

SILVER SEAS - BURGER BOAT COMPANY



Builder: [BURGER BOAT COMPANY](#)

LOA: 107' 0" (32.72 m)

Year Built: 1998

Beam: 23' 0" (7.16 m)

Model: Raised Pilothouse

Max Draft: 18' 10" (5.75 m)

Price: \$4,895,000 USD Subject to change.

Cruising Speed: 18 Knots (20.71 MPH)

[See full listing on our website](#)

Location: Fort Lauderdale, United States

Max Speed: 20 Knots (23.02 MPH)

TABLE OF CONTENTS

OVERVIEW 3

SPECIFICATIONS 4

 Basic Information 4

 Dimensions 4

 Speed, Capacities and Weight 5

 Accommodations 5

 Hull and Deck Information 5

 Engine Information 6

GALLERY 7

DETAILED DESCRIPTION 8

CONTACTS 18

OVERVIEW

SILVER SEAS is an arresting 107-foot Burger motor yacht, an American-built aluminum masterpiece that has undergone an extensive, multi-year refit. Launched in 1998 by the Burger Boat Company and styled by Don O'Keeffe, she was originally commissioned by a seasoned yachtsman, a testament to the yard's enduring focus on durability and fine workmanship. Through successive custodians her superyacht pedigree and classic character have been carefully maintained, respecting the vessel's refined construction and legacy of luxury. In her current care a comprehensive restoration extended well beyond surface renewal, overhauling machinery, systems, and overall reliability, so SILVER SEAS now marries timeless Burger lines with substantially refreshed mechanical assurance and immediate cruising readiness.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1998

Sub category:
Motor Yacht

Country:
United States

Model Year:
1998

Dimensions

LOA:
107' 0" (32.72 m)

Max Draft:
18' 10" (5.75 m)

Beam:
23' 0" (7.16 m)

Speed, Capacities and Weight

Cruise Speed:

18 Knots (20.71 MPH)

Water Capacity:

1498 Gallons

Max Speed:

20 Knots (23.02 MPH)

Fuel Capacity:

9727 Gallons

Gross Tonnage:

199 Pounds

Accommodations

Total Heads:

5

Crew Cabin:

3

Hull and Deck Information

Hull Material:

Aluminum Yachts

Hull Designer:

N/A

Deck Material:

Aluminum

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

MTU

Fuel Type:

Diesel

GALLERY



DETAILED DESCRIPTION

Overview

SILVER SEAS is a 107-foot Burger motor yacht—an American aluminum classic that has emerged from an extraordinary multi-year refit as a comprehensively refreshed and mechanically renewed testament to Burger’s enduring craftsmanship. Built in 1998 by Burger Boat Company and penned by Don O’Keeffe, she was commissioned by an experienced yachtsman as his second Burger, a personal endorsement of the marque’s quality and longevity; through her life, SILVER SEAS has been guided by knowledgeable ownership that prized pedigree aluminum construction and disciplined stewardship. Under her most recent custodians, the restoration went far beyond cosmetics, rigorously addressing machinery, onboard systems, and operational integrity, culminating in a yacht that preserves her timeless Burger profile while delivering renewed confidence and reliability. Highlights include the classic Don O’Keeffe design, a four-stateroom layout with a full-beam primary suite, the charisma and Palm Beach poise of a true personality yacht, MTU engines showing only 500 hours since major overhaul, and a generous country kitchen that is genuinely perfect for entertaining.

Refit

This was never a surface-deep exercise. SILVER SEAS underwent a comprehensive, multi-year restoration that addressed her exterior finishes, mechanical systems, and interior spaces in depth, including complete hull re-fairing prior to repainting; a full hull paint in 2024 with superstructure refinishing; removal and professional re-bedding of all exterior windows; main engine and transmission overhauls; extensive servicing and renewal across major mechanical and onboard systems; renewal of air-conditioning ducting

and air handlers; upgraded insulation; the addition of tile in select areas; a thorough renewal of interior varnish across cabinetry and joinery; meticulous re-chroming of hardware and fixtures; and a modernized electronics suite, including FLIR night vision. The result is a Burger motor yacht that reflects disciplined stewardship and presents today with notable mechanical readiness and cosmetic refinement, while honoring the timeless design and craftsmanship that define Burger.

