Construction RV *Anna Weber-van Bosse*

Progress report #28: July 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, stable crew to the project, including in-house employees and several subcontractors.

The vessel was towed to the other side of the shipyard in week 27 to install the aft A-frame, the four cranes and the traction winch. After this equipment was installed, the vessel was returned to its former dock. The CTD hull door has also been fitted, and the yard is currently working on fitting the large hinges for the door. A support will also be mounted topside for the door to rest against when it is open. The MOB davit and boat will be mounted on board later this month.

The yard has hung a gantry over the stern to start sandblasting and painting the hull. Painters have already sandblasted the starboard side and started applying the first coats of paint. The hull door has also been removed so that it can be sandblasted and painted ashore. The rest of the paint work is progressing according to schedule.

Work is also moving ahead in the cabins. The carpenter is hard at work finishing the overhead panelling for the science and crew decks, and installing the bulkheads and insulation on the other decks. The final layout is now visible on several decks. Technicians have begun work on the galley, and the refrigerators and freezers have been assembled. These cold storage facilities are spacious and custom tailored for the vessel. Work is progressing on the insulation of the technical spaces, and the finish is neat and clean.

The layout of the battery rooms is almost complete, the battery racks and cables have been installed, and the rooms are ready for the installation of the batteries. Transporting and installing the batteries is a complicated task.

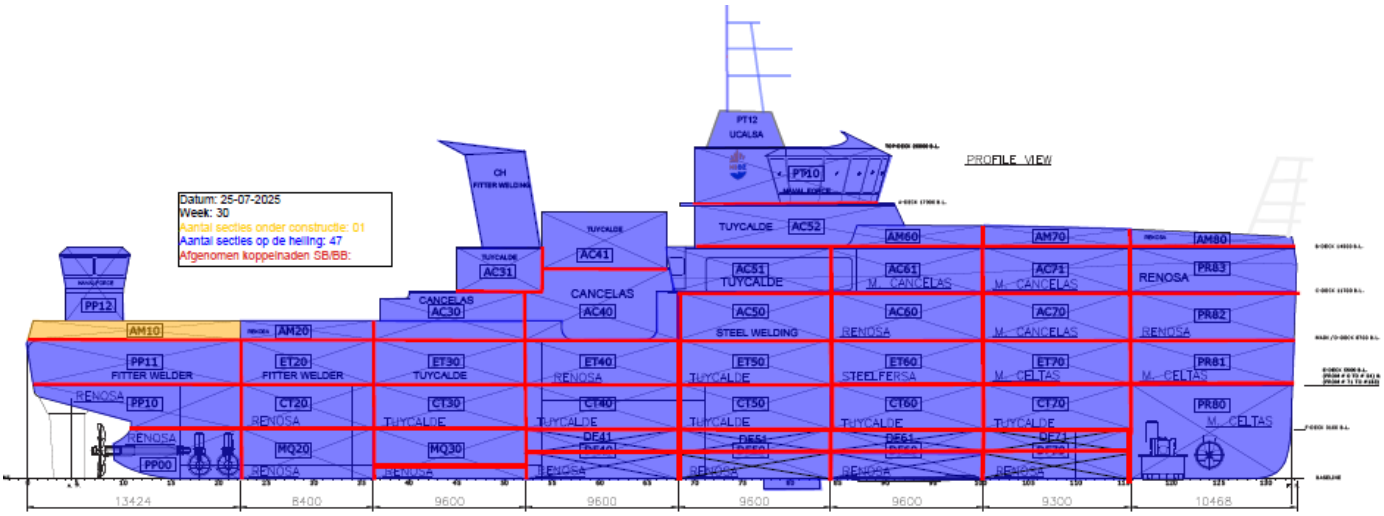
The first alarm system components are powered and ready for testing the alarms and safeties. This system will be expanded step-by-step. The distribution boxes in the cabin decks are also powered via a local power supply. The main mast has been inspected and accepted for delivery, after which the scaffolding was removed from around the mast.

The first deliveries from NIOZ have also arrived at the yard, and a second shipment will be delivered in the very near future. These include the items needed to make the vessel operational, including the cabin supplies, office supplies, deck stores, etc.

