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Installation Vessel - Innovative solutions

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April 2026

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Proven expertice since 2010

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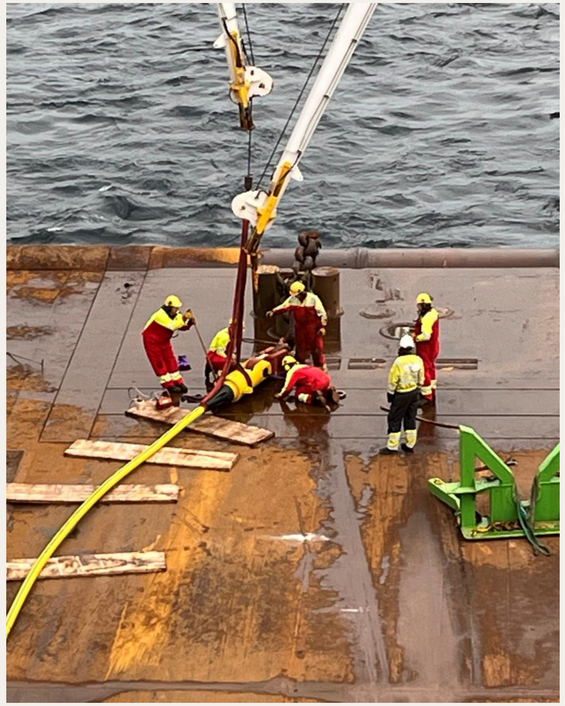
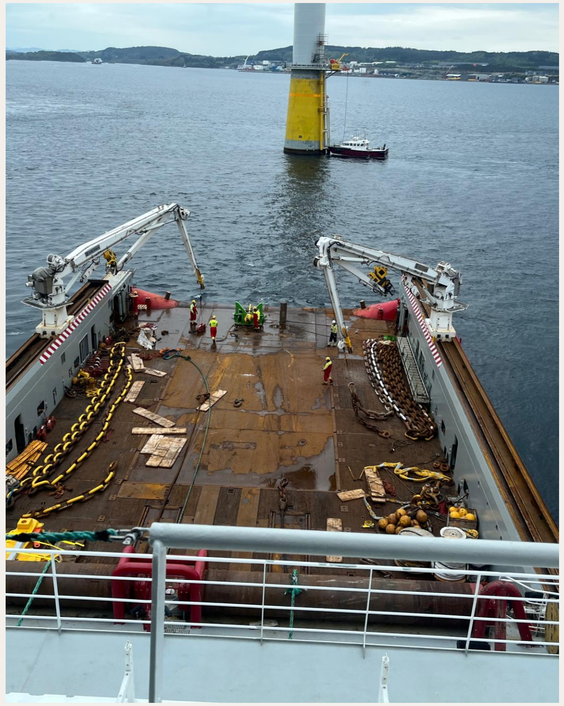
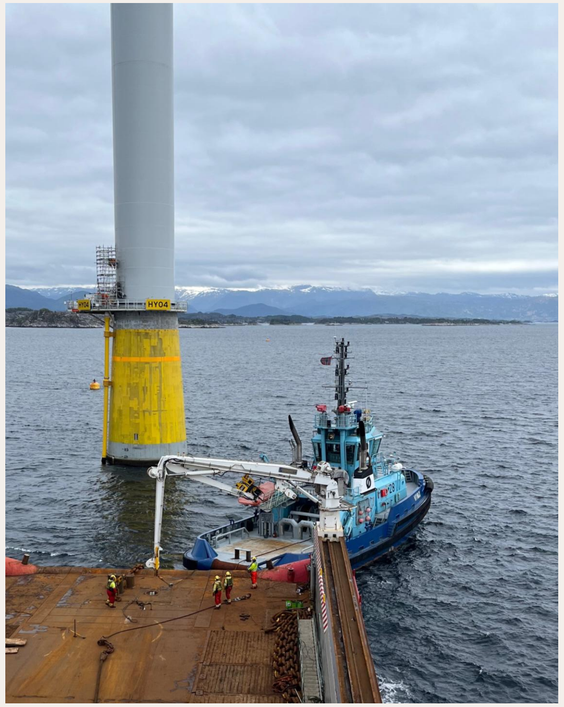
The right Tools
The right People
The right Vessel

Floating wind – a lot of jobs needs to be done!







