

OCEAN STARR — U S NAVY



Builder: U S NAVY

Year Built: 1966

Model: Expedition Yacht

Price: PRICE ON APPLICATION

Location: United States

LOA: 171' 0" (52.12m)

Beam: 36' 6" (11.13m)

Max Draft: 12' 5" (3.78m)

Cruise Speed: 10 Kts. (12 MPH)

Max Speed: 12 Kts. (14 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Ocean Starr — U S NAVY** from **our catalogue**. Presently, at **Shestakov Yacht Sales Inc.**, we have a wide variety of yachts available on **our sale's list**. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **Ocean Starr — U S NAVY** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	3
Overview	3
Basic Information	3
Dimensions	3
Speed, Capacities and Weight	4
Accommodations	4
Hull and Deck Information	4
Engine Information	4
DETAILED INFORMATION	5
Stabbert Exploration Conversions	5
General Spec	5
Deck Equipment	7
Engineering	9
Communications Equipment	11
Navigation Equipment	12
Exclusions	12
Disclaimer	13
PHOTOS	14
CONTACTS	15
Contact details	15
Telephones	15
Office hours	15
Address	15

SPECIFICATIONS

Overview

Just finished 5-year load-line survey. All steel work tested and any wasted steel was replaced. Ready to go to sea. 30-Day endurance. An outstanding expedition yacht conversion platform -The ***Ocean Starr*** was built in Sturgeon Bay, Wisconsin for NOAA. The ship was designed and built for the purpose of fisheries research in the tropical Pacific. Since commissioning, the ***Ocean Starr*** has logged over a million miles while studying the biological and physical oceanography of the southwestern U.S. coast and the eastern tropical Pacific. These surveys included the Stenella Abundance Research Project (STAR), a 3-year study designed to assess the status of dolphin stocks which have been taken as incidental catch by the yellowfin tuna purse-seine fishery in the eastern tropical Pacific. The Ocean Starr provides a broad range of scientific research capabilities with temperature-controlled aquaria and live specimen wells, walk-in freezer, dark room, data processing laboratory, and an underwater observation chamber in the bow and port side for studying fish behavior at sea. The ship's twin 500-horsepower diesel engines give the ship a 10-knot cruising speed.

Basic Information

Category: Expedition Yacht

Model Year: 1966

Year Built: 1966

Refit Year: 2015

Refit Type: 5-Year

Country: United States

Coast Guard #: 4543447/San Diego

Vessel Top: Enclosed Pilothouse

Dimensions

LOA: 171' 0" (52.12m)

Beam: 36' 6" (11.13m)

Max Draft: 12' 5" (3.78m)

Speed, Capacities and Weight

Cruise Speed: 10 Kts. (12 MPH)

Cruise Speed Range: 7500

Max Speed: 12 Kts. (14 MPH)

Displacement: 993 Pounds

Gross Tonnage: 873 Pounds

Water Capacity: 8000 Gallons

Fuel Capacity: 50000 Gallons

Accommodations

Total Cabins: 19

Hull and Deck Information

Hull Material: Steel

Hull Configuration: Displacement w/
Bulbous Bow

Hull Color: white

Hull Designer: Harco Engineering

Engine Information

Engines: 2

Manufacturer: Hercules Motors Corp

Model: White-Superior

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Stabbert Exploration Conversions

Stabbert Yacht & Ship Stabbert Yacht and Ship (SYS) is located on the north shore of the Lake Washington Ship Canal, northeast of the Hiram M. Chittenden Locks in Seattle. The Seattle Shipyard is equipped with a 1,100 ton dry dock with shore-based hauling capabilities, an enclosed painting booth that can accommodate vessels up to 180 feet for application of high finish sterling and AWL grip paints, and 1600 feet of deep water moorage for vessels up to 450 feet. There is 20,000 square feet of covered structure, 16,000 square feet of office space and a 2,000 square foot carpentry shop. This Seattle Shipyard facility has positioned itself to be the premier yacht and ship maintenance support facility for the Pacific offering traditional commercial and yacht refit, conversion and repair services along with port engineering, 24 hour per day purchasing and regulatory support, as well as charter and management consulting for both owners and vessel managers. SYS shipyard is one of the largest yacht refit and conversion yards on the Pacific Coast. SYS is a combination of many years of yachting and commercial vessel experience. The combination of Seattle's local trades and quality Northwest painting contractors with Stabbert Maritime's operational experience provides yacht and ship owners a synergy rarely found in a typical shipyard. Our combination of yacht and commercial vessel work benefits both sides of the market segment. Our commercial clientele receive higher quality work at lower prices than the standard commercial rates. As well, our Yacht clientele receive yacht quality work at commercial shipyard rates. Our Seattle shipyard prides itself in delivering our services to both the Yacht and Commercial markets at the most competitive rate in the Pacific. We stand behind the fact that at our facility you will save money over any other shipyard on the Pacific Coast of the United States regardless if you're a commercial vessel or yacht. Below is a list of a few of our customers Commercial/ Yacht 278' OSV Sea Trader 175' R/V Davidson 166' F/V Ocean Olympic 270' R/V Ocean Carrier 186' R/V Cape Flattery 178' R/V Mystery Bay 170' R/V Ocean Guardian 205' R/V Ocean Pioneer 175 R/V Mc Arthur 200' R/V Ocean Veritas 303' R/V Sahara 133' R/V Alpha Helix 210' R/V Moana Wave 164' M/Y Vango 143' M/Y Devotion 180' M/Y Revelation 125' M/Y Lara 192' M/Y Ulysses 160' M/Y Asteria 201' M/Y Absinthe 163' M/Y My Girl 151' M/Y After Eight 108' M/Y Legacy 167' M/Y Ice Bear 185' Lady D