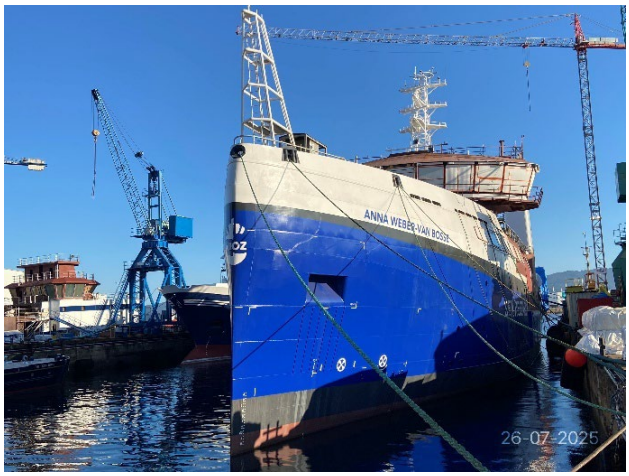
The vessel's machinist has also joined the site team in Vigo. The captains will visit the site starting from mid-August. Accommodations have been arranged for the crew near the shipyard.

PROJECT STATUS

The yard is virtually finished manufacturing the sections and assembling them on board (shown in purple). The NIOZ has inspected and approved virtually all of the weld seams and joints. Section AM10 (shown in yellow) is now aboard, but will only be completed once the aft A-frame has been installed.



