

Construction RV *Adriaen Coenen*



Progress report #9: November 2021

The RV *Adriaen Coenen* 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.

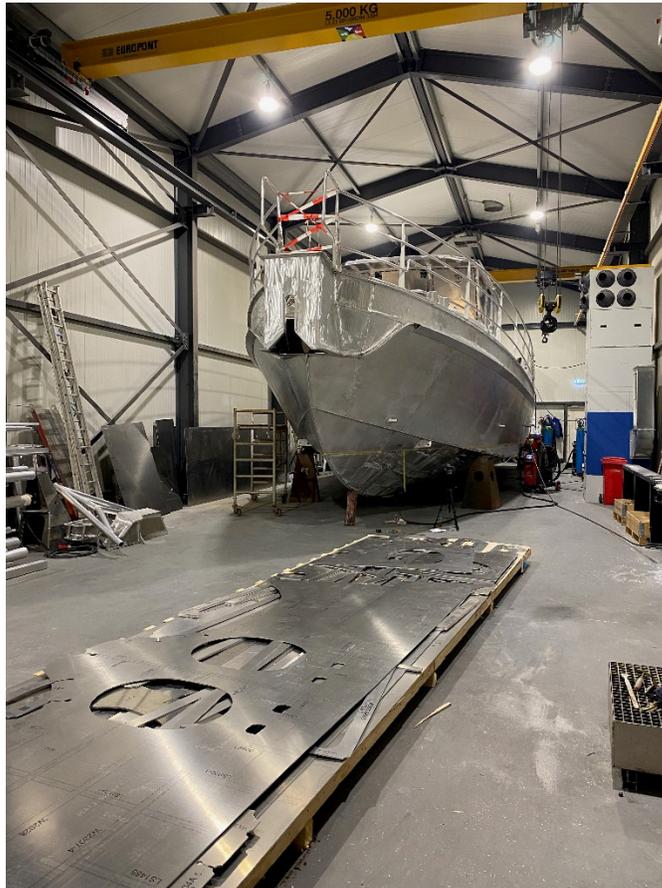
The RV *Adriaen Coenen* is intended to replace the Wadden Sea research vessel RV *Stern*, and with its shallow draught of 1 meter it is specifically designed for day trips for research in the Wadden Sea or the Zeeland delta.

With a permanent crew of one, the RV *Adriaen Coenen* will offer state-of-the-art daytime facilities for a maximum of 12 passengers, and is equipped with rudimentary dry and wet lab facilities. The deck will also facilitate all of the research activities that an A- and a J-frame can offer.

The RV *Adriaen Coenen* is being built by Next Generation Shipyards in Lauwersoog, and will be delivered in mid-2022.

The hull

The hull of the RV *Adriaen Coenen* is now complete.



Progress by late November. The hull of the RV Adriaen Coenen in the production hall awaiting further construction work.

Before builders can begin work on the rest of the vessel, the hull must be approved by the classification society and accepted by the client. That requires detailed photos of the hull weld seams to analyse the quality of the welds.

The classification society and the client are currently evaluating the last few details for the final approval and acceptance of the hull. The shipyard is almost finished with the list of remaining details.

Hull ownership

Ownership of the hull has been transferred to the client, and the vessel and owner have been registered in the Land Registry's Shipping Register. The Land Registry has applied a 'brand' to the vessel as proof of registration.

The brand was originally used to indicate ownership of livestock by using a branding iron to burn a symbol into the animal's hide. Branding was also used for wooden vessels in the past, but today the brand is either engraved (for steel and aluminium hulls) or applied as a sticker (for polyester hulls).



Proof of ownership and registration in the Shipping Register: the brand on the port side hull of the RV Adriaen Coenen.

The brand consists of a serial number, category, society office and year of registration.

Further construction

One final detail is the application of draught markings on the hull. The markings are positioned using a laser, then the aluminium markings and numbers are welded to the hull.



Applying the draught markings to the hull of the RV Adriaen Coenen. Red lines are laser beams used to align the markings.

The draught and displacement of the RV *Adriaen Coenen* are critical details, so the completion of the hull was an excellent opportunity to determine whether the hull's actual weight corresponds to the estimated displacement in the plans. The hull is 100 kg lighter than planned, and therefore fully satisfies the original requirements.



The A-frame ready to be assembled.

Much of the remaining superstructure will be assembled separately before installation on the hull. This includes the piping, cable ducts and carpentry work in the wheelhouse and cabin. At first glance, it may seem as if little progress is being made over the next few months because most of the construction work will be completed 'behind the scenes'.

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