General Spec

- Designer: Harco Engineering
- Builder: Christy Corporation, Sturgeon Bay, WI
- Launched: December 19, 1964
- Delivered: November 5, 1965
- Commissioned: January 8, 1966

- Hull Number: R 444
- Call Letters: WTDK
- Home Port: San Diego, CA

- Length (LOA): 52.1 m (171 ft)
- Breadth (moulded): 11.2 m (36.6 ft.)
- Draft, Maximum: 3.8 m (12.5 ft.)
- Maximum Height Above Water: 22.9m (75 ft.)
- Hull: Welded steel
- Displacement: 993 tons
- Gross Tonnage: 873
- Net Tonnage: 262
- Deck Heights (above water):
 - Main Deck: 2.1m (7 ft.)
 - 01 Level: 4.6m (15 ft.)
 - 02 Level: 6.7m (22 ft.)
 - 03 Level: 9.1m (30 ft.)

Food Service Seating Capacity

- Mess Seating: 25

Berthing Capacity

- Single Staterooms: 5
- Double Staterooms: 14
- Total Bunks: 33

Medical Facilities

- Emergency and first aid services are administered aboard the vessel by the Medical Officer, a certified Emergency Medical Technician (EMT), and assisted by two certified EMT crew members. On cruises of long duration in remote locations, a U.S. Public Health Service medical officer may be onboard. Limited quantities of emergency medical supplies are carried aboard.

Complement

- Commissioned Officers: 4
- Licensed Engineers: 3
- Crew: 11
- Scientists: 15 (Max)

Special Features

- Bow Observation Chamber
- Helicopter Flight Deck
- *By request only. Requires removal of Gantry and Net Reel*
- Flying Bridge Observation Station
- *Station includes canopy, GPS and bridge communications*
- Deck space for two portable lab containers

Deck Equipment

Winches

- CTD Winch
 - Quantity: 1
 - Manufacturer: Markey
 - Model: DESH-5
 - Drive: Electric AC-SCR/DC Motor, 75 HP
 - Line Speed: 100 m/min. (max); 60 m/min. (typical)
 - Maximum Pull: 7,000 lbs. mid-scope
 - Drum Capacity: 6,000 m of .322 conductive cable
 - Location: 01 Level, Frame 44, Port
- Hydrographic Winch
 - Quantity: 1
 - Manufacturer: Marco
 - Model: W-1920
 - Drive: Hydraulic
 - Line Speed: 237.8 m/min.
 - Maximum Pull: 1,600 lbs.
 - Drum Capacity: 2,000 m of ¼" 3-strand wire (non-conductive)
 - Location: 01 Level, Frame 52, Starboard
- Combination Winch
 - Quantity: 1
 - Manufacturer: Marco
 - Model: W-1816
 - Drive: Hydraulic
 - Trawl Drums
 - Quantity: 2 (1 Port & 1 Stbd)
 - Line Speed: 60 m/min.
 - Maximum Pull: 12,000 lbs.
 - Drum Capacity: 3000 m of 5/8" wire (non-conductive)
 - Center Drum

