

STEERPROP PROPULSION FOR NEW HYBRID TUG DESIGN DESTINED FOR DEMANDING OFFSHORE OPERATIONS

GONDAN Shipbuilders has placed an order with Finnish propulsion expert Steerprop for hybrid-capable azimuth units to be installed on a new high-performance tugboat—the first tug design from naval architect Skipsteknisk—for Norwegian shipowner Østensjø Rederi.

Steerprop will supply dual-end versions of its [SP 50 WD propulsors](#)—the most powerful ducted units it has ever delivered—providing the vessel with the flexibility to operate main propulsion using a diesel engine, an electric motor, or a combination of both. The 150-tonne bollard pull vessel will also feature DP2 dynamic positioning capability, meeting the high demands of offshore tug and towage operations.

The contract marks Steerprop's first collaboration with the Spanish shipyard and a renewed partnership with Østensjø Rederi. It follows close cooperation between the companies throughout the development of the new multipurpose tug design.

Østensjø Rederi Kristain Helland Veia, CEO, said: "The newbuild represents a major step in further strengthening our offshore towage fleet and will be our flagship in the tug segment, achieving the highest possible efficiency through a hybrid propulsion configuration tailored to its operating profile. The compact size and simplicity of Steerprop's solution—while fully meeting our demanding performance requirements—made it a clear choice for this vessel."

In addition to delivering excellent performance and efficiency, Steerprop's compact propulsor design provides greater flexibility in vessel arrangement—an important advantage in more complex hybrid configurations. A robust mechanical propeller drive and fixed-pitch propeller concept ensure the reliability required for challenging offshore operations, where uninterrupted vessel availability is critical.

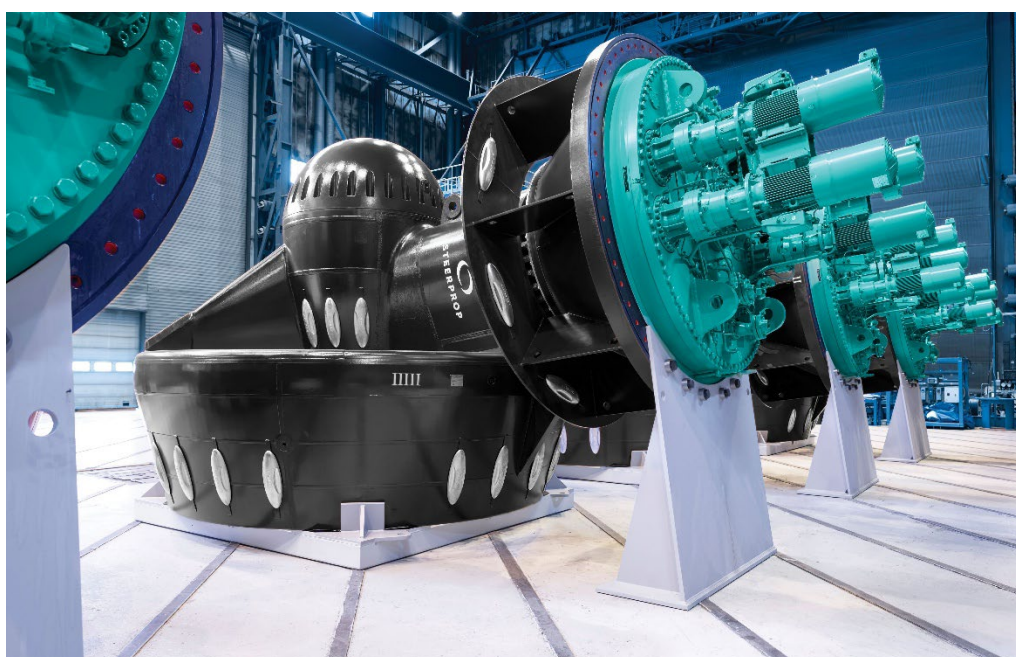
Steerprop's dual-end propulsors are particularly well suited to hybrid propulsion, with the ability to connect and operate two power sources. On the new tug, the majority of operations will be carried out using the electric motor, while the diesel engine will provide additional power when higher bollard pull is required.

Ducted propulsors are deployed where efficiency and thrust at low speeds and maneuverability are a priority, making them particularly well-suited to the tug segment.

Juho Rekola, Director, Sales & Project Management at Steerprop, said: "Working closely with the shipowner from an early stage, we were able to contribute a propulsion solution that delivers benefits both to the shipyard in terms of initial cost and to the shipowner through lifecycle efficiency and proven performance. We are proud to support Østensjø Rederi, GONDAN Shipbuilders, and Skipsteknisk in bringing this new hybrid tug design to life."



Caption 1: The new tugboat for Østensjø Rederi will be equipped with two Steerprop SP 50 WD dual-end azimuth units.



Caption 2: Steerprop SP 50 WD propulsors.

For more information, please contact:

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ABOUT STEERPROP OY

Steerprop is a leading designer and manufacturer of marine propulsion systems for the most demanding applications and toughest conditions.

Since our founding in Finland in 2000, we have delivered purpose-built units for hundreds of vessels, including every third icebreaker in operation around the world.

Our unrivaled arctic experience and fit-for-purpose solutions are a testament to our commitment to continuous development, steadfast dedication to meet our customers' needs and our unwavering resolve to perform.

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