 VHF
 2 off TRON 60s 1 off TRON 40VDR GMDSS EPIRB
 3 off TRON SART20 GMDSS SART
 2 off Sailor 6110 mini-C GMDSS Inmarsat-C
 8 off Motorola DP 4401 EX (Handheld) UHF
 4 off Entel HT833 (Handheld) UHF
 Array Satellite System
 3 off GSM System Mobile Telephone
 Array Sat TV System
 2 off Jotron TR-810 Helicopter communication
 10 off ClearCom Stations installed

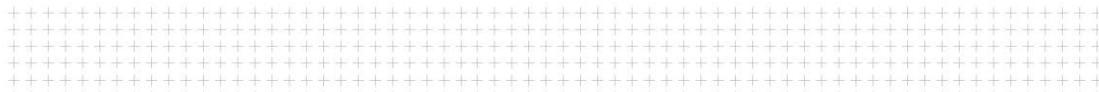
TELEPHONE SWITCH BOARD:

Intercom: Radioson Marine

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FIRE FIGHTING SYSTEM:

According to Class requirement
 CO2 system in Engine Room, Incinerator room & Cargo room



Golden Energy Offshores SALT 305 RSV series General

Golden Energy Offshores 305 RSV series are state of the art vessels with high capacities and good station keeping capabilities.

The hull form design and the diesel electric propulsion system, ensures exceptional performances with regards to fuel consumption, sea keeping, station keeping, speed, and stability.

Low fuel consumption with low emissions and a ballast treatment plant makes the vessels environmental friendly.

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

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

The compliance with IMO Resolution MSC.266(84) Code of safety for special purpose ships will allow the vessel to have more charterers personnel onboard if required.

A ROV hangar is included in the vessel design, to allow for operation of 2 x WROV systems in sheltered conditions

A helideck certified for Sikorsky S-92 Helicopter has been installed to improve logistic possibilities of personnel and spare parts.

Chartering & Operation Managers:

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