

DREAM STAR - MIDSHIP



Builder: [MIDSHIP](#)

LOA: 98' 0" (29.87 m)

Year Built: 1981

Beam: 23' 0" (7.11 m)

Model: High Speed Passenger Ferry

Min Draft: 20' 6" (6.25 m)

Price: \$3,929,295 USD Subject to change.

Max Draft: 20' 6" (6.25 m)

[See full listing on our website](#)

Location: N/A, British Virgin Islands

Cruising Speed: 31 Knots (35.67 MPH)

Max Speed: 35 Knots (40.28 MPH)

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OVERVIEW

Price now lowered from USD 4 million! This CamCraft-built high-speed commercial passenger vessel underwent a comprehensive refit by Midship Marine in 2017–2018 to strict specifications and standards. The aluminum hull was taken back to bare metal throughout. Every system aboard was renewed, from running gear and electronics to the seating. She stands prepared for sea trials and immediate commercial service today.

SPECIFICATIONS

Basic Information

Model Year:
1981

Country:
British Virgin Islands

Year Built:
1981

Dimensions

LOA:
98' 0" (29.87 m)

Beam:
23' 0" (7.11 m)

Min Draft:
20' 6" (6.25 m)

Max Draft:
20' 6" (6.25 m)

Speed, Capacities and Weight

Cruise Speed:
31 Knots (35.67 MPH)

Water Capacity:
600 Gallons

Max Speed:
35 Knots (40.28 MPH)

Fuel Capacity:
2000 Gallons

Accommodations

Total Heads:
2

Hull and Deck Information

Hull Material:
Aluminum Yachts

Hull Designer:
N/A

Deck Material:
Aluminum

Interior Designer:
N/A

Hull Configuration:
N/A

Engine Information

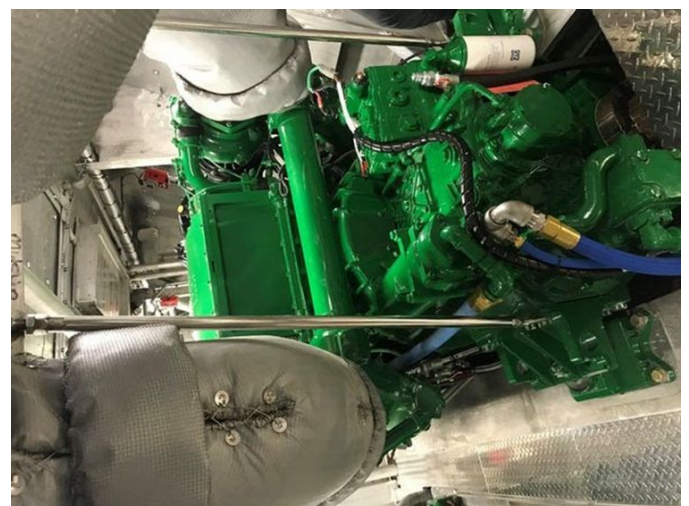
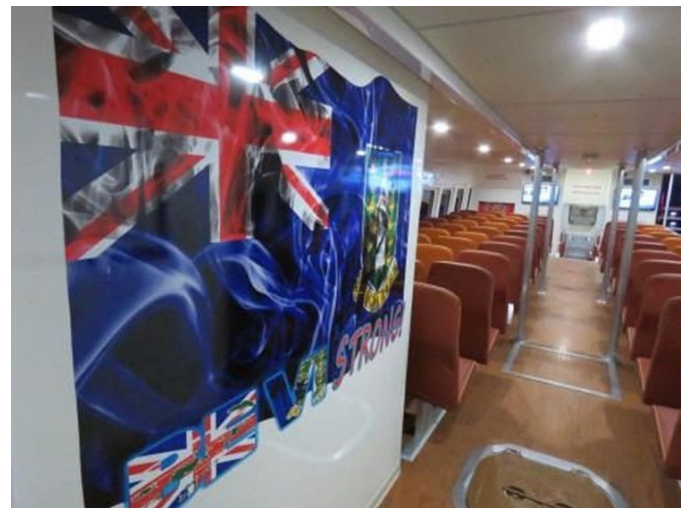
Engines:
3

Engine Type:
Inboard

Manufacturer:
MTU

Fuel Type:
Diesel

GALLERY









DETAILED DESCRIPTION

Overview

Built in 1981 by CamCraft in Lafitte, Louisiana and comprehensively rebuilt in 2018 by Midship Marine in Harvey, Louisiana, this British Virgin Islands–flagged passenger vessel presents measured precision and renewed purpose. Her registered dimensions are 98' x 23.4' x 6.3' with GRT/NRT of 97/66. Propulsion is conventional via fixed pitch propellers, and the stability letter for this passenger ferry states capacity for 235 passengers. Power comes from three MTU 16V 2000 twin turbo-charged diesel engines delivering a total of 6,000 horsepower at 2,350 RPM, underscoring robust performance tailored for dependable service.

