

SAHARA — AEROJET



Судостроитель: AEROJET

Год постройки: 1968

Модель: Моторная яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 323' 0" (98.45m)

Ширина: 52' 0" (15.85m)

Мин. осадка: 13' 8" (4.17m)

Макс. осадка: 18' 0" (5.49m)

Крейс. скорость: 17 Kts. (20 MPH)

Макс. скорость: 19 Kts. (22 MPH)

Купить **SAHARA — AEROJET** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **SAHARA — AEROJET** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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ХАРАКТЕРИСТИКИ

Обзор

SAHARA was originally named "Oceanographer" and was built by Aerojet General Shipyards at Jacksonville, Florida. See video here: <http://youtu.be/A-YsoboB3rk> This vessel has many unique, and valuable attributes, such as a 'moon pool' for diving from inside the hull, and a pressurized walk-in bulbous-bow with portholes that serves as a unique underwater observatory. There could be no place better than this for observing dolphins at play. The last owner started a major re-fit program on the vessel in Seattle, but misfortunes kept him from completing the tasks. However, a number of conversion studies have been undertaken by top naval architects and the vessel has been thoroughly surveyed and sea-trialled. A new suite of navigation electronics and other upgrades and re-fit measures were taken to prepare her for a trans-oceanic voyage. This vessel can go to sea in a relatively short time-frame.

The renowned Stabbert shipyard in Seattle is available to undertake this conversion. For a non-US Buyer - the entire purchase and conversion can be financed through the US Export-Import Bank. Call for details

Основная информация

Тип судна: Моторная яхта

Подкатегория: Expedition

Модельный год: 1968

Год постройки: 1968

Год обновления: 2014

Вид обновления: Expedition Yacht
Conversion

Страна: United States

Размеры

Длина общая: 323' 0" (98.45m)

Ширина: 52' 0" (15.85m)

Мин. осадка: 13' 8" (4.17m)

Макс. осадка: 18' 0" (5.49m)

Скорость, вместимость и масса

Крейс. скорость: 17 Kts. (20 MPH)

Дальность на крейсерской скорости:
18000

Макс. скорость: 19 Kts. (22 MPH)

Водоизмещение: 7918000 Pounds

Чистый вес: 3701 Pounds

Вместимость воды: 27000 Gallons

Вместимость сточного бака: 12800
Gallons

Объем топливного бака: 320000 Gallons

Размещение

Всего кают: 18

Всего коек: 22

Спальные места: 36

Всего ком. состава: 24

Каюта капитана: Да

Каюты экипажа: 24

Койки экипажа: 46

Спальных мест экипажа: 46

Комм. состав экипажа: 28

Корпус и палуба

Материал корпуса: Steel

Материал палубы: Steel

Комплектация корпуса: Full
Displacement

Цвет корпуса: as specified

Отделка корпуса: Steel

Дизайнер корпуса: US Government

Информация о двигателе

Двигатели: 2

Производитель: BERGEN DIESEL

Модель: Diesel Electric

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Conversion by Stabbert Maritime and Rolls-Royce Marine

Global Expedition Ship Conversion with Rolls-Royce Systems Roll-Royce Integrated Systems - Bridge, Power, Propulsion, and Stability Stabbert Maritime believes that a well-designed ship is a result of collaboration, experience, innovation, state-of-the-art equipment and system integration. Founded on core values of reliability, integrity and innovation, Stabbert's preferred power and systems supplier for this project is Rolls-Royce Marine. Rolls-Royce has over 50 years of expertise in the design and development of integrated systems incorporating both mechanical and electrical products and is the provider of equipment and systems for over 20,000 vessels, currently at sea. Solutions for this vessel conversion will add value through optimal integration of vessel design and equipment, as well as effective supply chain management. An integrated package of Rolls-Royce Marine systems will strike a harmonious balance between performance and ownership costs - all backed by a truly international customer support network with over 1,000 personnel deployed in 40 offices in 32 countries. **Green Yacht System** Stabbert offers a host of systems designed by Rolls-Royce Marine, and other suppliers, aimed at achieving a minimal carbon footprint while enjoying oceans and ports. Our approach is to design and build efficiencies fuel conservation in to the vessel from the outset; integrating all of the energy-uses so as to minimize any and all potentially negative environmental impacts. And unlike a new construction, we are starting with a re-cycled vessel.

