New build RV *Wim Wolff*

Progress report #8: September 2021

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 Zealand 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.

The RV *Wim Wolff* will be built by Thecla Bodewes Shipyards in Harlingen, and is scheduled for delivery in late 2022.

Green light to begin work on the hull

The contract signed by TBS stipulates that before work can begin on the hull, the client must give written approval for both the definitive, or 'basic' design and for the results of the drag tank tests conducted by MARIN. These provisions are included in Appendix 4 of the contract (see below).

Bijlage 4 Acceptatieplan – Basic Design en Sleeptanktesten

Projectnaam	:	**RV Wim Wolff**
Opdrachtgever	:	**NWO-I**
Opdrachtnemer	:	**Thecla Bodewes Shipyard B.V.**
Overeenkomst naam/nr.	:	**Vervanging RV Navicula – Wim Wolff**
Datum EDC	:	**18 februari 2021**

Betreft de acceptatie van Basic design en sleeptanktesten.

Dit acceptatieplan bevat een opsomming van de door de Opdrachtnemer -- ter acceptatie voor te leggen:

- Documenten;
- Resultaten van testen, metingen, proeven en keuringen conform het door Opdrachtnemer en door Opdrachtgever geaccepteerde Kwaliteits-keuringsprogramma.

Summary of acceptance plan for the RV Wim Wolff, as stated in Appendix 4 of the contract.

The client has since received and approved the basic design. Part of the basic design includes the final recalculation of the hull and total displacement to ensure that the maximum draught of 1 meter is not exceeded. The displacement recalculation is in line with expectations.
The results of the three drag tank tests conducted at MARIN:
[1] speed;
[2] green water on deck;
[2] vessel drift.
have also been received. Results [1] and [2] fully meet the specifications formulated in the design. Results [3] deviate somewhat from the design specifications, but fall within acceptable limits. Based on these results, NIOZ signed Appendix 4 of the contract in early September.

Hull construction

Thecla Bodewes Shipyards (TBG) has contracted with specialist aluminium shipbuilders for the construction of the aluminium hull of the RV *Wim Wolff*. N. Dijkstra Metaalbewerking in Harlingen was initially selected to build the entire hull. Unfortunately, unexpectedly delays in the delivery of aluminium has pushed back the start date for the construction of the hull. As a result, the deadline for the delivery of the hull - and therefore the completion and delivery of the vessel - could not be met.

Construction begins on the first section of the RV Wim Wolff in early September 2021 at N. Dijkstra in Harlingen ©FH

To speed up construction, the hull will be divided into two sections, which will be assembled by two different shipbuilders. KB Alubouw in Makkum will build the cabin and wheelhouse. The construction of the hull, which is the majority of the work, will take place at N. Dijkstra in Harlingen. Eventually, the two components will be joined at the TBG finishing yard in Harlingen.

Condition in late September: the first 6-meter section begins to take shape.

The hull will be constructed in 6-meter sections, which will then be joined together. The first section had begun to take shape by late September.

The shipyard is now busy elaborating the construction plans and blueprints. Once this information is available, builders can begin the finishing work.

Others are currently hard at work selecting and purchasing equipment such as engines, screws, drive shafts and other components. The specifications for these components are necessary input for the development of the superstructure information and other construction details.

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