



## **MV Energy Scout of UT 755L Design**



### **TECHNICAL OUTLINE SPECIFICATION**

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

Rev.: 11/09/2020

**Yard Hull # 33 at Aker Brevik  
Delivery 27.01.2005**

**Name of ship: Energy Scout**  
**Port of registry: Ålesund**  
**Distinctive number or letters: LMWM3**  
**IMO Number: 9322188**  
**Maritime Mobile Service Identity (MMSI): 257 879 000**  
**DNV GL Id : 25595**



## MAIN DESCRIPTION

Type: MULTIPURPOSE FIELD SUPPLY  
PLATFORM SUPPLY VESSEL

Classification : DnV +1A1, Fire Fighter I, CLEAN,  
DK(+), DYNPOS AUTR, E0, HL (2,5), Ice (C),  
LFL(\*), OILREC, SF, TMON

ERN: 99.99.60

## MEASUREMENTS

Lenght o.a. : 71,90m  
Lenght b.p.p. : 66,80m  
Breadth mld. : 16,00m  
Depth Main dk. : 7,00m  
Draught, max. SWL : 5,81m  
Design Draught : 5,0 m  
DWT at SWL freeboard : 3184T  
Gross Tonnage : 2152T  
Net Tonnage : 1003T  
Deck load,VCG 1m a.dk. : 1530T

## CARGO CAPACITIES

Work/Cargo Deck area: 693 m<sup>2</sup> L 51,6 mtr B 13,2 mtr  
Usable Deck area: 660m<sup>2</sup>  
Deck strength: 5t/m<sup>2</sup>

## DISCHARGE RATES

Fresh Water	: 460m <sup>3</sup>		0-250m <sup>3</sup> /hour -	9 bar
Fuel Oil	: 1029m <sup>3</sup> @ 90%	- 6472 bbl	200m <sup>3</sup> /hour -	9 bar
Liquid mud	: 993m <sup>3</sup> Sg. 2,8 , 10 comb tks	- 6245 bbl	2x 0-75m <sup>3</sup> /hour -	18 bar
Brine	: 397m <sup>3</sup> Sg. 2,8 , 10 comb tks	- 2497 bbl	0-75m <sup>3</sup> /hour -	18 bar
ORO	: 662m <sup>3</sup>	- 4163 bbl	2 x 0-250m <sup>3</sup>	9 bar
DW	: 975m <sup>3</sup>		200m <sup>3</sup> /hour -	9 bar
BW	: 975m <sup>3</sup>		250 m <sup>3</sup> /hour -	9 bar
Methanol	: 145m <sup>3</sup> 4 tanks	- 912 bbl	2 x 0-80m <sup>3</sup> /hour -	9 bar
Baseoil	: 208m <sup>3</sup> 2 tanks	- 1308 bbl	150 <sup>3</sup> /hour -	9 bar
Cement/barite	: 320m <sup>3</sup> 4 tanks	- 11300 Ft <sup>3</sup>	2 x compr.25,6 m <sup>3</sup> /min.-5.6 bar	2x100te/hr
Foam	: 800l			

Height of cargo rail: 3m  
Stern gate with opening  
All mud / brine tanks have agitators..  
Flow meter for Fuel Oil (w. print) and FW.  
Loading and discharge stations on both sides amidships and aft.

## MACHINERY -PROPULSION

## PERFORMANCE @ draft 4,8m

Maine eng.	: 2 x RR Marine Type KRMB-9 2005 kW each	Full speed	: 14,4 kts ~ 19,9 mt/day
Shaft gen	: 2 x Stamford 1280 KVA each	Eco speed/cons.	: 12 kts ~ 10 mt /day
Aux.gen.	: 2x Cat 3406A w Cat SR4-449 260kw each	DP Operation	: 5 - 7 t/day
Emergency gen.:	1 x 123,8 ekW	Port consumption	: 0,8 t/day
Propeller Plant	: 2 x Twin CP RR Marine, 4 blades, Ø 2,9m		
Bow thruster	: 2 x 590 kW		
Stern thrusters	: 2 x 590 kW		



