

Construction RV *Wim Wolff*



Progress report #15: April 2022

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.

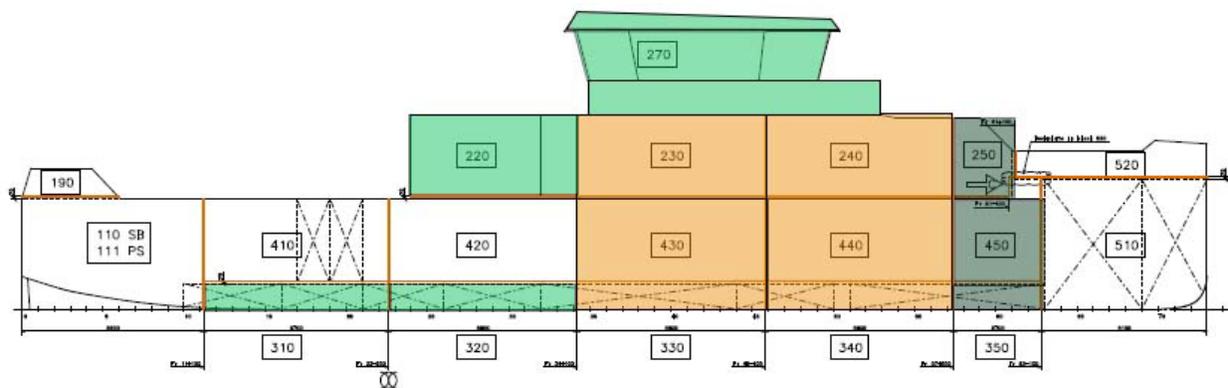
The RV *Wim Wolff* is intended to replace the Wadden Sea research vessel RV *Navicula*, and with its shallow draught of 1 meter it is specifically designed for overnight voyages for research in the Wadden Sea, the Zeeland delta or the coastal zone.

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 in the 2nd quarter of 2023.

Hull construction

The hull of the RV *Wim Wolff* is composed of several sections, which are being built at different locations by three Frisian shipbuilders. The individual sections will then be joined together by N. Dijkstra in Harlingen.



State of affairs in late April. The RV Wim Wolff's hull sections, with the fully assembled sections shown in orange, the separate completed sections shown in dark green and the sections still under construction in light green. ©FH

Several bottom sections (labelled '300' sections) have already been joined to the top sections (the '400' sections) to form a ring structure.

The shipyard has also started welding the individual ring sections together. Two ring sections are now complete, and three are currently under construction.

Work will soon begin on the remaining sections.

The hull is scheduled to be delivered later this summer, in week 40.

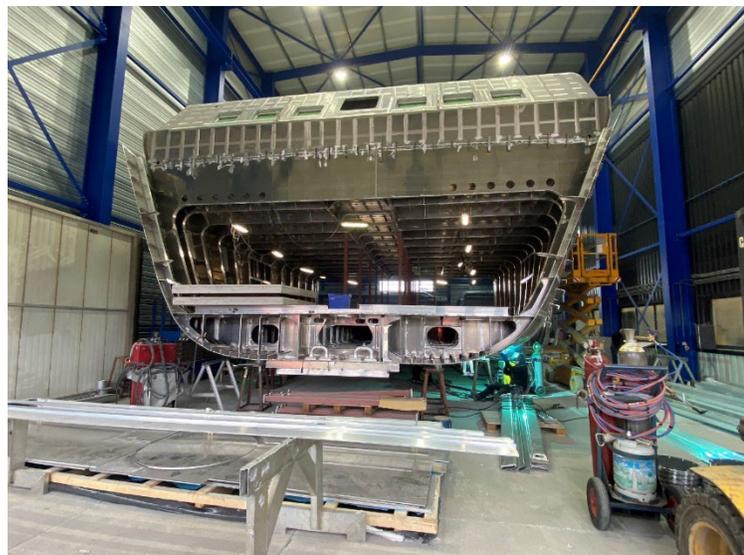
Engineering

Alongside the construction of the hull, technicians are also working on the engineering details for the RV *Wim Wolff*. Once all of the details for the bow and engine room propulsion installation become available, draughtsmen can produce the blueprints for these sections and workers can begin construction.