Conversion lay-out

Owner's Deck and Master Stateroom The Owner's deck is a world unto itself where an owner can attain complete privacy, or have the option of including family and friends on the same deck level, or even a nanny or PA. The spacious main suite (30' width) faces aft onto a private owner's deck which extends aft to a hot tub and up a few steps to a heli-pad/sunbathing area. The heli-pad also serves as skeet-shooting platform or a golf tee for water-golf (with the crew setting pins at various distances and retrieving balls from personal watercraft). There is also a private living room on the starboard side, and enormous walk-in closet centered with access from the master bath to port. Moving forward there is a gym to starboard and a family/guest cabin to port with twin beds and ensuite bath, which could also serve as an office. Forward of that is a nanny/PA bedroom and an Owner's Pantry connecting to crew stairs. Starboard of that is a VIP/Family Suite adjacent the elevator that served the Owner's Deck Concourse. And facing the bow is a full-width Owner's Salon for intimate entertaining, cards, or sightseeing in rough weather. **Main Deck Guest Suites, Cinema and Enter** Five Guest Suites all enjoy expansive views through oversized ports. Spacious ensuite heads, sofas and Linn entertainment systems make each suite a haven. The 16-seat cinema is 2-decks high and projects 35-mm film plus digital media. Adjoining it is a guest saloon and bar. The aft deck is set up for entertaining the full guest party and visitors with ample seating areas and a full bar served by a nearby galley. **Boat Deck** The Boat Deck accommodates an ample arsenal of water toys. Overhead I-beam launchers can serve a 48' triple diesel engine Sunseeker and a 32' Riva tender, or alternatively - dive/exploration RIBs of similar

size, or a personal submarine. There is space for lasers, PWC's, motorcycles, ATV's, and several 24' RIB's for crew and watersports. Proceeding forward is a ship's laundry and the ship's hospital, which is capable of complete first-aid, many trauma situations, and ongoing care of guests and crew. There are 4 ship's officer cabins and an officer's pantry and mess. \All the way forward, the elevator serves a formal dining room and a large wood-paneled ship's library, with an adjoining private office. **Lower Deck Dive Center - wellness center** The full-beam aft spa area is illuminated by an overhead skylight from the main deck. There are full his and hers showers and changing areas. To port is a massage room and a beauty parlor, with a lounge amidships and a set of his and hers steam rooms and a sauna. The dive center amidships holds full sets of equipment for all guests, plus a decompression chamber and a re-fill center. To port, a 10' 'clam-shell' door folds down to provide a teak dive dock. Forward of the spa are 18 crew cabins, a crew laundry, crew lounge, crew mess, and crew galley. . High-def TV monitor and I-Pod drop-in slots. Seperate facilities can be located with direct sea-access, and on sky-deck. **Pilothouse Deck** The Pilot House Deck is accessed by both elevator and stairs. It houses the bridge which features two wing stations, and settees for guests to watch the action. State-of-the-art ship's controls by Rolls-Royce are the centerpiece of the bridge itself. The operator's chair is a major design aspect of the new integrated bridge system, with the focus on the optimisation of the human machine interface. Working with selected partners for navigation and communication systems, the integrated bridge uses customised touch-screen displays and a unified styling of controls and consoles to provide a safe, flexible operating environment. Using the touch-screen an array of information can be displayed, including the potentially wide range of secondary systems such as VHF communication, lighting, heating and ventilation and wiper control. Management of the full propulsion system can also be included, with ultimate control of manoeuvring provided by incorporating the Poscon family of products ranging from autopilot and joystick systems to station keeping and full capability dynamic positioning. The integrated bridge and control and monitoring equipment is supplied with the various sub-systems designed to work harmoniously together. Through a single supplier approach, installation and commissioning is simplified and the operational benefits and improved functionality can be realised. This new approach is the result of rigorous analysis considering performance, safety, reliability, maintainability, capital and operational costs. A Behind the radio room and navigation office, a Captain's Cabin and First Officer's cabin are located. The Upper Aft Deck is behind the bridge. An Owner's Tavern faces aft where a comfortable round table seats 8 with whicker sofas and chairs arranged for viewing. **Sundeck** The elevator accesses the spectacular sundeck - 4 decks above the main deck with 360-degree views, a spacious hot-tub, day head, and ample seating for sunbathing, drinks, or to read a good book **Bulbous Bow Observation room** Inside the bulbous bow is a viewing pod where guests can observe dolphins at play riding the bow waves, or observe sea creatures and divers while at anchor.

Bulbous Bow Observation Pod and Moon Pool

This research ship has a large 'moon pool' which allows divers and diving devices to enter the sea from within the vessel, through a hull opening beneath the waterline.

There is also a very unique "Observation" bulbous bow. This is a pressurized, walk-in bulbous bow with observation ports (below the waterline). It provides a unique and splendid viewing platform for guests to watch as dolphins play about the bow of the vessel underway.

