

Interesting Facts about the R/V Knorr

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- 1) R/V Knorr, (AGOR 15) was named in honor of Ernest R. Knorr, a distinguished hydrographic engineer and cartographer who was appointed Chief Engineer Cartographer of the U.S. Navy Hydrographic office in 1860. Chief Engineer Knorr was one of the leaders of the Navy's first systematic charting and surveying effort from 1860 to 1885. R/V Knorr was built at Defoe Shipbuilding Co, Bay City, Michigan. Knorr was launched and christened by ship sponsor Mrs. Frederick Starkweather on 21 August 1968. The ship was delivered to the Woods Hole Oceanographic Institution in 1970.
- 2) R/V Knorr was bareboat chartered to the Woods Hole Oceanographic Institution by the Chief of Naval Research, and during her forty-four years of service sailed one million three hundred fifty-nine thousand two hundred miles on more than three hundred fourteen major science expeditions expanding mankind's understanding of the earth and its oceans.
- 3) Unique events in Knorr's history:

1974-1977: Project FAMOUS (French-American Mid-Ocean Undersea Study) Knorr in support of R/V Lulu and submersible, Alvin to see hydrothermal vents for the first time.

1989-1991: McDermott Shipyard for mid-life refit. Vessel was lengthened from 246' to 279'. Cycloidal propulsion was replaced with twin azimuthing stern thrusters and a retractable bow thruster.

1 September 1985: Historic discovery of the Titanic

1991-2002: Knorr collected samples from more WOCE (World Ocean Circulation Project) locations in the Atlantic, Pacific, Southern, and Indian Oceans than any other US research vessel.

2003: Installed new Dynamic Positioning System able to hold position within 1 meter and enabled Knorr to execute missions including ocean drilling and other science missions requiring precise station keeping.

2005: achieved 1 million nautical miles in the support of science

In 2005–2006, the ship was refitted to support a new “long-coring” system that extracts 150-foot (46 m) plugs of ancient sediments from the sea floor. Weighing nearly 25,000 pounds, the new piston-coring system is the longest in the U.S. research fleet (twice as long as existing systems). Knorr and its long-corer allows scientists to sample deep, ancient sediments that are rich with historical information about the ocean and climate.

2007-2014: 8 Long Core Cruises in the Pacific and Atlantic Oceans

2008: Extensive shipyard modifications made to support NOAA PMEL atmospheric cruise to the high North Atlantic, reaching a Latitude of 80 degrees, 14 minutes North.

2008: Introduced the GEOTRACES inter-cal system to sea and lead the effort to design, engineer, and construct a portable over-boarding system that deployed the system on all subsequent voyages. Knorr executed GEOTRACES voyages in both the Atlantic and Pacific oceans in 2009, 2010, and 2011.