Mechanical updates

Power is delivered by twin MTU 16V2000 engines rated at 1,800 HP each, now reflecting approximately 500 hours since major overhaul, effectively resetting their mechanical life cycle. The in-frame rebuilds encompassed new crankshaft components, bearings, cylinders, and related systems, a scope of work comparable to factory remanufacture standards; transmissions were rebuilt, and engine mounts were replaced, collectively restoring the propulsion package to confident, long-range service.

Accommodations

SILVER SEAS offers a rare four-stateroom layout that accommodates eight guests in four ensuite cabins, reached from the main salon via the starboard foyer where a gracefully curved staircase descends to a landing serving all cabins and giving access to a linen closet and a dedicated laundry center. The full-beam primary suite features a centerline king berth, twin matching ensuite heads with a central shower, cedar-lined closets and custom built-ins, and an AV system; aft to port, the VIP presents a queen island berth, an ensuite head, and an A/V system; aft to starboard, the twin stateroom offers side-by-side XL twins, an ensuite head, and an A/V system; amidships to port, the bunk stateroom provides upper and lower twin berths, an ensuite head,

and an A/V system, delivering a versatile guest arrangement without compromise.

Crew accommodations

Crew spaces are conveniently reached forward from the main deck through the galley and are designed to support up to six crew across three cabins, with two heads and a dedicated laundry center to ensure efficient operations and discreet service throughout. The captain's cabin features a centerline queen berth, an ensuite head, a cedar lined closet, and an A/V system, while the two aft port and starboard bunk cabins provide upper and lower berths, cedar lined closets, and A/V systems.

Interior living

The main salon celebrates classic Burger craftsmanship in rich cherry joinery, expansive windows, and refined moldings, conveying an atmosphere of understated elegance; forward, a formal dining area integrates ample, seagoing secure storage for china and glassware, while a hidden wet bar is discreetly concealed behind solid wood doors on the forward bulkhead, complete with a wine fridge and ice maker. Forward on the port side, the midship entry foyer presents handsome tile flooring with a concealed day head opposite the entry, and beyond the raised pilothouse the inviting country kitchen becomes the social heart of the yacht with expansive windows, a large center island, and a U shaped settee around a stone table for effortless casual dining and entertaining.

Pilothouse and navigation

The raised pilothouse commands sweeping visibility from a Stidd helm chair

and a forward facing settee with a beautifully crafted solid wood table, while a dedicated captain's desk faces aft to create a proper workspace; forward, the modern helm carries a full navigation suite that includes Furuno radar systems, Garmin and TimeZero displays, an Anschutz autopilot and gyro, FLIR night vision, AIS with KVH SatCom and TV, and integrated vessel monitoring systems, combining advanced technology with a functional and comfortable command environment.

Exterior living

On the aft deck, a teak sole sets the stage for a built in settee, a solid teak table, and varnished chairs that invite open air dining and relaxed conversation, with exterior wing doors to port and starboard that shield the wind and lead to generous walk around side decks. The foredeck becomes a private lounge with expansive centerline sun pads for basking, complemented forward on either side by large storage bench seats and an aft facing, U shaped forepeak settee that forms a convivial gathering spot. Above, the flybridge blends function and leisure with two forward facing bench seats flanking the Stidd helm chair, a centerline wet bar aft paired with built in settees and solid teak tables, and, beyond the bulwarks, a versatile boat deck carrying a port side deck crane, a starboard BBQ with built in stowage, and ample space for toys, a tender, or casual entertaining.

Performance and range

She delivers a maximum speed of 20 knots, a fast cruise at 18 knots, and an economical cruise between 10 and 12 knots, supported by a fuel capacity of 9,727 gallons and a water capacity of 1,498 gallons; a 1,200 GPD water maker underpins autonomy, and range extends to 3,000 nautical miles at economical speeds.

Galley

The country kitchen is comprehensively outfitted for gourmet service with two Subzero 700TCI 327 inch integrated over and under refrigerator/freezers with ice makers, a Subzero UC 24R 24 inch undercounter refrigerator, a KitchenAid KMHC319ESS 430 inch 1,000 watt microwave hood combination with convection cooking, a Wolf SO30TE/S/TH Legacy 30 inch E Series transitional built in single oven, a Wolf CI304C/B Legacy 30 inch contemporary induction cooktop, a Wolf WWD30 30 inch warming drawer, a Miele G4228SCU Futura Classic dishwasher, a Uline U 2218WCS OOB 18 inch wine refrigerator, and an LG 26L V2500 26 inch LED TV, all framed by convivial seating and generous prep space.

