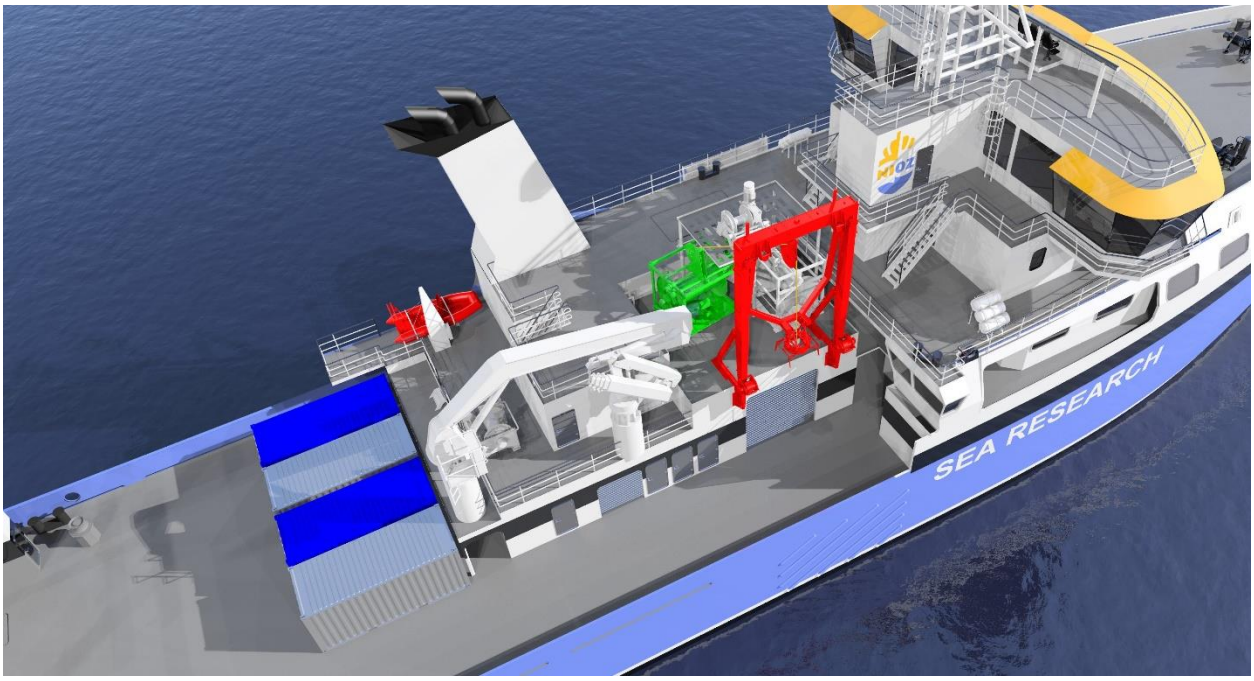
New build RV Anna Weber-van Bosse



Progress report #14: April 2024

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

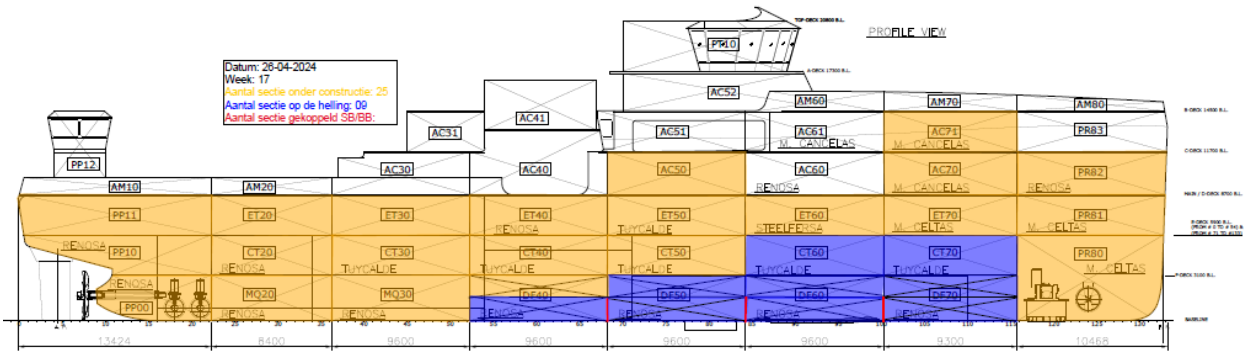
Last month, a team from the NIOZ visited the yard again for the scheduled six-week meeting. During the visit, the team invested quite a bit of time discussing the open items for the mechanical engineering schematics. Additional time was also set aside to go through the production schedule, and to examine the finishing details aboard one of the vessels currently under construction.