The hull is safeguarded by two courses of six-inch split pipe-type hull guards running along the port and starboard sides and across the stern, complemented by a full complement of inflatable rubber fenders and spray rails at the bow. Deck fittings reflect the proper outfitting for this class, including a centerline forward H-bitt, port and starboard bow closed chocks, two double bitts with horns per side and two single bitts with horns per side. Ground tackle is centered on a single Fortress FX125 125-lb Danforth-style anchor resting on a stainless steel bow roller and secured by 10' of stainless steel chain.

Within the hull, compartmentation is thoughtfully arranged: from Bulkhead 22 to Frame 23 lie the port and starboard potable water tanks; from Frame 9 to Frame 10 the black water tank; and from Bulkhead 30 to Frame 31 the hydraulic oil tank. Additionally, from Bulkhead 22 to Frame 24 are the port and starboard fuel oil tanks. Tankage is generous and practical, with capacities of 2,000 gallons of fuel oil, 600 gallons of potable water, 500 gallons of black water, and 30 gallons of hydraulic oil.

The aluminum deckhouse, finished with aluminum weathertight doors and fixed rubber-mounted windows, offers a well-executed interior sheathed with pebbled FRP overheads, lightweight aluminum marine wall panels on bulkheads, and rubber tile decking. The entire deckhouse is centrally air conditioned and heated. The main deck houses crew and passenger areas and sanitary facilities, the second deck is dedicated to the pilothouse, and a below-deck passenger lounge sits aft, just forward of the main machinery space. Forward and set three feet below the main deck, the forward passenger area features thirty-four Freedman deluxe vinyl-covered high-back seats, two 40" Samsung Ultra High Definition flat panel televisions, two closed circuit TV monitors, and a loudhailer speaker. Aft of this space, the main passenger salon provides seventy-two Freedman deluxe vinyl-covered high-back seats, two 32" Samsung Ultra High Definition flat panel televisions and one 40" Samsung Ultra High Definition flat panel television, two closed circuit TV cameras, forward PFD storage, aft HVAC closets, and port and starboard sanitary facilities accessed from the aft weather deck; these are outfitted with a stainless steel sink set in an aluminum countertop, a bulkhead-mounted mirror, a soap dispenser, a towel dispenser, and a porcelain commode. Below the main deck and forward of the main machinery space, the lower passenger area offers fifty-one Freedman deluxe vinyl-covered high-back seats, two 40" Samsung 6 Series Ultra High Definition flat panel televisions, a closed circuit TV camera, a loudhailer speaker, forward PFD storage, and a starboard-side HVAC closet.

The pilothouse, accessed from the second deck via a port aft aluminum weathertight door, is centered on a forward operator's console appointed for professional command. Controls and displays include a fire pump emergency start/stop panel, two Blue Sea eight-point light panels, two 100-amp sixteen-point Blue Sea breaker panels, a sixteen-point light panel, and a five-point alarm panel with indicator lights, alongside the main engine start/stop panel and a Skipper Engineering Products steering selector panel.

Entertainment and navigation are served by a JBL PRV-175 marine stereo head unit, a Garmin GPS Map XSV 12" multi-function display, a Garmin GPS Map XS 9" multi-function display, a Furuno FA-170 universal AIS, and dual Furuno marine radar displays, supported by three MTU multi-function displays. Control interfaces comprise a Skipper non-follow-up steering lever, MTU throttle and clutch controls, a Controls, Inc. fuel system display, and emergency manual control panels for the main engines. Safety and situational tools include Fire Boy fire protection system override panels, a Sirius XM radio, a ToteVision flat panel CCTV display, and port and starboard Jabsco searchlight control panels, complemented by two Standard Horizon Matrix GX2000 VHF marine radios and a Furuno loudhailer. The starboard side electronics cabinet houses a Lorex 4K Ultra HD NVR, a Samsung DVD player, a Roku Ultra streaming device, and a five-way HDMI switch panel. Beneath the console in the forward electronics space sit two Newmar Phase 3 battery chargers, a Kicker DXA125 stereo amplifier, two Fire Boy Xintex emergency shut-down control system panels, a 12-volt battery in an approved type box, and an air compressor with tank for the pneumatic horn.