Mission: Develop the The future installation Vessel…

Design brief

- Installation Vessel prepared for the future
- Both floating Wind and Offshore Rig mooring
- Support existing installations
- 20-30 years horizon for “jobs”
- Flexibility
- Reduced fuel consumption per mooring line
- Lower emissions per line
- Improved working conditions for crew
- Prepared for future fuels

VARD 2 18

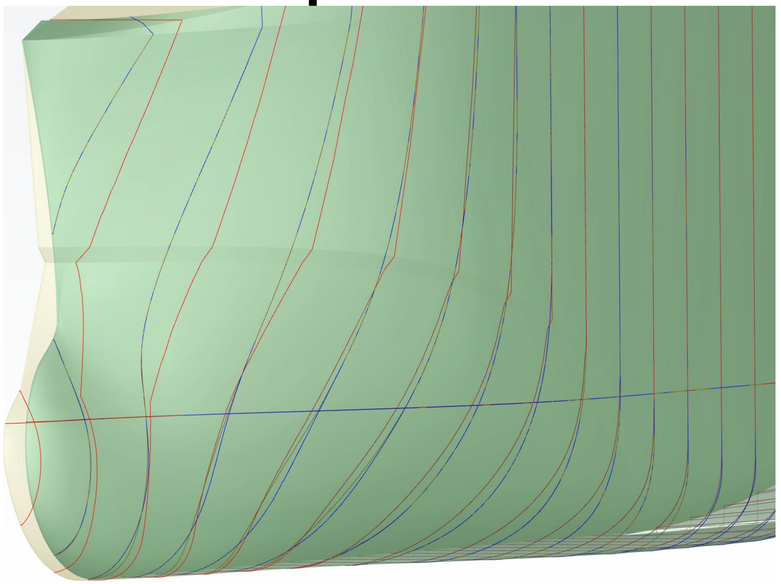
Large anchor handler, installation vessel and construction Vessel for Floating Wind and Oil and Gas.

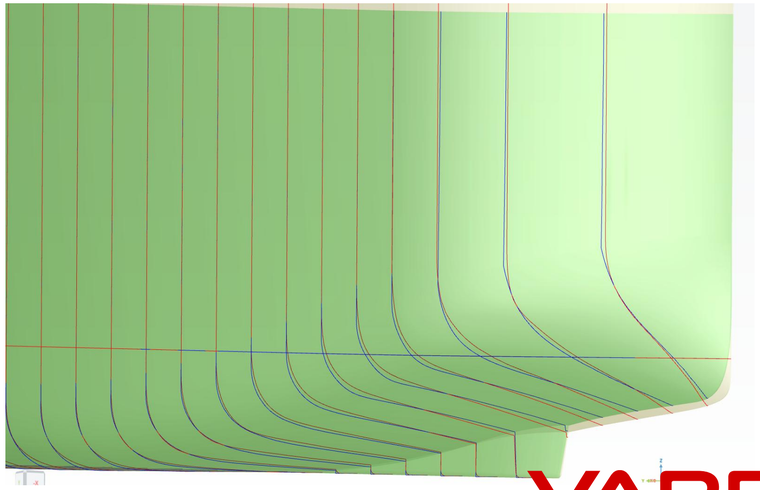
- The vessel is designed to meet future needs for anchor handling and installation
- Floating Wind installation – larger and heavier chains and ropes
- Designed with focus on safety
- The right flexibility for charterer – can handle a variety of chain, ropes and anchor types
- Reduced fuel consumption and emissions – possibility for lower carbon fuels
- The right balance between vessel size, capability and cost

Ship Resistance Improvement – Hull development

Optimized hull design:

