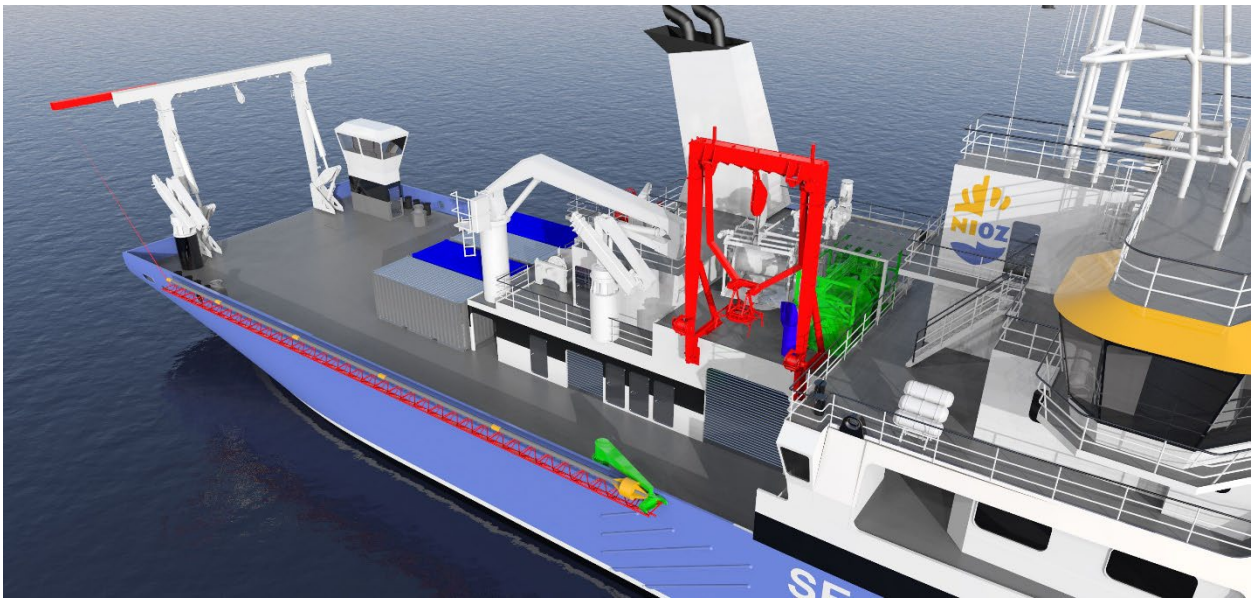
Construction RV *Anna Weber-van Bosse*



Progress report #13: March 2024

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INTRODUCTION

When it is complete, the RV *Anna Weber-van Bosse* will serve as the ocean-going research vessel for the Netherlands' national research fleet. The fleet is owned and operated by the National Marine Facilities (NMF), a department of the Royal Netherlands Institute for Sea Research (NIOZ). The NMF fleet consists of three vessels capable of conducting research from the shallow coastal waters out into the open ocean. The *Anna Weber-van Bosse* will be built by Astilleros Armon in Vigo, Spain as hull number 147. Delivery is scheduled for late 2025.

