

Construction RV *Anna Weber-van Bosse*



Progress report #31: Oktober 2025

INTRODUCTION

The RV *Anna Weber-van Bosse* will become the ocean-going research vessel of the Dutch national research fleet. This fleet is managed and run by the National Marine Facilities (NMF), a division of the Royal Netherlands Institute for Sea Research (NIOZ). The NMF fleet will consist of three vessels that will facilitate research in shallow coastal areas and the open ocean. The *Anna Weber-van Bosse* is being built at Astilleros Armon in Vigo under construction number 147. Delivery is scheduled for the end of 2025.

PAST PERIOD

After painting the deck, the shipyard has started installing the plastic deck covering. This is a laborious task and requires a fairly large group of people. All plastic planks must be milled to size so that they fit under the fastening strips that clamp them to the deck.

The NIOZ ICT team has completed 90% of the software installation on board. The remaining tasks can be handled remotely. NIOZ ICT assistance will still be required for the trial runs to check the data processing.

Work on the accommodation is progressing well. The carpenter has now also started panelling the stairwells and covering the stairs. On all accommodation decks, work is now mainly focused on finishing details. The ceiling in the wheelhouse has been installed and most of the furniture is now in place. This also applies to the mess room, the lounge and other general areas. All together it is turning out to be very nice.

The installation of the components on board is almost complete and any remaining items are now being installed at a fast pace. It is estimated that approximately 95% of the large components are now on board.

Various components on the aft deck have been temporarily removed for protection, so that this area could be completely sandblasted and preserved. After painting, these components will be reinstalled. The platform with the movable scientific winch has now also been installed and can be finished with railings, access, etc.

The installation of the cableways, cables and switch boxes is progressing well. It is not yet 100% complete, but we are nearing the end. Bit by bit, everything is being connected in preparation for the commissioning schedule.

The planned maintenance system (PMS) is online for the *Anna Weber-van Bosse*. The crew has started checking whether all tasks and necessary maintenance items for the various components and systems have been included.

Commissioning is underway, but for the time being, the focus is still on the major systems. These are currently the most important for the upcoming trial runs. Part of the propulsion system has already been running, and recently the people from Schottel (stern thrusters and pump jet) and Brunvoll (RIM drive) have been busy checking and adjusting everything.

In mid-October, the ship was moved within the shipyard to another quay with greater crane capacity, from where it will be easier to depart for the trial runs.

A delegation from all scientific departments of the NIOZ and the science coordinator from NMF Science visited the *Anna Weber-van Bosse* on 28 October and took an extensive tour on board. At the end of October, the ETO and the second engineer of the Pelagia were also added to the project team. Furthermore, the NIOZ management visited the shipyard at the beginning of November.

PROJECT STATUS

The shipyard and its subcontractors are busy completing the hull. Work is progressing well on the accommodation decks. Most of the ceilings have been installed in the various rooms. There are still a number of smaller rooms that are slightly behind schedule compared to the rest. The shipyard is busy finishing the accommodation on the science deck and crew deck. Almost all the furniture is on board and most of the finishing work has been completed. In the wheelhouse, the carpenter is busy with the final finishing touches around the windows. The windows have been cleaned and there is now a clear view to the outside. The ceiling in the wheelhouse has been installed and the kitchen, sitting area and other furniture have also been installed. In the rest of the accommodation, work is continuing apace to complete the carpentry.

The shipyard is busy finishing various smaller items throughout the ship. These include cameras, fire alarm systems, telephony, etc. There are quite a few systems on board, so this is taking some time. Everything must be tested as soon as it is installed. The four-part hinged hydraulic door in the transom and the electrically operated bulwark door at the ROV position have also been installed.

Most of the cranes have been commissioned and tested in recent weeks. The large knuckle boom crane has also been put into operation and has undergone static testing. Only the dynamic tests remain to be carried out. The safety devices for the main propulsion and pump jet have been inspected and will be tested further in the coming period. The steering gear has also been tested, including operation from the bridge. Both ABC generators have been run and their safety features have also been tested. The battery packs have been installed on

board and commissioned by EST-Floattech and presented to the classification society and the NIOZ. The lift has also been installed and checked by the NIOZ.