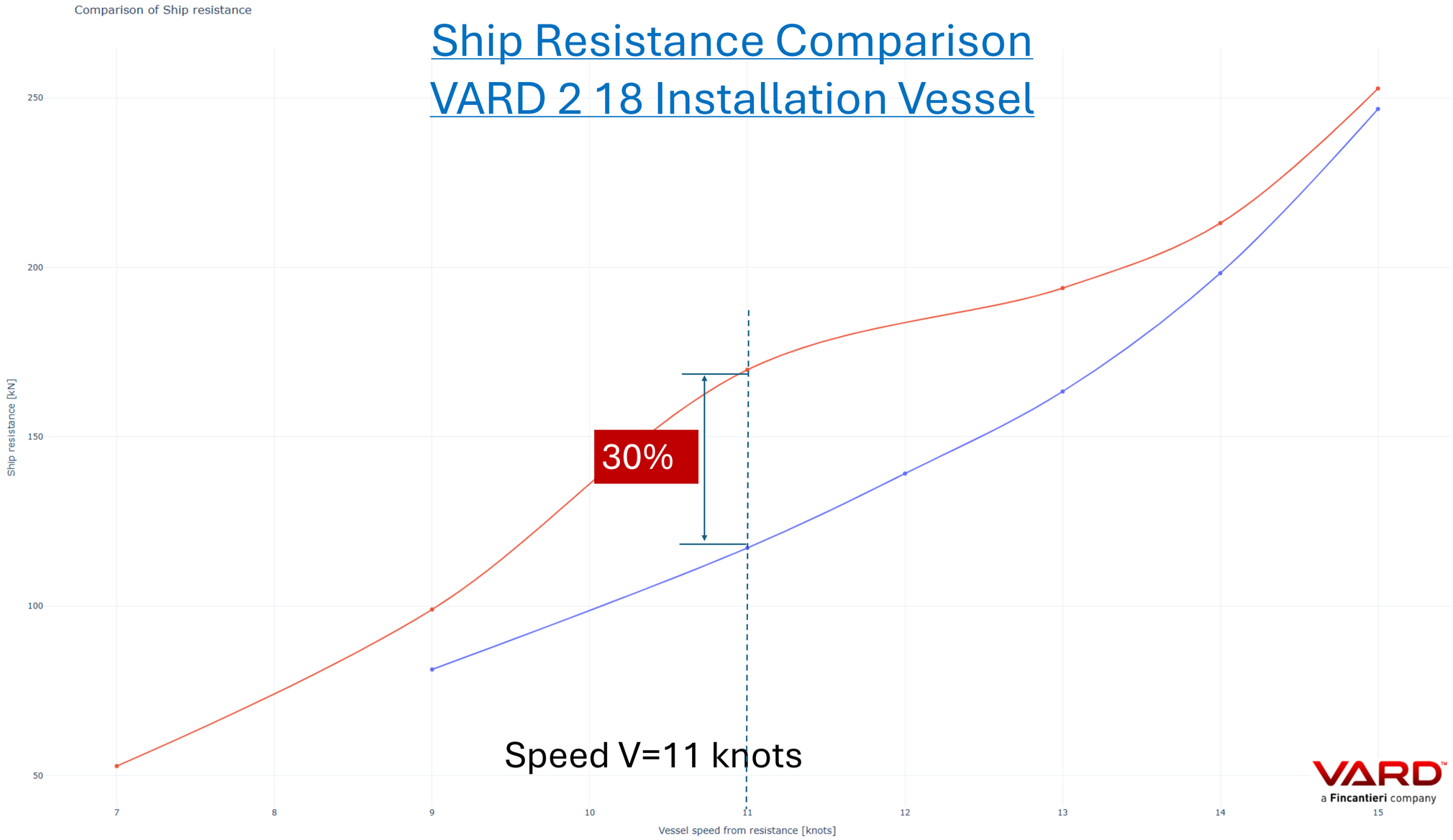
- ❖Improving transit efficiency by reducing wave resistance
- ❖Improving the merit coefficient (spend less fuel with the same amount of cargo capacity)
- ❖Better bow thruster efficiency with the new bow (higher efficiency, lower noise and vibration)
- ❖Deep V stern (better for seakeeping in stern sea and low risk of slamming)
- ❖Sharper bow (better transit in wave, lower reflections)





