

Construction RV *Wim Wolff*



Progress report #33: October 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 Zeeland 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.

COMPLETION AND DELIVERY

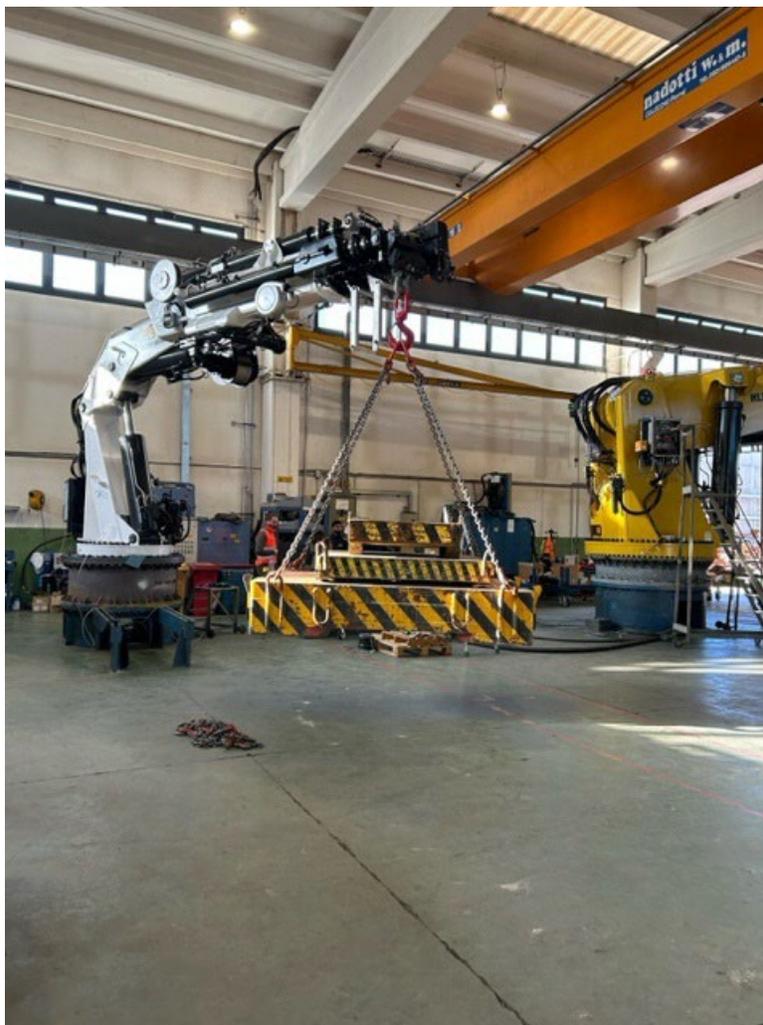
The vessel is moored at the TSBY finishing wharf in Kampen, and has begun the last phase of completion, commissioning, and shakedown cruises. Every effort is being made to keep within the tight schedule to facilitate delivery by the end of the year.



The RV Wim Wolff at the Tecla Bodewes Shipyards finishing wharf in Kampen

COMPLETION

The shipyard is waiting for the delivery of the Heila deck crane to finish construction on the vessel. The delivery has been postponed several times due to unforeseen circumstances. The crane, which was built in Italy, has since been tested to determine if it meets the specifications and functionalities, and it is now on its way to the Netherlands.



