

STABBERT 140 CONVERSION — CUSTOM



Builder: CUSTOM

Year Built: 1966

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: United States

LOA: 140' 0" (42.67m)

Beam: 31' 0" (9.45m)

Max Draft: 12' 0" (3.66m)

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 **Stabbert 140 conversion — CUSTOM** 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 **Stabbert 140 conversion — CUSTOM** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

Ruggedly built, ice strengthened, US Government research vessel available as conversion yacht donor hull. Currently she is fully operational with worldwide cruising history. Presently returning from a contract in the Arctic at which time she will be available to view as a conversion yacht platform, live aboard, or fully operational research vessel. Listing price if for the vessel as she is; a proven worldwide cruising commercial research vessel. Conversion costs are additional and can be priced out upon request. Build slots are available at Stabbert Yacht and Ship so construction can begin immediately. Conversion time is estimated at 8-12 months depending on level. Illustrated conversion drawings represent a 12 month conversion project. Stabbert Maritime is one of the country's number one vessel conversion and major refit yards. With over 50 years experience in vessel conversion projects Stabbert Maritime has set itself apart as the premier yard for vessel conversions.

Basic Information

Category: Motor Yacht

Sub Category: Expedition

Model Year: 2009

Year Built: 1966

Refit Year: 2009

Refit Type: Fully customizable conversion project ready to begin immediately.

Country: United States

Dimensions

LOA: 140' 0" (42.67m)

Beam: 31' 0" (9.45m)

Max Draft: 12' 0" (3.66m)

Speed, Capacities and Weight

Cruise Speed: 10 Kts. (12 MPH)

Cruise Speed Range: 6500

Max Speed: 12 Kts. (14 MPH)

Water Capacity: 5000 Gallons

Fuel Capacity: 29000 Gallons

Accommodations

Total Cabins: 5

Total Berths: 5

Sleeps: 10

Total Heads: 6

Crew Cabin: 4

Crew Berths: 8

Crew Sleeps: 8

Crew Heads: 4

Hull and Deck Information

Hull Material: Steel

Deck Material: Teak

Hull Color: Blue

Hull Designer: Martinac Shipbuilding

Exterior Designer: Adriel Design

Interior Designer: Adriel Design

Engine Information

Engines: 1

Manufacturer: GM

Model: EMD-8-567CR

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Accommodations

Vessel conversion can be customized to your clients needs. Illustrated design incorporates 4 guest staterooms with individual private baths and 1 master full beam stateroom with full beam bath.

Captains Cabin

In illustrated design the captain's cabin is port side behind wheelhouse.

Customization

This conversion is fully customizable to you or your client's needs. Any level of interior and exterior finish is achievable and work can begin immediately. Stabbert Maritime shares the same high quality local suppliers and craftsmen that Delta, Westport, Christiansen, and Northern Marine use so the level is whatever you or your client requests. Stabbert Maritime have years of experience in vessel conversions and have been recognized as one of the nations best conversion and refit yards. Most recently they have converted a 170ft ocean going tug, 212' research vessel, 2 shadow vessels for Yacht Escort Ships, and 3 yachts in the 125-180' range that were all considered total losses. All these vessels have been converted or restored to super yachts.

History of a research vessel

History of the R/V Alpha Helix Excerpted from History Prepared by Thomas Smith, Director, UAF Seward Marine Center The R/V Alpha Helix was designed by Glosten Associates and constructed by J. M. Martinac Shipbuilding Corporation in Tacoma, Washington. It was launched in 1965. The vessel is 133 ft long with a 31-foot beam. It is 433 gross tons based on the International admeasurements system. The National Science Foundation (NSF) is its owner and also funded the vessel's construction. Scripps Institution of Oceanography, University of California in San Diego, initially operated the vessel under agreement with NSF. The vessel was originally designed to meet the needs of experimental marine biology and was specifically built to conduct this research along the Australian Great Barrier Reef, the Amazon River and Bering Sea. To meet the latter requirement, the vessel's hull was ice strengthened to allow it to operate around the ice edge and in ice conditions. In 1966 and 1967, the vessel operated in tropical waters of the Great Barrier Reef and Amazon River. In 1968 it proceeded to the Bering Sea for operations. It was soon learned that the vessel lacked the power to

penetrate deeply into the ice pack unless escorted by icebreaker. Its shortcomings pointed out the need for a larger more capable icebreaking research and this was the initial impetus to the design of the ARRV. In 1980 the vessel was transferred to the University of Alaska Fairbanks where it replaced the 80- foot R/V Acona that the University had operated since 1964. To operate in this new environment, the Alpha Helix underwent extensive modifications to convert it from a primarily biological research vessel to a more diverse oceanographic vessel. This included modernizing labs, preparing the vessel for extended cold weather operations, and locating deep-sea oceanographic winches below decks. The vessel was also brought up to American Bureau of Shipping classification standards. These modifications provided the University of Alaska with a deep-sea research vessel capable of long-range deployments in a very hostile marine environment. Since its arrival, the vessel has conducted studies in waters surrounding Alaska, western Russia and into the Arctic Ocean. It provided a systematic description of the Alaska Coastal Current from British Columbia to where it empties into the Bering Sea at Unimak Pass. This current is a major factor in why the Alaskan waters contain a highly productive fishery. The results of this study were also used to predict the path of the oil spilled during the Exxon Valdez disaster in 1989. The vessel also has participated in major studies of the oceanographic mechanisms of the rich Bering Sea fisheries. The results of these studies are compared to present day studies that indicate the Bering Sea is undergoing substantial ecosystem changes that will have a direct effect on Alaska's sport, subsistence and commercial fisheries. It has studied how the Gulf of Alaska's marine ecosystem varies in response to climate forcing. Understanding these changes can make possible both more accurate weather predictions and the impact of these changes on agriculture and other natural resources. Other studies in which the vessel were involved included investigating of the tectonically active Aleutian Island area, examining the water exchange between the Bering Sea and North Pacific Ocean along the Aleutian Island chain, studies of the ecology and behavior of seabirds, sea otters, whales and other marine mammals, and investigating the sedimentary history and dynamics of the Gulf of Alaska shelf, Glacier Bay and other Alaskan areas.

While regional in nature, its large operating area in a remote region of the world with very hostile weather conditions, forced it to operate more as an intermediate and, at times, large classed vessel. Long deployments away from homeport with little local logistical support were a common operational mode. Additionally, lack of ports made logistics demanding. During one season in the mid 1990s, the vessel actually traveled over 25,000 miles; slightly further than the earth's circumference. These type operations taxed the vessel and crew's ability to operate safely and effectively. On the whole, the vessel responded admirably to these demands and is a true testament to her capabilities.

Hull

As the vessel is now she is an ABS ice classed vessel. The hull is steel. full

As the vessel is now she is an ABS ice classed vessel. The hull is steel, full displacement, with bulbous bow and zero speed stabilizers. Single screw design with 360 degree bow thruster and stern tunnel thruster for added maneuverability. As the vessel is ABS classed the steel condition is excellent, as she would not meet ABS hull requirements any other way. This vessel is one of the best conversion candidates on the market. This is not your typical laid up rusty conversion platform. She is fully operation with valid class documentation and currently returning from a contract job in the Artic where she did survey work for a large multinational energy company.

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

Guest deck



Boat deck



Bridge Deck



Sky Deck



in her current state



in her current state



in her current state



Profile design by JQB



CONTACTS

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Office hours

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Sunday: **closed**

Address



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