

Construction RV *Wim Wolff*



Progress report #12: January 2022

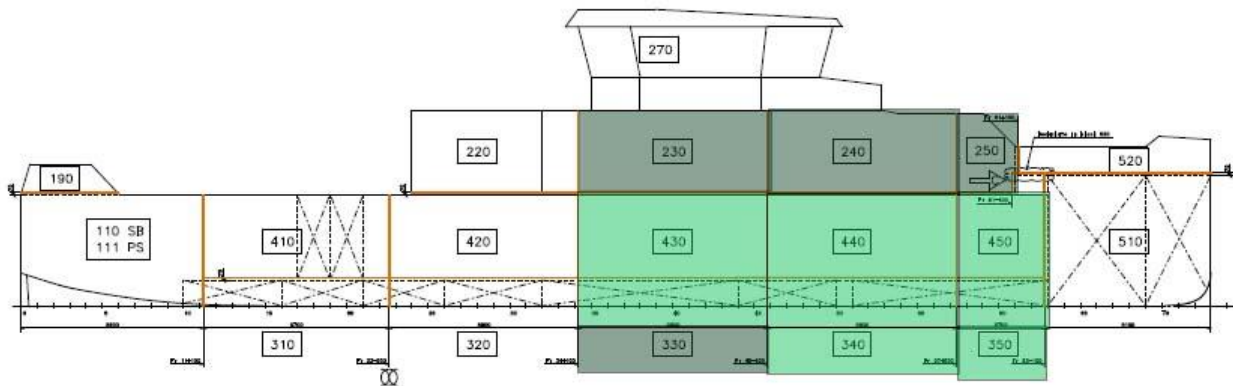
The RV *Wim Wolff* is a new shipbuilding project for the Dutch national research fleet. The fleet is owned and operated by the National Marine Facilities (NMF), a department of the Royal Netherlands Institute for Sea Research (NIOZ). The NMF fleet consists of three vessels capable of conducting research 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 late 2022.

Hull construction



The RV Wim Wolff's hull sections, with the completed sections shown in dark green and the sections still under construction in light green. ©FH

The hull of the RV *Wim Wolff* is composed of several sections. These 'building blocks' are being constructed by three builders at different locations, and they will be joined together at a central location when complete.

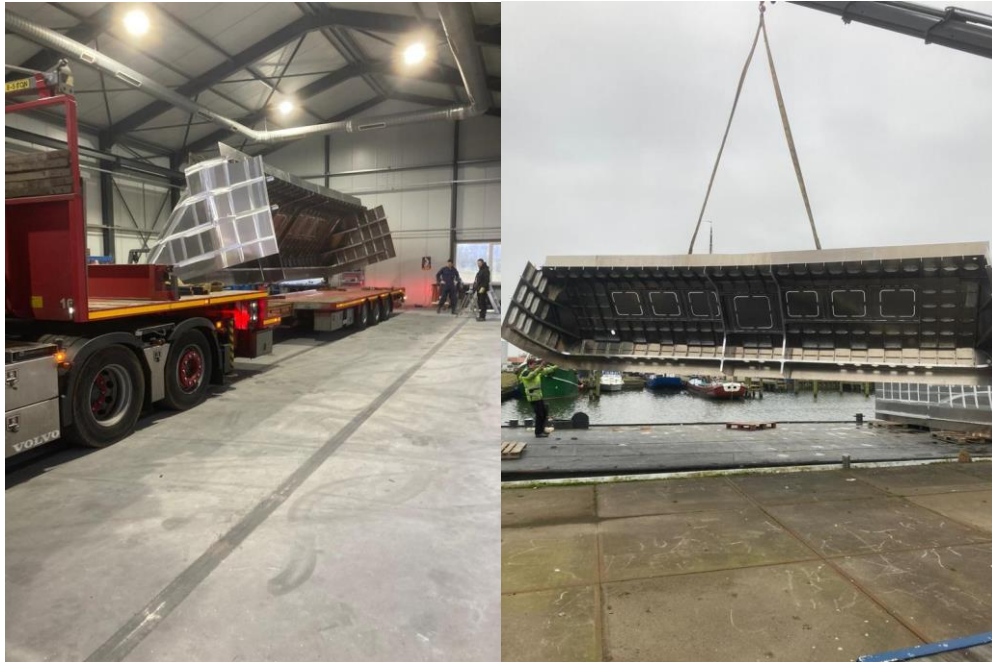
Over the past few weeks, COVID infections at the shipyards have delayed completion of the hull sections, so the construction of the sections has been redistributed among the three builders.

Three of the 20 sections were complete or nearing completion by late December, and since then another three have been completed and construction has begun on another three.