## DECK/RESCUE EQUIPMENT

Lifesaving equipment according to NMA requirement  
 Rescue Boat: 1 off Norsafe Midget 5.0 MOB w/ 25hp  
 Life rafts : 2x30men at each side of the ship  
 Survival Suits for 56 persons.  
 Life rafts : 2x30men at each side of the ship  
 Tugger Winches : 2 x 10 tonnes  
 Capstans: 2 x 8t  
 Windl./Mooring : 2 el.hydr.  
 Cranes boat deck : 1 off 3t @ 16mte

## ACCOMMODATION

Total : 24 persons  
 Cabins : 12 x 1 (single) bed cabins  
 Cabins : 4 x 2 (double) bed cabins  
 Cabins : 1 x 4 bed cabin  
 Day room : 1 off, Forecastle Deck  
 Mess room : 1 off, Forecastle Deck  
 Hospital : 1 off + ward  
 Reception : 1 off, Main deck  
 Laundry : 1 off, Forecastle Deck

### REEFER SOCKETS ON MAIN DECK:

1. CUHN 216-6 6H 220 – 250 V AC 16 A - 3 sockets
2. CUHN 332-6 6H 380 – 415 V AC 32 A - 4 sockets

Ceeform Sockets in Bosun store;

Cat. No.	Volts	Pole	Amp	H
743640	220/250	3	16	6
743654	380/415	4	32	6



## NAVIGATION EQUIPMENT

1 off S-Band ARPA radar  
 1 off X-Band ARPA radar & interswitch  
 1 off Direction finder (VHF & MF)  
 1 x set DPS700 + Lorán C  
 1 x ECDIS system  
 3 x Gyro  
 1 off Echo Sounder  
 1 x Navtex receiver  
 1 off DP system AUTR  
 2 off MRU's  
 2 off Wind sensors  
 1 off Laser DP reference system

## COMMUNICATION EQUIPMENT

According to GMDSS A3  
 1 x MF/HF Radio w/radio telex & DSC  
 1 x Satcom «F» w/ telex & fax  
 1 x Watch keeping receiver  
 2 x VHF duplex & DSC  
 1 x VHF semiduplex /4 x VHF portable  
 2 x Mobile telephone  
 1 x intercom w/radio / loudhailer  
 LAN arranged in accommodation.  
 Various communications equipment