History Of NOAA Flagship "OBSERVER"

This is a rugged, ice-class oceanographic research vessel built to the highest standards for the US Government. Diesel electric, twin screw, length 303 feet, beam 52 feet, draft 19.8 feet. Built at Aerojet General Shipyards, Jacksonville, Florida, 1964-1966. In service 1966-1996. Served throughout world oceans studying all aspects of oceanography, transited from East Coast of United States to West Coast via North Atlantic Ocean, Mediterranean Sea, Red Sea, Indian Ocean, and Pacific making many good-will stops along the way in 1967 and then completed its circumnavigation when it returned to the Atlantic Ocean in 1969. Highlights of the OCEANOGRAPHER's career include: taking part in the BOMEX study, the first large-scale coordinated air-sea interaction study in 1969; conducting environmental base-line studies on deep ocean mining (DOMES); and being the first American Government vessel to be allowed into a port of the Peoples' Republic of China in 1980 since the Communist revolution in 1948. The ship worked world-wide and was the flagship of the Coast and Geodetic Survey and then NOAA fleet for many years. During her years of service, Oceanographer sailed over 2,000,000 nautical miles (3,700,000 km) in every major ocean. In 1967 she transited from the United States East Coast to the United States West Coast via the North Atlantic Ocean, Mediterranean Sea, Red Sea, Indian Ocean, and Pacific making many good-will stops along the way. In 1969 she completed the circumnavigation of the globe she began in 1967 voyage when she returned to the U.S. East Coast.

Oceanographer was placed in reserve in July 1981. She underwent a major refit in which she received an Alden weatherfax, a Sperry Mark 37 gyro, a Raytheon X-band Pathfinder radar, Inmarsat, an MX1102 Global Positioning System, a new salinometer, a Shipboard Environmental Acquisition System with expendable bathythermograph gear, a new meteorological station, and a Doppler current profiling system, and returned to service with this new equipment on 8 April 1986. Placed in reserve in 1989, she later returned to service again. After being decommissioned in 1996, Oceanographer was sold

2009 Valuation Survey

Following is a recent valuation survey excerpt:

Propulsion Machinery Type/System: Westinghouse diesel electric power system, with diesel engines driving generators that power electric motors that in turn power propeller shafts. Main Engines: Four Fairbanks Morse, model 38D8½, eight cylinder, air starting, fresh water cooled by heat exchanger, 1,500/1650 shaft horsepower @ 850 rpm, diesel engines.

Main engines present hours (2009) No. 1 Engine, 1,741.5 Hours No. 2 Engine, 488.4 Hours No.

3 Engine, 5,019 Hours No. 4 Engine, 2.3 Hours

Main Generators: Four Westinghouse, model CC2147, DC, 1,000/1150 kW, @ 805 rpm, 450 volt DC generators driving two bronze 12-ft-0-in-dia X 13-ft 4-in pitch propellers. Main Motors: Two Westinghouse, model EE-6684, 2,500/2,750 hp. @ 150 rpm, 450 volt DC electric motors.

Engine Exhaust System Piping: Dry type steel and flexible steel piping lagged in engine room, muffler located in stack on vessel's exterior.

Fuel System Tanks: Thirty-one integral steel tanks with vents and shut-off valves at tanks. Plumbing: Steel supply and return lines through strainer, water trap, and filters to engine with flex lines, and shut off valves at engines. Centrifuge: Two Sharples, model DHI-10401, electric motor powered 720-gph diesel oil purifiers. Fuel Oil Transfer Pump: One each DeLaval 1-1/2-in-dia model 3Dfx187 powered by 2-1/2 hp. electric motor. Lube Oil System Tanks: Two, integral steel fresh oil and one, hydraulic oil tanks with steel plumbing to on deck fill and discharge pipes. Centrifuge: One Sharples, model AE-14MV, 225-gph capacity lube oil purifier. Oil Transfer Pump: One DeLaval, model 3DFX118, 1-1/2-in-dia pump powered by 5-horsepower electric motor. Dirty Oil Tank: One integral tank with Buffalo, model 1-CLM pump powered by 2-hp. electric motor with pump out capability to main deck.

Operational Controls Steering Controls: Sperry electric/hydraulic type wheel and jog stick with two electric motor powered, hydraulic pumps, Two bridge control stations; Two bridge wing stations; One aft steering station at steering gear.