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



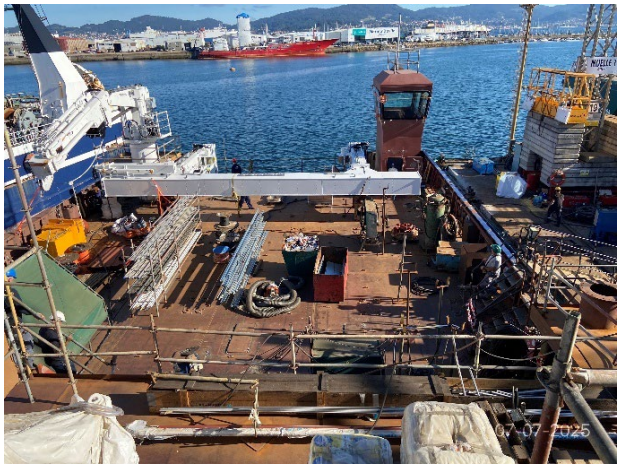
Portside

Solar panel fittings

Mainmast fitted with equipment

Lift from the container hold to the wheelhouse

CTD hull door installed



A-frame and crane installed aft

A-frame and pendulum on arrival at the shipyard

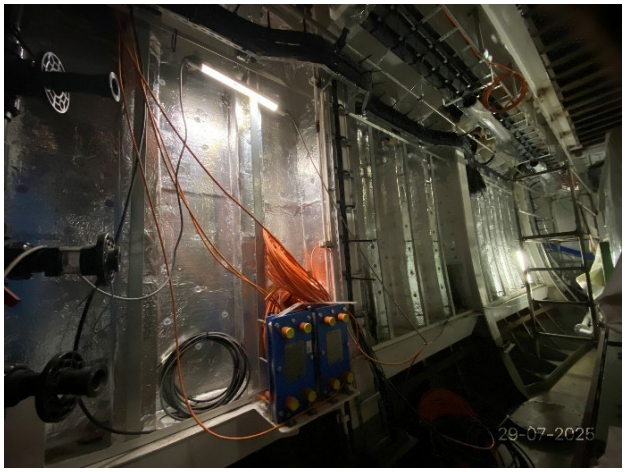
Blocks for the A-frames

Traction winch installed

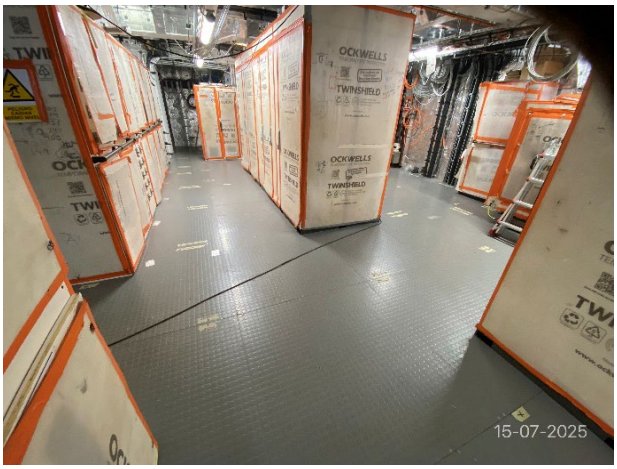
MOB boat and crane installed

Engine room tank top level

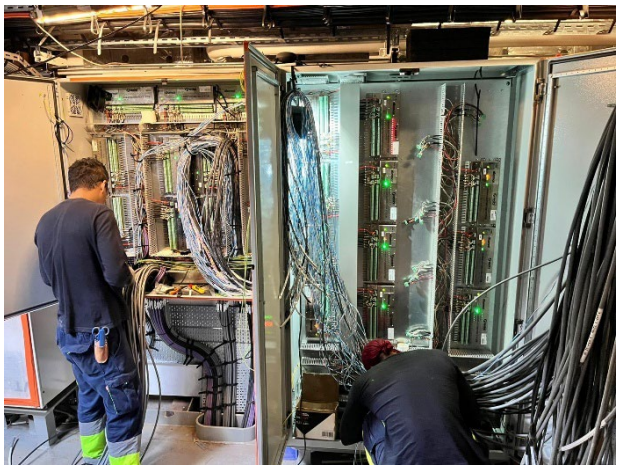
Propulsion room insulation



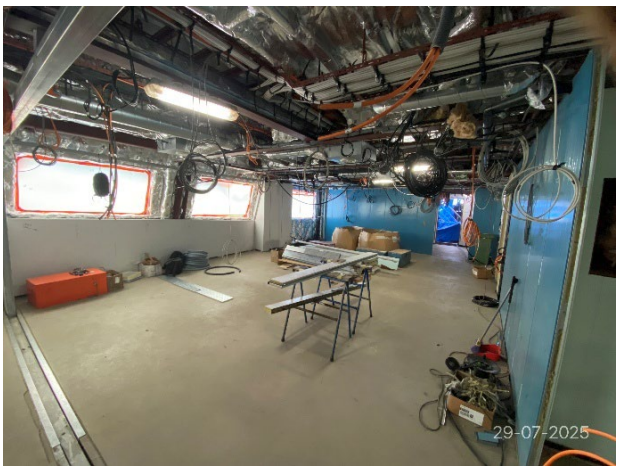
Engine room insulation



Switchboard room



Alarm system powered up



Lounge and meeting room

Gym and gangway to medical

Crew cabin on the E-deck

Galley freezer and refrigerator

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 furnishing the cabins.

The yard is also hard at work on the other piping, such as the chilled fresh water system, the bilge system, fuel, ballast, etc.

As we stated above, the shipyard has begun sandblasting and painting the upper decks. The first section of the aft deck has already been sandblasted and painted. Once the paint work is complete, the yard can begin installing the recycled synthetic deck treatment.

The yard has also begun powering the systems and making them operational. The alarm system is connected to shore power, and other systems are being added and inspected on a step-by-step basis. Local distribution boxes are also powered up now, but the yard has not yet started powering the main boards.

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. Construction has reached the phase of outfitting the vessel. This requires input from the NIOZ to ensure that everything is installed in the correct position. The side A-frame will be installed soon, along with the clean optic fibre winch.

The ETS battery packs will also be installed this month. That work had originally been scheduled for July, but the work has been delayed. All of the frames for the batteries and cables are assembled and ready to receive the batteries in the battery rooms.

Paint work will continue according to schedule, and the paint team will be reduced as the work load decreases.

The vessel is approaching its operational condition. The switchboards will be powered up so that technicians can begin testing the various system alarms. We expect that the ABC engines will also be started next month.

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