Electronics and navigation

The electronics suite is extensive and professionally integrated, featuring a Furuno 120 mile radar alongside a Garmin and TimeZero 72 mile radar, three 19 inch Green Marine display monitors running TimeZero Professional GPS software, a Furuno 3D GPS, an Anschutz autopilot with an Anschutz gyro compass and an Anschutz rudder tiller, a Furuno speed log meter and Furuno digital depth meter, and a Furuno wind speed and direction meter; long range communications and safety are supported by a SEA 322 single sideband radio, an ICOM IC M506 VHF, a Furuno FA 150 AIS, FLIR night vision, and a SEAHAIL loud hailer/fog signal. Engine and ship control interfaces include DDC digital engine monitors, DDC single lever engine controls, engine room fan controls, emergency engine stops, and an emergency manual engine control (DDC bypass) panel, while ride and maneuvering are managed via a Naiad stabilizer control with Multisea II upgrade and an HPS Naiad hydraulic bow thruster control. Additional systems comprise five windshield washers and wipers, generator gauges, Pneumatic and Tank Sentry tank monitoring systems,

Carlisle and Finch spotlight controls, a KVH Satphone system, a KVH gyro TV antenna system, nine independent DSS receivers for TV, an Epson printer, five onboard hotspots with Wi-Fi throughout the vessel, and a Sonos sound system.

Electrical equipment

The yacht is engineered around a 120/208 VAC, three phase, four wire, 60 Hz system, with 208V dedicated to electric motors and pumps on single phase and 120V serving lighting and small appliances; ship's power is underwritten by two 45 kW Northern Lights generators at 1,800 rpm, with sound shields on both units and recorded hours of 3,317 forward (full service at 2,603 hours) and 6,282 aft (full service at 5,310 hours), where full service included replacement of heat exchangers, valve adjustment, and borescope analysis. Shore power flexibility is exceptional, with four shore connections at 208V three phase and 100 amp supported by two Glendinning cable reels, one Gleason spring loaded reel aft, a SmartY adapter, and a 50 kVA Atlas all power converter; distribution and protection are handled by an Atlas Shore Power Classic AC power management system, an Atlas Smart Box, and an Atlas Seamless Transfer System, complemented by one 100 amp three phase plug aft, one 100 amp three phase 75 foot shore power line on a Gleason spring loaded reel aft, two 100 amp three phase 75 foot shore power lines on motorized Glendinning cable masters forward, two shore cord adapters for 100 amp three phase to 100 amp single phase, and two shore cord adapters for 100 amp three phase to 300 amp cam lock, together with a 50 kVA Atlas all power converter. Battery and DC systems include two sets of 12V DF8D AGM batteries for 24V engine starting and 12V DF8D AGM batteries for 12V generator starting, automatic 24V emergency lighting in passageways and main areas, inland and international navigation lights including hailer and SatCom, and a comprehensive alarm system covering bilge, fuel, water, gray

and black water, generators, main engines, reverse gears, and intrusion; audio/video antenna distribution, a lightning suppressor, a Wards 480 VAC 200 amp galvanic isolator, and a Simpson Electro Catalytic corrosion monitor further enhance resilience. Charging and protected power are provided by 12V and 24V DC Mastervolt automatic battery chargers, a dedicated 12V battery bank for navigation electronics, a 24V battery bank for engine starting and emergency lighting, and individual 12V battery banks for each generator, while four UPS units (emergency power sources for nav systems, Sat TV antenna, Isis system, and TV system), a Naiad stabilizer AutoLock system, a Power Logic Square D power meter, and electric engine heaters round out a robust, blue water ready electrical architecture.