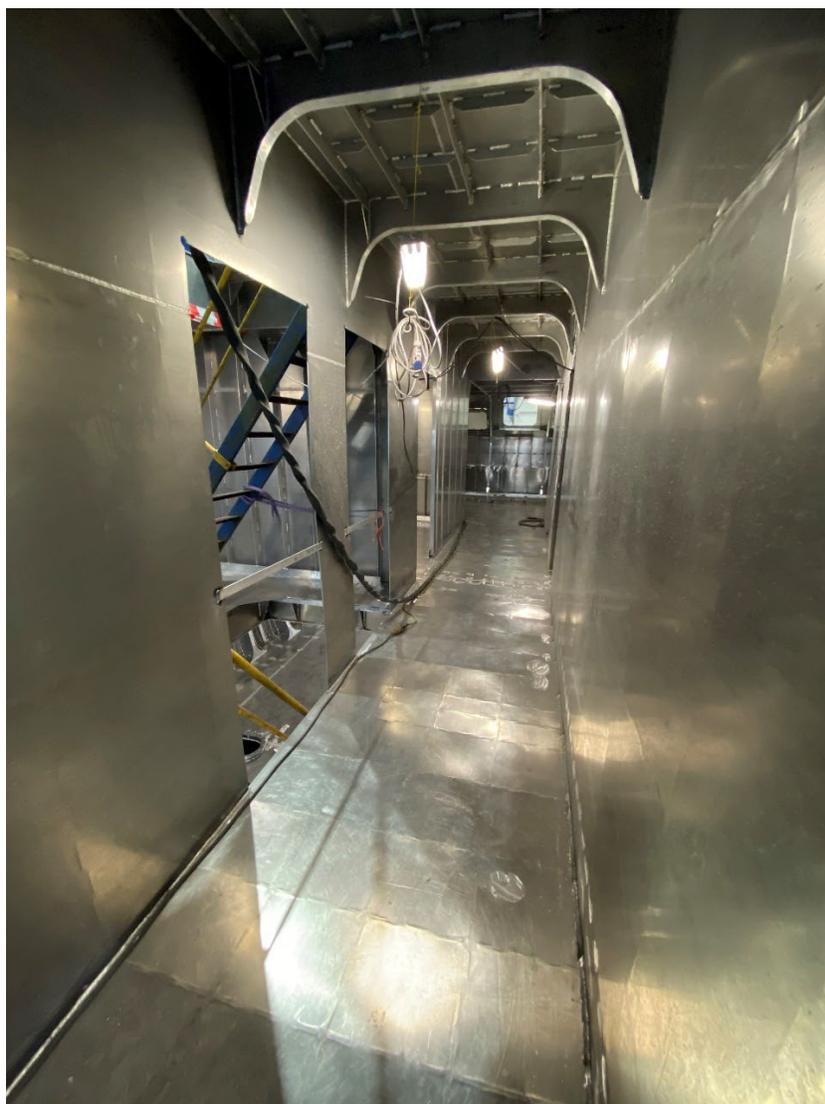
Ring sections 30 and 40 (left) and bottom section 320 (right). Section 320 is being built upside-down, and will be rotated for attach ring 20 to rings 30 and 40.

The assembled ring sections already provide a glimpse of the RV *Wim Wolff's* final layout and dimensions. The hull will eventually fill the entire production hall.

