

Construction RV *Wim Wolff*



Progress report #17: June 2022

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.

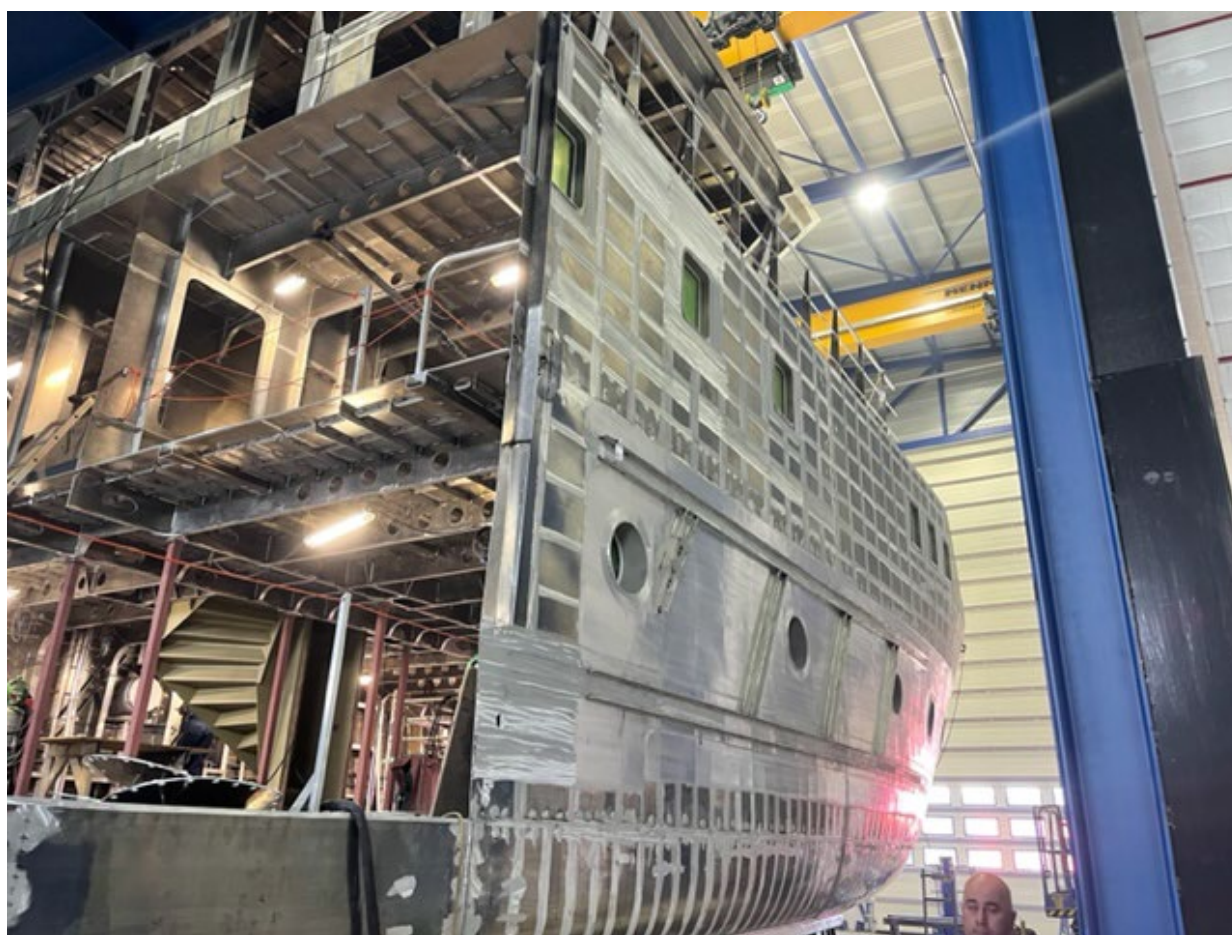
The RV *Wim Wolff* is intended to replace the Wadden Sea research vessel RV *Navicula*, and with its shallow draught of 1 meter it is specifically designed for overnight voyages for research in the Wadden Sea, the Zeeland delta or the coastal zone.

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* will be built by Thecla Bodewes Shipyards (TBSY) in Harlingen, and is scheduled for delivery in the 1st quarter of 2023.

Hull construction

The hull of the RV *Wim Wolff* is composed of several sections, which are being built at different locations by three Frisian shipbuilders. The individual sections will then be joined together by N. Dijkstra in Harlingen.



The hull of the RV Wim Wolff begins to take shape. Starboard view of the bow. ©FH

Almost all of the individual sections are now under construction, and the hull should be complete by the end of the summer so that the vessel can be moved to the final construction location at TBSY.

The wheelhouse manufactured by Alubouw Friesland was recently installed and welded to the hull at Dijkstra. This required great precision due to the limited free height above the hull in the workshop.



The wheelhouse installed on the hull of the RV Wim Wolff at Dijkstra in Harlingen. ©FH

The hull sections are built upside-down and reversed, then welders attach them together after the hull plating is applied. Last month, Bloemsma shipbuilders in Makkum completed construction on bow section 510, so it is now right-side-up and ready for joining with the rest of the hull.



Bow section 510 being turned right-side-up. ©FH

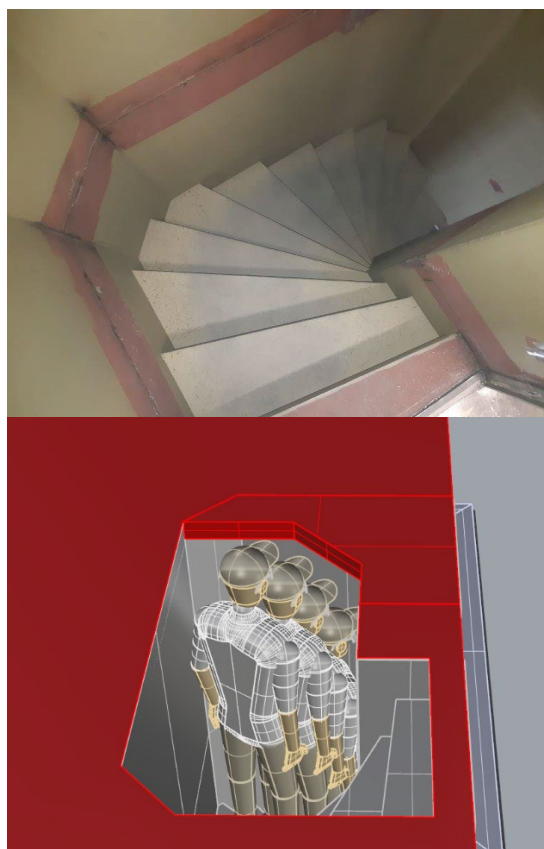


*Rotated bow section 510, ready to be joined with the rest of the hull.
The anchor ports are clearly visible. ©FH*

Engineering

An important phase in the engineering work is determining and approving the design details. But checking whether the design meets the specifications is almost as important.

The main focus over the past month has been the ladderway and the layout of the wheelhouse.



The ladderway (top) with below a computer simulation of the design and accessibility. ©TBSY

For the ladderway, this involved both a computer simulation and a physical inspection and test before installing it in the hull. This led to some minor changes in the design.

The layout of the wheelhouse was determined in consultation with TBSY and NIOZ.

A full-scale mock-up was then produced to replicate and check the actual situation, lines of sight, gangways and equipment layout, so that adjustments can be made if necessary.



The mock-up of the wheelhouse (bottom), with above a detail of the console with nautical instruments and equipment. ©FH

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