Externally, the superstructure is conceived for clean functionality: the top of the pilothouse is not accessible without a portable ladder and is not surrounded by a safety rail, though it is properly coated with non-skid. This crown carries a navigation light mast, two Furuno marine radar antenna units, two remotely operated searchlights, a loudhailer speaker, a closed circuit television camera, and seven miscellaneous GPS and VHF antennas. The second deck is reached by an aft inclined ladder with hand safety rails and a storage area below. The second deck passenger area is encircled by a seven-tier pipe-constructed safety rail with LED lighting throughout, and is outfitted with thirteen aluminum bench-style seats per side, port and starboard, each with integrated PFD storage, a forward two-level U-shaped bar, a life ring with line, a life ring with light and line, four Bogen stereo speakers, port and starboard auxiliary steering stations, and an aft auxiliary

steering station. Each auxiliary station is equipped with main engine throttle and clutch controls, a Jastram steering lever, and Kobelt 7175-SY rudder angle indicators. The main deck is surrounded 360° by an open-type bulwark with freeing ports, topped by three-tier pipe-constructed safety rails. Aft are port and starboard swing-down passenger embarkation gates/ramps, port and starboard secondary embarkation gates, and a centerline aft embarkation gate. The aft main deck further features five aluminum fixed bench-style seats, a loudhailer speaker, two Bogen stereo speakers, two Fire Boy Xintex fire suppression boxes, a shore power connection, two closed circuit TV cameras, and a 30" life ring.

Propulsion is triple screw. Three MTU 16V 2000 twin turbo-charged diesel engines, each rated at 2,000 HP at 2,350 RPM (noted as new), drive fixed pitch propellers through ZF Marine model ZF3055A marine reverse reduction gears with a 2.034:1 ratio (noted as new). The engines are electric start and keel cooled. Serial numbers are recorded as follows: port main engine 536 106 711, centerline main engine 536 106 712, starboard main engine 536 106 713; port reduction gear 50039814, centerline reduction gear 50041408, starboard reduction gear 50039813.

Electrical power is provided by two John Deere model 4045 TF 285 4.5-liter four-cylinder diesel engines (noted as new) driving 67-KW synchronous AC generators (noted as new). The vessel is wired with basket weave metal armored cable and neoprene marine-type wiring. Fixtures are of the vapor-proof marine type and LED type, the lighting system is 110-volt AC, the switchboard is of the dead-front type, and overload protection is by circuit breakers.

Auxiliary machinery includes six 8D batteries in approved type boxes with selector switches (all new), a Humphrey trim control unit (new), a potable water pressure set (new), two fractional-horsepower potable water pumps (both new), an aluminum MSD system (new), and numerous electric bilge

pumps (all new). The steering system is mechanical, with two 3-HP electric motors set atop a common reservoir powering the hydraulic rams for the main steering rudders.

Safety equipment comprises a reported 286 U.S. Coast Guard–approved adult personal flotation devices, thirty U.S. Coast Guard–approved child personal flotation devices, four rack-mounted, hydrostatic-released 50-man Viking inflatable life rafts, and three life rings, including one with a throwing line and another with throwing line and light. Firefighting provisions include eight 10-lb fire extinguishers and one 2½-lb fire extinguisher placed strategically throughout, while the main machinery spaces are fitted with automatic fire suppression systems.

Documentation in place upon delivery in 2018 included a U.S. Coast Guard Certificate of Documentation issued June 22, 2017, with a coastwise operational endorsement. Condition as delivered in 2018 (new inspection coming) reflects a comprehensive 2017 haul-out to bare aluminum, followed by a full refit encompassing all propulsion machinery, all auxiliary machinery, all electrical systems, and all interior and exterior finishes. The visible hull presented in excellent condition with new coatings and no signs of damage or distortion, the topside coatings were fresh and newly applied, and all windows were newly installed and in excellent condition, free of damage. The main propulsion engines are factory rebuilt MTU model 16V 2000 turbo-charged diesel engines, and the port and starboard generator engines and generator ends were found to be in new condition and of recent manufacture.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019