Steering Machinery: Two Dennison, model PA-202-573-X533, 29-gpm. hydraulic pumps, each powered by one 20-hp. electric motor. Engine: Single lever engine room telegraph and back up system with like unit at engineers station; Motor control unit on bridge with port and starboard bridge wing stations also. vessel also equipped with voice tube. **Electrical System** Power Supply: 450 volt AC from service generators and 12-volt DC from storage batteries; Shore power by means of heavy duty electric extension cord. Batteries: Accommodations for approximately fifty, various size batteries for emergency communication power connected to plastic covered, multi-strand, copper cables, all located in corrosion proof, well-ventilated boxes in battery locker on forecastle deck. Presently on board two 20-cell Nicad banks; Four 20-cell lead acid batteries. Battery Maintenance: 12-volt DC from permanently mounted battery chargers in deck house. Wiring: Armor covered, multi-strand, copper marine type wiring, well secured throughout vessel's interior. Fixtures: Marine type exterior and interior lighting fixtures, with marine type switches, light sockets and receptacles in vessel's interior. Circuit Protection: Circuit breakers and/or fuses in all circuits with dead front master panels and switches in engine room and emergency generator room. Ship Auxiliary Power AC Service Generator: Four Westinghouse, model G-39, 450-volt AC, 1,000-kW generating units, each powered by one Fairbanks Morse, model 38F5 1/2, air starting fresh water cooled through heat exchanger, diesel engines. Emergency AC Service Generator: One Westinghouse, model 5SJ4444P24Y5F1, 225/450-volt AC, 100-kW generating unit powered by one Fairbanks Morse, model 49B42 hydro starting, fresh water cooled through radiator diesel engine.

Ventilation System Accommodations: Natural and mechanical type through door and window openings, equipped with electric central heating and air conditioning. Air-condition units presently inoperative due to removal of duct work and fan disassembly. Engine Room: Natural and mechanical type through scuttles and vent openings, equipped with electric blowers.

Alarm System Propulsion Engines: Audible and visual type for low oil pressure or abnormal operating temperatures of oil or coolant to engineer's board. Generator Engine: Audible and visual alarm, also protected by automatic shut-down system. Bilge: Seven station audible and visual type from bridge & engine room. Hydraulic watertight door controls on bridge and at doors. Fire/Smoke Alarm: One Kiddie, Marine, twenty (20) station audible and visual throughout vessel in accommodation spaces, galley, engine room and process spaces with monitor panel on bridge. General Alarm: Audible and visual type with rotating beacons in high sound areas. Potable Water System Tanks: Two integral steel tanks with vents and shut-off valves at tanks. **Plumbing:** Steel piping with in line strainer and/or filter. Water Pressure System: Two Buffalo, model 11/4CCL, 70-gpm. 5-hp electric motor powered pressure units with pumps, surge tanks and necessary plumbing.. Water Heater: Steam heated. Boilers: Two Crane, model Cyclotherm, 80-horsepower, water tube boilers, capable of producing 2400-lbs of steam per hour. Desalinator: Two Aqua Chem, 5165SWH1, 3,00- gal per day capacity each. Air System Storage: One steel 500-gal. capacity air receivers; Two steel 100-gal. capacity air receivers. Compressor: Two Quincy, model 340-30, two cylinder, 10-hp. electric motor driven , air compressors; One Quincy, model 5120, two cylinder 25-hp. electric motor driven , air compressor; One Quincy, model D210, one cylinder 3-hp. electric motor driven , air compressor; One Cardair, model D210, two cylinder 10-hp. electric motor driven , air compressor; One IR, 2400-lb dive compressor, located in aft equipment room. Plumbing: Steel piping and brass valves throughout with flexible hose couplings to controls and engine starters and ship's whistle.

Anchoring Gear Winch: Anchors hauled by two Skagit, model WX2WYC-27-10, single gypsy drum hydraulic winch with two capstan type rope drum heads, each powered by 40-hp. electric motor/Dennison, model PVo7U 0205 LY OB 600W, hydraulic pump, located on foredeck. Anchor: Two Bower, 4,853 lb. each stockless type anchors, one 1-3/16-in-dia 810-ft. length of stud link chain rode with necessary swivels and shackles; Spare 250 lb. Danforth type anchor in Lazaret. Bilge/Washdown System Sea Chests: Two. Bilge Pumps: One Buffalo, model 3SVL, 325-gpm. centrifugal pump powered by one 10-hp. electric motor. Ballast Pump: One Buffalo, model 3SVL, 325-gpm. centrifugal pump powered by one 10-hp. electric motor. Sewage System Heads: Sea water under pressure piped to marine toilet and continuing on to Omnipure marine sewage treatment system. Pressure System: Separate sea water system with one Goulds, model 1-1/4 X 1-1/4 CCL, 70-gpm capacity powered by 5-hp. electric motor, surge tank and necessary plumbing. **CARGO HANDLING EQUIPMENT Deck Gear Forward Deck Crane:** One Skagit, model KX8-3.7/28, 7,300 lbs. @ 20' radius/4,700 lbs. @ 28' radius short pedestal mounted, hydraulic extension boom crane located on foredeck.

