# Construction RV *Wim Wolff*


## Progress report #16: May 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.

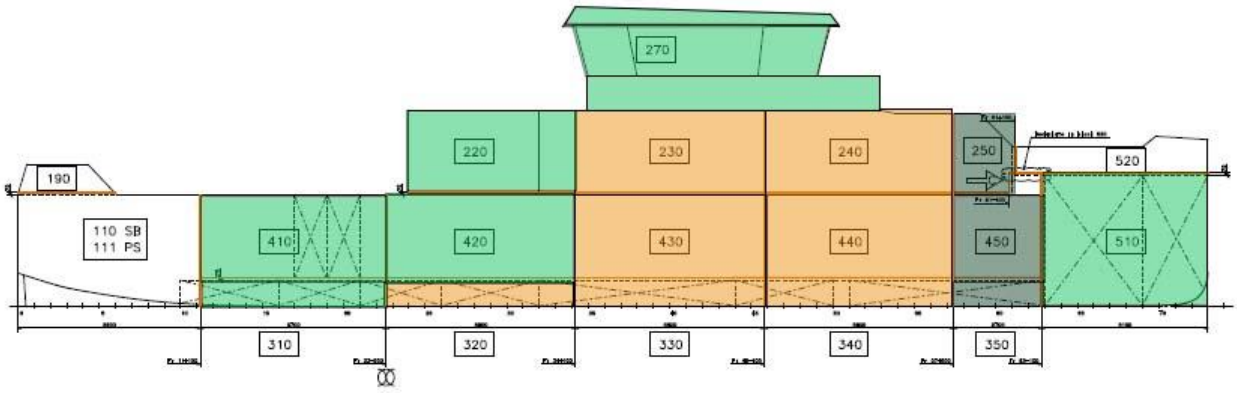
The RV *Wim Wolff* is intended to replace the Wadden Sea research vessel RV *Navicula*, and with its shallow draught of 1 meter it is specifically designed for overnight voyages for research in the Wadden Sea, the Zealand delta or the coastal zone.

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 on the working deck.

The RV *Wim Wolff* will be built by Thecla Bodewes Shipyards (TBSY) in Harlingen, and is scheduled for delivery in the 1st quarter of 2023.

## Hull construction

The hull of the RV Wim Wolff is composed of several sections, which are being built at different locations by three Frisian shipbuilders. The individual sections will then be joined together by N. Dijkstra in Harlingen.




*State of affairs in late May. The RV Wim Wolff's hull sections, with the fully assembled sections shown in orange, the separate completed sections shown in dark green and the sections still under construction in light green. ©FH*

Hull section 320 is now complete and ready to be joined to the other ring sections (300 and 400 series).

Work has also begun on the two upper sections 410 and 420.

Bloemsma shipyard in Makkum has started work on the bow section 510, and work will soon commence on the last two remaining sections.

The hull is scheduled to be delivered later this summer.

*Bow section 510 at Bloemsma in Makkum, with the tunnel for the bow screw clearly visible.*

*The wheelhouse section (270) is nearing completion.*

*The first section of the ladderway is ready for installation. The colour of the metal shows that the ladderway is made of steel, rather than aluminium.*

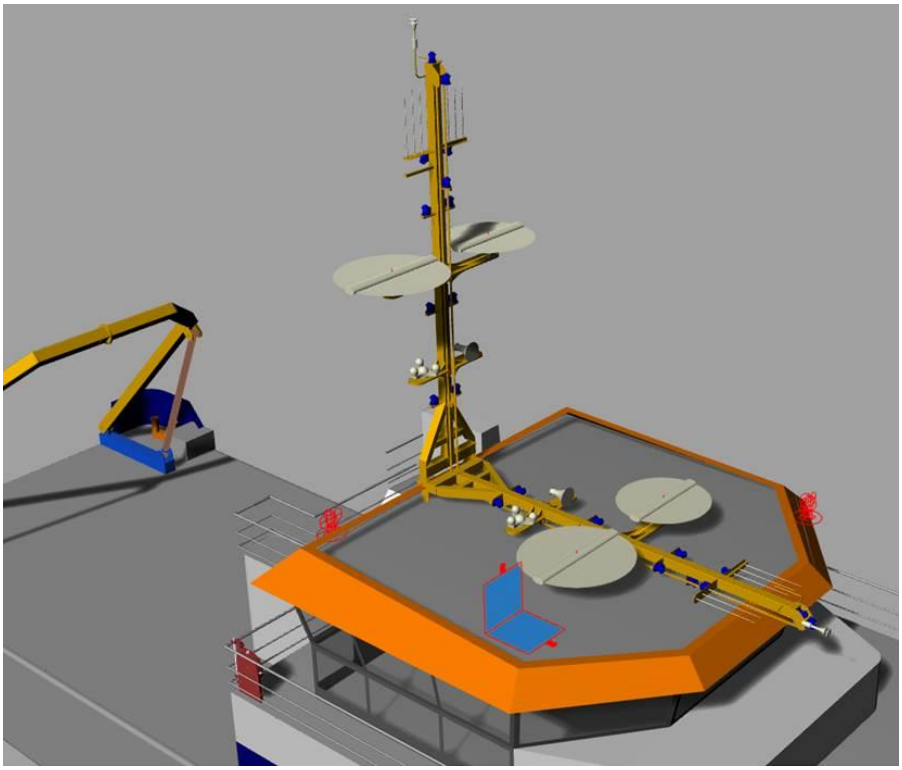
In addition to finishing the various hull sections, workers have started on several smaller details. The first section of the ladderway is now complete, and will be installed in the hull before the wheelhouse.

The ladderway is made of steel rather than aluminium, in compliance with the classification society's fire resistance regulations.

**Engineering**

New engineering details are elaborated and finalised each month.

In principle, the vessel will transit between the Wadden Sea and the waters of Zeeland via the coastal zone. But in inclement weather, an alternative inland waterway route is available with a maximum passage under bridges of 8.9 meters.



*Design of the collapsible mast aboard the RV Wim Wolff*

One of the specifications for the RV Wim Wolff is a collapsible mast to limit the height above the water line to 8.9 m with a draught of 1.0 m. The construction of the collapsible mast is a complicated technical procedure, due to the presence of a range of equipment in the mast, which must be fully erect in order to function properly. The chosen design allows for both the mast and the equipment installed to fold away, while retaining the functionality of equipment such as the radar installation.

For more information, please visit: [www.NewResearchFleet.nl](http://www.NewResearchFleet.nl)