



Construction RV *Adriaen Coenen*



Progress report #15: May 2022

The RV *Adriaen Coenen* 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 *Adriaen Coenen* is intended to replace the Wadden Sea research vessel RV *Stern*, and with its shallow draught of 1 meter it is specifically designed for day trips for research in the Wadden Sea or the Zeeland delta.

With a permanent crew of one, the RV *Adriaen Coenen* will offer state-of-the-art daytime facilities for a maximum of 12 passengers, and is equipped with rudimentary dry and wet lab facilities. The deck will also facilitate all of the research activities that an A- and a J-frame can offer.

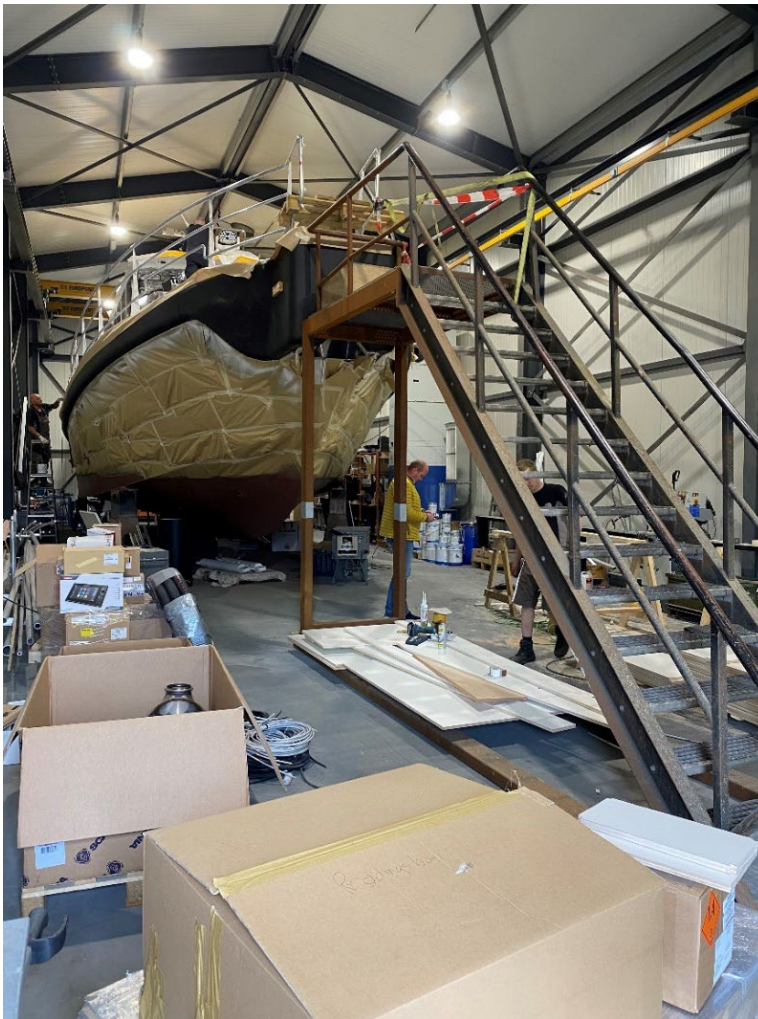
The RV *Adriaen Coenen* is being built by Next Generation Shipyards in Lauwersoog, and will be delivered in mid-2022.

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The finishing touches

As the launch date approaches, the finishing touches are being applied to the RV *Adriaen Coenen*. Last month, the Hamilton hydrojets were delivered from New Zealand and the custom carbon fibre drive shafts arrived from Switzerland. The portholes from Turkey are the only components awaiting delivery, but it seems that they are now on their way to the Netherlands.



State of affairs in late May. From the outside, it seems that little progress has been made since last month, but all layers of the paint system have since been applied.

The complete paint system has been applied to the vessel, with the exception of the part below the water line. Once the paint job is complete, work can begin on the finishing and assembly of components outside the hull.

The mast for antennas and other navigation equipment has been installed on the wheelhouse. All of the life rafts and lighting for navigation and the deck have been installed and connected.



Superstructure view from the working deck, with the mast, deck lighting, life rafts, navigation lights and ladderway visible.

A ladderway from the wheelhouse to the roof has been installed on the starboard side for inspection and maintenance access.

This ladderway is removable, and can also be used to board the vessel, for example if it is beached on a sand bar.

Technical spaces

The heart of the vessel is the engine room and the forward technical spaces. These can be reached from the engine room and via a hatch in the wheelhouse deck. All of the technical installations have been installed, and most of them have been connected.



The technical space with a view of the copper pipes for the heating installation.

