

New build RV Wim Wolff



Progress report #40: May 2024

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.

END IN SIGHT



The RV Wim Wolff at the TBSY quay in Kampen

Last month, TBSY in Kampen successfully completed most of the sea trials, including the sea trial with the classification society on board.

SEA TRIALS

Each sea trial tests the proper function of one of the vessel's systems or aspects, followed by acceptance upon successful completion of the trial. Before each sea trial, the shipyard draws up a detailed protocol with a time schedule for the systems and functionalities to be tested.

Safety is an extremely important issue during the sea trials, especially because some of the passengers are not accustomed to working on a ship at sea, and are therefore less familiar with safety and emergency procedures.

So in addition to a detailed discussion of the day's schedule, each sea trial also begins with a briefing on safety and emergency procedures on board.

Alarmrol RV Wim Wolff

SCHIP VERLATEN= 7x KORT 1x LANG HOORN BRAND = CONTINUE HOORN

Muster list SL9

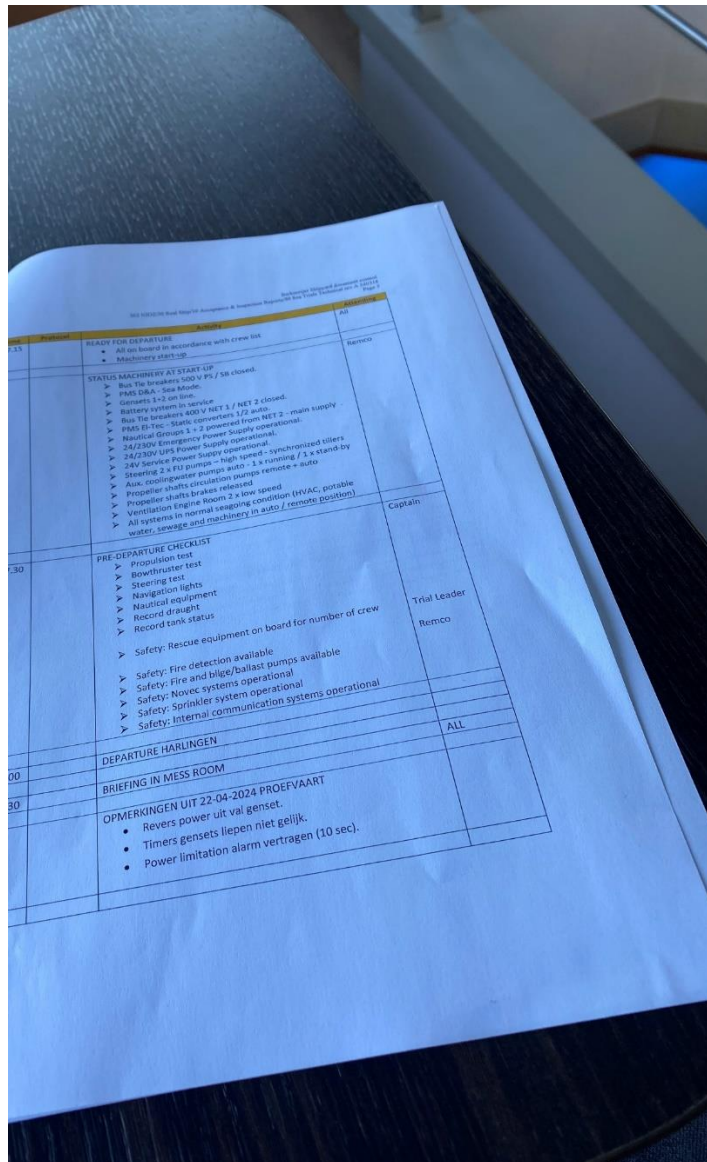
In geval van een incident wordt het alarm door de kapitein of diens vervanger in werking gesteld, melding wordt de kust van het incident verzocht