Considerable effort was devoted to inspecting the large number of documents submitted by the shipyard, and in going through the yard's answers to the DCFs.

The construction and assembly of the hull sections is well underway, and the vessel's hull is starting to take shape. Some things are still running behind schedule, but the yard is confident that they will achieve the milestones for launch. The yard has brought in extra staff to catch up on the backlog of tasks.

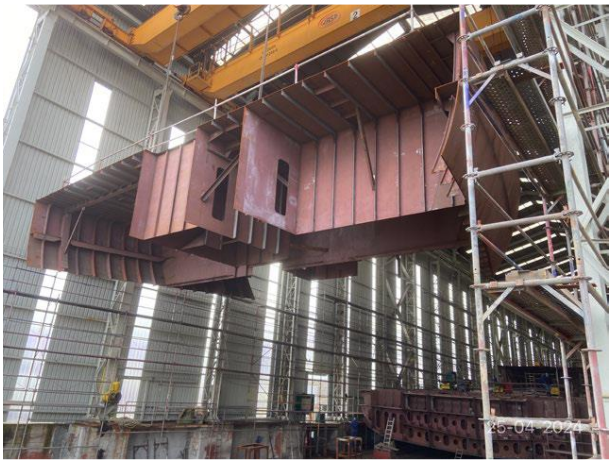
PROJECT STATUS

The shipyard is hard at work manufacturing the sections, and the sections highlighted in yellow below are currently in production throughout the yard. Several 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.



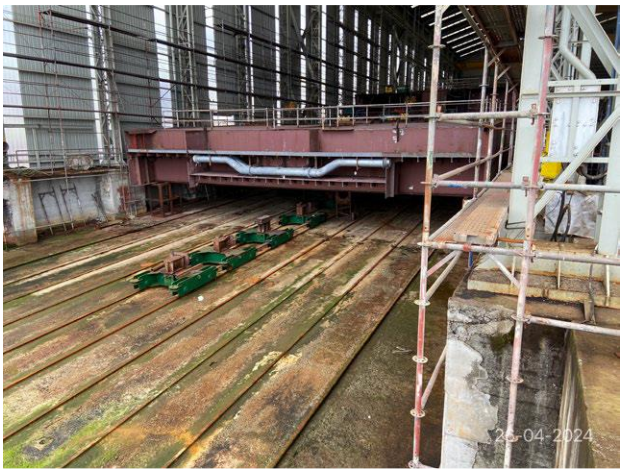
Four double-hull sections are now waiting on the slipway, and the topside decks of sections DF70, DF60 and DF50 are under construction. The 2nd layer, consisting of sections CT60 and CT70, have also been placed in their definitive positions in the production facility. Around 25 sections are currently under construction, and various components of other sections are in the pre-production phase.

The photos below show some of the sections currently under construction and a general overview of the production facility.



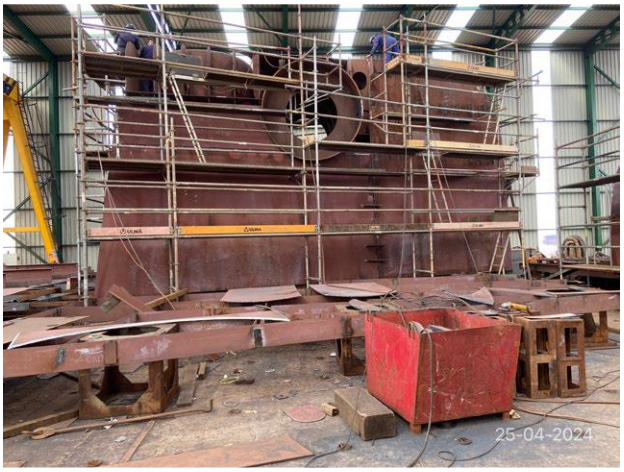
CT60 being moved to the production facility