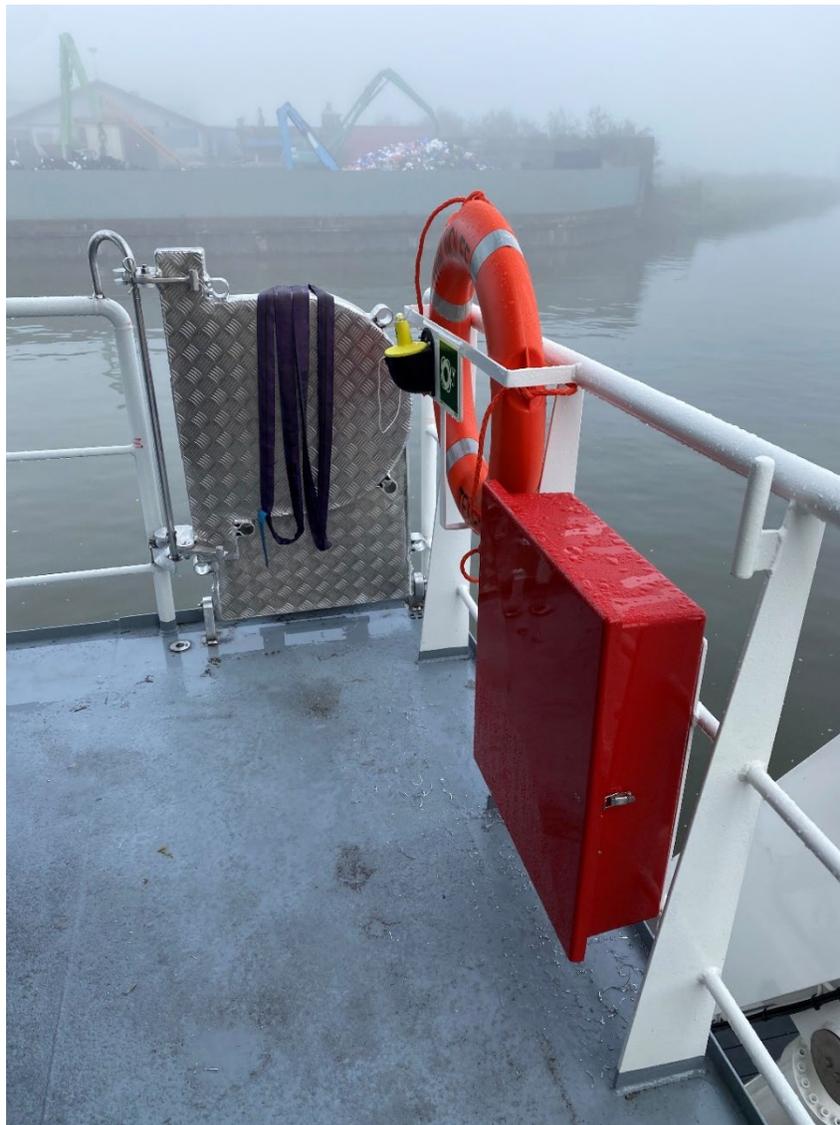
Functionality tests on the Heila deck crane at the manufacturer in Italy. ©TBS

Several safety measures were installed on board last month. Emergency evacuation ladders and the hold for life jackets have been fastened to the foredeck forward of the wheelhouse. The yard is now waiting for the containers holding the lifeboats.



One of the evacuation ladders and the hold for life jackets shown on the foredeck.

Firefighting equipment and lifebuoys have been installed on the port and starboard sides.



Firefighting equipment and lifebuoy shown on the starboard bridge deck. The platform connecting to the gangway is shown in the stowed position.

Recent progress is clearly visible inside the cabins, and the handrail for the wheelhouse ladderway has been installed. The carpentry inside the messroom is almost finished, and the first seats and tables have been assembled.