Ship Resistance – Recalculated previous gen hull

Ship Resistance Comparison
VARD 2 18 Installation Vessel



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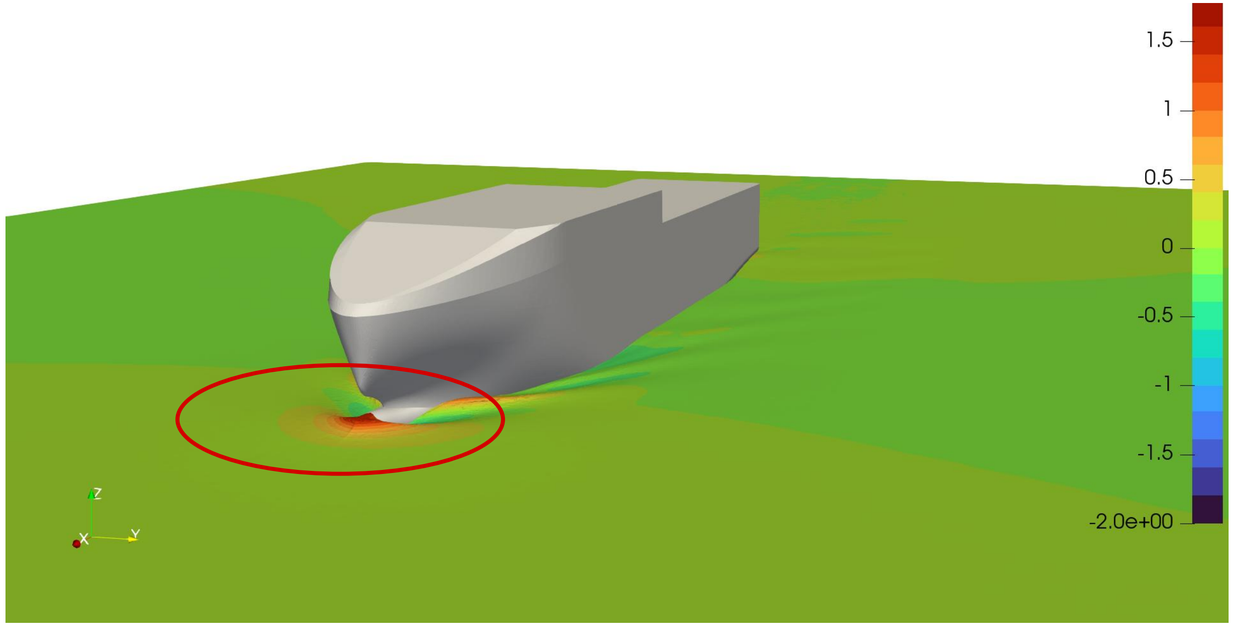
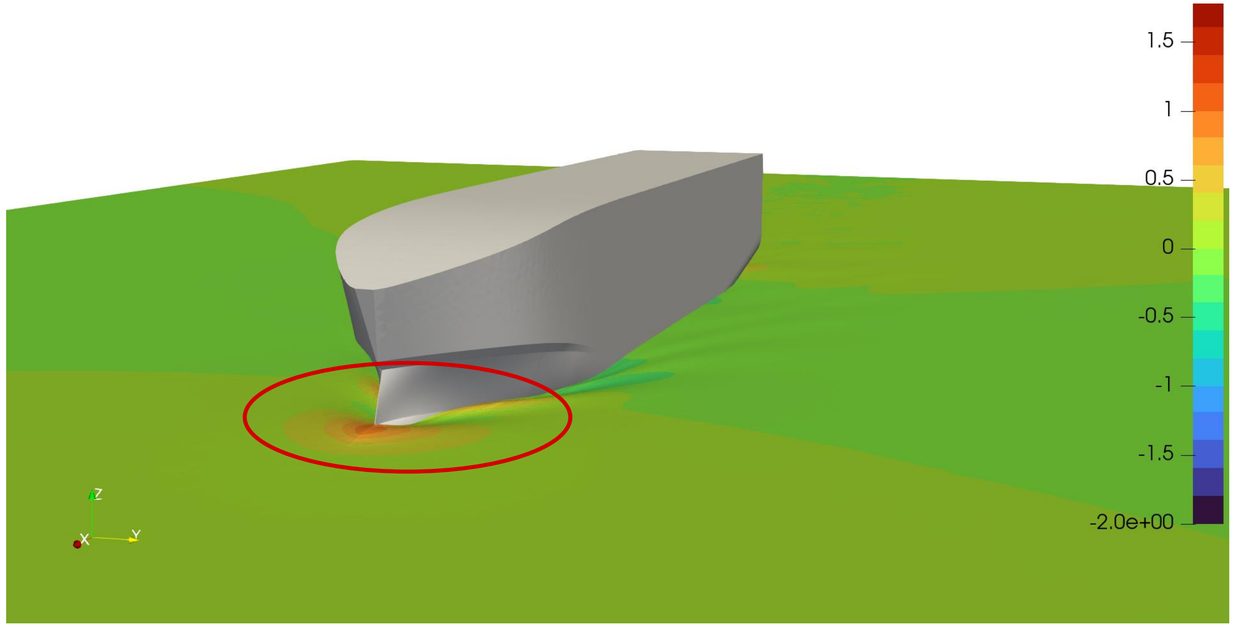
Ship Resistance – Coparison previous gen hull