OCEANOGRAPHIC EQUIPMENT Electronics Fathometer: One Raytheon, model Survey Fathometer. Transducer Amplifiers: Two US Government Wideband 5-KHZ to 40-MHZ amplifiers. Trailing Gear "A" Frame: One Fabricated, all welded steel set on aft main deck with hydraulic ram extension/retraction units.

Winches Deep Sea Anchor & Coring Winch: One Western Gear Co., model DSHW-150D, two drum level winding, winch with a pull of 30,000-lbs @ 133-fpm. to 6,800-lbs. @ 600-fpm., powered by one 150-hp. electric motor.

SAFETY EQUIPMENT Emergency Lighting System: 12 volt throughout engine room and upper deck companion ways with dedicated batteries and charge maintenance system. . Life Saving Gear Personal Flotation Devices: Unknown number of USCG approved Type I life preservers equipped with reflective tape, and with vessel's name lettered thereon, located forward quarters area. **Hand Rails** Weather Deck: 4 ft. 5 in. to 3'-9" minimum height steel bulwark around foredeck and sides of Forecastle Deck, with 4 ft. 5 in. minimum height 4-coarse rails on forward side and 3 ft. 9 in. 3-coarse steel pipe hand along sides of rail of observation deck covered with canvas spray curtain; 3'-6" minimum height steel pipe hand rails on other decks. Portable Fire Fighting Apparatus Fire Axe: Several standard fire axe mounted on bulkhead at fire stations. Fixed Fire Fighting System Fire Pump: One Buffalo, model 21/25 WV, 325-gpm., 3-in-dia. pump, powered by 40-hp. electric motor, piped to twenty-eight stations, each with rack for section of 1-1/2-in-dia. rubber reinforced fire hose, foam wand, fire axe and spanner. Fire/Bilge Pump: One Buffalo, model 21/25 WV, 325-gpm., 3-in-dia pump, powered by 40-hp. electric motor, piped into bilge and fire systems. Fixed Extinguishing System: Engine room, twenty one, 100-lb. cylinder, CO2 System. Foam system piped throughout.

2009 Survey Remarks Bow, Port Side, Starboard Side, Stern, Bulwarks, Superstructure and Deck: found free of waste areas chafing or rot and was lightly wash-boarded and contained scattered light indents and /or insets;

Hull plate thickness ultrasonic measurements in 2005 were 0.370 forward at the main deck, 0.315 at the "A" deck aft, 0.470 at the aft engine room both port and starboard, and from 0.420 to 0.465 along 60-ft of the starboard amidships. Subject vessel is apparently ice strengthened; Hull scantlings were military specification and are considered normal for this type vessel. Stays, Shrouds, Whip Lines, Blocks and Tackle: Generally found to be in weathered deteriorated condition. Bilges and Internal Framing: Visible areas found free of waste, rot and/or oil accumulation. Engine Room Machinery: Found to be clean and appeared to be subject of an adequate maintenance program. Sufficient oil supply and extra oil and fuel filters on board for expected usage; engines reportedly previously operated without excessive exhaust smoke or crank case back pressure; exposed moving machinery parts are equipped with safety guards. Deck Machinery: Anchor winch and deck cranes reportedly operate without binding or exhibiting elliptical motion of drums; clutches, dogs cables, sheaves hooks and brakes appear to be in satisfactory condition. Decks: Guard rails and bulwark are up to industry standard and in satisfactory condition; weather deck, engine room and forepeak ladders and/or stair treads are covered with a high traction coating. Interior: Government required remediation project to remove asbestos and PCB contaminated wiring has resulted in accommodation areas overhead being damaged due to removals of wiring and ducting. This repair has largely been completed. **NOTES**

Prior to 2000 subject vessel was maintained by NOAA. Major hull repairs have not been necessary during this ownership..

HIGHEST & BEST USE The highest and best use of subject vessel would be to convert it to a super yacht. The next best use would be as an oceanographic exploration vessel or as a midsize cruise ship.

VALUATION METHODOLOGY Subject vessel is an ex NOAA oceanographic research ship that was retired from service in 2000. Since that time it has been the subject of a remediation project that removed all of the carcinogenic material leaving a largely functional vessel that is a good candidate for a super-yacht/expedition conversion. **Replacement Value by Cost** There is adequate information with which to develop a value by cost. First, a similar but smaller vessel was recently constructed for NOAA by V. T. Halter of Gulfport, MS, in their yard at Pascagoula, MS, the M/V "OSCAR DYSON". The M/V "OSCAR DYSON" is contracted to cost \$38-million. When fitted out it will be a fishing research vessel with a value of about \$55-million. We will compare the basic vessel construction of the M/V "OSCAR DYSON" to the former NOAA Vessel M/V "SAHARA". The M/V "OSCAR DYSON" is 63-m X 15-m X 5.9-m which translates into 206.64-ft X 49.20-ft. X 19.32-ft., or a block of – 196,382-cu ft. The M/V "SAHARA" is 280-ft. X 52-ft. X 28.6-ft. or a block of -cu 390208 ft. From this comparison we immediately see that the M/V "SAHARA" is about 198% larger than the M/V "OSCAR DYSON". **Accordingly we would expect that its new replacement construction cost for a new similar vessel built to US Military specifications would be about \$38- million X 1.98 or \$75-million.**

