Construction RV *Wim Wolff*

Progress report #27: April 2023

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 2nd quarter of 2023.

Finishing work

The RV *Wim Wolff* is nearing the end of its construction, and the progress is clearly visible on all three decks (from bottom to top): [1] tank top deck (cabins and engine room); [2] main deck (wardroom, labs and working deck); [3] Bridge deck.

Several sub-contractors will be working on the same cabins at the same time during the finishing phase, which requires good coordination and collaboration by all parties involved. Containers have been placed in the final construction bay to store tools and materials.

View from the bridge to the foredeck forward of the cabins.
The various subcontractors' containers are clearly visible in the construction bay.

View aft from the bridge, showing the working deck where builders are fitting the synthetic deck panels. The repair yard at Damen is visible through the open bay doors.

Tank top deck

The cabins for the crew and passengers are beginning to take shape. Following the installation of the showers, workers could begin fitting the partition bulkheads. At the same time, the electrician and fitter began installing the pipelines and cables, and connecting them behind the bulkheads.

The cabin partition bulkheads, with the various connections and cables visible.

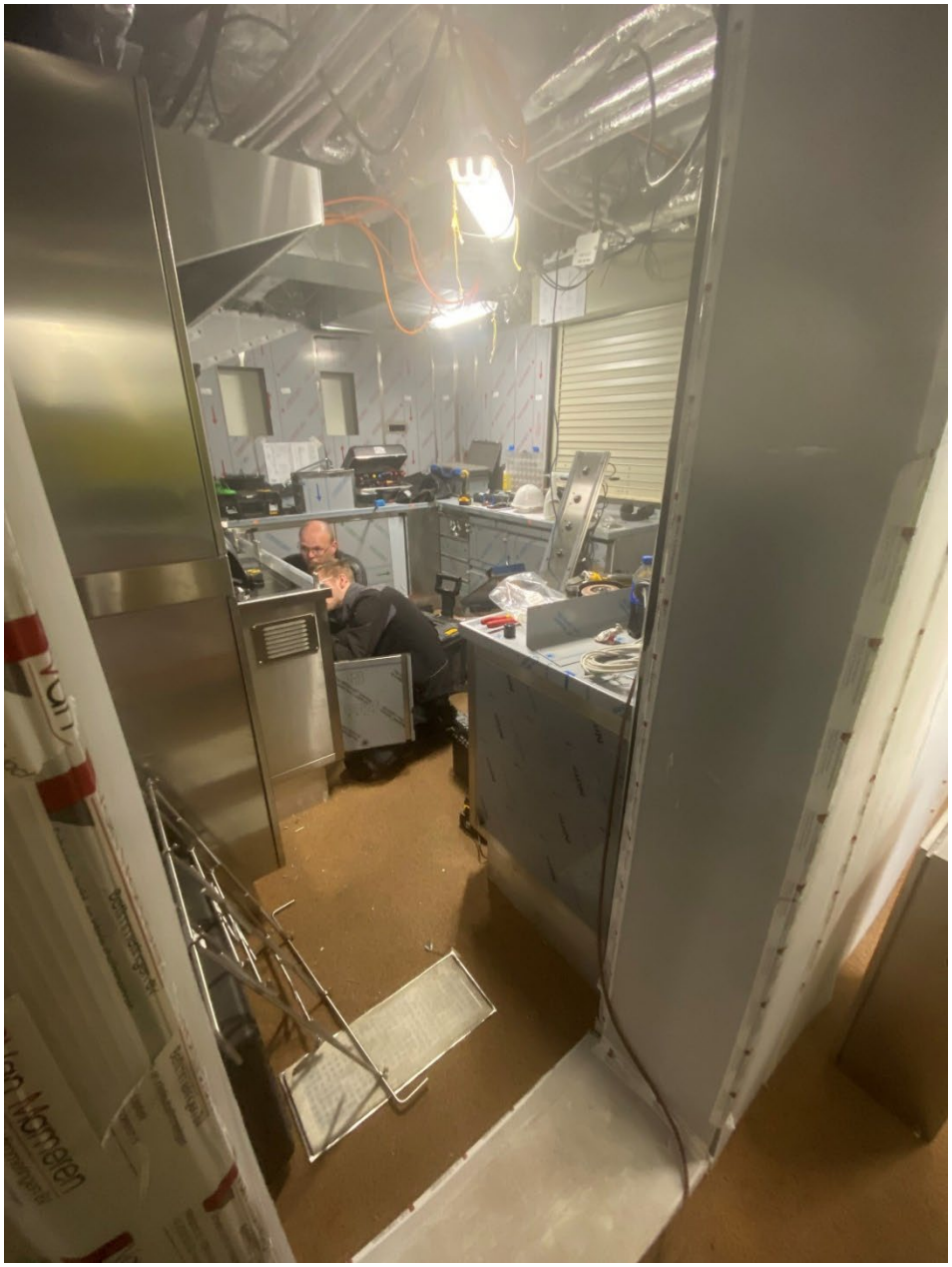
A specialist firm has finished aligning the propeller drive shafts, and the stern tubes have been bored to the correct diameter for the shafts. Boring is the opposite of machining with a lathe. A lathe rotates the metal for machining, while a bore rotates inside a stationary metal component. The machine uses lasers to mark the centre of the stern tube, while the bore rotates to cut the metal to the correct diameter.

One of the stern tubes below the RV Wim Wolff following the boring work. The protective paint system has been applied in preparation for the installation of the drive shaft.

The engine room, showing the base fittings for the engine and the bored port for the stern tube. The base fittings for the battery room are visible in the foreground.

Main deck

The galley and all of the necessary appliances are being installed on the main deck. The galley will be the first compartment to be completely finished.



View of the galley from the passageway, showing most of the installed appliances. The hatch to the messroom is visible to the right.

Bridge deck

On the bridge deck, technicians have started work on the wheelhouse. First, all of the consoles must be installed on the deck and overhead. The controls and instruments will then be installed and connected to the consoles.

The wheelhouse, showing the various consoles. The consoles fitted to the deck will be protected with a housing.

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

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