

The Research Vessel 'OCEAN STARR'



The Ocean Starr has had an extensive history in offshore science and ocean protection. As a former NOAA ship with expansive science laboratories, and quarters for visiting scientists, she has been a foundational component of dolphin, whale, seal, and marine life protection and study as well as a key platform for the development of leading edge ROV, AUV, and submarine technology.

In 2014 she was completing NOAA Fisheries' first comprehensive survey of whales, dolphins and porpoises and the marine ecosystem off the West Coast in six years. Highlights of the four-month survey included unusual marine mammals and birds drawn by warm ocean conditions, and the first offshore tests of an innovative new system for remotely counting marine mammals through sound.



She has operated throughout the Gulf of Mexico and Caribbean studying deep water trenches and the marine life that they support with special emphasis on canyon studies using single man submersibles, deep water ROV and AUV's. Setting records in offshore support of scientific ROV and AUV missions.



The Ocean Starr has a long history of successful missions around the world supporting the world's top Ocean Scientists in their efforts to protect and support offshore species, subsea plants, and wildlife with special focus on endangered species. In 2014 she was again used by NOAA's program to deploy an Ocean Noise Reference Station at the Channel Islands National Marine Sanctuary.

In 2015 the mood on the R/V Ocean Starr was jubilation and relief as observers aboard the research vessel spotted two Vaquitas, the world's smallest and rarest marine mammal swimming in calm waters near the fishing village of San Felipe, Baja California, Mexico.



The proud owner of Ocean Star is Dan Stabbert, CEO of the Stabbert Maritime Group. Dan Stabbert, is also our liaison for special missions in the offshore industry.

Dan owns and operates a commercial shipyard at Seattle and owns a ship management firm that focuses on high quality specialized vessels that conclude business in the following fields: Geophysical, Oceanographic research and mapping, Sub bottom surveys, Geotechnical drilling, Pipeline survey, Submarine fiber optic telecoms, ROV support, Antiquity research, Renewable energy support and 4-point dive operations.



Dan is a seasoned seaman and has operated vessels for 30 years. He is able to build, refit and convert vessels that meet our client's needs that is unique in the industry. His input will be invaluable for the transformation of the Ocean Starr! He is selling the vessel to concentrate on other offshore industry related activities. His company just acquired a huge pipe laying vessel to work in Mexican oil fields. The second one of these type construction vessels in his fleet.



Following the technical/charter description of the RV OCEAN STARR





Research Vessel OCEAN STARR

Designer: Harco Engineering

Builder: Christy Corporation, Sturgeon Bay, WI

Launched: December 19, 1964

Delivered: November 5, 1965

Commissioned by NOAA: January 8, 1966

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

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 Radios, VHF radios with eight channels preprogrammed 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 phone, Motorola cellular telephone connected to the ship's telephone system. Range of the system varies with the location of the land based cellular system. Satellite Systems for 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.

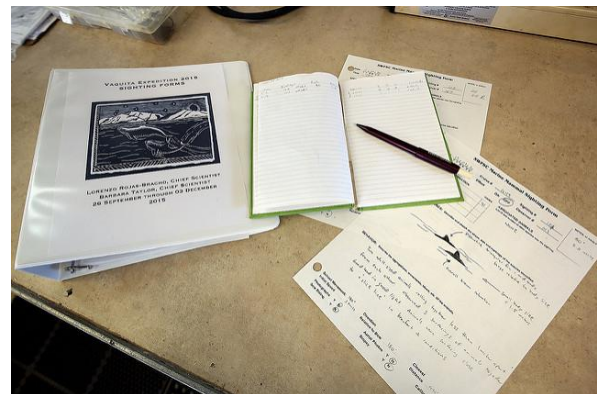
Weather fax Medium frequency/high frequency, amplified antenna facsimile receiver system for the reception of broadcast weather facsimile pictures and charts. The weather fax is located in the Bridge.

Homeport: Seattle, WA

Price: USD 1,900,000

Charter rate: on request





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