Rang:	Sloepenrol:	Brandrol:	Man overboord:	Sopep:
Kapitein	Brug, algemene leiding: • onderhoudt het radiocontact voert de navigatie, neemt SART, Pyrotechnics, VHF radio's en scheepslogboek mee.	Brug, algemene leiding: • onderhoudt het radiocontact, voert de navigatie, sluit de brandkleppen op de brug.	Brug, algemene leiding: • onderhoudt radiocontact en voert de navigatie, plot de positie van de drensling in de kaart, houdt de drensling visueel in de gaten.	Brug, algemene leiding:
Machinist vervangt Reuzien	• assisteert bij het gereedmaken van het reddingsplan.	• start de dekwapens, sluit de brandkleppen, sluit de ventilatie, sluit indien noodzakelijk de SOS afsluiter, indien de water brandbus installatie van de machiniekamer.	• onderhoudt de communicatie met de brug, houdt de drensling visueel in de gaten.	• sluit afsluiter of stoppt transfer van die, geeft lading aan de oprijmwerkzaamheden.
Scheepstechnicus/Matroos vervangt Matroos	• maakt in opdracht van de schipper de vlootten klaar.	• maakt de brandklingen klaar, assisteert de machinist.	• houdt de drensling visueel in de gaten, assisteert de machinist.	• assisteert de machinist bij de oprijmwerkzaamheden.
Kok vervangt Matroos	• deelt zales reddingsvesten uit en maakt de overlevingspakketten gebruiksklaar. Assisteert met het gereedmaken van de vlootten.	• stopt de ventilatie in de kombuis, brengt kleine brandmiddelen mee, assisteert de machinist.	• houdt drensling visueel in de gaten, assisteert de machinist.	• assisteert bij de oprijmwerkzaamheden.
Passagier/Leerling:	• volgt orders op.	• volgt orders op.	• volgt orders op.	• volgt orders op.

- Het verlaten van het schip gebeurt alleen in opdracht van de Kapitein of diens vervanger.
- Het sluiten van de SOS afsluiter, het activeren van het machiniekamer busstelsel gebeurt alleen door de Machinist en na overleg met de Kapitein.

