



TUGS TOWING & OFFSHORE NEWS SPECIAL “WINDCAT AMSTERDAM”

Damen and Windcat introduce Innovation Series

A new class of offshore support vessels.

New Innovation Series follows successful Windcat CSOV introduction



Partners

Windcat partners with Anglo-Eastern for Elevation Series CSOV management

On August 14, 2024 Windcat, part of CMB.TECH, has selected Anglo-Eastern for the Technical and Crewing management of the first of its future six Elevation Series Commissioning Service Operation Vessels (CSOVs).

Windcat ordered the six Elevation Series CSOVs in partnership with Damen Shipyards. Windcat already partnered with AETS, Anglo-Eastern’s technical consulting arm, to oversee the construction of the six future-proof CSOVs in October 2021 and is now partnering with Anglo-Eastern for crew and technical management.

Elevation Series CSOVs

The CSOVs are specialised vessels that remain in offshore wind farms for up to 30 days, providing maintenance materials and accommodating up to 90 technicians in hotel-style facilities. These 87-meter-long, 20-meter-wide CSOVs will be equipped with dual-fuel hydrogen engines, enabling lower emissions. Notably, these are the first ships of this type to operate using hydrogen. This groundbreaking initiative underscores the shared vision of Anglo-Eastern and CMB.TECH to advance the maritime industry towards a sustainable future.



Equipped with 4 azimuth thrusters (stern and bow), and a motion-compensated crane, these CSOVs are designed to meet the highest operational and safety standards. The vessels will also provide state-of-the-art living quarters for industrial personnel, ensuring comfort and connectivity with STARLINK-supported network systems.

A total of six vessels will be constructed at the Ha Long Shipyard in Vietnam and operated by Windcat. The first Windcat CSOV will be delivered into operations in 2025. The walk-to-work (W2W) arrangement includes active motion-compensated gangways for enhanced operational efficiency.

Crew and technical management

These vessels will enter Anglo-Eastern's management upon delivery. The signing of the ship management agreement for the first vessel was completed on July 19 in Hong Kong. This partnership represents a significant development in Anglo-Eastern's strategy to expand its technical consulting services and fleet management capabilities in the offshore renewable energy sector.

This collaboration includes the comprehensive management of the CSOVs by Anglo-Eastern, supported by a team of industry experts with deep experience in offshore operations and vessel management. The AETS team brings valuable expertise in areas such as project oversight, technical consulting, and fleet optimisation – ensuring the successful delivery and operation of these state-of-the-art, hydrogen-powered vessels.

“For us at Windcat, partnering with Anglo-Eastern represents a step forward in our mission to set the standard in the offshore industry. With Anglo-Eastern's extensive global reach and their rich experience in shipmanagement, we can further broaden our horizons and offer the same unparalleled service and innovation that our customers know to this new vessel type, worldwide. Their in-depth knowledge of larger DP/offshore vessels and well-developed standards of operational excellence complement ours perfectly.”

Contract signing

On 25 November 2025, at the Offshore Energy Conference in Amsterdam, Windcat signed a contract with Damen Shipyards Group for a new Multi-Purpose Accommodation Support Vessel (MP-ASV), with the option of five additional vessels of this type. To be known as the Innovation Series, the vessels will combine a large open deck with a subsea crane with fuel efficient operations and comfortable, high-quality accommodation for personnel working in the offshore energy sector for extended periods.

The order follows the collaboration between Damen and Windcat during the development of the Elevation Series Commissioning Services Operations Vessels (CSOVs). The MP-ASVs are a completely new vessel type, built on the success of the previous designs, with increased capabilities and efficiency.

While based on the proven design of the CSOVs, and in many cases calling on the support of the same suppliers, the MP-ASVs are larger at 102m x 20m. As such, they offer increased deck space of 750m², subsea crane capacity of 150 tonnes and the ability to launch and recover ROVs.



From left to right: Joost van der Weiden (Damen Sales Manager Benelux) and Willem van der Wel (Windcat Managing Director)

Decarbonisation

The vessels feature a large 3981kWh battery pack on a DC grid for low emissions performance. This will enable peak shaving, allowing the variable-speed main engines to operate at their most efficient working point, for example during DP operations, thereby reducing fuel consumption.

Like the Windcat CSOVs, a key feature of the Innovation Series vessels is the integration of low-carbon fuels. A dual fuel hydrogen engine makes it possible to run the auxiliary genset on hydrogen.

Home away from home

The vessels will be equipped to accommodate up to 190 persons on board for at least 28 days' endurance. During offshore stays, personnel will safely and comfortably access offshore infrastructure via a motion compensated gangway, which can also maintain a fixed connection with other structures.

To ensure the well-being of crew and offshore personnel, Damen and Windcat have placed a lot of emphasis on high-standard accommodation. This focus includes a well-thought configuration with easy way-finding, appealing aesthetics, and use of high-quality materials, with the aim of keeping seasickness and homesickness to a minimum.

