Construction RV *Anna Weber-van Bosse*

Progress report #21: December 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 month of December was a relatively short one for the shipyard due to the winter holidays. The yard did continue work with a smaller team, however. But there were considerably fewer staff on board for the last two weeks of the year.

Following the launch in late October, the shipyard continued adding the last remaining sections to complete the hull. The cabin deck, quarterdeck, wheelhouse and mast base have all been completed. Sections AC30, AC31, AC40 and AC41, which house the technical storerooms, deck workshop, GEO hangar, CTD locker and wet laboratories are also under construction this month. The vessel's final appearance is starting to take shape.

A large team from the shipyard has continued work on the piping, the cable ducts and various other finishing tasks. Several subcontractors are currently installing the HVAC ducts, the water supply and drains, and the secondary systems in the cabins.

The shipyard is also sandblasting and painting screened-off sections of the cabin decks, and work is progressing according to schedule. This work is done in phases to keep the task manageable, and to allow other teams to continue work in other parts of the vessel. The carpenter is also hard at work insulating the cabins. That includes installing insulated decks, and the first deck treatments have been poured in the cabins.

Now that the piping has been installed in the tanks, the yard can begin pressurising the tanks. This will be done in phases, to test all of the pipe bushings and the entire tank construction for leaks. The piping will be pressurised later, before the systems are put into operation.

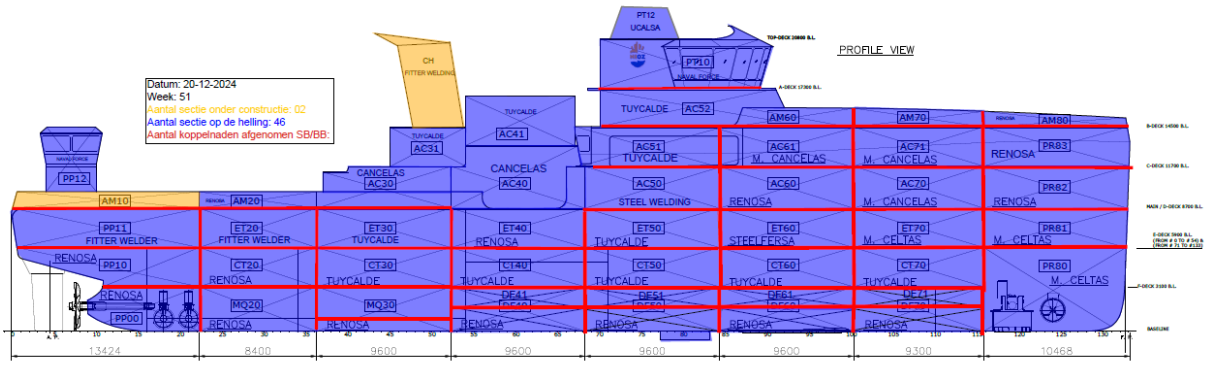
Members of the NIOZ board visited the shipyard in December for a general update and inspection of the project.

Together with the scientific team, we took a good look at the ultra-pure water system needed for the labs. We then made decisions with the shipyard about how the system's storage tanks and pumps should be built to ensure proper functioning under all conditions.

The shipyard has also added the last routes for the cables for the scientific winches in the 3D model. The yard still needs to find a solution to a minor conflict in the design between the A-frame and the large crane.

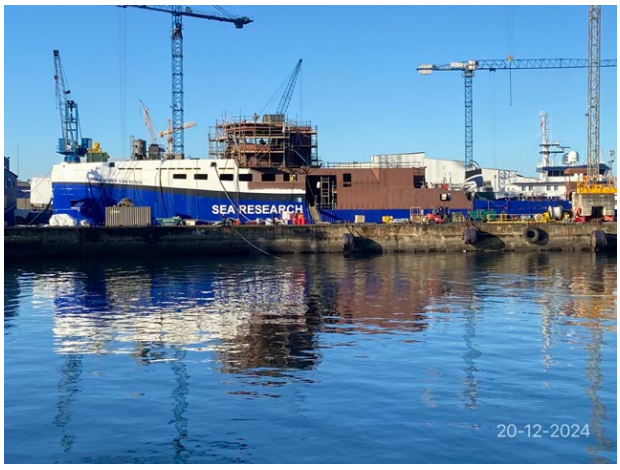
PROJECT STATUS

The shipyard is still hard at work manufacturing the sections, and the sections highlighted in yellow below are currently in production throughout the yard. The other sections are all complete and in their proper location. The red lines show the welded seams between the sections that the NIOZ has inspected and approved.