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



Visit of scientists



Portside



Aft



Starboard



Aft deck with covering





Aft deck with connections for containers and chemical stores + gas bottle store



Captain's cabin



Cabin of the 2nd engineer



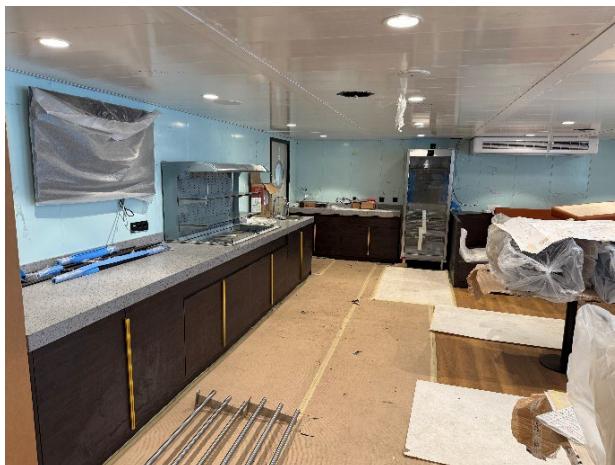
Cabin for scientists



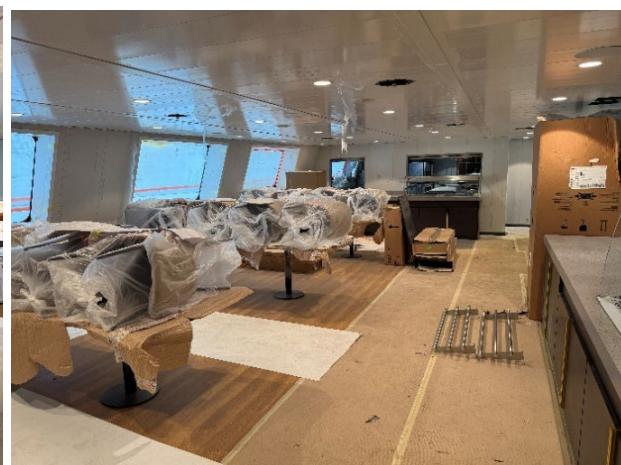
Cabin for scientist



Bathroom

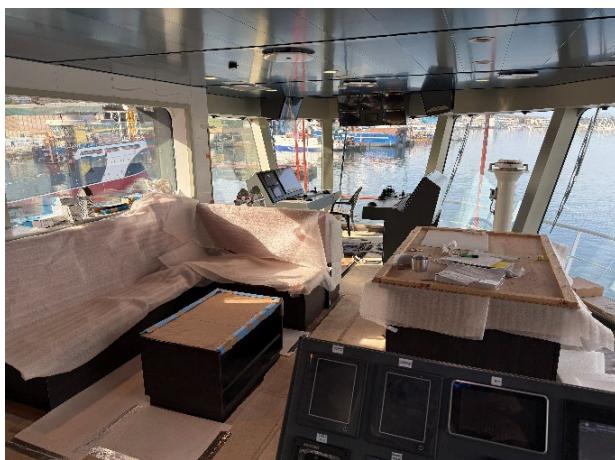


Messroom

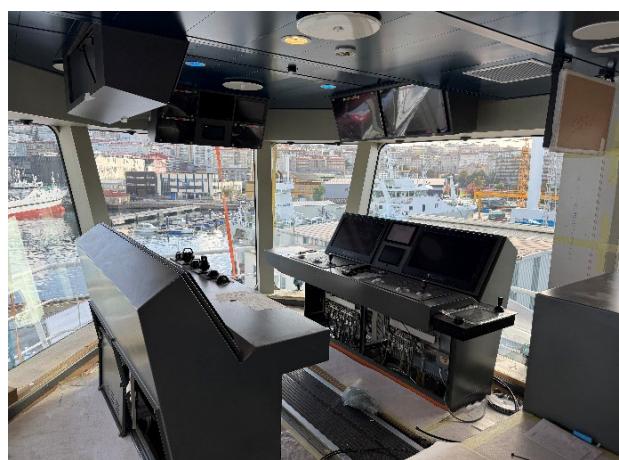




Lounge and meetingroom



Port side of the bridge



Starboard side (DP corner)



Galley



Engine control room



Changing room





Transceiver room



Server room with UPS units



Geolab / hangar with lift





Piston corer with 30-metre core barrel and piston ladder



Topdeck with solar panels



Propulsion system



Battery room port side



Engine room tanktop



Chilled water system (airconditioning)

PLANNING FOR THE COMING MONTH

The completion of the accommodation and wheelhouse will continue at the same pace. Various areas will be finished and presented to NIOZ for final acceptance.

Commissioning will continue unabated. The propulsion system will be further tested by Ingeteam and accepted by Bureau Veritas and the NIOZ. The ABC engines will be tested and run under load from the beginning of November. ABC Belgium will come to the shipyard to commission the SCRs and DPFs as well.

Sormec will visit the shipyard for the second time at the end of November to deliver the final items and hand over the cranes to NIOZ. The shipyard and Ibercisa will install the missing scientific winches on board and start the first tests, which are part of the HATs. Most of the tests will take place at sea.

Kongsberg will continue to commission the M-CON, navigation and communication, and DP systems and offer them to NIOZ. Radio testing will also be carried out here by an external party. Kongsberg will continue to start up the scientific systems and begin the harbour acceptance tests (HATs). To this end, NIOZ personnel will also travel to Spain in mid-November to participate in the tests and check the systems for NIOZ.

All primary systems required to operate the ship will be tested and presented. This concerns fuel, ballast, cooling water, lubricating oil, etc. The necessary tests will also have to be carried out on secondary systems such as drinking water, HVAC, etc. before the ship can set sail.

The first technical sea trial by the shipyard is expected to take place in the week of 17 November. This will be a sea trial to adjust the propulsion system. This is expected to take a few days, during which we will sail continuously.

More information on <http://www.NewResearchFleet.nl>