Increased redundancy

The vessels will be equipped with a dynamic positioning system billed as DP2+. In addition to the azimuth thrusters, a tunnel thruster fore and aft will be installed, so that the vessels can continue to operate on DP2 in the event of a thruster failure. This highly innovative feature is extra important when the vessel operates in remote offshore locations.

Shared values & ambitions

Damen Sales Manager Joost van der Weiden says: "Our collaboration with Windcat is a good example of the way that Damen works. Together with clients who share our values and ambitions, we seek to innovate next generation solutions, setting new standards in safety, efficiency and sustainability. This has proven very successful with the first six vessels of the Elevation Series. We are delighted to have received this latest order which represents a further step forward. I am looking forward to our continuing cooperation with Windcat as we develop the Innovation Series in the years ahead."

Willem van der Wel, Managing Director at Windcat says: "Today we introduce a new vessel type, not only to our fleet, but also to the market. We take the best of two worlds: we combine the benefits of a large deck and crane of an MPSV with the comfortable offshore accommodation of an ASV. Through collaboration with customers and suppliers and constant evolution, we have remained at the forefront of the offshore energy industry, always putting our customers' needs first. By building this new type of vessel, with an emphasis on comfort, performance and decarbonisation, we are ensuring that we can continue to safely and effectively support tomorrow's offshore projects around the world."

Damen is planning to commence construction of the first MP-ASV in February 2026, with delivery expected in 2028. Like the Windcat CSOVs, the MP-ASVs will be built at the Ha Long Shipyard in Vietnam.

Cristening

Windcat celebrates naming ceremony for three CSOVs



On November 7, 2025 Windcat has named the first three Commissioning Service Operation Vessels (CSOVs) in the Elevation series, being **Windcat Rotterdam**, **Windcat Amsterdam** and **Windcat Haarlem**.

Windcat said these names connect the company's roots and strong connection with the Netherlands and its maritime history.

The vessels are being built by Damen Shipyards at the Ha Long shipyard in Vietnam and are part of the Elevation series. The 'Elevation Series' of CSOVs is a result of the close cooperation between Windcat, CMB.TECH and Damen, bringing their respective expertise to the drawing board.

The CSOVs are 87 m long, 20 m wide and can accommodate up to 120 people on board. The vessels are equipped with a state-of-the-art gangway, crane, thrusters, hybrid battery technology and offshore charging capability. Windcat has ordered six of these vessels in total.

Windcat will deploy the 'Elevation Series' to provide in-field technical and maintenance support to offshore wind farms for up to 30 days at a time. The first of these vessels will be delivered in the summer this year. Source: Windcat



Damen and Windcat launch **Windcat Amsterdam**, the first Elevation series CSOV in Europe

Damen and Windcat launch Windcat Amsterdam in Europe. The vessel is the first Elevation series Commissioning Service Operations Vessel (CSOV) to arrive in European waters. The vessel has been developed in collaboration between Damen and Windcat and was constructed at the Ha Long Shipyard in Vietnam. With capacity for up to 120 people and advanced low-carbon solutions, Windcat Amsterdam strengthens Windcat's growing offshore service offering in the European market.

Windcat Amsterdam will support construction, commissioning and maintenance activities at offshore energy projects. The vessel will serve as a floating base for personnel and equipment, enabling safe and efficient access to offshore assets.

Home away from home

On board comfort is a key feature of the design, with spacious single and double cabins for up to 120 people, a fully equipped gym, entertainment areas and high-quality catering and housekeeping services. The interior has been developed in collaboration with experts to ensure a home away from home experience for offshore personnel.

Willem van der Wel, Managing Director at Windcat, says, "Introducing our first CSOV to Europe is a proud moment for Windcat



Presentation by Willem van der Wel

and for all partners involved. **Windcat Amsterdam** sets a new standard in our fleet and in the industry and underscores our commitment to supporting Europe's energy transition with reliable and future-proof vessels."



*Joost van de Weiden gives around general presentation about the **Windcat Amsterdam** to the guests*

so much to the success of the CSOV series. In the coming years, these vessels will play an important role in supporting the offshore energy industry as it focuses on achieving increasing levels of efficiency."

Joost van der Weiden, Damen Sales Director, says, "The arrival of Windcat Amsterdam in Europe is a special moment for both Damen and Windcat. I'd like to use this occasion to offer my sincere gratitude to all involved in the project – from our customer to our suppliers, as well as all my colleagues who have contributed

Future-proof vessel design

In line with the sustainability ambitions of both Windcat and Damen, the vessel is designed to operate with a significantly reduced CO2 footprint. **Windcat Amsterdam** is equipped with the latest available technologies in terms of fuel efficiency and emission control. It has a hybrid battery-electric propulsion system and the entire energy system functions as a single integrated network. Four thrusters that can rotate 360° enable precise manoeuvrability and efficient operations. Collectively, these techniques are expected to reduce CO2 emissions by 30%.

