Construction RV *Wim Wolff*

Progress report #30: July 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 by the end of the 4th quarter of 2023.

FINISHING WORK

Although the work is nearing completion, progress is not going entirely according to schedule. It will be a challenge to have all of the work in the production facility finished in time for the scheduled launch in September.

Builders are continuing the work inside the cabins. Outside, the RV *Wim Wolff* has clearly taken its final form, both above and under the water line.

The two rudders have since been mounted behind the two propulsion screws.

The rudder mounted behind the propeller in the duct. Sacrificial anodes, visible on the propeller duct, will help protect the propeller and duct from corrosion.

The A-frame has been installed, and now juts imposingly aft of the vessel. The starboard and port-side deck cranes and the J-frame have also been mounted topside. Workers are now only waiting on the large Heila deck crane, which is scheduled for delivery in October.

The A-frame mounted on the aft deck.

The A-frame is the vessel's workhorse, and is suitable for lifting the heaviest loads of up to 5,000 kg aboard, such as bottom trawls for collecting samples from the ocean floor. The J-frame is intended specifically for loads of up to 2,500 kg over the side, such as water samples. Both deck cranes are suitable for smaller, quick tasks up to 600 kg, such as raising or lowering rubber boats.

View from above, with J-frame to the left and the starboard deck crane next to it. ©FH

All of the cables, guide blocks and winches still need to be installed on both the A-frame and the J-frame. These components are standing by for installation in the production hall. (The winches have since been installed on the A-frame).

The guide blocks and (CTD) winches for the A-frame and J-frame are standing by for assembly. The blocks and winches were designed and built especially for the RV Wim Wolff.

The manufacturer has delivered the anchors and gear, and they are also waiting to be mounted aboard the vessel. Careful attention to detail is required to ensure the galvanic isolation of the winches.

The anchor gear in the production facility, awaiting assembly. ©FH

The three anchors, two for the bow and one stern anchor, awaiting installation aboard the vessel. ©FH

In other work, protective plastic strips have been applied to the fairlead shafts to prevent the hull from becoming damaged while anchoring.

The starboard bow, with protective strips visible below the fairhead shaft.

The radar/navigation mast has been protected from the elements and fitted with the necessary navigation lights, antennas and radar scanners. The mast has been placed on the wheelhouse to connect the power supply and electrical components.

The radar mast on the wheelhouse.

Work will continue at a slower pace during the summer holiday period.

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