Value By Market This is a specialized vessel with a narrow area of utility. As there are no current offerings for vessels of this type, value by market cannot be readily ascertained. However, Interest in a project of this type utilizing subject vessel has been reported on the internet. If subject vessel were to be converted to a super-yacht/expedition yacht with its value would be somewhere between 60 to 75% of the replacement cost or \$45 to \$56-million. The mean thereof being \$50.5-million which is comparable to the Shipyard offering. Current Market Value A. New replacement Cost (Gov't Vessel) ----- \$75,000,000

Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ

Current Profile



Conversion Rendering 2



Conversion Rendering 3



Conversion Rendering 4



Conversion Rendering 5



Conversion Rendering 6



Conversion Rendering 7



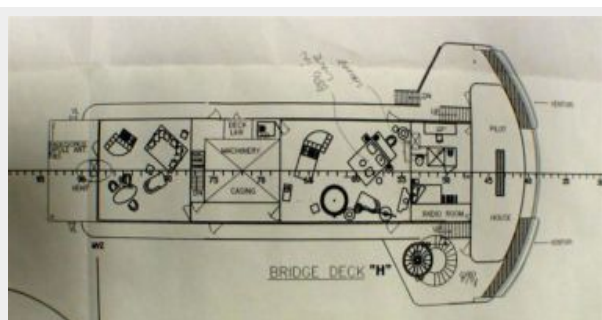
as NOAA research ship



Heli Pad rendering



Bridge deck plan



Conversion Rendering 8



SAHARA in SEATTLE



Tender garage rendering



Mai Accomodation deck plan



Rolls-Royce Systems 1

Fact Sheet 

Marine electric propulsion systems

Turnkey integrated systems



- Generator sets complete with prime movers and engine controls
- HV/LV switchboards, distribution systems and group starter boards
- Propulsion and thruster motors complete with associated power electronic variable speed drive systems
- Power conversion equipment
- Shaft braking systems
- Power factor correction and harmonic filters (as appropriate)

Rolls-Royce Systems 2

Fact Sheet 

Systems engineering

The optimization of shipboard electrical and mechanical systems for high performance, reduced technical risk and lower total ownership cost



Key skills

- Electrical and mechanical systems integration
- Controls system concepts, architectures and algorithms
- Modelling and simulation
- Dynamic response analysis (DRA)
- Software for embedded controls, graphical user interfaces and smart product models

Rolls-Royce Systems 3

Power management systems

Integrated or stand alone electrical power generation and distribution control



Pedigree spanning several decades in the design and supply of complex automation systems and electrical power systems

Low risk, proven and cost effective approach

Rolls-Royce power management systems are available as:

- Stand alone systems
- Integral elements of a Rolls-Royce electric propulsion system
- Integral elements of a Rolls-Royce HV/LV switchboard and distribution system
- VTS automation system

Regulatory body approvals, merchant marine classification society and naval requirements

Worldwide through life support

Rolls-Royce provide a full power management capability for island power systems

Marine Electrical Systems
Rolls-Royce Marine Electrical Systems (including VTS Controls Ltd) provide a full system management capability for island power systems

Applications
Through application of the latest IEC standards for open control systems, Rolls-Royce power management systems have

Rolls-Royce Systems 4

Integrated System Solutions

Innovative solutions that provide optimised performance.

Rolls-Royce has evolved from an established marine product supplier to a systems integrator delivering added value solutions to our customers.

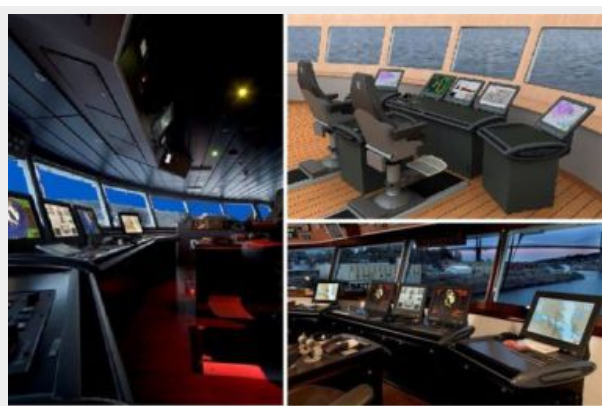
Rolls-Royce has comprehensive and proven expertise in the design and development of both mechanical and electrical products and integrated systems. Successful system integration is the result of rigorous analysis that considers component interface performance, reliability, life-cycle cost, availability, maintainability, safety and integrated logistics support.