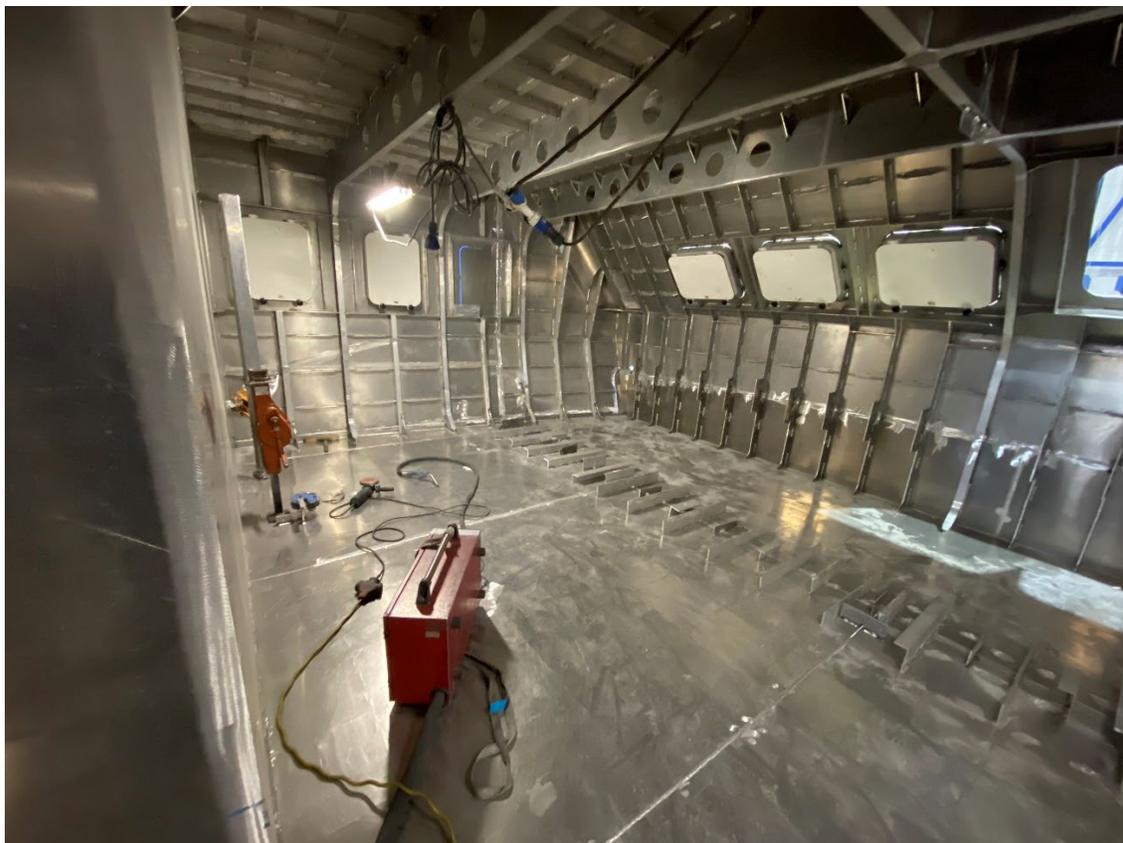


Front view with the mess portholes visible at top.

Sections 230 and 240 give a good impression of the design of the wet- and dry lab, galley and mess.



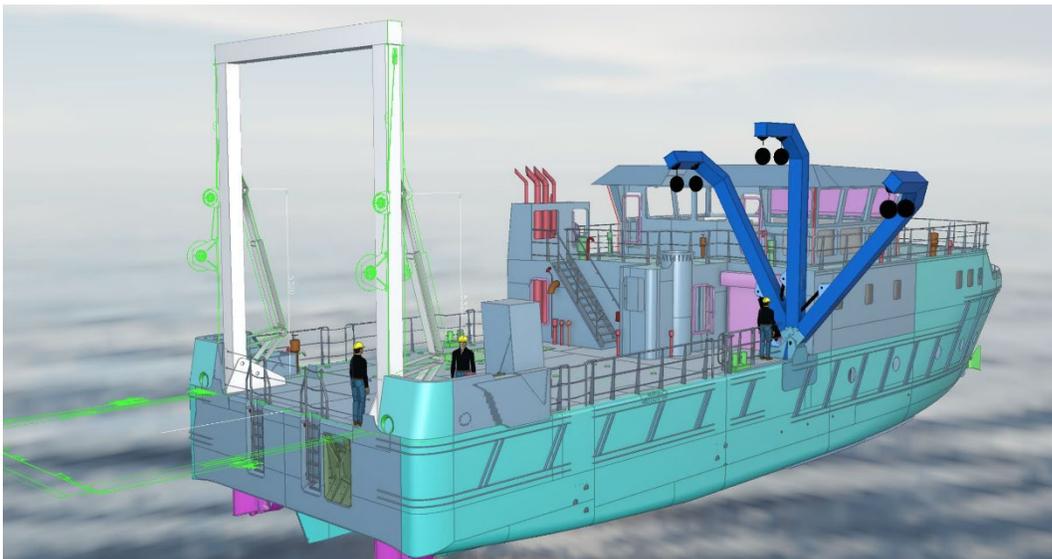
Gangway from the work deck to the mess and day cabin, with hatch to the dry lab and galley to the left.



View inside the mess and day cabin inside the hull.

The 3-D details of the main cranes (the A- and J-frame) have been finalised and exhaustively inspected for functionality and safety.

The last steps will involve calculating the maximum strain that the cranes can exert on the hull, then determine the strength of the base plates, and finally implementing these figures in the design of this section of the hull. This will provide an important missing piece for the design of section 410.



Detail engineering of the A- and J-frames, with check for functionality and safety.



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