New build RV Anna Weber-van Bosse

Progress Report #19: October 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

In addition to the regularly scheduled meetings with the shipyard, we have had extra meetings recently to inspect and acquire systems in preparation for the upcoming launch. We discussed many issues related to the launch, and a very large number of inspections were conducted to finish everything in time.

The shipyard assigned many extra employees to the vessel to finish construction before the launch date of 30 October. More staff were added each week to complete all of the unfinished tasks on the hull and below the water line. Delays involving an external supplier kept everyone in suspense until the last minute. The drop keel had been installed in early October, so there was enough time for technicians to install and connect the acoustic instruments.

Kongsberg and Nortek installed all of the scientific sensors, and the cables were laid from the gondola and drop keel to a point above the water line so that they can be connected later. The rudder, drive shaft, and bow- and stern thrusters were installed to make the hull watertight. All of the external markings, such as the depth markings, logos, name, etc. were welded onto the hull.

Vigra supplied the paint work. Applying the many layers of the paint system was a very intensive job. The ice belt required a special layer, so the paint work required extra steps.

Representatives from NIOZ inspected the external communication system and considered various options. A decision will be made soon.

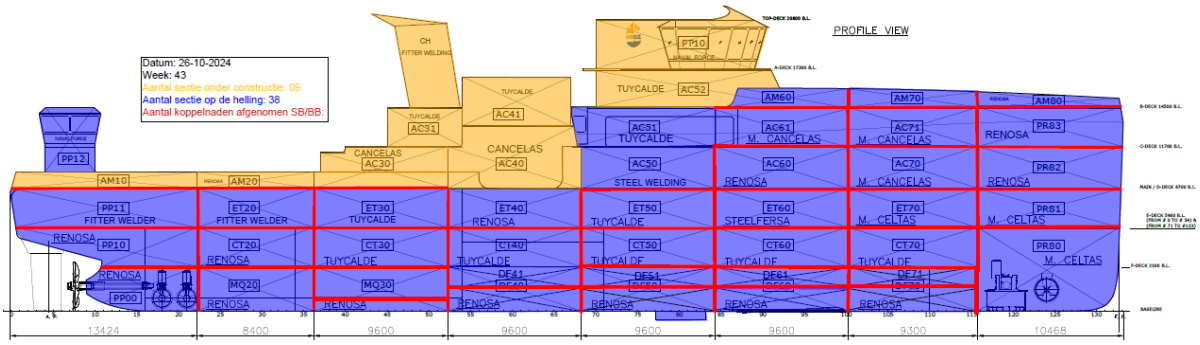
Several of the scientific crew visited the Dimanlab location in Barcelona. Dimanlab will supply the laboratory equipment, including the fume hoods. The samples shown seem satisfactory, and Dimanlab can deliver equipment in accordance with NIOZ specifications.

We held a second meeting with the Acoustic Signatures Bureau to test the Anna Weber-van Bosse in Heggernes. This work is moving forward, and many elements of the testing programme are starting to become more clear.

The Anna Weber-van Bosse was launched on Wednesday, 30 October.

PROJECT STATUS

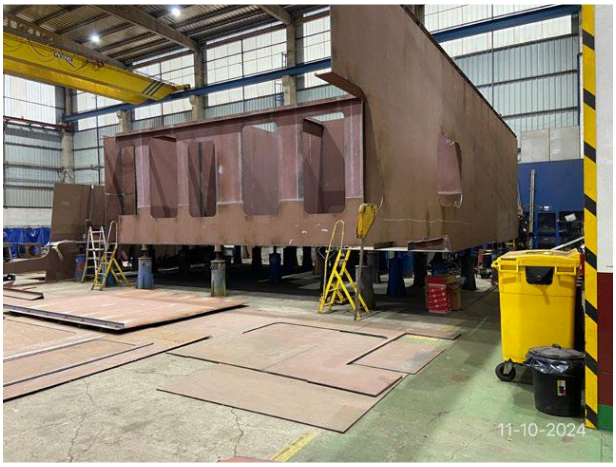
The shipyard is hard at work on manufacturing the sections, and the sections highlighted in yellow below are currently in production throughout the yard. Once they are finished, they will be welded to the vessel's hull in the water. All of the sections are now either complete or under construction. The red lines show the welded seams between the sections that the NIOZ has inspected and approved.