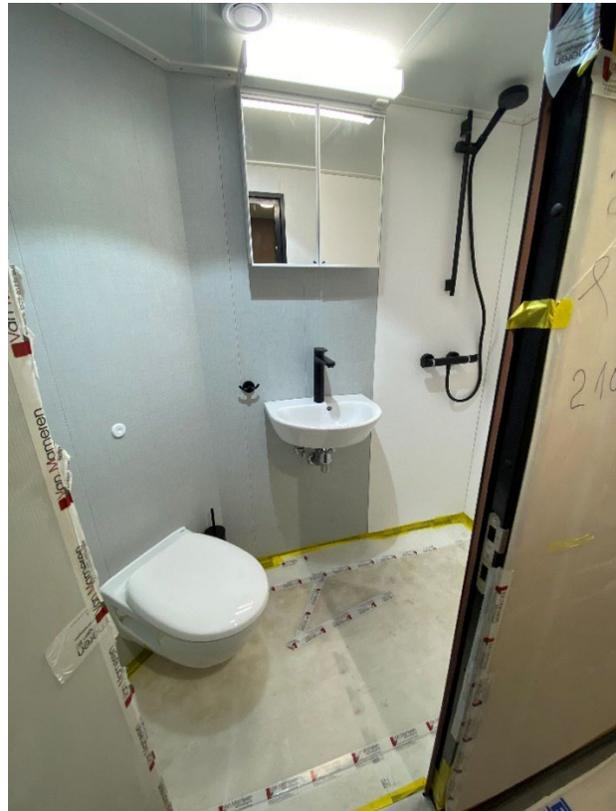


Mounting the handrail to the wheelhouse ladderway. ©FH



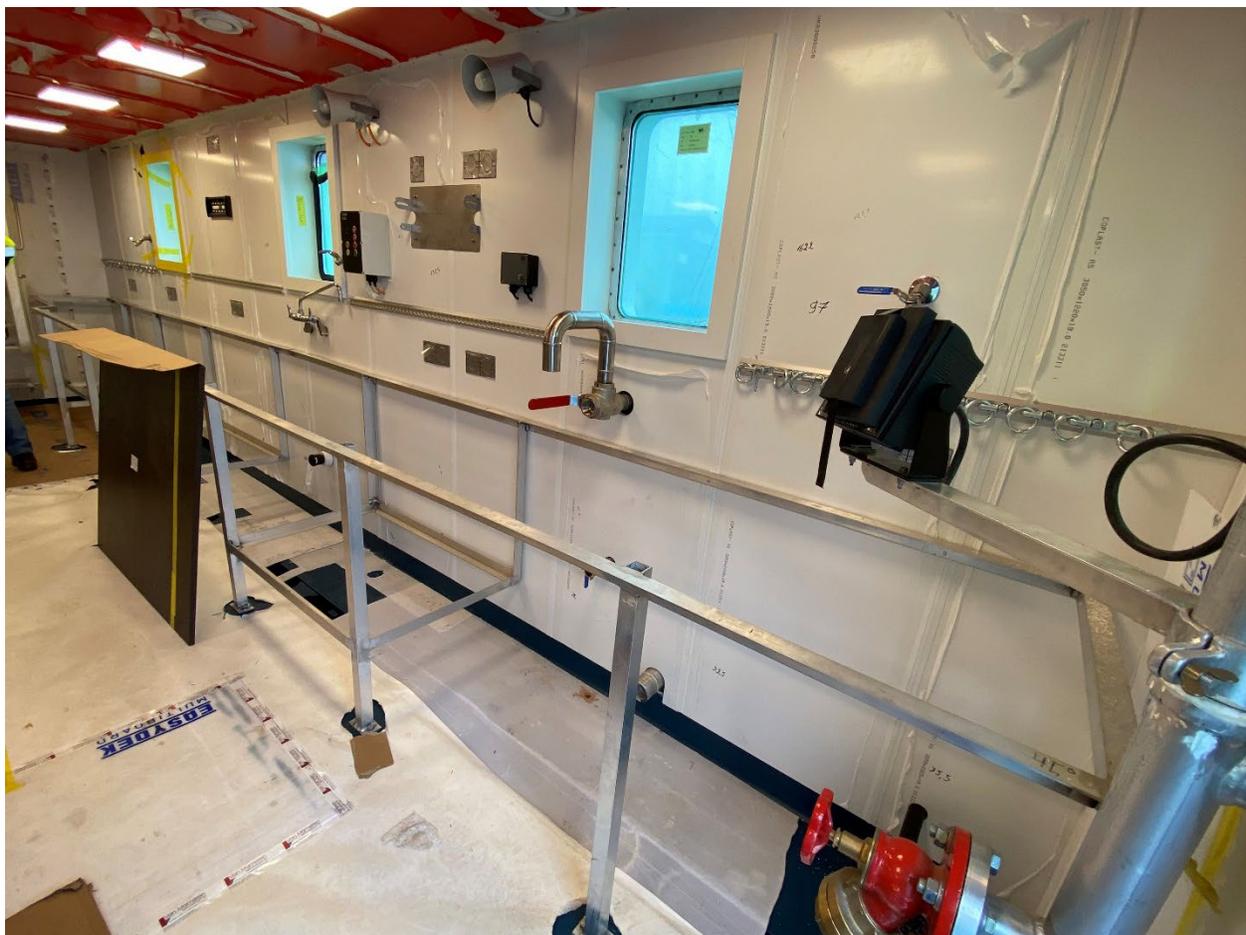
The first tables have been installed in the messroom.

Only a few details need to be finished in the passenger and crew cabins. All of the cabins are furnished with a desk, telephone, Internet, connections for monitors, and lighting. The sanitary furnishings have also been installed in the heads. Decks and bulkheads are covered with materials to protect them against damage and wear.



Two-person cabin, with view of the cabin left and the head to the right.

The wet lab is also nearing completion: all of the bulkheads have been installed and the table frames have been assembled. The table tops will be installed next month.



The wet lab, showing the table frames to starboard.

COMMISSIONING

With the finishing work underway, the yard has also begun preparations for the vessel's commissioning. Several parties are involved in this process.

First, the shipyard will determine whether the sub-contractors have delivered according to the terms of their contracts: have the contracted features been installed, and do they function as intended?

The classification society Bureau Veritas will also inspect the vessel to determine if it has been built according to the legal requirements and classification standards.

Finally, the client NIOZ will check whether the vessel and its equipment meet the contractual requirements for construction and function.

Since the signing of the contract, NIOZ has had regular contact with the shipyard, and its own supervisors have been active on-site since the keel was laid.

The legally required aspects of the vessel will be inspected by the classification society, usually in the company of the client. For example, the generators are subject to the requirement that they must be able to operate without disruption for a certain time under certain load parameters. This test will be conducted under the supervision of the classification society, and will be approved if the test is a success.

There are also many aspects that must be checked by the client, such as the layout and furnishings of the cabins, the agreed-upon light fixtures, the Internet connection, etc.

In the process, the entire vessel will be inspected and tested by the shipyard, the classification society and the client over the coming weeks and months.

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