CT50 ready for transport

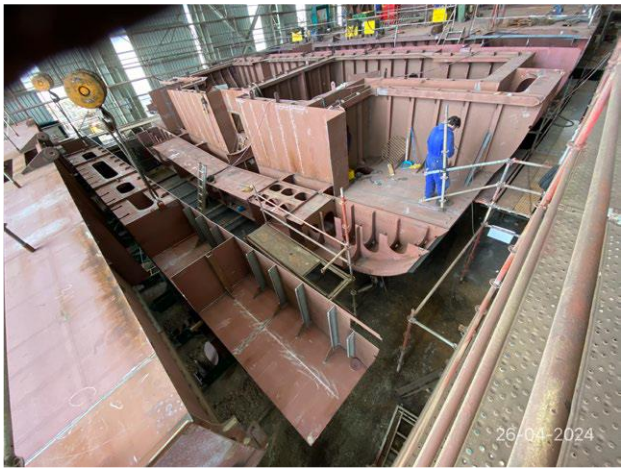


CT50 is 95% complete

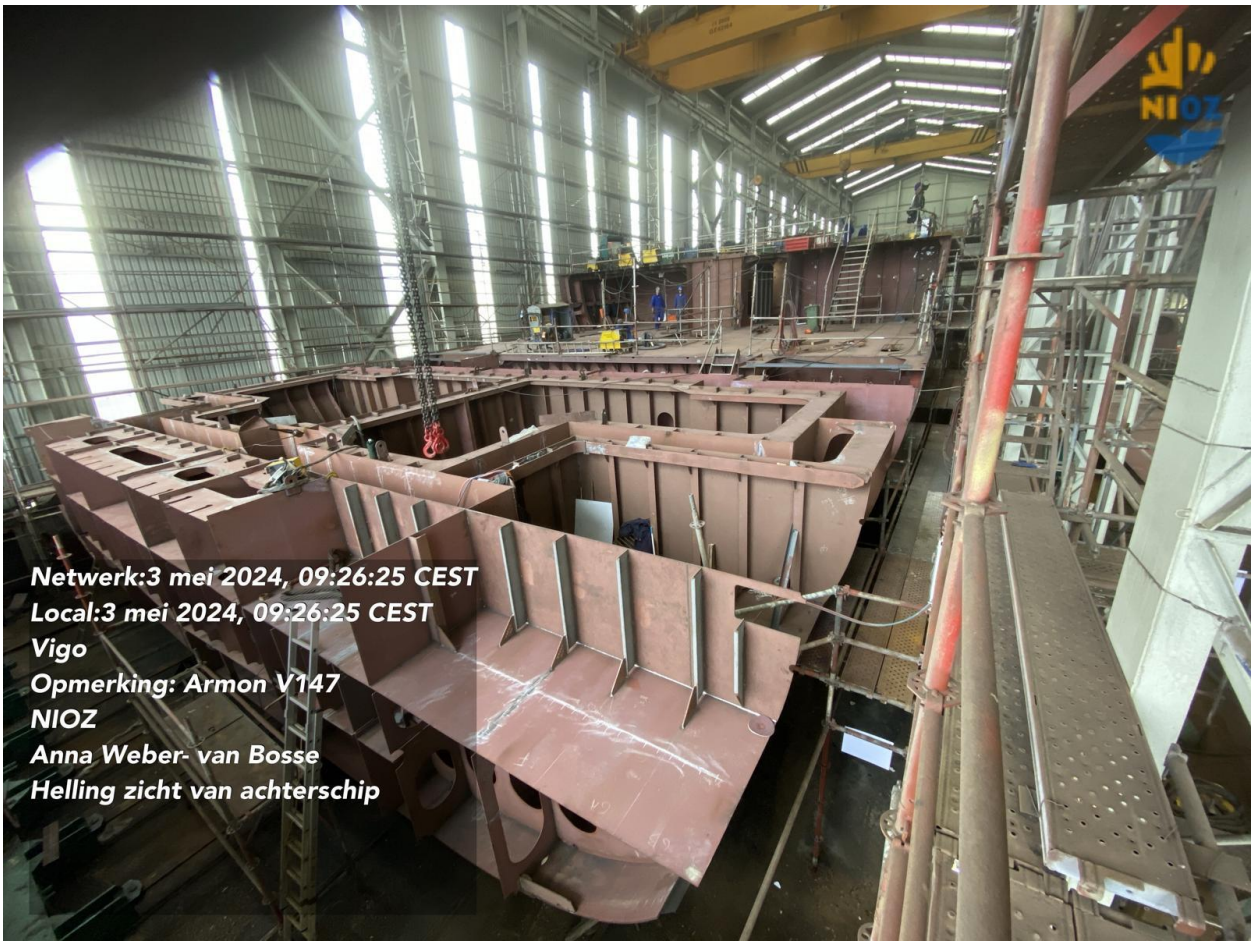
PR00 with stern thrusters is 60% complete