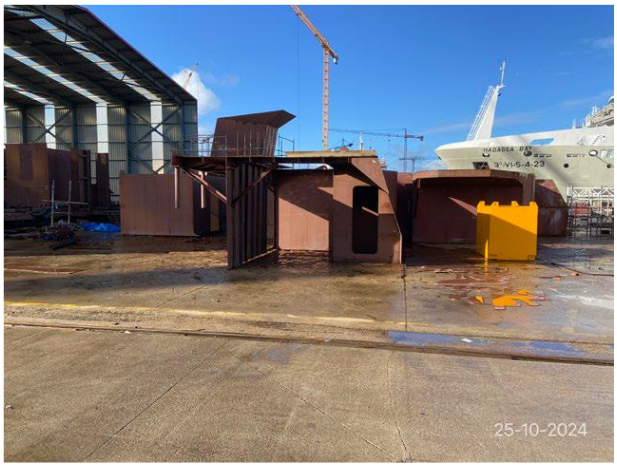
The aft bulwarks have already been mounted. In addition to the wheelhouse (PP10) and the quarterdeck (AC52), sections AC30 and AC40 will be added to the hull soon. The last sections will be fitted once the hydraulic unit is installed on board. There has been a slight delay in the delivery of the hydraulic unit.

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

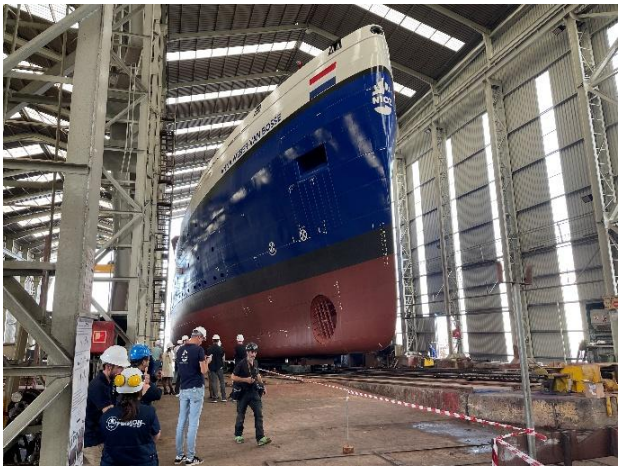
PT 10. Wheelhouse



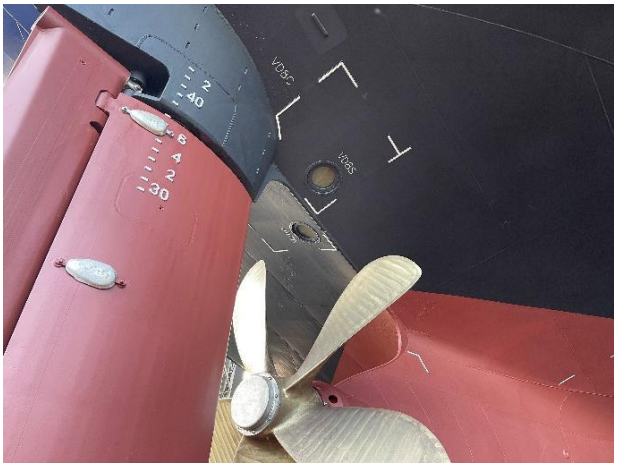
AC 30.



