Construction RV *Adriaen Coenen*

Progress report #5: July 2021

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 Zealand delta.

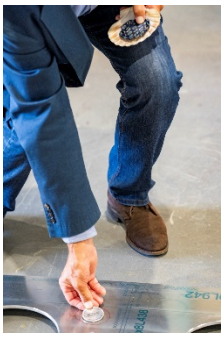
With a permanent crew of one, the RV *Adriaen Coenen* will offer state-of-the-art daytime facilities for a maximum of 12 passengers, and is equipped with rudimentary dry and wet lab facilities. The deck will also facilitate all of the research activities that an A- and a J-frame can offer.

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

Keel laid

On 8 July, Next Generation Shipyards (NGS) in Lauwersoog celebrated the laying of the keel of the RV *Adriaen Coenen.*

Guests for the laying of the keel of the RV Adriaen Coenen (shown in foreground) in the NGS production hall, with word of thanks by Alex Cofino. Photos above & below © © Aernout Steegstra | Rudie Wiersma Fotografie



To mark the laying of the keel, a special aluminium medallion was minted and welded to the keel to bring the ship good luck.

Face and reverse of the special coin used for the laying of the keel of the RV Adriaen Coenen.

As the guests from NWO/NIOZ and Next Generation Shipyards looked on, the special coin was welded to the keel by Wim-Jan Boon, future skipper of the RV *Adriaen Coenen*.

Wim-Jan Boon (left) welds the coin to the keel of the RV Adriaen Coenen.
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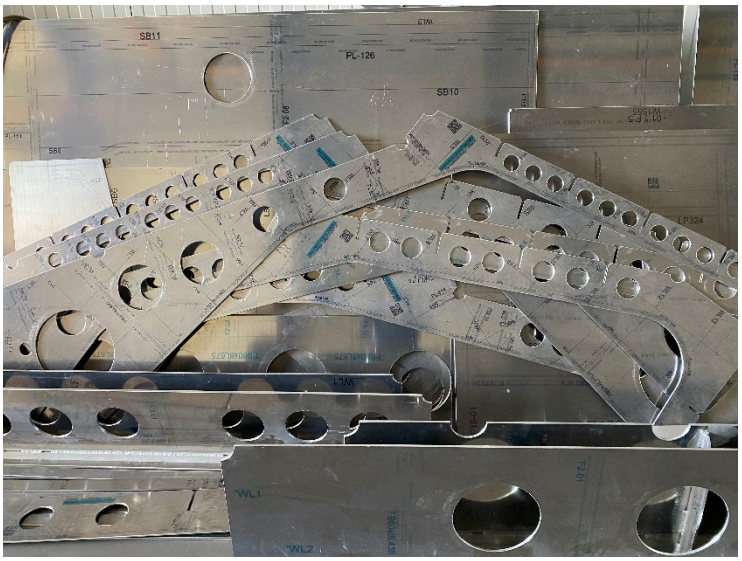
After the official keel-laying ceremony, the shipyard immediately continued work on the rest of the hull. Snijtechniek Brabant has delivered the full cut aluminium package, so nothing stands in the way of the completion of the hull.



Aluminium hull sections cut by Snijtechniek Brabant. ©FH

The hull will be built in a secured facility by a team of around 10 shipbuilders specialised in the construction of aluminium vessels. Although construction is expected to progress slowly during the summer holidays, NGS plans on delivering the completed hull in late September. Before then, the hull will have to be rotated 180 degrees twice. The hull had clearly begun to take shape by late July.

The hull of the RV Adriaen Coenen: progress by late July 2021. ©FH

Construction schedule

Once the aluminium hull is completed in late September, workers can begin building the superstructure and fitting out the vessel. NGS has a tight schedule for this work in order to deliver the vessel by mid-2022. So far, work is progressing according to schedule, and the shipyard expects to meet the deadline.

NGS has already purchased the engines and hydrojets. The supplier of the hydrojet engines, Hamilton, has announced that it will release a new, more advanced control system next year. Customers can choose whether to have the components delivered with the current system, or to wait for the new control system. However, choosing for the new system will delay the delivery of the hydrojets for a few months. The parties have nevertheless chosen to wait for delivery of the latest control system for the vessel.

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

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