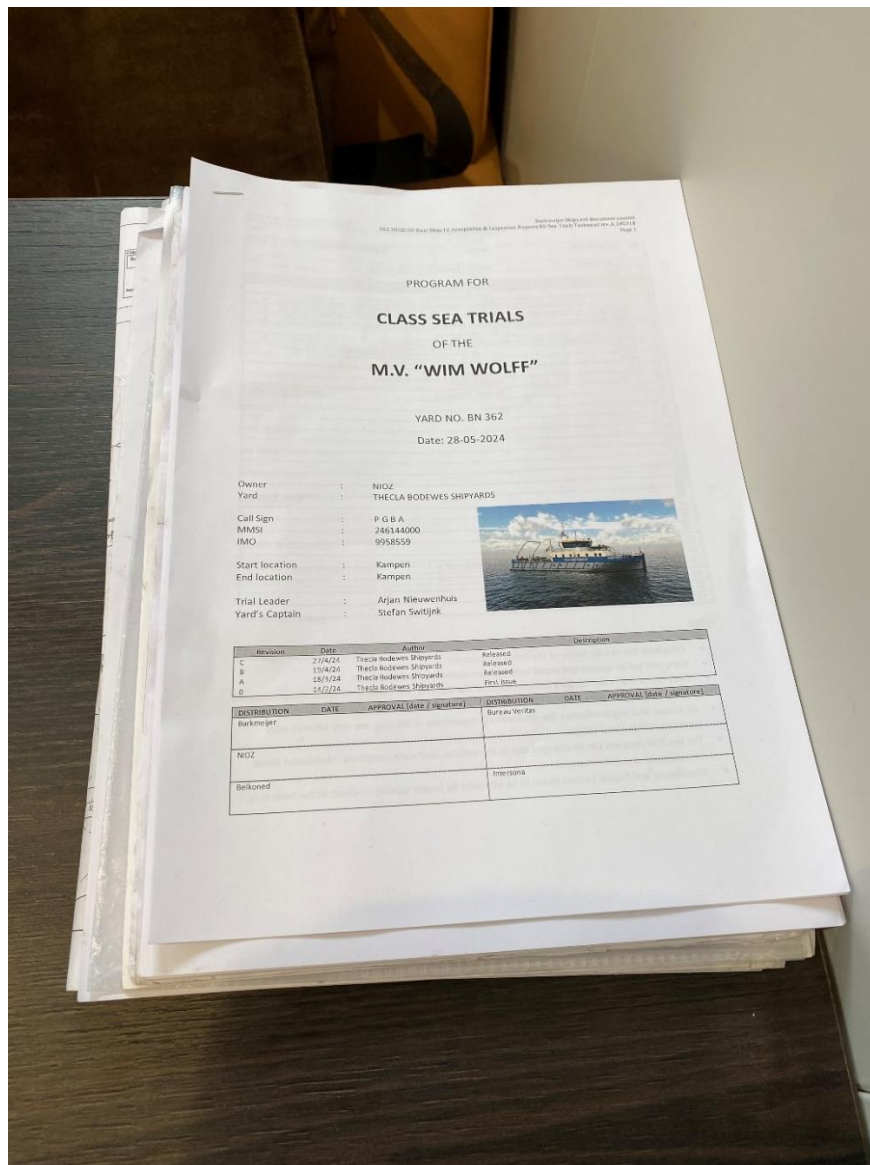
Muster list SL9 Versie 12102023

Emergency procedures, such as this muster list, are clearly posted at several locations throughout the RV Wim Wolff.



Part of the checklist that must be completed before a sea trial.

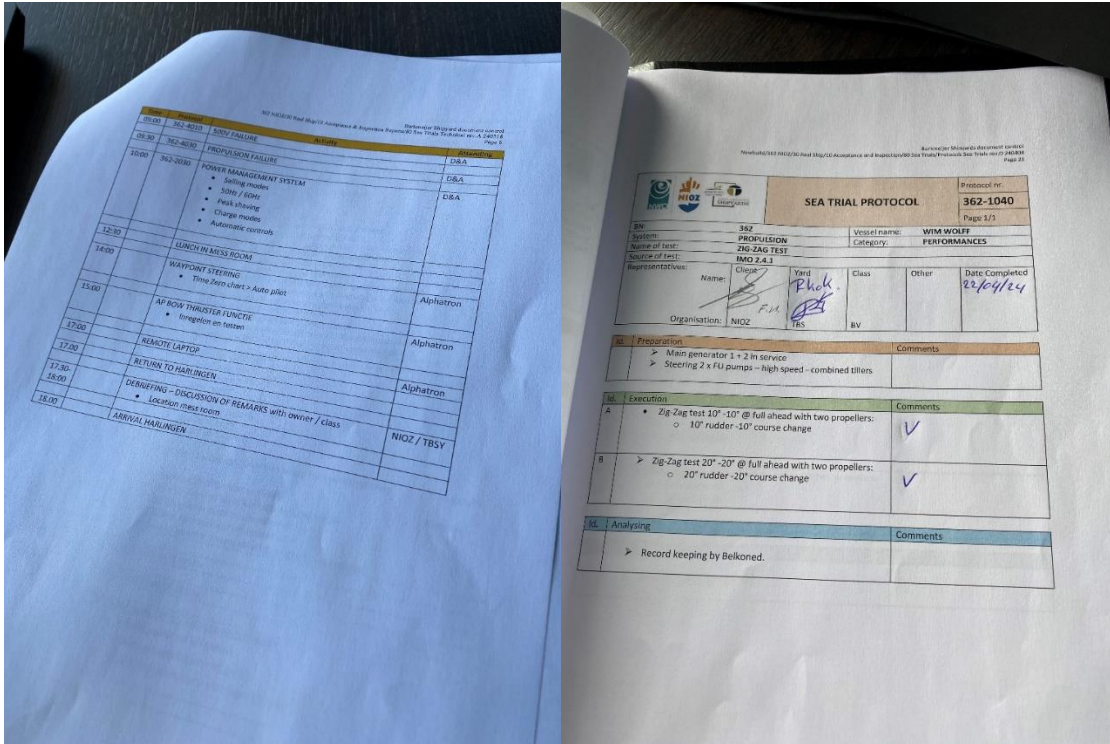
Before a sea trial, the crew must complete a detailed checklist similar to the pre-flight checklist used by aircraft crews.





The programme for the the sea trial with the classification society on board.

During the sea trial, the crew complete each item of the programme, which is then signed upon approval.



Part of the programme for the the sea trial with the classification society on board, with a document signed for approval to the right.

DELIVERY

After a month of intensive tests, only a short list of items remain to be completed. The essential items will be dealt with and submitted for approval in early June.





When that is done, the vessel will be delivered to NIOZ in early June as well.

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