VARD 3 11 Offshore Consturction Vessel



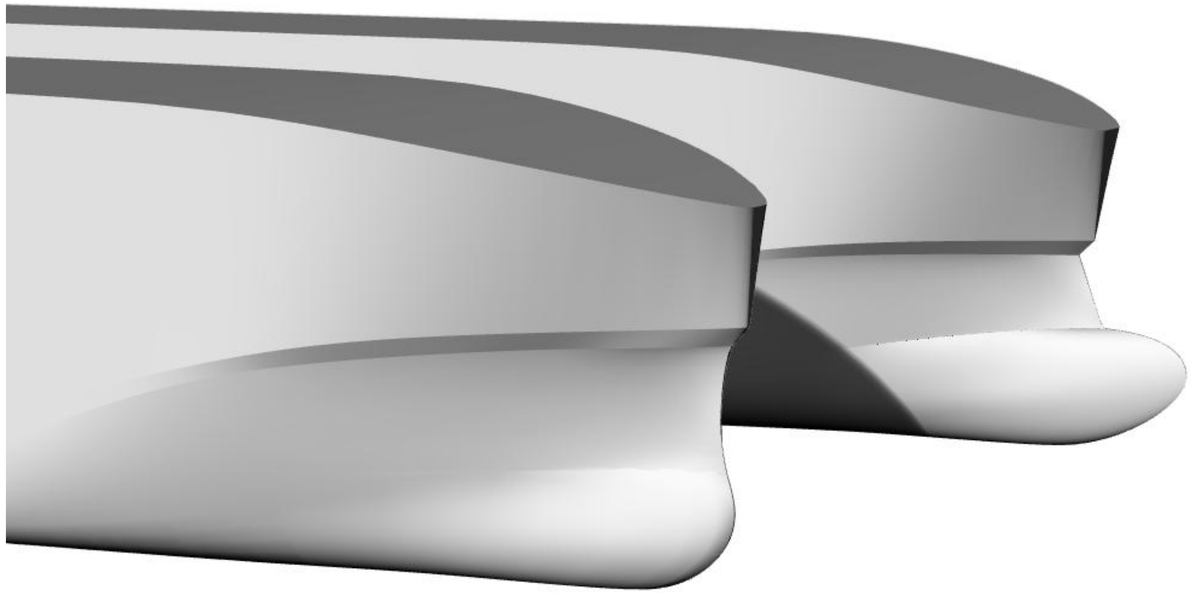


Displacement (t)	8,900	9,100
Resistance reduction for reference hull at 11 knots	25%	

«Rig friendly» bow for Vessels close to rigs

Adaptation for rig friendly geometry

- Bow design adapted for close proximity to Rigs
- Softened Leading geometry
- Still optimized for high transit efficiency
- Added resistance in waves still mitigated
- Very similar performance in 11-13 knots
- Focus on reduced slamming



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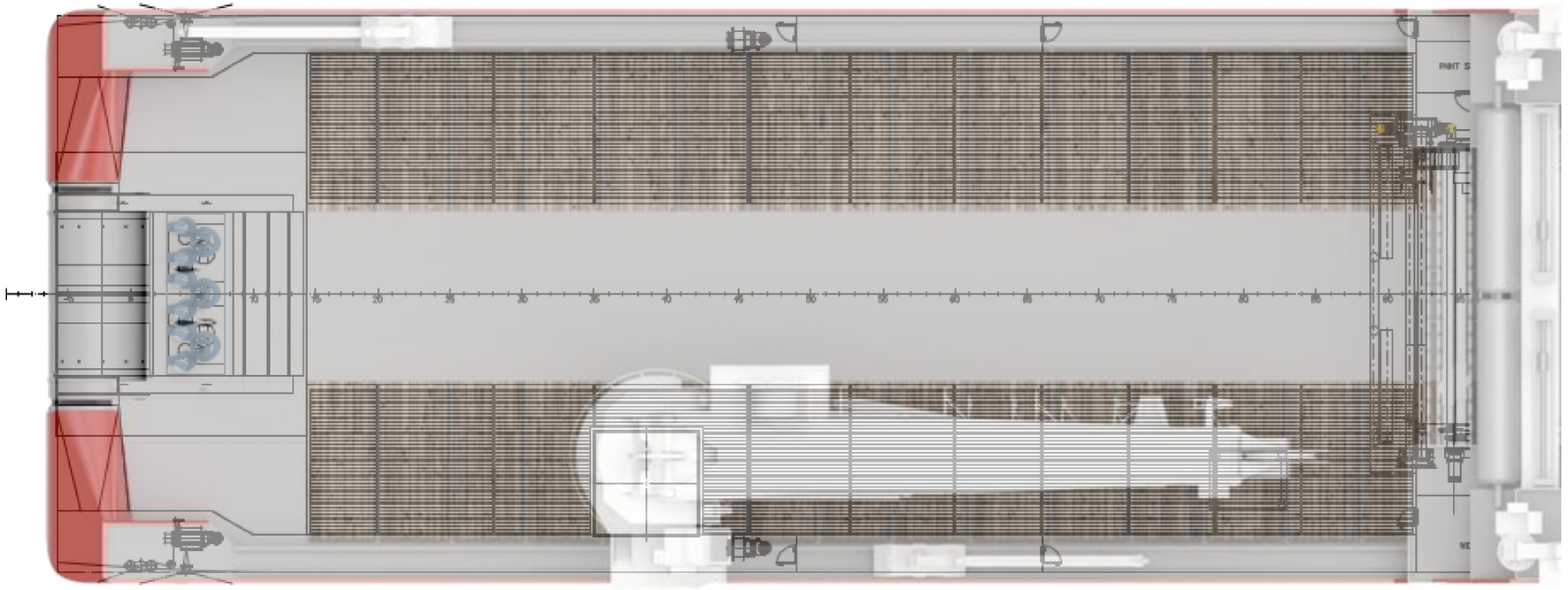
Cargo/working deck



