Construction RV Anna Weber-van Bosse

Progress report #27: June 2025

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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 shipyard has assigned a large crew to the project, including in-house employees and several subcontractors. The staff varies from day to day, and their numbers may increase to finish the various tasks on time.

The shipyard has also received delivery of the last crane mounting. Most of the crane mountings have already been sandblasted, galvanised and painted, and only the largest crane mounting is still waiting for finishing at the paint shop. The smaller mountings for the knuckle boom cranes and forward hold crane have been mounted on board.

Work is also progressing in the cabins. The carpenter is hard at work on the science and crew decks, but before the overhead panelling can be installed, we will need to conduct an inspection and take photos of everything. Some minor changes have been made to the cabin layouts. The deck office required extra attention, due to the dimensions and the number of systems that need to be installed there.

The installation of several vital components on board is progressing on schedule, and everything has been installed relatively quickly. Around 70% of the major components have been installed on board so far. That gives the electricians plenty of opportunities to connect the components to the electrical system.

The yard is also hard at work installing the piping in the technical spaces. The piping in the tanks will be accepted during the last inspection before painting, and so far it all looks good. Work is slow but steady on the engine room piping, as the technicians are waiting for delivery of the GRE piping. Some of the pipes have been delivered, including the large junction that will be installed topside of the engine room, and the forward coolant lines.

The yard is also making good progress installing the piping for the other systems, including hydraulics, ballast, bilge, and fire suppression. A large team of technicians at the yard is currently installing the exhaust system and other systems that lead towards the funnel. These include the ventilation lines for the laboratory fume hoods, the sewage tanks, etc.

Technicians are also preparing for the installation of the battery packs in the battery rooms. In the meantime, the insulation contractor is applying insulation to the surfaces in preparation for the battery installation in July.

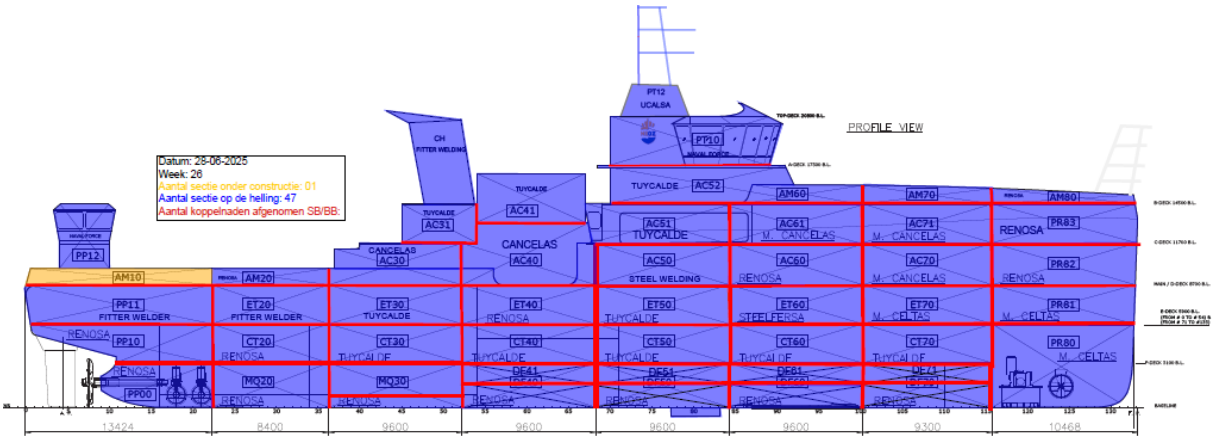
The technicians are also making good progress laying the cables in the cable ducts and installing the switchboxes. Around 160 km of the estimated total cable length of 180 km have been installed so far. Switchboxes are installed almost as soon as they are delivered. Around 90% of the switchboxes have been installed aboard so far.

NIOZ has also sent its first shipments to the shipyard. These include the items that the yard will install or use, such as the KNMI equipment and one of the NIOZ CTD frames.