PR80 with bow thrusters is 55% complete

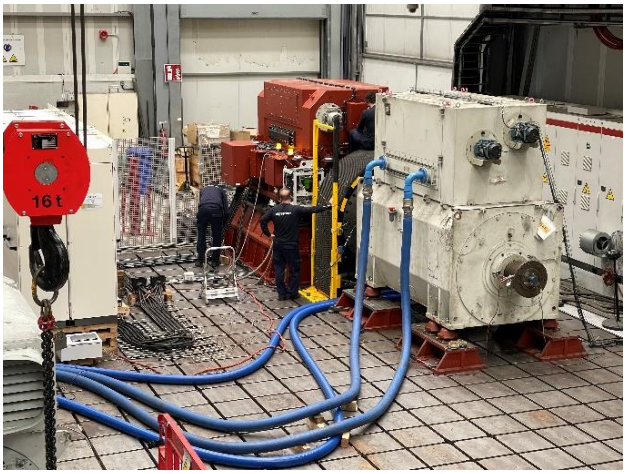


DF41, showing the methanol tanks



General overview of the production facility. From left to right: Sections DF40, DF50, DF60 and DF70. CT60 is visible in the background. The vessel is being built with the stern facing the water.

In week 18, the team visited Indar for a technical meeting and to attend the Factory Acceptance Test (FAT) of the main engine. Indar is a unit of Ingeteam, which will supply the entire propulsion system and the Power Management System (PMS).



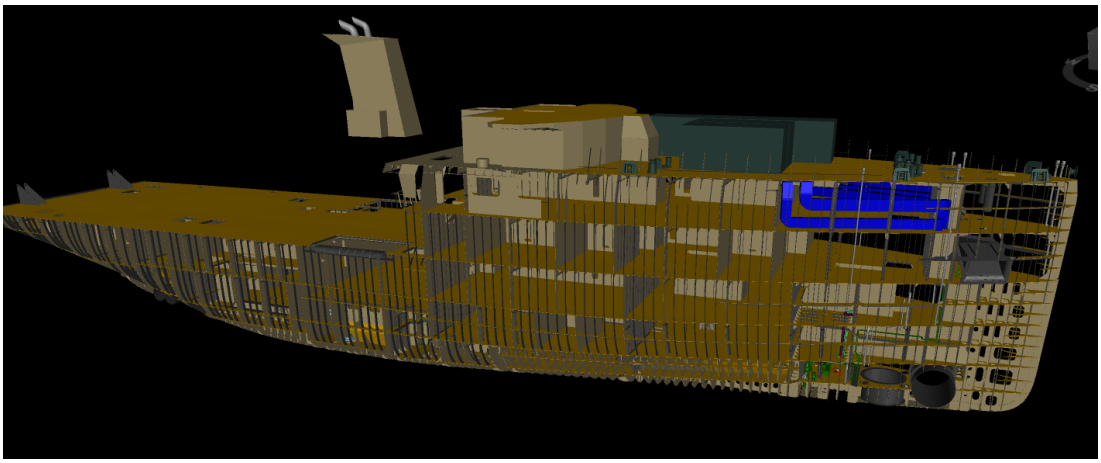
Main engine

One of our multidrives

Over the next few months, the factory has several tests scheduled for the multi-drives, the 690V main distribution board, and the generators. Some of the acoustic sensors will also be made available for the FAT at Kongsberg in Norway. Representatives from the NIOZ will observe the test.

We have asked the shipyard to install tinted portholes in the wheelhouse and cabin decks below. This is an aesthetically cleaner solution, ensuring a smooth transition between the portholes and the wheelhouse bulkheads.

The NIOZ regularly receives specifications, blueprints, layouts and schematics for approval. The yard is also expanding its procurement activities, and submits these specifications for our inspection as well.



Current status of the 3D model

SCHEDULE FOR THE MONTH AHEAD

Representatives from the NIOZ will visit the shipyard again in early May. During this visit, the team will also meet with the electrical installation firm SOLEM. SOLEM will install the electrical systems on board, and will manufacture the distribution boards for up to 400 Volts. The team will also visit a second electrician, who will build the 690 Volt distribution board in Vigo on behalf of Ingeteam. We will also take some more time to examine the interior of the hull.

Together with the shipyard, we will hold an initial meeting with Kongsberg to discuss the navigation scope, with special focus on the operation of all of the equipment from different positions and an explanation of the scope.

This month, the shipyard will submit an offer for installing the extra systems needed for the later conversion to methanol. Any delay in this work may delay production of the vessel.

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