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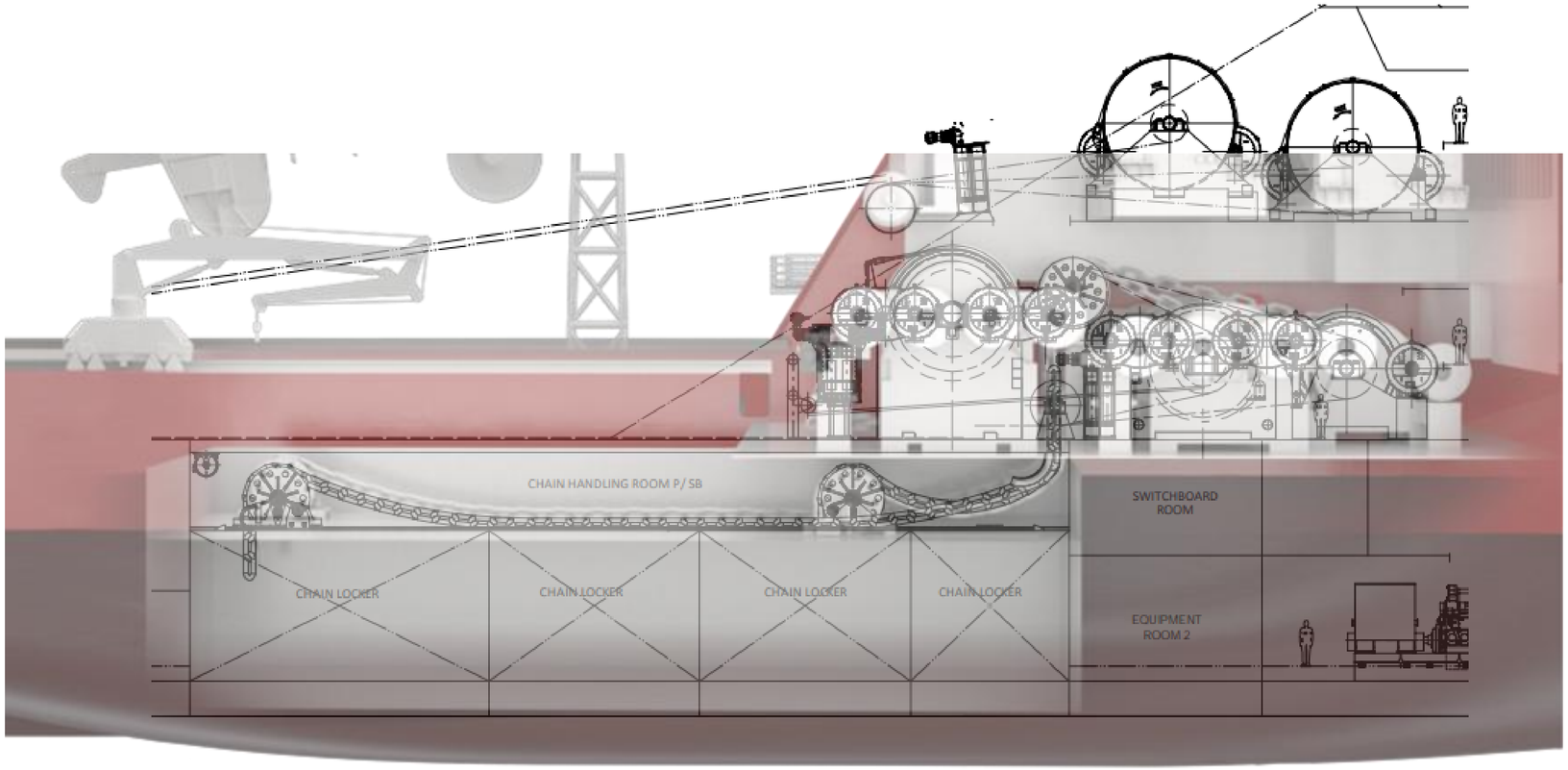
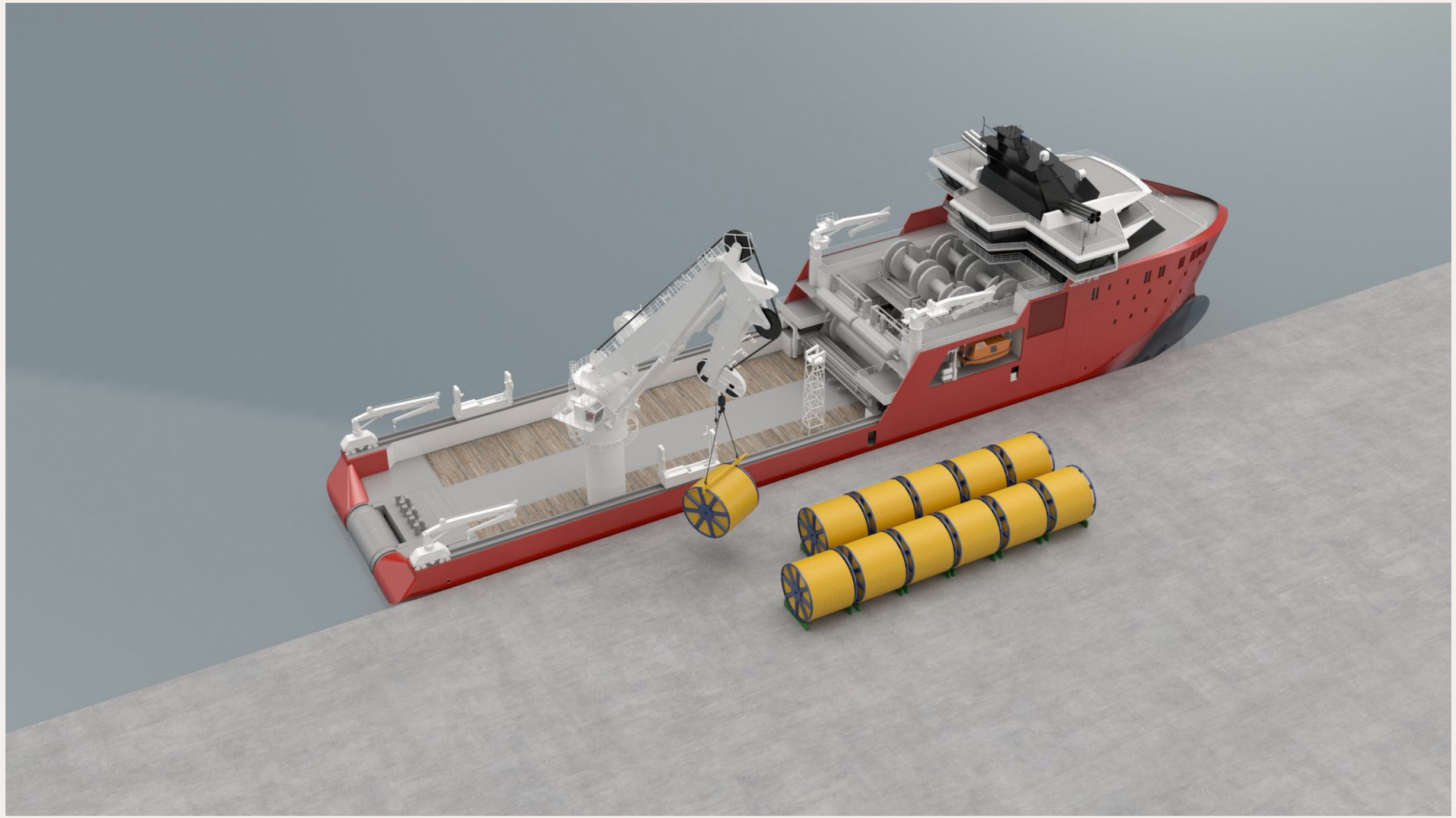
Chain handling