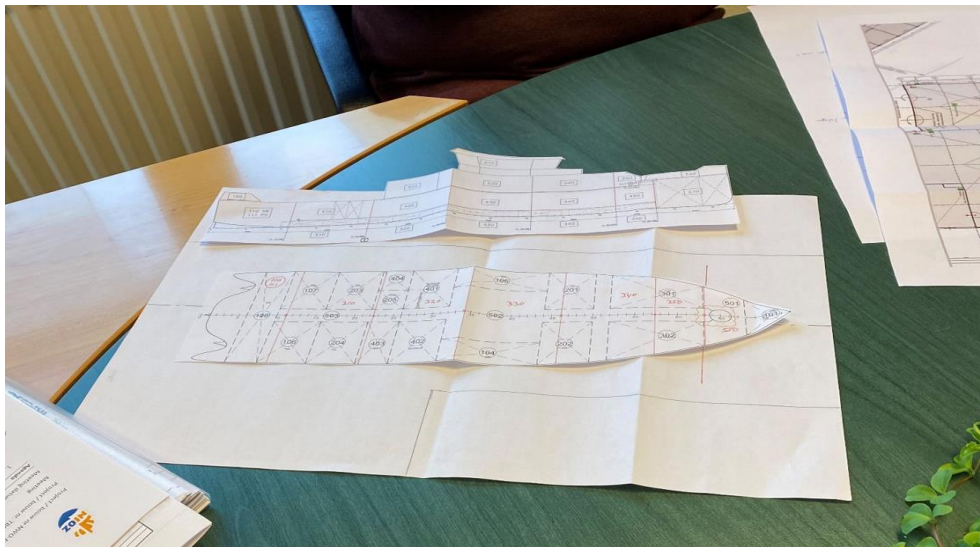
N. Dijkstra: 1 section complete, 3 sections under construction;
 KB Alubouw: 3 sections complete;
 Alubouw Fryslan: 2 sections almost complete.

KB Alubouw has completed part of the superstructure (sections 230, 240 and 250), bringing the shipyard's work on the RV *Wim Wolff* to a close.

The three sections have since been transported by barge over the IJsselmeer and Wadden Sea to N. Dijkstra in Harlingen, where all of the sections will be joined together in a new production facility.



Section 250 (part of the messroom) delivered to Harlingen from KB Alubouw in Makkum. ©FH



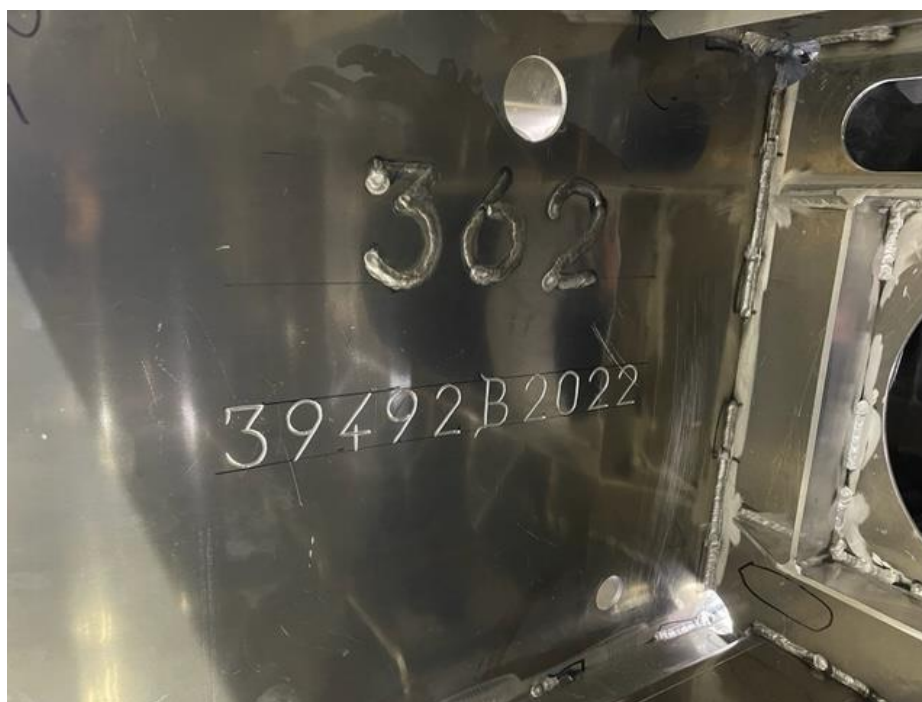
As big as the new facility at N. Dijkstra seems at first glance, the scale drawing shows that the hull will still be a tight fit.



The new production facility at N. Dijkstra in Harlingen, where all of the RV Wim Wolff's hull sections will be joined together. ©FH

The new production facility at N. Dijkstra is now complete and ready for use. The schedule for the joining of the sections soon will be drawn up in consultation with TBSY. This phase will require considerable planning and coordination.

The Land Registry has also applied the vessel's brand. The term 'brand' originated in the age of sail, when the vessel's owner would literally burn a symbol of ownership into the wooden hull. The brand consists of a serial number (39492), the ship type (B: inland navigation vessel), and the year of registration (2022).



The brand applied to section 330 (pipe tunnel).

Preparations have already begun for the remaining work, including drawing up a schedule, purchasing equipment and contracting with subcontractors.

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