One of the machinist's mates from the *Pelagia* has also joined the site team in Vigo. NIOZ captains will join the team starting from mid-August. The RV Pelagia recently made a port call in Porto, and two groups of crew members took the opportunity to visit the shipyard to get a look at the new vessel. A NIOZ task force visited the shipyard in late June for the regular quarterly inspection.

PROJECT STATUS

Most of the hull sections have been completed and installed in their proper location. The aft section AM10 is now aboard, but will only be completed once the aft A-frame has been installed. Section AM10 will complete the vessel's superstructure.

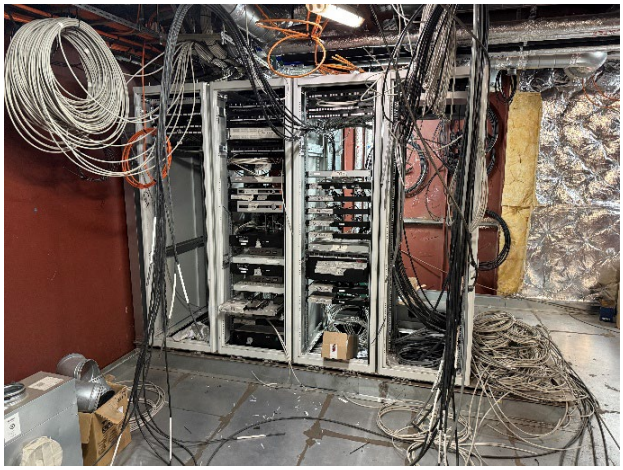


The photos below show the current state of affairs on board the ship.

NIOZ site visit

CTD frame installed: extended and folded

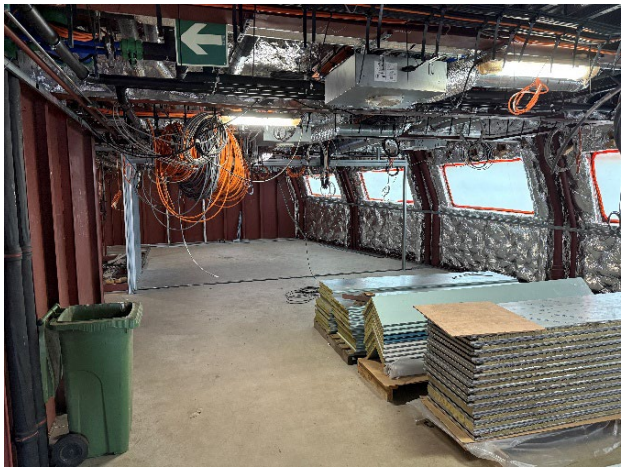
Transceiver room



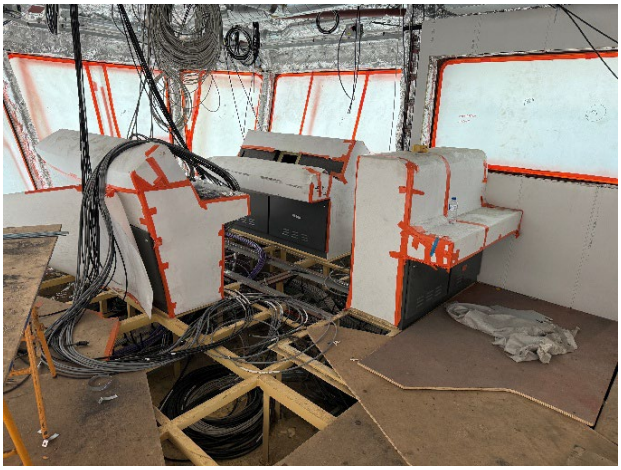
19” racks dry lab with Kongsberg installations

