Construction RV *Adriaen Coenen*

Progress report #11: January 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 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 delivered in mid-2022.

Superstructure

With the handover RV *Adriaen Coenen*'s hull to the finishing team, the finishing phase of construction has officially begun. The hull is divided into several compartments: below deck are the engine room, technical space and cabin, and above deck are the wheelhouse (with seating and dry lab). The wet lab and work deck are located on the vessel's deck.

The aluminium A-frame has been mounted aft of the work deck.

Progress as of late January, with the A-frame mounted to the aft of the RV Adriaen Coenen's hull. ©FH

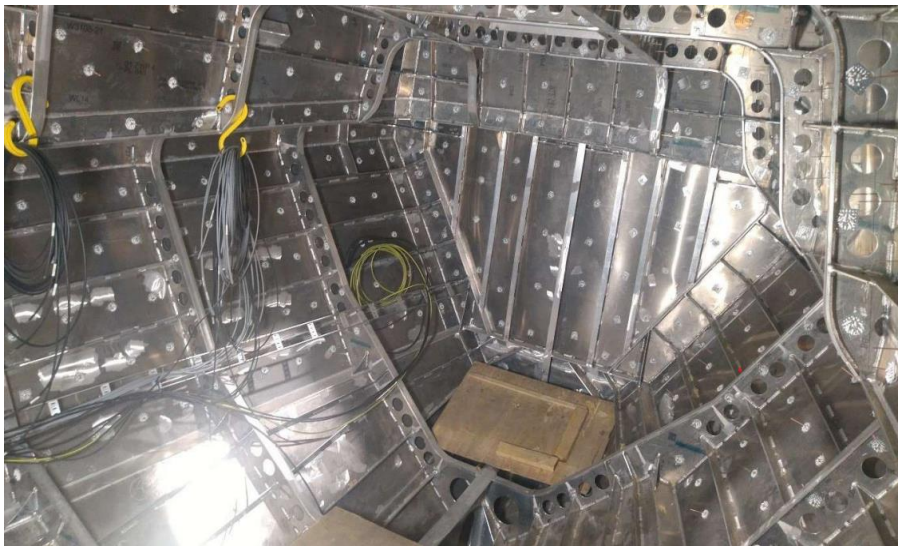
Before builders can begin work on the cabin interiors, the various pipelines, cable ducts and cables and insulation must be installed.

Most of the piping is complete, and the shipyard has made good progress installing the cable ducts and cables.

Progress as of late January, with ports for piping through the bulkhead of the RV Adriaen Coenen. ©FH

Progress as of late January, with a view of the RV Adriaen Coenen's wheelhouse and cables running to the instrument panel. ©NGS

Builders have also begun installing the insulation. The first step is to install pins at regular intervals along the hull. The insulation panels can then be attached to the pins, and then covered with insulating cloth. The insulation will be secured with rosettes, then the pins will be trimmed flush with the surface.



Day cabin with galley, showing pins fixed to the aluminium for attaching the insulation. ©NGS

Engine room, with some uncovered insulation still visible (yellow). ©NGS

The vessel's light displacement should remain slightly under 30 tonnes. This is almost a tonne heavier than the displacement specification, but every effort is being made to keep the vessel as light as possible.

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