

## Construction RV *Wim Wolff*



### Progress report #35: December 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* is being built by Thecla Bodewes Shipyards (TBSY) in Harlingen, and is scheduled for delivery in the 1st quarter of 2024.

## DELIVERY

The shipyard spent much of December completing the last finishing work, and making the various systems and their connections operational. This process proved to be more complex and time-consuming than expected. So the sea trials in December have been rescheduled for January 2024.

Except for a few minor details, the RV Wim Wolff is now complete and a tour of the vessel gives a good impression of its future operations.



*The RV Wim Wolff at the Tecla Bodewes Shipyards finishing wharf in Kampen, showing the collapsible mast erect and the birdwatching post topside.*

The RV *Wim Wolff* has three working decks: the bridge deck, the main deck and the tank top. The most important element of the bridge deck is the wheelhouse.

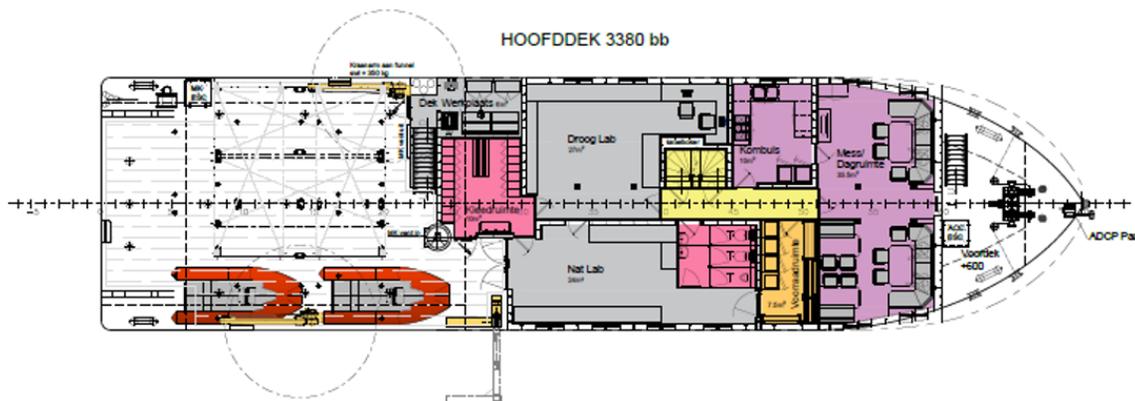


*View of the wheelhouse from aft, showing central control panels equipped with nautical and operating equipment. The black panel in the middle is where the skipper's seat will be attached.*



*The ladderway, with wood-effect vinyl deck covering, viewed from the wheelhouse deck. For fire safety reasons, the ladderway is made of steel rather than aluminium.*

The main deck houses the galley and pantry, the messroom/day cabin, the dry and wet labs, the locker room and the deck workshop, along with the working deck.



*Overview of main deck layout*

The galley, pantry and messroom/day cabin were largely complete, and with the exception of a few details the dry and wet labs were completed last month.

In good weather, the wet lab is normally open to the aft deck, but it can be closed off by a rolling shutter in inclement weather.

Supplies can be brought to the pantry via a hatch in the wet lab.

The wet lab is technically open to the elements, and two water-tight hatches connect it to the rest of the vessel.



*The wet lab, showing the rolling shutter leading to the aft working deck.  
Work counters are shown to the left, with the ferry box to the right.*

As the wet lab is open to the elements, the deck and lower bulkheads are treated with a poured waterproof coating.

To allow water to drain from the wet lab, grated drains have been installed in the deck. Clean water can be drained directly overboard, and water contaminated by cleaning fluids or spilled chemicals can be stored in an on-board bilge tank.



*The wet lab, looking forward. The water-tight hatch to the cabins is visible to the left, work tables to the right, and the refrigerators and freezers for scientific samples in the middle of the lab. The poured floor coating is coloured blue.*

The dry lab features several work stations, where scientists can read data produced by instruments in the wet lab or on the working deck. Navigational data such as the vessel's position, speed, wind conditions, etc., are constantly displayed on monitors mounted in the dry lab.



*The dry lab, with fixed work stations along the exterior bulkheads, and an adjustable work station shown to the right.*

The tank top holds the cabins, the on-board gym and washroom, and the engine room.

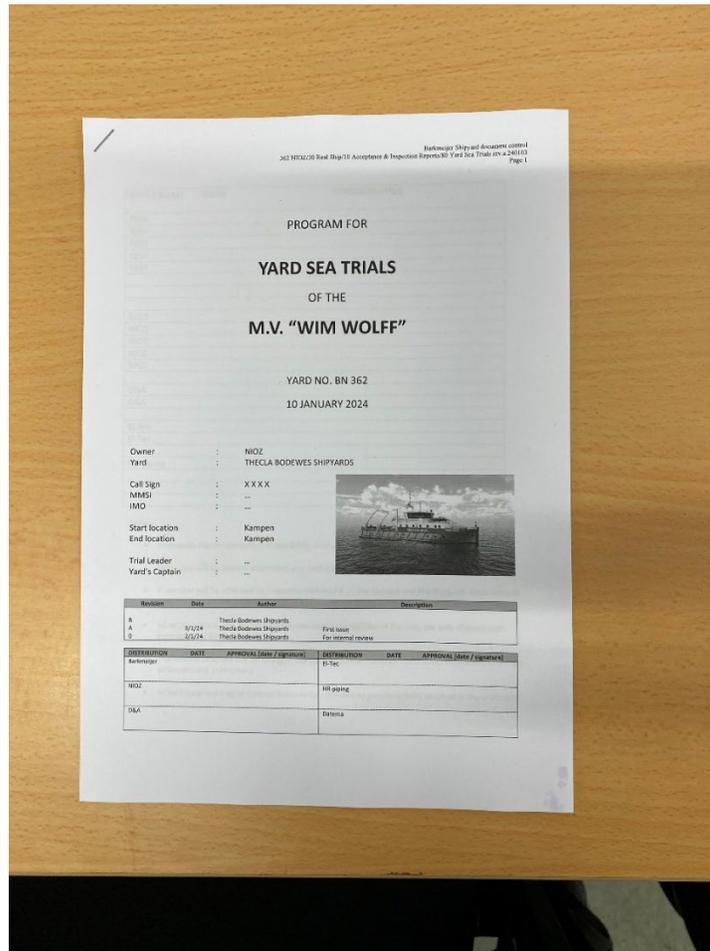
Most of the work on these spaces was completed last month.

The last details in the engine room include the marking of all piping with a system colour and flow direction code.



*The engine room is a tangle of pipes and cables.  
The colour code markings are clearly visible on the various pipes.*

Over the next few weeks, the vessel's systems will be put into operation and several sea trials will be made before the vessel is delivered to the client.



*Draft programme for one of the RV Wim Wolff's sea trials.*

These sea trials will be conducted under the leadership and direction of the shipyard according to a clear, predetermined programme and protocol and in the presence of representatives from the shipyard, sub-contractors, classification society and the client.

Upon completion of the sea trial, the results will be recorded in writing and signed by the representatives for approval.

The sea trials mark the last exciting stage of the vessel's construction.

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