

SW THURIDUR

Ulstein SX134 — Cable Repair Conversion

Ex-seismic X-BOW hull → DP2 fibre-optic repair vessel

A short path to a working repair ship. Already DP2, with a complete bow, stern and azimuth thruster set and Ice(1A) for northern work — ≈ 1,600 t of cable in a below-deck tank, and the complete fibre-optic mission spread supplied new.



92 m
LENGTH OVERALL

13,170 kW
INSTALLED POWER

1,600 t
CABLE CAPACITY

DP2
STATION-KEEPING

60
PERSONS ON BOARD

PRINCIPAL PARTICULARS

Design	Ulstein SX134 · X-BOW
Built	2011 · Drydocks World, Dubai
Length overall	92 m
Beam, moulded	21.0 m
Depth	9.0 m
Max draught	7.5 m
Gross tonnage	7,890
Deadweight	≈ 4,560 t
Ice class	Ice(1A)

CABLE CAPACITY — CONVERTED

Cable tank, below deck	≈ 1,800 t · Ø 15 m
FOC per load-out	≈ 2,150 – 2,650 route-km
Stowage form	Below-deck cable tank

POWER & PROPULSION

Main generators	4 × 1,800 + 2 × 2,984 kW
Total installed power	≈ 13,170 kW
Propulsion	2 × 3,750 kW, twin Berg CPP
Bow thruster	1,200 kW tunnel
Stern thruster	830 kW tunnel
Retractable azimuth	850 kW
Electrical architecture	Split port / starboard bus
Energy storage	1,000 kWh ESS — new

PERFORMANCE, ACCOMMODATION & CLASS

Max / cruising speed	14.5 / 12.5 kn
Endurance	40 days at sea
Fuel / fresh water	2,020 / 1,045 m³
Continuous bollard pull	115 t
Dynamic positioning	DP2 · Kongsberg K-Pos
Persons on board	60
Classification	DNV · Ice(1A) · Clean Design

HULL OF RECORD — SW THURIDUR (IMO 9538127)

DNV ✕1A1 BWM(T) Clean(Design) COMF(V-3) E0 HELDK Ice(1A) NAUT(AW) SF TMON. Built 2011, Drydocks World, Dubai; keel laid 2009. Previously Polarcus Asima (to 2021). Teal entries denote new or modified equipment.

A short route to a working repair ship

The SX134 needs no thruster package before it can work, which keeps the conversion scope short and the route to a first contract direct. The whole fibre-optic mission spread is supplied new.

Already fit for station keeping

- DP2 fitted — Kongsberg K-Pos DP-21, subject to class verification
- Bow, stern and azimuth thrusters complete at 2,880 kW
- No thruster addition in scope

An all-new mission spread

- Burial ROV, DOHB, stern sheaves and work-class ROV — all new
- MD3-XT plough with A-frame LARS, newly fitted
- Nothing carried over from the seismic mission spread

Ice(1A) opens the northern market

- Ice(1A) — Baltic and Nordic cable work
- Clean Design notation and COMF(V-3)
- Split port/starboard bus suits battery integration on one side

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
Firing line	≈ 50 m to stern sheaves
Quadrant	1 × 30 t SWL
Plough	SMD MD3-XT
Plough LARS	A-frame 60 – 100 t SWL
Work-class ROV	2,000 m rated, with LARS
Deck crane	12 t retained

THE CONVERSION

The seismic spread comes out, releasing around 900 t of lightweight. The streamer hold becomes a Ø 15 m below-deck cable tank, the compressor room the cable machinery space, and the instrument and bird repair rooms the cable test, termination and jointing spaces. The thruster and DP package needs no addition, which keeps the scope short.

RETAINED Hull, diesel-electric plant, complete thruster set, DP2, deck crane, accommodation.

NEW Cable tank, cable machinery and spread, jointing shelter, ROV and LARS, ESS. ≈ 1,260 t.

AT A GLANCE

- Dedicated fibre-optic repair and maintenance vessel
- ≈ 1,600 t below-deck cable tank, ≈ 2,150–2,650 route-km
- DP2 and full thruster set already fitted
- Complete fibre-optic mission spread supplied new

Prepared September 2026. Subject to inspection and final equipment selection.