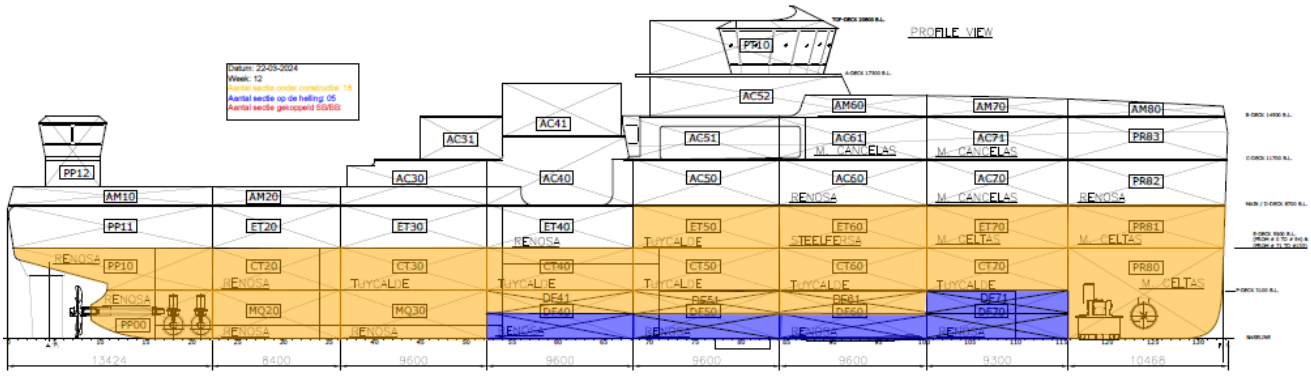
A LOOK BACK OVER THE PAST MONTH

The work over the past month mainly involved the production of steel at the shipyard. The yard is working on a variety of issues to feed this production, such as submitting blueprints for inspection that are needed for the steel construction.

The construction and assembly of the hull sections is well underway, and the vessel's hull is starting to take shape. The ICT department has cast a critical eye over the layout of the network, and the blueprints have been returned to the shipyard with their comments. With the crew's assistance, the designers have made good progress in the basic details of the instrument consoles and wheelhouse layout. Everyone is reasonably on the same line, and the result seems to be a workable system.

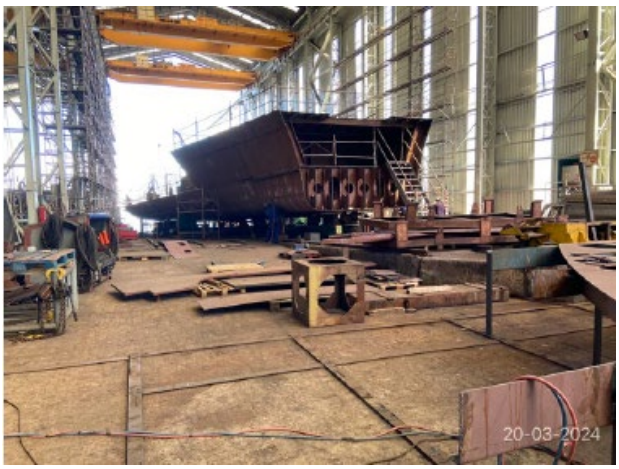
PROJECT STATUS

The shipyard is hard at work on manufacturing the sections, and the sections highlighted in yellow below are currently in production throughout the yard. Sub-components of other sections are also in production at the moment. The sections highlighted in purple have been accepted by the NIOZ. These sections are already on the slipway, where they will be joined together by the yard. The other sections will be added as they arrive.

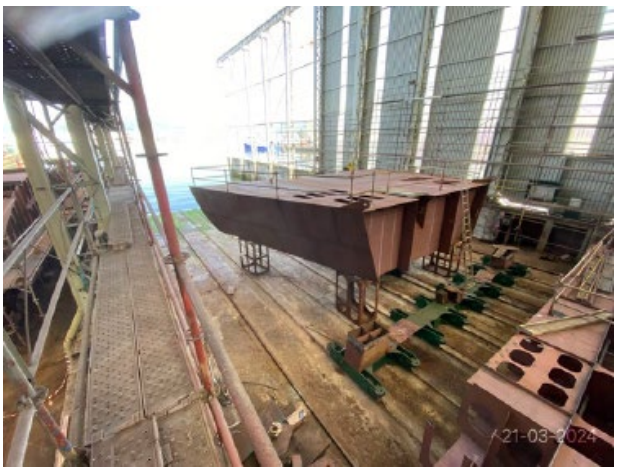


Four double-hull sections and section DF 71 are now in their definitive locations for the hull construction in the production facility. Around 18 sections are currently under construction, and various components of other sections are in the pre-production phase. The NIOZ has approved around 85% of the blueprints for these sections.

The photos below show some of the sections currently under construction.