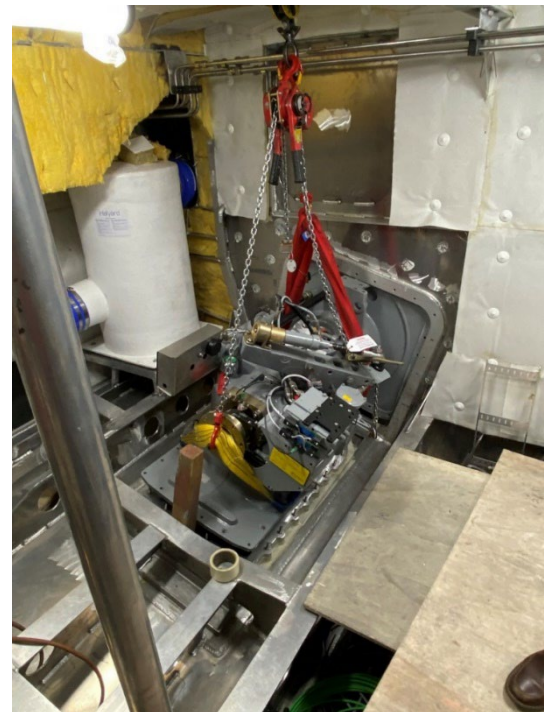
The priority throughout the building process was to stay under the estimated total weight, and to reduce it if possible. This involved the constant monitoring of the weights of every component used in the construction. Despite some unexpected setbacks, such as wooden bulkheads that were heavier than planned, the builders expect to stay under the estimated total weight. The weights and positions of each component are recorded in a central register.



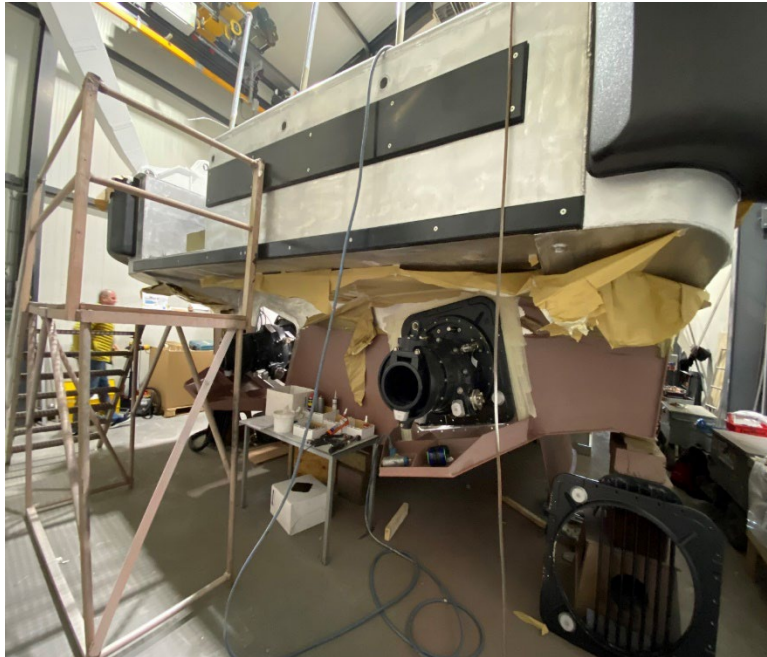
A control box for the main engine in the engine room, showing a yellow sticker with the weight of the box.

The engine room

Now that the Hamilton hydrojets and custom drive shaft have been delivered, the builders can finish and connect the propulsion system in the engine room. The Scania main engines must be aligned with the jets once they have been installed.



The Hamilton hydrojet will be installed in the engine room.



The installation of the Hamilton hydrojets will fill the last remaining opening in the hull. The components for controlling the jets to manoeuvre the vessel still need to be installed.

The forecastle

The forecastle features a shower/lavatory unit, a galley and a seating and sleeping cabin. The contours of these cabins began to take shape with the installation of the bulkheads last month.

The finishing touches are currently being applied to the water installation and drain connections in the shower/lavatory unit. The galley layout is now complete and waiting the installation of the appliances and the last finishing touches.

The forecastle, with a view of the shower/lavatory unit and galley



The wheelhouse

The command console has been installed in the wheelhouse for all control, navigation and steering systems, so the wheelhouse is nearing completion.



The console for all control, navigation and steering systems, with ducts for the ventilation and heating system to the left.

Before the wheelhouse can be finished, however, the ducts for the ventilation and heating system must be installed in the bulkheads. The portholes will be the last components added, to prevent them from becoming damaged.

Schedule

The rest of the construction schedule is fairly straightforward: the launch is planned for late June, and the vessel will be christened in early July. The christening ceremony will also be the final delivery of the vessel. NGS expects that the vessel will be completed on schedule.

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

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