System solutions are optimised to customer requirements using the latest design, simulation and modelling tools and techniques. At Rolls-Royce we offer a flexible and open approach, achieved by working closely with our customers, understanding their requirements, listening to their needs and offering innovative and affordable solutions.

With expertise in international procurement, reliability, life-cycle cost, additional capabilities through a variety of strategic alliances and partnerships around the world. This enables a complete service from initial concept design, equipment selection and supply through to comprehensive in-service support. As a result customers benefit from integrated interfaces, simplified installation and commissioning, optimised performance, transfer of technical risk and a consistent equipment support strategy.



Rolls-Royce Systems 5



Rolls-Royce Systems 6




Rolls-Royce Systems 7

Operator's Chair
Integrated bridge solutions

The ergonomic design of the chair allows the operator to benefit from the following:

- Ergotip Functionality
- Customised touch screen displays
- Unified style of controls
- Fully configurable controls integrated into the armrests
- Reduced integration ownership & risk
- Simplified installation & commissioning
- Reduced operation costs
- Improved level of safety within the bridge

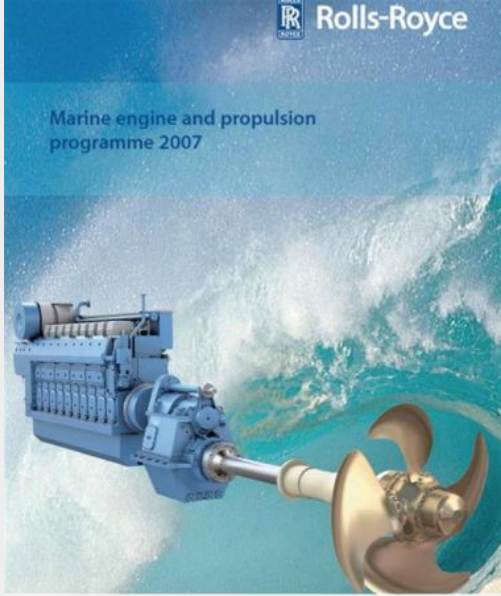
The ergonomic design gives a new meaning to controlling a vessel



Rolls-Royce Systems 8

Rolls-Royce

Marine engine and propulsion programme 2007



Rolls-Royce Systems 9

Fact Sheet **Rolls-Royce**

Kamewa Ulstein™
Tunnel thruster, type TT-55

Key facts

- Super Silent thruster is a tunnel thruster designed for low noise with double walls in the full tunnel length, and flexible mounted inner tunnel.
- Reduced tip speed.
- Noise reduction up to 15 dB compared to a normal design of tunnel thruster.
- Reduction up to 25 dB can be reached in combination with floating floors and other efforts by the shipbuilder.

The system normally consists of thruster unit with double mounted tunnel, hydraulic equipment, remote control and electrical drive motor with starter.

- Available in CP and FP types.
- Slave blades.
- Drive shaft seal can be changed without removing electric motor.
- Heavy duty propeller in DP condition.
- Shaft seal pressure control with drain connection in DP condition.
- Mechanical ballast bearings in DP condition.

All control from bridge



Super Silent thruster with double mounted tunnel

Rolls-Royce Systems 10

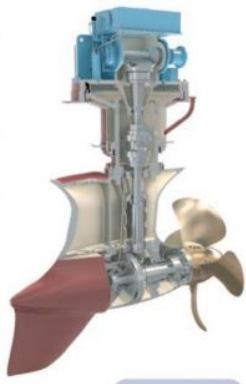
Fact Sheet **Rolls-Royce**

Ulstein Aquamaster™
Airmounting pulling propeller

Ulstein Aquamaster airmounting pulling propeller (Aqupull) is a low drag, high efficient pulling thruster. It combines the advantage of the pulling propeller with the flexibility of using almost any type of drive to suit the customer's specific requirements. The Aqupull is designed for continuous service speed up to 28 knots, while maintaining excellent manoeuvrability. High hydrodynamic efficiency, fuel efficiency, proven reliability, low noise and vibration levels are other key characteristics of the Aqupull.