- Quantity: 1
- Line Speed: 48.8 m/min
- Maximum Pull: 6,500 lbs.
- Drum Capacity: 1000 m of .322 conductive cable
- Location: Winch Room (1st Platform, Frame 57, Centerline)
- Net Reel Winch
 - Quantity: 1
 - Drive: Hydraulic
 - Drum Width: 2.44 m (8 ft.) between flanges
 - Drum Diameter: 1.25 m (4.12 ft.) at flange; 0.41 m (1.33 ft.) at hub
 - Location: Main Deck, Frame 70, Centerline (Removable)
- Choker Winch
 - Quantity: 1
 - Maximum Pull: 6,000 lbs.
 - Drum Capacity: 25 fm of 5/8" wire
 - Location: 01 Level, Frame 55, Centerline

Over-the-Side Handling

- Gantry (A-Frame)
 - Quantity: 1
 - Safe working load: 11,750 lbs
 - Clearance over the side: 3.3 m (11 ft.) outboard of the transom
 - Horizontal Clearance: 4.1 m (13.5 ft.) inside of the gantry
 - Vertical Clearance: 6.6 m (21.5 ft.) in the vertical position; 5.9 m (19.3 ft.) in the full back position
 - Location: Main Deck, Aft, Centerline (Removable)
- J-Frame
 - Quantity: 1
 - Safe working load: 8,000 lbs
 - Clearance over the side: 3 m (10 ft.) outboard of deck edge
 - Location: Main Deck, Frame 50, Port
- Port Davit
 - Quantity: 1
 - Capacity: Light weight towed devices (less than 100 lbs.)
 - Clearance over the side: 3.5 m (11.5 ft.) outboard of deck edge
 - Location: 01 Level, Frame 43, Port

Cranes and Booms

- Telescoping Boom Crane

- Quantity:
- Manufacturer: Alaska Marine
- Lifting Capacity: 11,838 lbs.
- Lifting Capacity (with boom extended): 3,750 lbs.
- Boom Length: 15.2 m (50 ft.)
- Location: 01 Level, Frame 54, Centerline
- Articulated Boom Crane
 - Quantity: 1
 - Manufacturer: Husky Marine
 - Boom Length: 5.5 m (18 ft)
 - Lifting Capacity: 4,650 lbs.
 - Lifting Capacity (with boom extended): 1,800 lbs.
 - Location: 01 Level, Frame 10, Port

Ground Tackle

- Bower Anchor
 - Quantity: 2
 - Type: Stockless
 - Weight (each): 1,940 lbs.
- Anchor Chain
 - Quantity: 2
 - Size and Type: 1 - 3/16 in. stud link
 - Length (each): 105 fathoms

Engineering

General

- Cruising Speed: 10 knots
- Range: 7,500 nmi
- Power: 1,068 SHP
- Fuel Capacity: 50,000 gals.
- Fuel Type: #2 diesel
- Fuel Consumption: 50 gal./hr.
- Endurance: 30 days
- Endurance Constraint: Stability

Propulsion Plant

- Type: Geared Diesel
- Main Engines
 - Quantity: 2
 - Type: Diesel
 - Manufacturer: White-Superior
 - Rated Power (each): 534 HP
- Propellers
 - Quantity: 2
 - Size: 5.7 ft. diameter
 - Blades: 3, controllable pitch
 - Manufacturer: Bird Johnson
- Bow Thruster
 - Quantity: 1
 - Type: Tunnel Thruster
 - Manufacturer: Hundested
 - Drive: Electric Motor
 - Rated Power: 200 HP

Freshwater System

- Storage Capacity: 8,000 gal.
- Normal Consumption: 1,000 gal./day
- Evaporator
 - Quantity: 2
 - Type: Jacket water heat generated
 - Manufacturer: Riley-Beard Inc.
 - Rated Capacity (each): 1,000 gal./day

Pollution Control

- Sewage Waste Control
 - Type: Electromechanical
 - Manufacturer: Ominpure
 - Holding Capacity: 320 gal.
- Oily Waste Control
 - Type: Oily Water Separator
 - Manufacturer: World Water System
 - Holding Capacity: 30 days

Electrical System

- Ship Service Generators
 - Quantity: 2
 - Type: Diesel
 - Manufacturer: General Motors/Delco
 - Rated Power (each): 200 kW
 - Output Voltage: 450 VAC, 60 Hz, 3Ø
- Emergency Generator
 - Quantity: 1
 - Manufacturer: General Motors/Delco
 - Rated Power: 30 kW
 - Output Voltage: 450 VAC, 60 Hz, 3Ø
- Electrical Service
 - Ship Service
 - 450 VAC, 60 Hz, 3Ø
 - 220 VAC, 60 Hz, 1Ø
 - 120 VAC, 60 Hz, 1Ø
 - Uninterruptable Power for Computer and Scientific Equipment
 - 120 VAC, 60 Hz, 1Ø

