New build RV Wim Wolff

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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 4th quarter of 2023.

Finishing work

The launch is scheduled for September, so the last month of finishing work has begun. All of the paint work on the hull will be complete before the vessel is launched. Major progress has been made over the past month on all three decks (from bottom to top: [1] tank top. (cabins and engine room); [2] main deck (day cabins, labs and work deck); [3] bridge deck).

Fenders have been installed all around the vessel to protect the ship's hull when working at sea and mooring in ports.

The hull is protected by hard plastic fendering all around the vessel.
In the places where equipment will be hoisted in and out of the water,
plastic panels have been installed instead of strips

A robust capstan with bollard has been installed on the aft deck. This allows the RV Wim Wolff to tow other objects if necessary. Cables can be drawn in by the labs, adjustable-speed hydraulic winch drum, with a traction force of 8 tonnes.

The capstan installed on the aft deck, showing the cylinder for the reel drum.

The RV Wim Wolff must be able to sail inland between Texel and Zeeland in bad weather. This places a restriction on the vessel's maximum width, and especially height. To comply with the maximum height requirement, the mast containing radar scanners and other navigational equipment, such as lights, can be retracted while maintaining functionality. This mast is now ready for weatherproofing and the installation of equipment. For the same reason, the structures of the A and J-frames were designed to also allow them to be lowered below the underpass height.

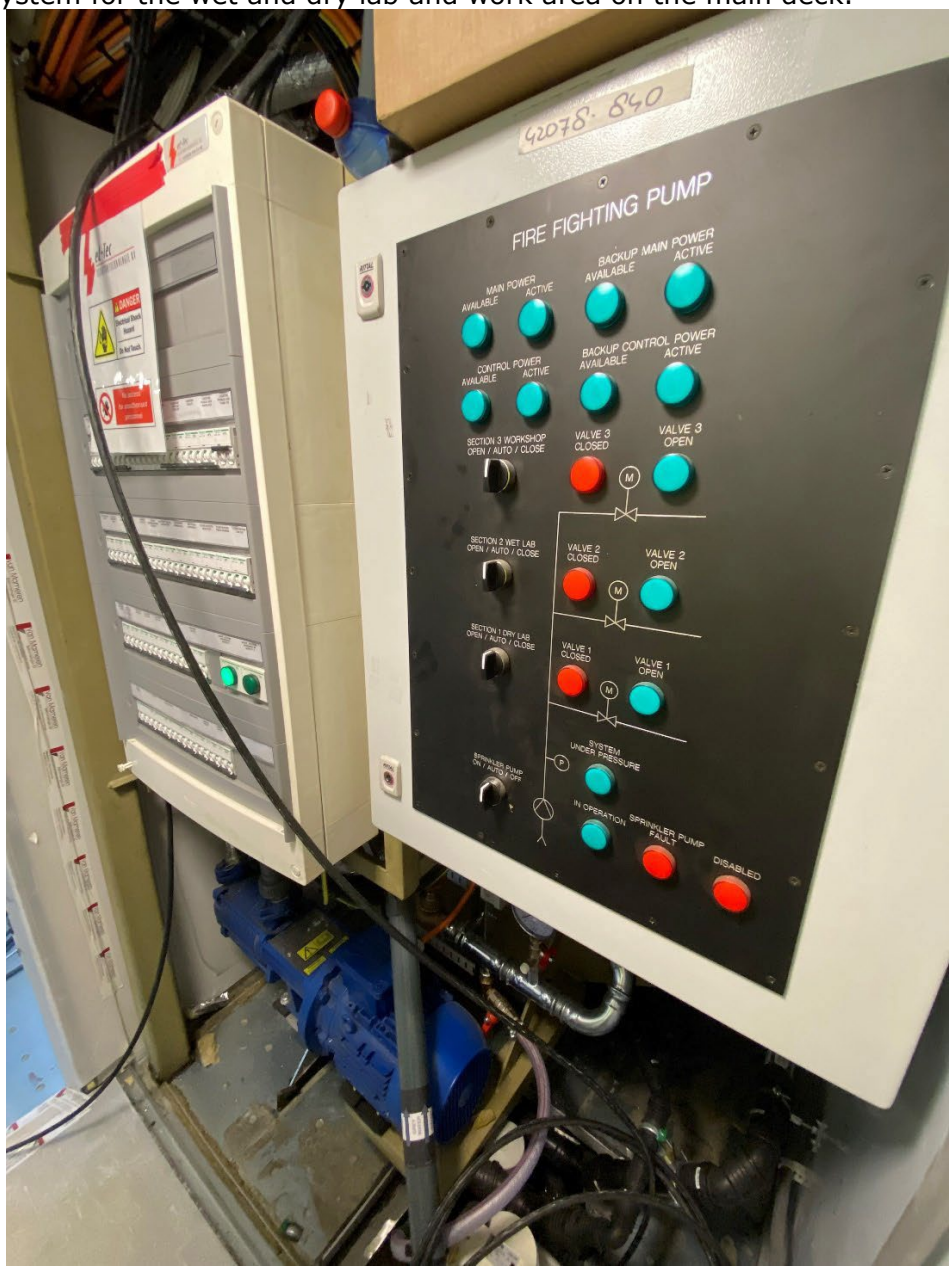
The radar mast primed and ready for further assembly

TANK TOP

Over the past month, the frames for the overhead tiles have been mounted in all crew and passenger cabins. The overhead in the shower cabin and head has also been enclosed.

The shower cabin and head, showing the enclosed overhead.

The gangway to the gym and laundry houses the pump and control panel for the fixed water sprinkler system for the wet and dry lab and work area on the main deck.



The central control panel for the fire suppression sprinkler system.

In the engine room, the main components and continuous piping systems have now been installed. The assembly and connection of the cabling in the engine room will require a lot of time and effort.

Work continued on the propulsion system, with the mounting of the propellers in the port and starboard propeller ducts.

The propeller mounted in the duct on the starboard side.
The rudders behind the propeller and duct housing still need to be installed. ©FH

In the engine room, the propeller shafts are connected to the thrust bearing and the engine drive shaft via a flexible coupling. The propeller shaft is fitted with a brake disc that serves to block the propeller shaft, for example in the event of engine damage.

MAIN DECK

On the main deck, work is in full swing to finish the various cabins. Large, visible items include the sliding door between wet lab and the work deck and the structure of the J-frame.

Assembly of the sliding between the wet lab and work deck

The J-frame, ready to be installed

BRIDGE DECK

The shipyard has begun installing and connecting all of the equipment in the wheelhouse consoles. This progress is not as visible to the outside world, however, due to the multitude of cables and connections in the consoles.

One clearly visible milestone has been the installation of all the portholes all around the wheelhouse.

Mounting the portholes in the wheelhouse

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