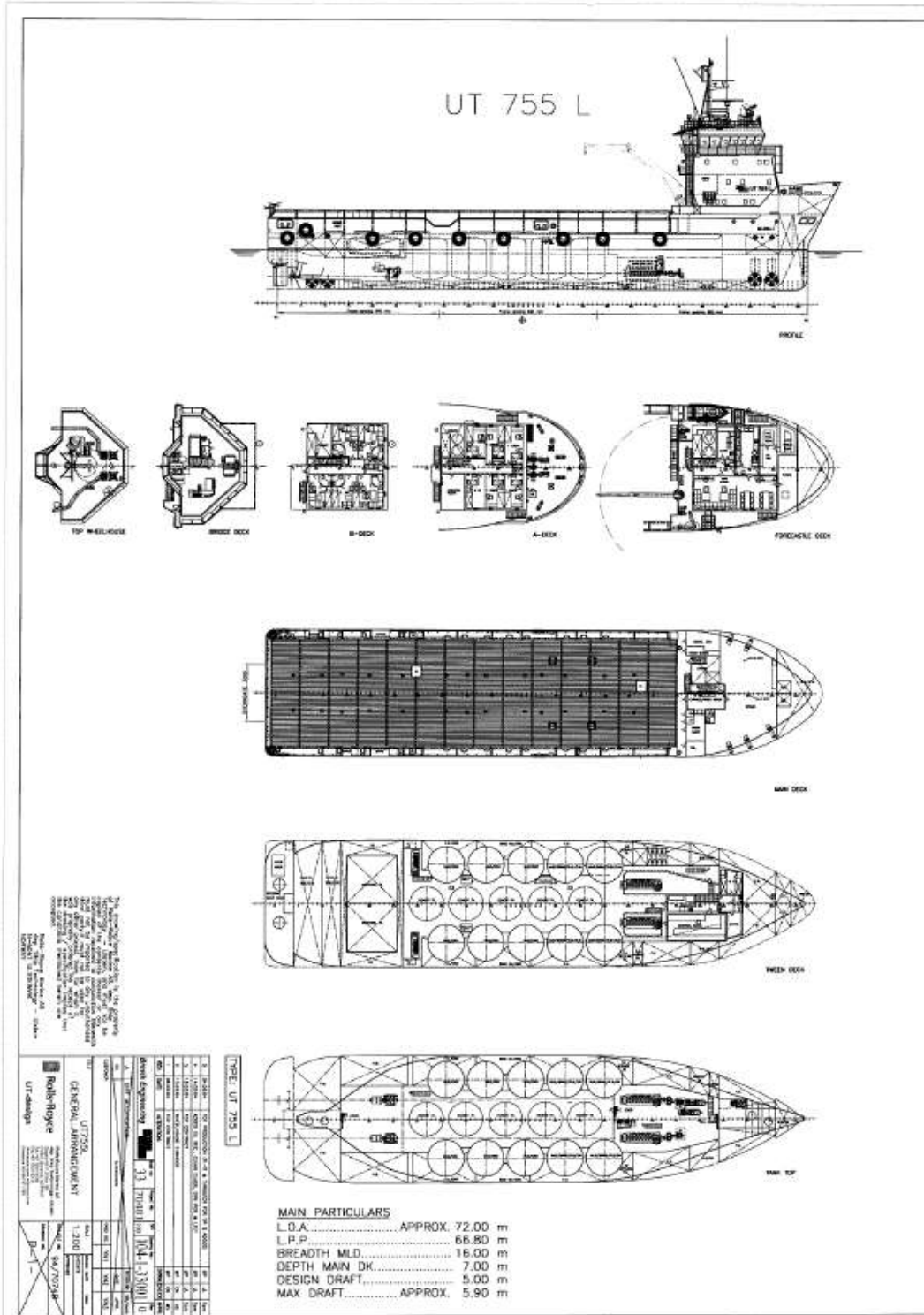


**TELEPHONE SWITCH BOARD:**

- Lines in: Satcom «F», Mobiltel. GSM, VHF, Sevsat, FBB 500
- Lines out: Bridge, Eng.ctrl.room

**FIRE FIGHTING SYSTEM:**

According to Class requirement  
Fire fighting in Engine Room by CO2



## Energy Scout PLATFORM SUPPLY VESSEL

Energy Scout has been designed as a Platform Supply Vessel. The ship is in general a pipe supply vessel and is able to fulfill the general demands of the offshore industry. The vessel has been designed and equipped for the following duties; transporting pipes, cement, equipment and cargo to and from pipe-laying barges, drilling platforms and production platforms. The vessel is equipped with IMO class 2 dynamic position system from Marine Technologies. This makes Energy Scout a vessel for World Wide services. As main propulsion the vessel is equipped with two controllable pitch propellers Kamewa Ulstein reduction gears, 825 kW each. On the fore ship the vessel has two tunnel thrusters, 800 Hp each. Aft ship there is two tunnel thrusters, 700 Hp. Main deck is arranged for cargo deck with a free area of 51,6 m x 13,2 m and a cargo load of 5,0 t/m<sup>2</sup>. The bridge arrangement has been constructed by experienced engineers making the bridge a good workplace for the officers. Energy Scout has two maneuver consoles: One in the fore-end and one in the aft-end of the bridge. Navigation and radio space are arranged as part of the wheelhouse. The ship's accommodation is emphasized to be as tasteful and practical as possible. Energy Scout has cabin capacity for a total of 24 persons; 12 single, 4 double and one 4 man cabins + hospital. The accommodation is air-conditioned for crew and passenger's well-being. Mess and day room with TV/HiFi are available for the vessel complement. The accommodation fulfils National Authorities rules and regulations. The vessel is built with an integrated system of four passive stabilizing tanks below main deck for minimizing roll. This has resulted in a significant improvement in the crew comfort but it also allows the vessels to remain along the platforms in heavier weather than many other vessels. It also benefits in lower fuel consumption.

### Chartering & Operation Managers:

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