



Construction RV *Wim Wolff*



Progress report #4: May 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 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.

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

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The hull builders

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.

To accelerate the construction time, TBG has decided to divide the construction of the hull in two sections by two different shipbuilders. Now, KB Alubouw in Makkum will build part of the hull in collaboration with N. Dijkstra Metaalbewerking in Harlingen. KB Alubouw will build the superstructure and bridge, while N. Dijkstra will provide the rest of the hull. The two components will then be joined at the TBG finishing yard in Harlingen.

Building the superstructure and bridge simultaneously with the rest of the hull will reduce the production time for the hull to only 40 weeks, which will allow for the vessel to be completed on schedule.

N. Dijkstra Metaalbewerking in Harlingen en KB Bouw in Makkum are both family-owned firms specialised in aluminium construction.



N. Dijkstra Metaalbewerking
Company

N. Dijkstra has been active in the metalworking sector since 1995, and has been involved in the construction and repair of more than 50 aluminium vessels. The company is a specialist in aluminium work ships for the Wadden Sea, such

as the 14.66 RIB *Skua* and 17.25 m RIB *Hurricane* for Rederij Noordgat B.V. on Terschelling, the 13.5 m long water taxi/rescue boat RIB type Odyn for Northern Driver on Vlieland and the 13 m open tender RIB *Bruuzer* for Bruuzer Texel Marine Service B.V. on Texel. Vessels built by N. Dijkstra also operate from other Dutch islands, such as the 12 m high-speed tender for the harbour service on Bonaire.



**KB Alubouw
RVS Bewerking**

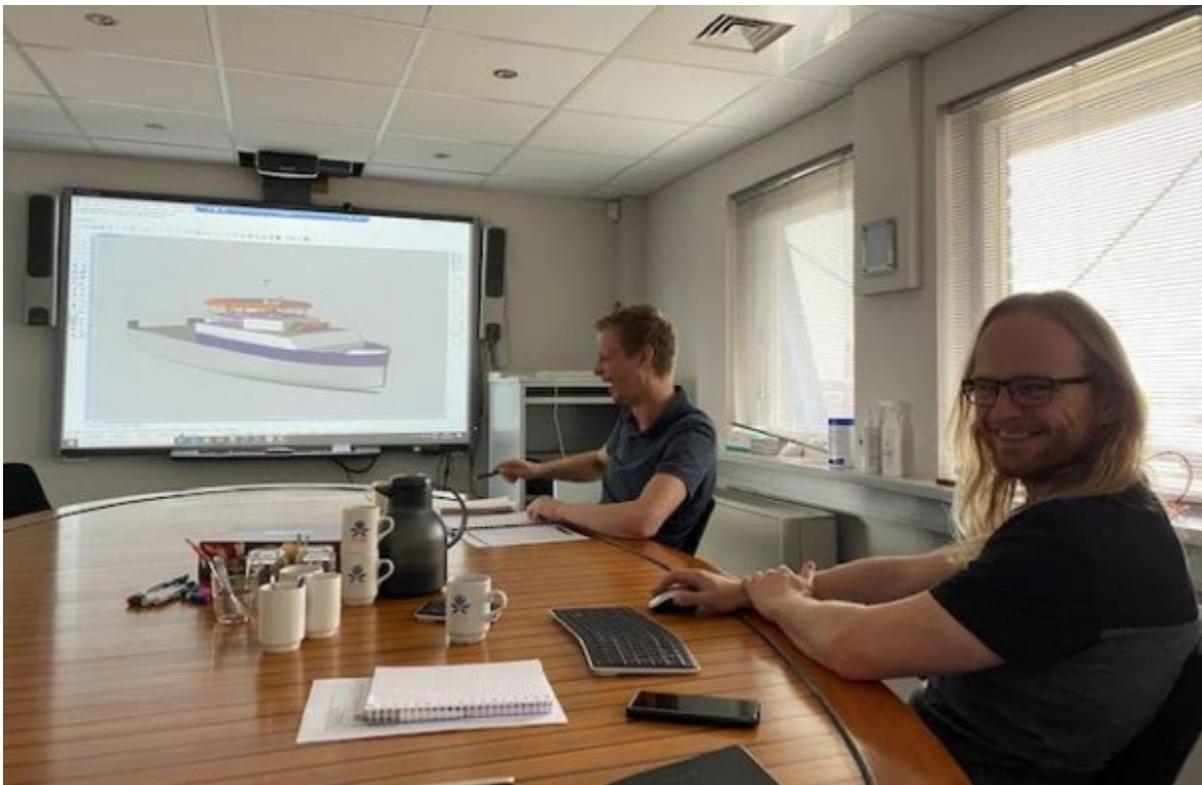
KB Alubouw is run by brothers-in-law Gerard Bleekers and Klaas Kuperus, and the shipyard is specialised in the construction of aluminium sailing yachts and motorboats. KB Alubouw builds hulls for retail clients and for other yacht builders.

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Progress in May

In May, the contract for the aluminium hull was tendered and the definitive contracts with the two shipyards N. Dijkstra and KB Alubouw were signed



*Engineering meeting at TBG in Kampen, with the optimised hull of the RV Wim Wolff shown on screen
©TBG*

Now that the hull shape has been optimised, craftsmen have begun work on the wooden models for the drag tank tests at MARIN on 2 June.



Construction of the hull model for the RV Wim Wilff for the drag tank test at MARIN. ©TBG

The hull model is 1:5.025.00 scale, giving it a length of 7.26 meters. The model will be used to conduct drag tests at various speeds in the drag tank.

Schedule for June

The following activities have been scheduled for the coming month:

- drag tank tests at MARIN.
- continue purchasing items with long delivery times (propulsion motors, generators, battery systems, screw drive shaft with thrusters, rudders, rudder shafts, fire suppression installations, HVAC, membrane and centrifugal pumps, black water treatment and ballast water).

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