Additionally, Windcat is building on the operational experience it has gained with its hydrogen-powered crew transfer vessels (CTVs). Their in-house hydrogen technology is also being implemented in the Elevation Series CSOVs. A dual fuel hydrogen engine will enable the auxiliary genset to run on hydrogen. The hydrogen genset, storage and fuel supply system are ready for integration on the vessel once final approvals are in place. This approach supports future regulations for hydrogen use in medium-sized vessels.

Safe operability

Designed for offshore deployment of up to 30 days, the vessel offers high operability and safety. The 3D motion-compensated gangway sets new industry standards. The high vertical range allows crew to transfer safely between the vessel and offshore platforms, even in challenging sea conditions. The world's first 10-ton 3D motion-compensated crane enables heavier platform lifts in rough sea conditions in a safe and easy manner. These features help maintain operations and reduce delays caused by changing weather conditions.

YN552206 – Windcat Amsterdam

General

Offshore Wind Farm and Oil & Gas structures for technicians, tools and parts by access system, crane and daughter craft. The vessel serves to provide hotel functions and stepless access onto Offshore Wind Farm and Oil & Gas structures for technicians, tools and parts by access system, crane and daughter craft.

Classification

DNV GL ✕1A, Offshore Service Vessel; Strengthened (DK), E0, Battery (Power), DYNPOS (AUTR), WALK-2-WORK, CRANE, COMF (V-2, C-2), ER (SCR), Clean (Tier III), BIS, Fuel ready (LFL, Tc, P, MEc), LCS



Dimensions:

The “**Windcat Amsterdam**” has a length o.a. of 88.60 meters. She is width 19.70 meters and has a design draught above keel of 4.85 meters and a summer draught above keel of 5.30 mtrs. Her gross tonnage is 6,590 tonnes. She performed a speed at her design draught of 12.5 knots at trail conditions. Her Dynamic Positioning capability is (8, 7, 7, 6) DNV ST-0111 L1

Propulsion system

The main power is provided by three Methanol-ready diesel generators with a total output of 5100



ekW. One Hydrogen-ready auxiliary generator with an output of 800 ekW. Further one battery set of 1700 kW, 900 kWh for spinning reserve and power-backup. The battery allows for optimal engine loading.

The DPX-DRIVE Propulsion consist of four 1780 kW azimuth thrusters in double-ended arrangement with the following advantages:

- Optimal manoeuvring;
- Small DP footprint;
- Low fuel consumption

and • Low inboard noise levels. Enhanced maintenance and stock keeping.

Finally shore power 800 kW, sufficient for all normal harbour operations

Low-carbon solutions

The vessel is prepared for future conversion to methanol as a fuel. The preparations include all steel construction of tanks, cofferdams, fuel treatment rooms and pipe trunks. The selected diesel generators can be converted for methanol-fuel in a later stage. The prepared tank capacity is sufficient for 2-3 weeks normal operation on full methanol. In addition, space reservation is provided for future installation of larger batteries, hydrogen equipment or other, yet unknown, equipment.

Battery sets



Auxiliary equipment – Photo impression engine room



Capacities (approx.)

- Persons on board 120 POB;
- Cargo weather deck area 500 m²;
- Covered warehouse area 450 m²;
- Fuel oil 350 m³;
- Fresh water 215 m³;
- Tanks prepared for methanol 540 m³;
- Tuneable anti-roll tank 320 m³.



Thrusters

Mission Equipment

The vessel has a motion compensated gangway 3D MCG 30m length, mounted on a tower with integrated elevator. The gangway can work on both sides of the vessel, adjustable to a working height of 15m to 30m above sea level. A motion compensated offshore crane 3D Motion Compensated offshore crane. SWL 6 ton MC; SWL 20 ton in harbour. A helicopter landing area D-factor 21 m, max. take-off weight 12t, day- and night landings. A boat landing facilities - Steel boat landing at stern with height-adjustable platform and walkway, adjustable between 1m and 4m above sea level, providing direct access into warehouse without the need for fall arrestors. And a Refuelling boat landing stations which is provided with refuelling station for fuel and urea. MCG is provided with utility lines to supply fresh water, fuel and electric power to offshore structures.



Helicopter deck

Windcat Amsterdam



Bridge layout

Towingline thanks the owners - Windcat and the yard – Damen Shipyards for their hospitality and invitation for the christening ceremony of the CSOV “[Windcat Amsterdam](#)”

Further I will thanks Lauren ter Borg for communications and Jan Plug for his fantastic photos of the [Windcat Amsterdam](#)

Towingline/Tugs Towing & Offshore News wish the vessel, the owner and her crew in all-weather work circumstances safe voyages



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