Chief Scientist’s cabin, and crew cabin

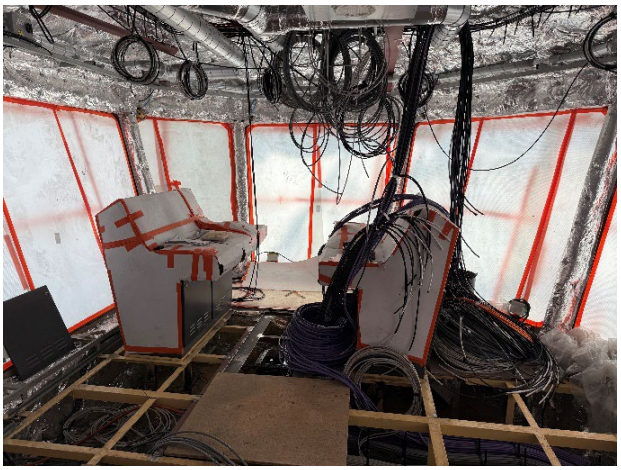
Crew cabin



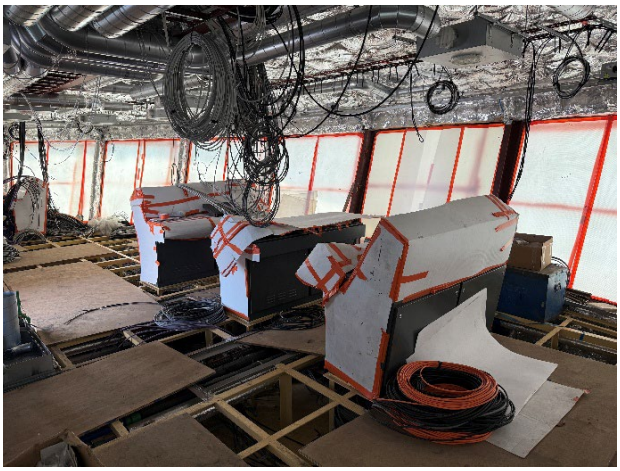
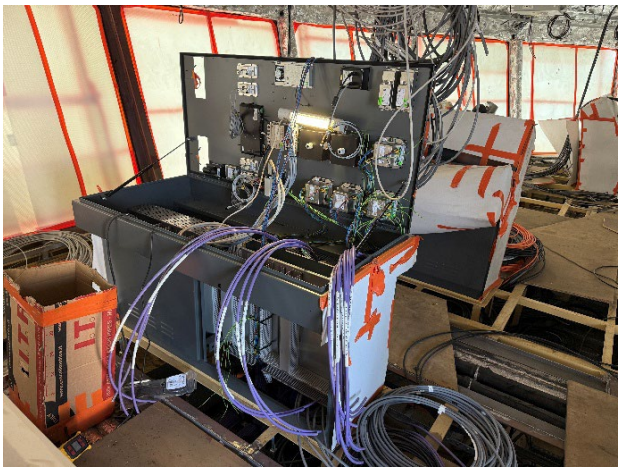
Lounge with frame for folding glass bulkhead



Starboard DP console



Portside bridge wing console

Main consoles


Chillers and chilled water system

Aft bilge system

Lower CTD hull hatch

Upper CTD hull hatch

Aft A-frame upper beam

Bridge wing with deck porthole

Future methanol tank

Emergency fire shutoff system

Drinking water tank

The shipyard and subcontractors are hard at work finishing the hull. Every discipline is represented among the technicians working on board at the moment, including pipefitters, ironworkers, welders, insulators, cable layers, carpenters, etc. Work is also progressing in the cabin decks. Several cabins on the lower two decks are complete up to the overhead panels, and carpenters can begin work on the furniture.

Unfortunately, the GRE piping work is behind schedule. The yard is working to address this issue, and looking for alternative ways to make progress on the build. But so far it seems that the schedule for completion leaves some room for delays. Some of the GRE piping has been delivered, so the yard can at least begin work on the fittings. The yard is also hard at work on the other piping, such as the chilled fresh water system, the bilge system, and the fuel lines.

SCHEDULE FOR THE MONTH AHEAD

The yard is expected to complete the technical spaces and cabins at the same tempo, so the site team will be kept busy with the resulting inspections and acceptances over the coming months.

The large cranes still need to be installed. The Sormec cranes arrived at the yard in April, but have not yet been installed on board as expected, as the mountings were delivered later than expected. The cranes and aft A-frame are scheduled to be installed in early July. That will require the vessel to be moved to another quay, with more crane capacity. The yard will start powering the first switchboards in July, and the battery pack will be installed in late July or early August.

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