



**GOLDEN
ENERGY**
OFFSHORE

MV Energy Sphynx of Salt 305 RSV Design



TECHNICAL OUTLINE SPECIFICATION

MULTI PURPOSE OFFSHORE VESSEL

Rev.: 11.03.2026

Yard: Building No BH0002A10M @ Qingdao Wuchuan Heavy Industry Co. LTD
Delivery 15.08.2021

Name of ship: Energy Sphynx
Port of registry: Aalesund
Distinctive number or letters: LASD8
IMO Number: 9777319
Maritime Mobile Service Identity (MMSI): 258022000
DNV ID: 34892





MAIN DESCRIPTION

MEASUREMENTS

Type : Multi Purpose Offshore Vessel

Classification:
 DnV 1A1 Offshore service vessel(+) BIS
 BWMT Clean(Design, Tier III) COMF(C3, V3)
 DK(+)
 DYNPOS(AUTR, E) E0 ECA(SOxA)
 HELDK(S, H, CAAN)
 Ice(C) NAUT(OSV(A)) Recyclable SF SPS

ERN 99.99.99.99

Length o.a. : 97,1m
 Length b.p.p. : 87,3m
 Breadth mld. : 22,0m
 Draft max. : 7,2m
 Design Draft : 5,7m
 Freeboard @ max Draft : 2,0m
 DWT @ 7,2m : 5 331t
 Gross Tonnage : 7 388
 Net Tonnage : 2 217
 Deck load, Max : 2400T

CAPACITIES

Work/Cargo Deck area: 1 100m² (40 x 19m)
 Inside deck area: WROV hangar 73 m². OBS ROV hangar 36 m²
 Deck strength: aft of #3: 25 t/m², #3 - #72: 10t/m².
 Height of bulwark on Main Deck: 1200mm

Fresh Water	:	1 147m ³	Pump capacity 2 x 0 - 50 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
 Harbour gen: 1 x CAT, 968 bkW, 1800 rpm
 Main Propulsion : 2 x SHOTTEL SRP 3030 FP each 3000 kW
 Stern tunnel thruster: 1 x 1400kW
 Bow tunnel thrusters: 2 x SHOTTEL STT 7 FP each 2050 kW.
 Bow Azimuth: 1 x SCHOTTEL STT 4 FP 1200 kW

Max speed cons, 17kts:	36,1t / day
High speed cons, 15kts:	34,5t / day
Service speed cons. 12kts:	17,2 t / day
Eco speed/cons. approx. 10kts:	11,2 t / day
DP max:	13,7 t / day
DP min:	6 t / day
DP Standby:	5 t / day
Standby on field (non DP)	4 t / day
Port consumption:	3,4 t / day





DECK/RESCUE EQUIPMENT

Tugger Winches : 2 x 10t
Capstans : 2 x 10t
Windlass/Mooring : 1 x Double w/ mooring winch
Deck Crane : 6t / 15m
Provision Crane : 3t / 12m
Life rafts : 4 x Viking 25DKF
LSA for : 100 persons
Life Jackets : 79
1 off Fast Rescue Craft: Merlin 615
1 off (SOLAS approved) Davit for FRC
2 off 50 persons lifeboat JYN75
2 off Norsafe LH140
1 off Incinerator + 1 off waste compactor

ACCOMMODATION

Total POB: 100 persons
26 off Single bed cabins
33 off Double bed cabins
2 off 4 bed cabins
3 off Lounge
1 off ROV Control Room

SPECIAL DECK EQUIPMENT

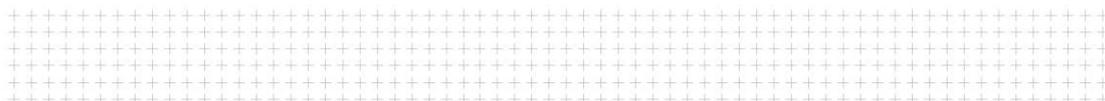
150t OFFSHORE CRANE: Main Line: 150T SWL – 11m Offshore mode
Total wire length: 3000 m Hook travel 2327m / Ø72mm /
weight in air 25,4kg
2 T, DAF 1.3, AHC capacity 2m/s,
Constant Tension
Whip Line: 10T SWL @ 36m- 600m, personnel lift
Tugger winches: 2 x 10T SWL w/ Constant Tension 0-10T
Slew sector / speed: 360° unlimited / 0 – 0.1-0,5 rpm
Operation limits: Max list 5+2°, Wind speed: 25 m/s

**25t SECONDARY
CRANE:** 25t 2 9 m, 2 000m wire, personnel lift
REMOVABLE SB: 11m aft of Offshore Crane, 14m fwd of the Offshore Crane
BULWARK SECTIONS: Port side: 14m aft of AUX crane. Stern section: 14m

ROV LARS SYSTEM: 2 x, Hydraulic
No of sheaves: 5
Deployment Load: > 20Te
Operating speed: 144 m / min
Umbilical winches: Umbilical capacity 4000m, winches located below Main Deck
ROV Power distribution: 2 x 400kW, 440 V each supplied through independent transformer from separate
sides of the split 690V SWB
ROV Hangar side doors: 2 x MacGregor
ROV Hangar aft door: Sliding gate 3,46 x 2,80m

MOONPOOL Prepared for 7.2 x 7.2m
W2W Gangway 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 284m³ /h – 9,1 bar pressure
Connection on deck: CEJN 320 Female
5 off outlets on deck:
- 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)
- Boatlanding / Surferlanding / CTV available and ready for mobilization

**FO FOR DECK
EQUIPMENT**

Capacity: 5m³/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 interrogator and 2 x Radius 700
- 1 off DGNSS Kongsberg DPS 232
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- 1 off Kongsberg Seapath 380-5
- 1 off Kongsberg HIPAP 502 w/Cymbal acoustic Protocol
- 1 off Sonardyne Ranger 2 HPR

COMMUNICATION EQUIPMENT

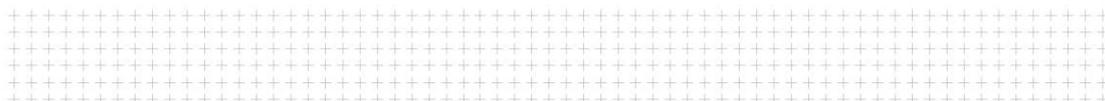
- General: GMDSS installation in accordance with IMO regulations for vessels operating within Sea Area A3
- 1 off Sailor 6301 MF/HF
 - 2 off Sailor 6222 GMDSS VHF with DSC
 - 3 off Sailor SP3520 GMDSS VHF Portable
 - 2 off Sailor 6210 VHF
 - 2 off TRON 60s 1 off TRON 40VDR GMDSS EPIRB
 - 3 off TRON SART20 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

TELEPHONE SWITCH BOARD:

Intercom: Radioson Marine

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. 2 x Integrated AHC LARS systems has been installed to ensure safe effective operation of the ROVs.

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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