VARD 2 18 Fiber rope reel handling



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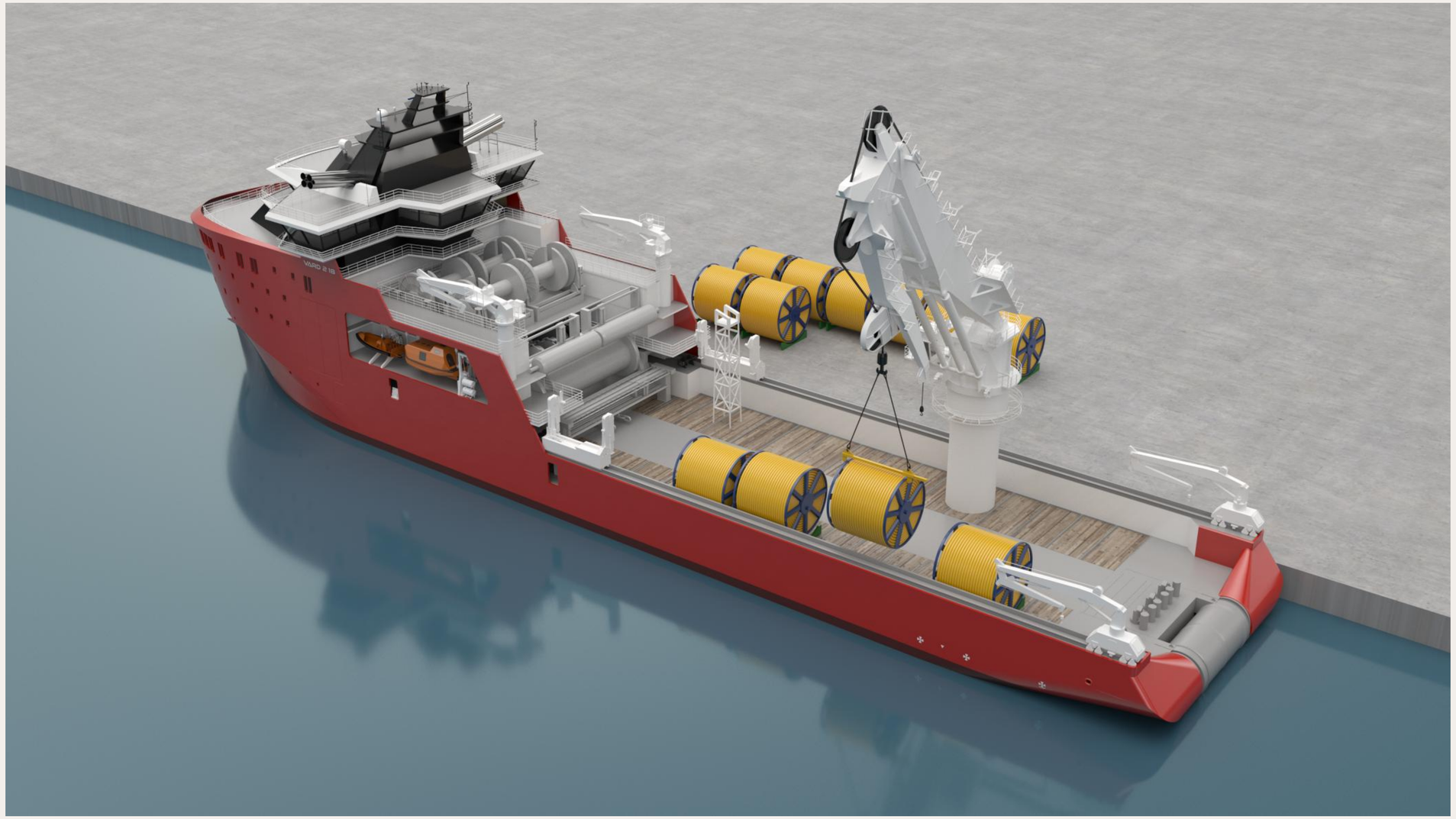