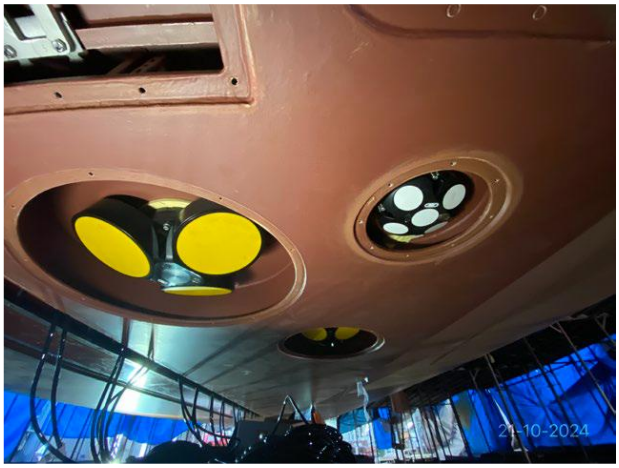
CH, AC31, AC41, AC52 complete



Front and rear views of the production facility.



Stern view showing portholes



Installation of acoustic instruments

Pressurising the drive shaft coupling

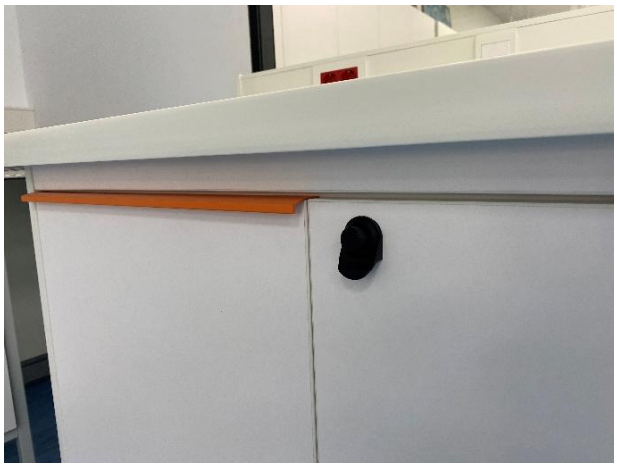
Acceptance of anchor winches from Ibercisa


Drop keel, showing instruments

Installation of the bow thruster

The main generators and propulsion engines are already on board.

The images below give an impression of what that the scientific crew representatives saw at Dimanlab in Barcelona. Dimanlab will supply the laboratory furnishings and fume hoods. The company is one of the shipyard's main partners, and has supplied laboratories for many different vessels. The finish of the countertops, cabinets, etc. all meets the NIOZ' standards.



We are still receiving specifications, plans, layout blueprints and diagrams, either for approval or as updates to previous drawings. Some of the items we have received recently involve the cabling layout. The shipyard wants to start work on the cabins very soon. Ibercisa also shared information about the electrical diagrams for the winches and controls. The crew helped us examine the positions and operation of the winch controls.

The shipyard is hard at work installing the pipelines in the double-hulled tanks. Pipe support will install the stainless steel piping. Several pipes and cable ducts will run through the cabins and technical areas.

Finishing items will be dealt with in detail in a later phase of the project, but we already have two permanent finishing coordinators on board to act as liaison between the shipyard and the subcontractors. During our next visit, we will meet with the finishing coordinators to discuss several items. The yard expects to send some of the finishing blueprints in the near future.

Current status of the 3D model

SCHEDULE FOR THE MONTH AHEAD

The shipyard will soon begin work on the sections that could not be installed inside the production facility, due to the limited free height. The quarterdeck and wheelhouse are at the top of the list. Once the hydraulic powerpack is delivered, the yard can quickly mount the sections topside of the engine room.

Other items on the agenda for the coming month include the Factory Acceptance Tests (FAT) of the EST Floattech batteries. We will attend these tests together with the classification society. This FAT has been rescheduled since the previous progress report.

Part of the crew will also visit Kongsberg in Norway during the week of 4 November to discuss the last details regarding the navigation and communication system. These details are necessary for the shipyard to begin work on the consoles.

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