Communications Equipment

High Frequency SSB (SEA 330)SEA Inc. 300-watt high frequency transceiver. The transceiver covers a frequency range from 1.6 to 29.9 MHz and has a frequency memory containing all normally assigned ITU and TELEX channels plus some user programmable channels. The system is set up with one operating station fixed in the Radio/Chart room and one voice capable station that is adjustable within cabling and distance requirements, currently set-up in the computer room. Global Maritime Distress and Safety System (GMDSS)Full suite of Sperry GMDSS communications equipment. The Sperry high frequency transceiver is a 250-watt output unit capable of operation on all ITU standard channels and digitally selective calling of another GMDSS equipped unit. The HF transceiver is located on the bridge. The Sperry VHF-DSC transceivers, of which the ship carries two, is a 25-watt output digital selective call equipped marine channel transceiver. Both VHF-DSC transceivers are located on the bridge. The Sperry GMDSS Standard C Inmarsat is capable of sending and receiving store and forward telex messages. The Standard C is located in the Radio room. Also carried on board are several Emergency Position Indicating Radio Beacons (EPIRB) and Search and Rescue Radar Transponders (SART). VHF RadiosVHF radios with eight channels pre programmed with a selection of marine band and NOAA frequencies. These radios are located on the bridge (2 fixed units) and RHIB (1 fixed unit per RHIB). The ship also carries a selection of hand held VHF radios available for operational use. Cell phoneMotorola cellular telephone connected to the ship's telephone system. Range of the system varies with the location of the land based cellular system. Satellite

SystemsFor Scientific projects, the Chief Scientist or designated representative will have access to ship's telecommunications systems on a cost-reimbursable basis. Whenever possible, it is requested that direct payment (e.g. by credit card) be used as opposed to after-the-fact reimbursement. The ship's communications systems include: INMARSAT-B For high speed data transmission, including FTP, and high quality voice telephone communications. INMARSAT STANDARD C For low speed store and forward telex messages, approximately 500 baud message transfer. INMARSAT MINI-M For voice telephone communications and 2400 baud data transfer. Cost is about \$3 per minute to the US and may be charged to credit card, collect, or otherwise reimbursed. Mini-M coverage is by spot beam and may not be available in all the areas the ship may be working in. IRIDIUM The ship carries a handheld Iridium phone.

Navigation Equipment

Gyro compass Sperry Mark 37 MOD-D gyro. The gyro has a syncro to digital converter installed and the NEMA heading messages are available for scientific use. Output from the gyro is recorded by the shipboard data acquisition system (SCS). The Mark 37 gyro relies on manual latitude and speed corrections. The ship also has a Yokogawa MKM022 gyro compass. GPS Two GPS receivers, Trimble Echo XL and Northstar 952X. Data outputs from the GPS receivers are available for scientific use and are continually recorded by SCS. A GPS networked time code receiver is presently time synching the shipboard data acquisition system and the computer dynamic positioning system. Software is available for time synching the networked PC-based scientific computers. Navigation Nobeltec's Visual Navigation Suite is the navigation software package used on the STARR. The navigation program is continually run on the bridge while underway and has the ability to receive GPS input from DGPS. Traditional paper charts are used as well. Radar Two Raytheon navigational radars on the bridge. One radar is an ARPA X-band (3 cm) M34 and the other is an S-band (10 cm) Pathfinder. Both radars are used for collision avoidance and navigation. Doppler speed log A Raytheon model DSN-450 Doppler sonar provides an indication of ship's speed, distance traveled and, at continental shelf depths, an indication of water depth. At deep ocean depths the speed is referenced to the water mass under the ship, water depth is inoperable. The speed output is also recorded on SCS and is available for scientific use. NAVTEX Receiver for receiving and printing the international automated medium frequency (518 KHz) direct-printing service which provides navigational and meteorological warnings and forecasts, as well as urgent marine safety information to ships. Receiver is located on the bridge. Weather fax Medium frequency/high frequency, amplified antenna facsimile receiver system for the reception of broadcast weather facsimile pictures and charts. The weather fax is located in the Bridge.

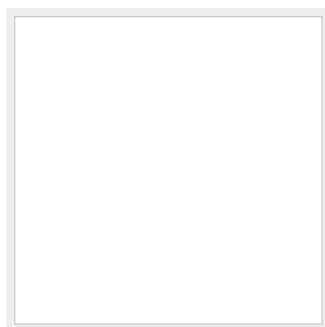
Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS



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