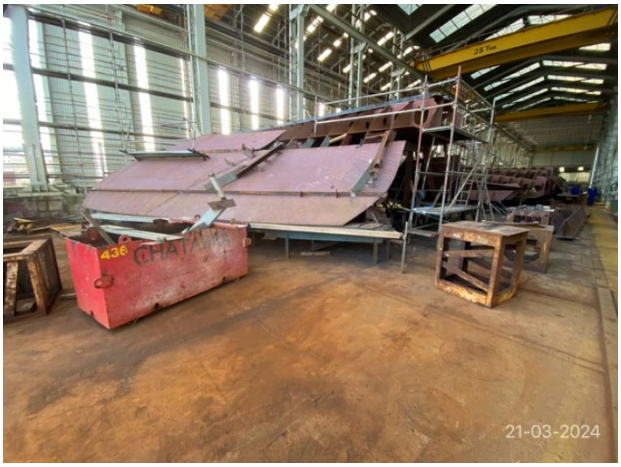
DF71 installed



CT70, 95% complete

CT50 95% complete

PR80 10% complete



MQ20 60% complete

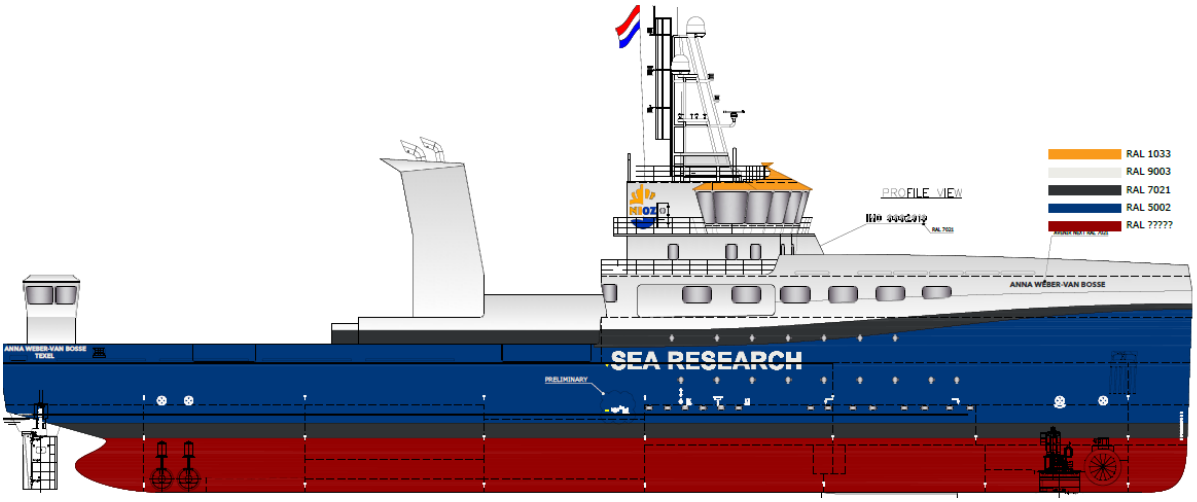
Bow thruster tunnel built to size

General overview of the production facility. From left to right: Sections DF40, DF50, DF60 and DF70. The vessel is being built with the stern facing the water.

The shipyard has begun manufacturing the first pipelines for the sections under construction, and some piping has already been installed in the sections. The yard has also begun manufacturing the stainless-steel piping for the future methanol tanks.

The shipyard and the crew have inspected the fenders and wear strips and decided how they should be installed. It is especially important that these wear strips are properly installed around the A-frames and CTD arm, to prevent the equipment from catching on the strips or damaging the vessel.

The paint supplier has been contracted, and now we are considering the colour palette and where the water line should be painted. The overview below shows the various colours that will be used on the vessel.



Colour scheme for the Anna Weber van Bosse.

The shipyard has also made some changes to the mechanical engineering schematics, and these are now the definitive drawings. The shipyard has also submitted several plans and technical specifications to the NIOZ for approval. The yard's purchasing activities are going well, and none of the remaining major purchases involve long delivery times.

Current status of the 3D model

SCHEDULE FOR THE MONTH AHEAD

Representatives from the NIOZ will visite the shipyard again in early April. Our project manager Alexandra Salgado will have also returned from her leave by then. During this visit, we will discuss the staffing of the project team and schedule meetings with the SOLEM and Ingeteam to make decisions about the electrical installations. We will also schedule an extra visit to Spain for the meeting with Ingeteam and to attend the Factory Acceptance Test (FAT) of the electric motors.

We expect to receive more documents for approval over the month ahead, and the shipyard will continue expanding production in order to reach the milestones on time.

The site team will start to visit the shipyard more often to monitor production as it progresses. Our inspector is already permanently on-site, and will receive the necessary support from the NIOZ office.

For more information, please visit: http://www.NewResearchFleet.nl