

New build RV Wim Wolff



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The RV Wim Wolff is a new shipbuilding project for the Dutch 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 RV Wim Wolff is intended to replace the Wadden Sea research vessel RV Navicula, and with its shallow draught of 1 meter it is specifically designed for overnight voyages for research in the Wadden Sea, the Zeeland delta or the coastal zone.

With a permanent crew of four, the RV Wim Wolff will offer state-of-the-art facilities for a maximum of 12 passengers, and is equipped with onboard dry and wet lab facilities. The vessel also has room for two customised lab containers on the working deck.

The RV Wim Wolff is being built by Thecla Bodewes Shipyards (TBSY) in Harlingen, and is scheduled for delivery in the 2nd quarter of 2024.

FINAL TOUCHES

Last month, builders made clear progress in optimising and adjusting the last systems and making them operational, along with the final items on the list.



The RV Wim Wolff during one of the sea trials.

THE DP SYSTEM

One of the innovative systems on board the RV Wim Wolff is the dynamic positioning (DP) system. With its two propellers and double bow thrusters, the RV Wim Wolff can remain in the same position, regardless of sea conditions, currents, and winds up to wind force 6.

When the DP system is activated, it automatically coordinates the propellers and bow thrusters to ensure that the vessel stays in position. The current position and any changes can be observed in real-time on monitors that display electronic sea charts.



RV Wim Wolff following a sea trial.

The electronic charts can also be used to enter changes in position, and the DP system will automatically steer the vessel to the new position at the indicated speed.

This DP system can also be used to moor the vessel in small harbours, even in strong crosswinds.

DELIVERY

By the end of last month, only 65 items remained on the list of final issues, varying from minor details to more substantive issues. Twelve sub-systems are still waiting for the final touches before delivery.

The sea trial with representatives from the classification society on board will therefore most likely take place in late May. If this sea trial is a success, the vessel will be delivered to NIOZ at the end of May.

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