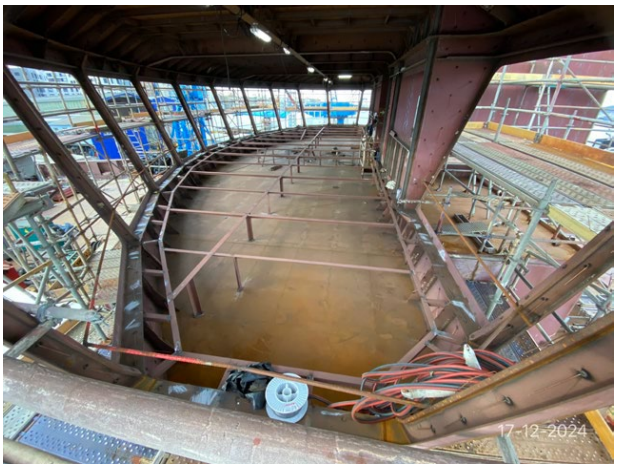


The photos below show the current state of affairs on board the vessel.

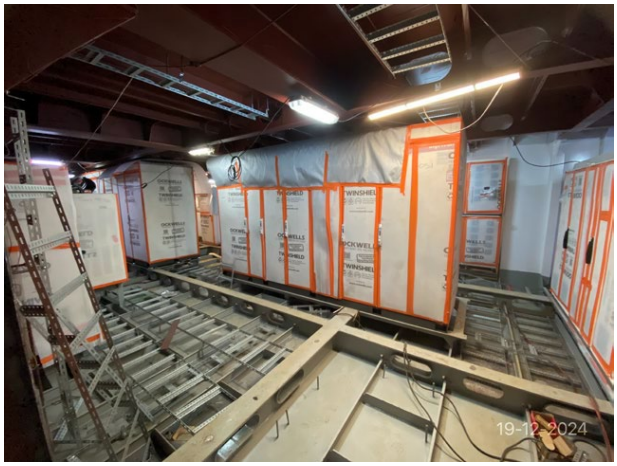
Funnel with the NIOZ logo



Sections AC 30 to AC41, seen from the wheelhouse



Wheelhouse with raised deck

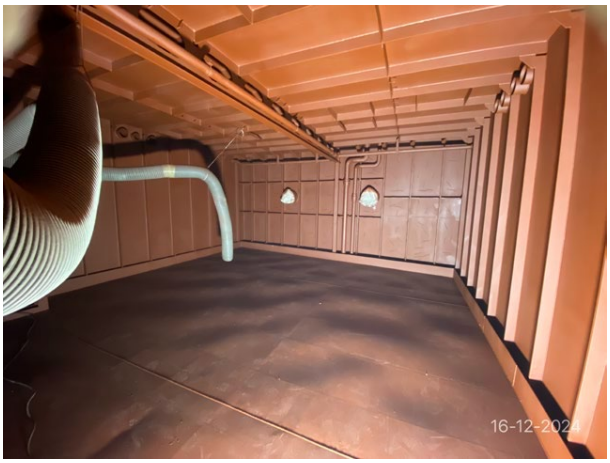


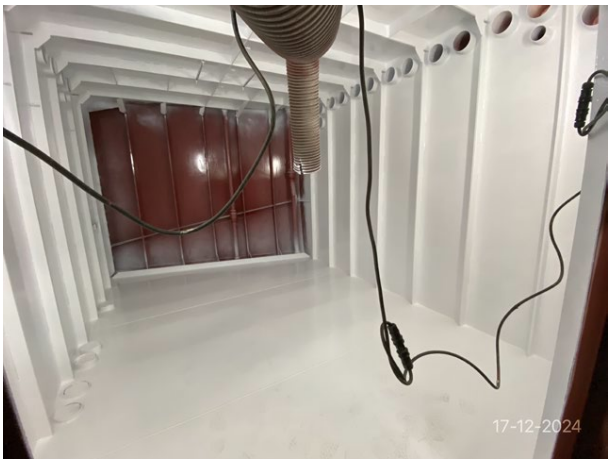
Switchboards on board

Anchor winches and capstans delivered to the shipyard

Casting of generator sets

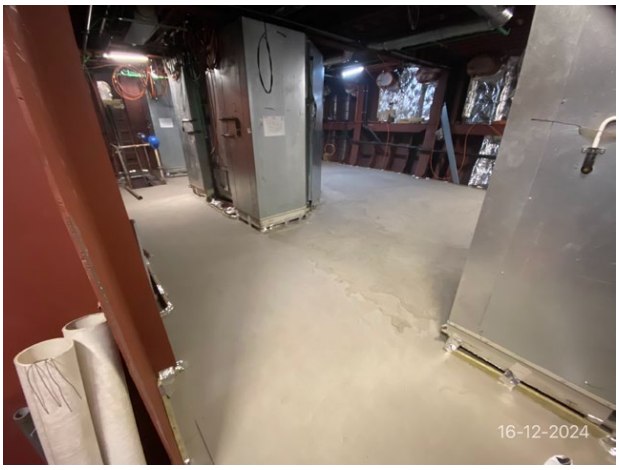
Hydraulic winch below decks



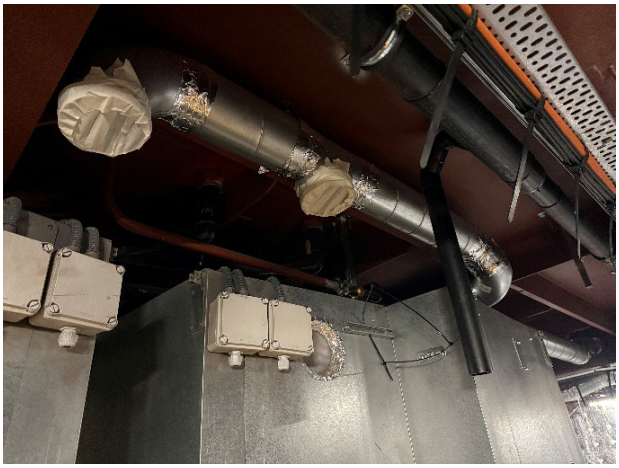


Sandblasting and painting the cabins

Insulating the cabins



Concrete deck treatment on the F-deck and insulation against the outer hull.



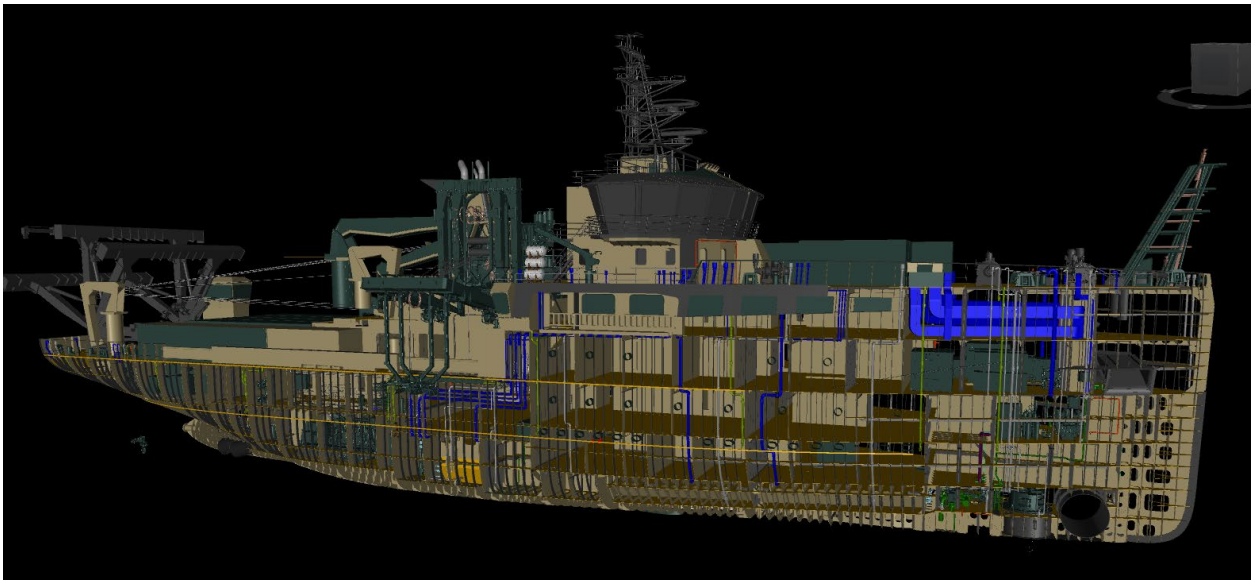
AC ducts and electrical junction boxes

Watertight sliding hatch in the cabins

The shipyard and subcontractors are hard at work finishing the hull. The staff on board has remained steady, and overall progress is good. The contractors and yard staff deliver good quality work, and the items that have been installed so far look ship-shape.

The yard has a fairly large team installing the cable ducts and cables throughout the vessel. The cable ducts are marked in different colours to prevent power cables from being laid next to signalling cables, which could cause EMC/EMI problems. We asked that junction boxes be installed inside the service locker for the wet cells, so that they are always available for maintenance.

Yard technicians are also installing the piping, mountings and preparations for the larger components in the engine room and technical spaces. All of the large switchboards and transformers have been installed in the switchboard room, so the deck above can be made weathertight.



Current status of the 3D model

SCHEDULE FOR THE MONTH AHEAD

In week 2, a team from the NIOZ visited the yard again for the scheduled six-week meeting. Bureau Veritas Rotterdam will also attend this meeting to talk about the engineering of the future methanol conversion. We will also meet with HAZID to discuss what is needed for the conversion to methanol.

Finishing work will continue over the month ahead, and more staff will be added after the holidays. Work will also continue on the cable ducts and laying the cables. Several deck treatments will be applied so that the yard can begin assembling the bulkhead systems.

We expect to receive another FAT from Sormec for the deck cranes later this month or early next month. Some of these cranes are ready for assembly, and Sormec will begin testing them once the work is complete. The definitive schedule for this work will be drawn up soon.

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