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VARD 2 18 Fiber rope reel handling

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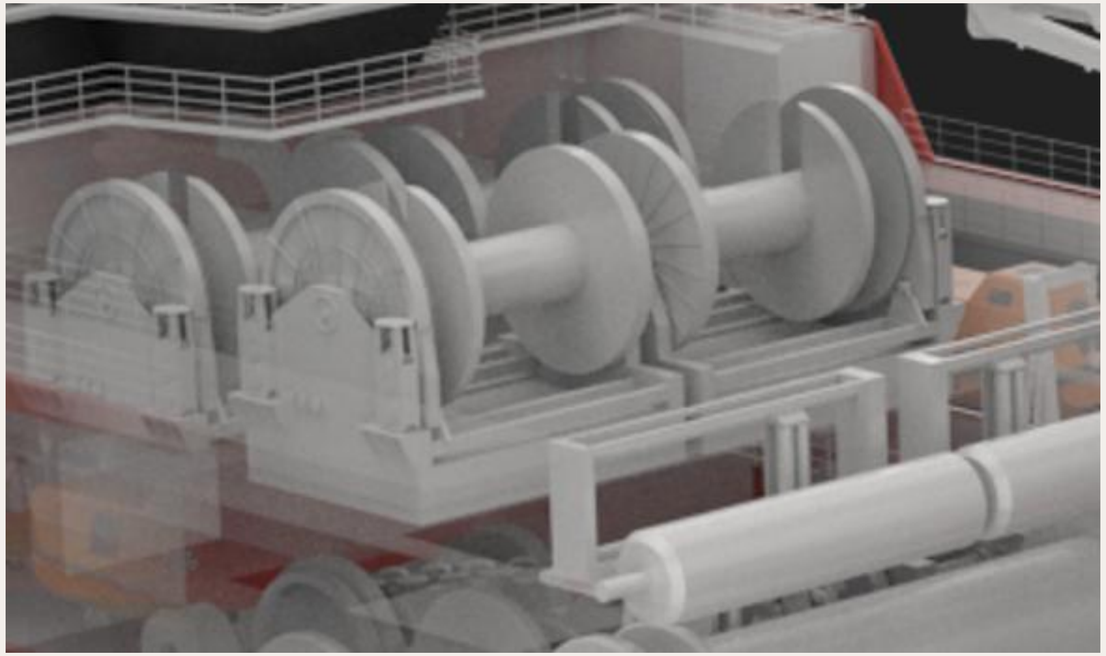
Rope handling



	Conventional 19 mooring lines	Offshore Wind 150 mooring lines
Reduction completion time	**~21%**	**~46%**
Reduction installation time	**~42%**	**~47%**
Reduction CO2 emissions	**~32%**	**~47% (Appr. 4000Te) reduction in CO2 emissions**

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Our proposal for the next generation Vessel

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DOF

HUSE

KONGSBERG

VARD 2 18

Developed in cooperation with DOF