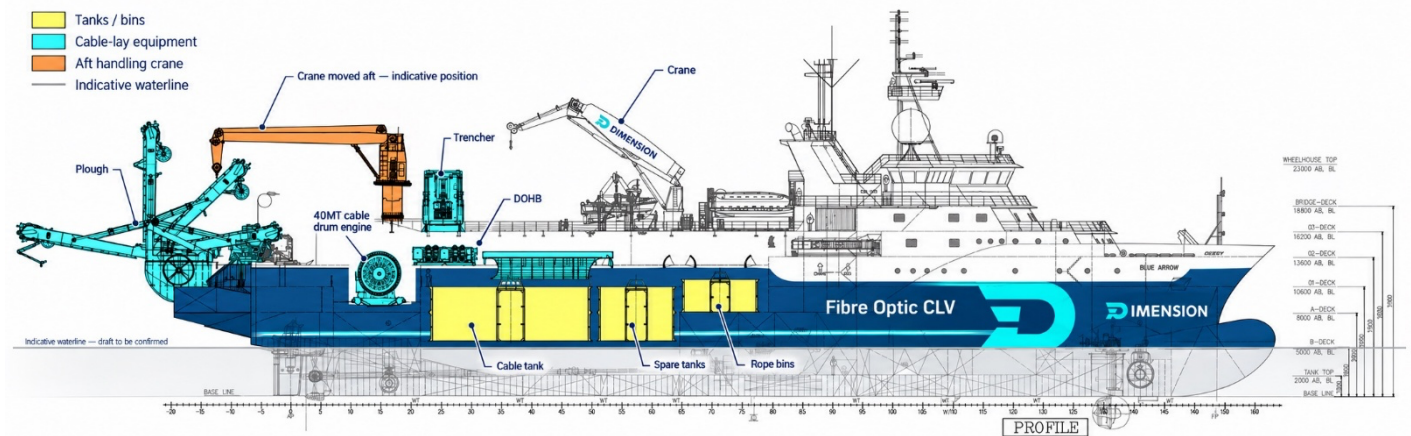


SW DUKE

Skipsteknisk ST-321 — Burial & Repair Conversion

Ex-seismic hull → plough-capable cable burial and repair vessel

A towing platform. 145 t continuous bollard pull — comfortably over the MD3-XT requirement — with bow, stern and azimuth thrusters already fitted and 20 kn transit speed for rapid-response work. Configured around ploughing rather than cable volume.



107 m
LENGTH OVERALL

145 t
BOLLARD PULL

1,250 t
CABLE CAPACITY

20 kn
MAX SPEED

60
PERSONS ON BOARD

DNV ✕1A1 COMF(V-2) E0 HELDK(S, H) NAUT(AW) RP TMON. Built 2010, Factorías Juliana, Spain; keel laid 2007. Previously Polar Duke (to 2020) and Blue Arrow (to 2011). Teal entries denote new or modified equipment.

PRINCIPAL PARTICULARS

Design	Skipsteknisk ST-321
Built	2010 · Factorías Juliana, Spain
Length overall	107 m
Beam, waterline / max	19.2 / 22.0 m
Max draught	6.5 m
Gross tonnage	7,130
Deadweight	To be confirmed
Water ballast	1,230 m³
Roll reduction	Passive anti-roll tank

POWER & PROPULSION

Main engines	2 × 4,500 + 2 × 3,000 kW MAN
Total installed power	15,000 kW
Propulsion	2 × 7,100 kW geared, twin CPP
Shaft generators	4 × 2,200 kW on PTO
Electrical capacity	8,800 kW, shared with shafts
Bow / stern thruster	1,200 / 925 kW
Retractable azimuth	2,100 kW
Total thruster power	4,225 kW

CABLE CAPACITY — CONVERTED

Cable tank, below deck	≈ 1,250 t · Ø 13 m
FOC per load-out	≈ 1,700 – 2,100 route-km
Stowage form	Below-deck cable tank

PERFORMANCE, ACCOMMODATION & CLASS

Max / transit speed	20 / 17 kn
Range at transit	11,000 nm
Endurance	34 days at sea
Fuel / fresh water	1,820 / 173 m³
Continuous bollard pull	145 t
Dynamic positioning	DP2 — retrofit
Persons on board	60

The burial platform, not the cable carrier

Post-lay burial is where bollard pull decides the job. With 145 t on the hook the ST-321 suits a burial and repair role, or work alongside a lay vessel, rather than a high-volume carrying mission.

Built to tow

- 145 t continuous bollard pull — 1.8× the MD3-XT 80 te tow load
- Bow, stern and azimuth thrusters already fitted, 4,225 kW total
- Ample margin for hard-soil burial and weather-exposed tows

Built for fast response

- 20 kn maximum, 17 kn transit
- 11,000 nm range; cable repair is a response-time business
- 60 berths retained for crew change on station

One power plant, two duties

- Four MAN engines, 15,000 kW, with a shaft generator on each
- 8,800 kW of electrical capacity drawn off those same engines
- Thrusters, hotel and cable spread sit comfortably inside it on DP

ALL-NEW FO CABLE HANDLING SPREAD: BURIAL ROV · DOHB · STERN SHEAVES · PLOUGH · WORK-CLASS ROV

CABLE HANDLING & DECK — ALL NEW

Lay & burial ROV	SMD QT600
Burial depth	3.0 m · 2,500 msw · 450 kW
Drum cable engine	SMD, Ø 4.0 m, 40 t
DOHB	4 wheel-pair, 4 t
Stern sheaves	2 × Ø 3.0 m
Plough	SMD MD3-XT
Plough trench depth	3.3 m · 23.5 t in air
Plough max tow load	80 te
Plough LARS	A-frame 60 – 100 t SWL
Tow winch	80 t · 3,500 m
Work-class ROV	2,000 m rated, with LARS
Grapnel & A&R winch	60 t

THE CONVERSION

The seismic spread comes out, releasing around 900 t of lightweight, and the streamer hold becomes a Ø 13 m below-deck cable tank with the compressor room reworked as the cable machinery space. The back deck is rebuilt around the plough: MD3-XT, tow winch and A-frame, with the cable spread sized to suit burial rather than high-volume carrying.

RETAINED Hull, four main engines and their shaft generators, full thruster set, accommodation, anti-roll tank.

NEW Cable tank and spread, MD3-XT plough, tow winch, A-frame, ROV and LARS, DP2. ≈ 1,260 t.

AT A GLANCE

- Cable burial and repair, or burial support to a lay vessel
- 145 t bollard pull — 1.45× margin on the MD3-XT plough
- 20 kn transit for rapid-response repair work
- Complete fibre-optic mission spread supplied new