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

MAIN DESCRIPTION

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

MEASUREMENTS

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	: 576m³			0 - 200m³/hour -	9 bar
Fuel Oil	: 1474m³		- 9271 US bbl	0 - 200m³/hour -	9 bar
FO giveaway	: **1000m³		- 6289 US bbl		
Liquid Mud	: 1292 m³	total volume	- 8220 US bbl	0 - 75m³/hour -	18 bar
(Water based	: *1163m³	i.e.@ 90% Sg. 2,8	- 7315 US bbl)	0 - 75m³/hour -	18 bar
(Oil based	: *800m³		- 5031 US bbl)	0 - 75m³/hour -	18 bar
Brine	: 1163m³	i.e.@ 90% Sg. 2,8	- 7315 US bbl	75m³/hour -	18 bar
DW/ballast	: 1674m³			0 - 200m³/hour -	9 bar
Methanol	: 153m³	2 tanks	- 962 US bbl	2 x 0 - 75m³/hour -	9 bar
Baseoil	: 257m³	2 tanks	- 1629 US bbl	150m³/hour -	9 bar
Cement/barite	: 255m³	4 tanks	- 8969 Ft³	2 x compr. 30 m³/min.-	5,6 bar
Slop	: 506m³	4 comb tks	- 3182 US bbl	0-75m³/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: 100Nm^3/h with 97% nitrogen (N_2) 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 -PROPULSION

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

PERFORMANCE @ draft 4,8m

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	: 3.820m^3/hr – 120m

ACCOMMODATION

Total	: 26 persons
Cabins	: 14 x 1 (single) bed cabins
Cabins	: 6 x 2 (double) bed cabins
Day room Smokers	: 1off, 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

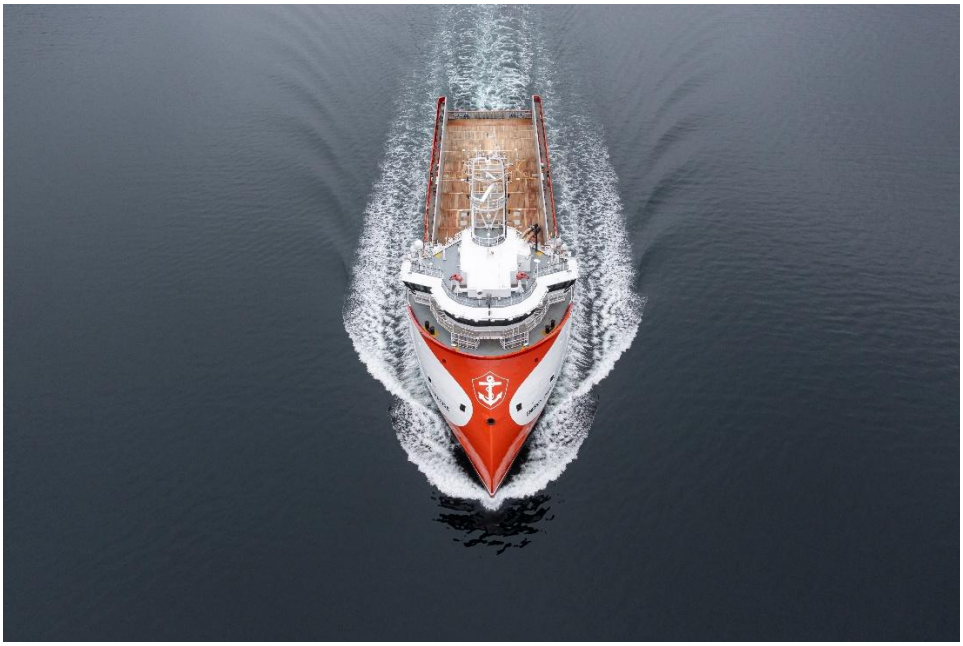


NAVIGATION EQUIPMENT	COMMUNICATION EQUIPMENT
1 off S-Band JMCJMA -9132-SA ARPA radar	1 off JRC JSS-2150 MF/HF SSB w/ DSC
1 off X-Band JRC JMA -9122-9XA ARPA radar,	1 off JRC NCR-333 Navtex receiver
1 x JRC JAN-901B-FOR DGPS for navigation	2 off Inmarsat C (with SSAS & LRIT)
1 x JRC Navi-Sailor 4000 ECDIS MFD ECDIS system	1 off JRC JUE-251 Fleet Broadband
1 x Magnetic compass Yokogava SR-165	1 off KVH VSAT system
3 x Yokogawa CMZ900 Gyro	2 off JRC JHS-770S VHF with DSC
1 off Echo Sounder	1 off JRC JHS-770S VHF
1 off Doppler speed Log	3 off Entel HT 544 portable GMDSS VHF's
1 off DP system K-POS DP 2	1 off Entel HT 649 portable VHF
3 off MRU D	3 off Entel HT 743 portable UHF's
3 off Windbserver II sensors	1 off fixed Motorola GM-360 UHF
2 off Seatex DPS 110	

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

TELEPHONE SWITCH BOARD:		FIRE FIGHTING SYSTEM:
Intercom:	Ulstein VCOM	According to Class requirement Fire fighting in Engine Room by Water mist (local application) CO2. In Paint Store by sprinkler






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GOLDEN ENERGY
OFFSHORE


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PX 121 series General

PX 121 series are state of the art vessels with high capacities and good station keeping capabilitie s.
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.