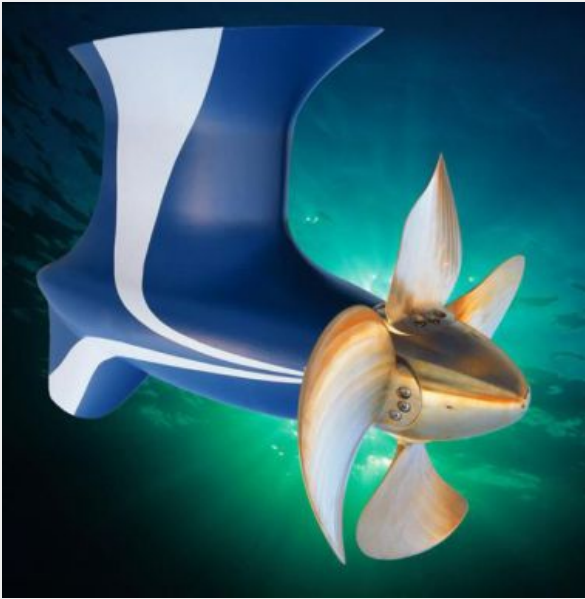
Internally, it has a purely mechanical drive system based on well-proven technology using bevel gears at the top and bottom of the top flange is fed to the unit through a horizontal input shaft within the hull, and the unit incorporates its own steering motor for airmounting.

The Aqupull combines the advantages of an airmounting thruster offering high manoeuvrability and low drag, high efficient propeller enabling high speeds. The flexibility of the unit is also enhanced by the fact that it is available in both CP and FP. The Aqupull is delivered with remote control systems.



Typical applications
Suitable for offshore supply and service vessels, tugboats, ships, offshore stand by

Rolls-Royce Systems 11



Rolls-Royce Systems 12

Bergen™
C25:33L - propulsion engine



always reflected the Bergen engines. All the time we have stayed true to our philosophy: high power, low fuel consumption, reliability and ease of service.

During nearly sixty years of operation, more than 3000 Bergen four stroke medium speed engines for marine propulsion, marine auxiliary and power generation have been delivered to customers world wide.

The new Bergen C engine type is our answer to customer demands for the new Century. The customer requirements for lower life-cycle costs, higher availability, simplified operations and service, as well as better environmental performance have led the process.

Our major investments in new, advanced production machinery and new products have prepared us well to meet the challenges from the market as a specialised supplier of medium speed diesel engines. The Bergen engines are supported by an extensive service and maintenance concept. Our goal is to make your vessel profitable for as long as possible, and to protect your investment through our dedicated and global service network. Consequently, we provide a wide variety of services to secure complete life-cycle support for your engines.

For more information, contact us on our entire range of Bergen engine products.

Choose Bergen engines for cost-effective operation.
The combination of high performance, reliability and cost-effective operators have

Rolls-Royce Systems 13

Simplicity in design...delivers the best performance

As a result of the design simplicity of the Aquarius stabiliser, the vessel's performance is improved. The Aquarius stabiliser is a single piece construction, which is easy to install and maintain. The Aquarius stabiliser is a single piece construction, which is easy to install and maintain. The Aquarius stabiliser is a single piece construction, which is easy to install and maintain.

One pair of Aquarius stabilisers provides similar performance to two pairs of low aspect ratio fins - MARN report extract.




Rolls-Royce Systems 14

Rolls-Royce Aquarius folding fin stabiliser
For a range of commercial and naval applications



Fin unit

- Simplified construction
- Single top bearing design
- Vertical linkage for fin tilt
- Composite fin shaft bearing
- Triple seal arrangement
- Small hull aperture

Fin

- One piece construction
- Top finca

Power unit

- Package unit including all components for ease of installation

Rolls-Royce Aquarius folding fin stabiliser

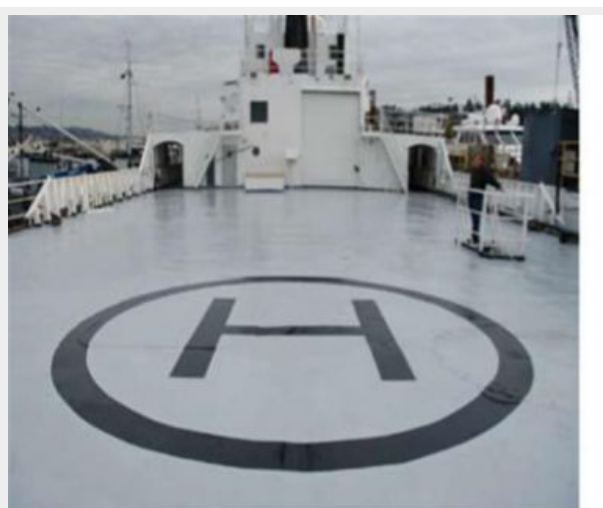
Foredeck



Wide side decks



Heli-deck



Bridge 1



Bridge 2



Bow



Main control room



Interior open spaces



КОНТАКТЫ

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Время работы

Понедельник – Суббота: **9:00 - 21:00**
EDT

Воскресенье: **Закрито**

Адрес



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STE 213, Dania, FL 33004