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The new Dutch ocean-going research vessel *Sustainability measures*



Energy Consumption

To reduce the impact of our ship operations on the environment, most attention is paid to optimizing the entire energy generation, storage, and consumption. Since most of the energy consumed still finds its origin in fossil fuel, consumption should be optimized and with that minimized.

Specific items applied for this:

- installed battery pack to deliver to or extract from the system, to have less simultaneous running hours of both generator sets, and to have the running hours on average closer to the optimum performance of the generator sets with a smaller standard deviation
- heat recovery from:
 - Cooling waters
 - HVAC system
- Solar panels to generate renewable energy
- High isolation windows to reduce AC use

General Specifications

Length	79.9 m
Beam	17 m
Draught	5 m; 5.5 m
Class	Special purpose RV - Ice Class IC
Service speed	10 knts
Endurance	40 days
Accommodation	16 crew + 30 Passengers

Delivery
Autumn 2025

Science trials
Spring Summer
2026

Full
Operation
Autumn 2026



Emission

- Methanol-prepared to be ready for a sustainable fuel, in which case, the emission of polluting gases and substances
- DPF in the exhaust system to filter the soot

Challenges for methanol

- Loss of cargo space, High flammability.
- Bunkering infrastructure is still in the early stages
- Fuel costs, still some uncertainty

Resources

Next to optimizing energy consumption, attention is also paid to the use of resources, for example, through:

- recycled plastic deck covering to save resources



Photos from the May Newsletter from the build site

Armon Shipyards, Vigo, Spain, May 2025

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Sea Research