Flybridge equipment

The flybridge helm is equipped with two 19 inch Green Marine chart display monitors, a Furuno radar repeater, Furuno repeaters for depth, wind speed, and direction, and an Icom IC M506 VHF radio, with generator gauges, an Anschutz autopilot control panel, an Anschutz rudder tiller and rudder angle indicator, port and starboard wing control stations with weather covers, and DDC digital engine monitors with emergency engine stops; controls for gears and throttles, an HPS Naiad bow thruster and Naiad stabilizer control, a stainless steel steering wheel, stereo speakers, and a vinyl console cover complete the helm. Amenities include a Stidd helm chair with an upholstered bench seat, an aft sunshade supported by two carbon fiber poles, two 2018 Yamaha Jet Skis, two Carlisle & Finch 12' searchlights of one million candlepower, and abundant stainless steel hardware for enduring reliability on deck.

Deck equipment

Deck gear is specified for serious cruising, including a Nautical Structures hydraulic crane, Model EZ 4000 on the flybridge with annual service in September 2023; an SSP Oceanmaster 10 person life raft in canister with hydrostatic releases and an Elliott 10 person life raft in canister with hydrostatic releases; four life rings and a strobe MOB light; two 406 MHz EPIRBs; and a Nautical Structures manual/hydraulic stern passerelle. Ground tackle and mooring equipment comprise two Maxwell aft deck capstans #3500; two Maxwell anchor windlasses #4500 with inboard and outboard foot switches; port and starboard bow anchors in pockets with 1/2 inch chain rode, chain stops and band brakes to port and starboard, and an anchor chain internal washdown system. Boarding and water access features include Marquipt seven step Tide Ride boarding stairs with double rails, a stainless steel side mount boarding ladder, a stainless steel swim ladder, an integral swim platform with stainless steel safety hoop rails, swim platform mooring whips, and a hot and cold water shower at the swim platform. Watertight access is via Freeman doors to the lazarette, the flybridge, and the sides, while the flybridge carries a propane grill and a wet bar with a Sub Zero icemaker, refrigerator, and wet sink; there is one Stidd helm chair in the pilothouse and one on the flybridge. The aft deck features a bench seat with cushions, a cover, and storage beneath, a Murray custom aft deck teak table, and six aft deck chairs; there are port and starboard boarding gates, two on each side, ten 15 inch stainless steel cleats, stainless steel hawse pipes, starboard and port teak wing doors finished in Awlgrip Matterhorn White, hot and cold water faucets in the cuddy (forward lazarette), cable TV and compressed air connectors in the cuddy, shore power circuit breakers in the cuddy, dockside water connectors fore and aft, a deck hatch to crew quarters, steps up windshield mullions for cleaning, fenders and lines, two 12 foot ash boat hooks, teak cap rails, and fitted covers for all exposed equipment

including windlasses, searchlights, pilothouse windows (three different types), all exterior seating, the flybridge console and seating, and the flybridge area in its entirety.

Engine room and main machinery

Engineering is anchored by two MTU 16V2000 1,800 hp inboard diesels showing port 7,765 hours—500 hours since major overhaul—and starboard 7,760 hours—500 hours since major overhaul, turning through rebuilt transmissions and protected by StrongSeal dripless stuffing boxes; maneuvering and ride are enhanced by an HPS hydraulic bow thruster and Naiad stabilizers with AutoLock, all managed via DDC electronic engine controls. Compressed air is delivered by a Kahlenberg air compressor (208V) with a 25 foot heavy duty air hose and connections forward, aft, and on the flybridge; ventilation is handled by a Delta T automated ventilation control system, Allen Bradley 208V exhaust fan in the lazarette, and port and starboard 208V intake/exhaust fans in the engine room. Hotel services are robust, with Headhunter head systems and a Headhunter waste treatment system; an ANSUL CO2 fire protection system with auto/manual control serviced annually; power assist steering with a Hamilton Hough steering pump; and fuel management via an Alfa Laval fuel separator, stainless steel fuel piping, Swagelok stainless steel hydraulic fittings and ball valves, a fuel overfill alarm system, electric and manual fuel transfer systems, a Tuthill FillRite fuel transfer meter, and gauges for fuel and freshwater tanks supported by comprehensive mechanical gauges in the engine room. Damage control readiness includes a manifolded 220V emergency bilge pump system and eleven Rule bilge pumps (24V) with float switches, plus port and starboard raw water sea chests. Autonomy is assured by a Matrix 1200 GPD water maker, a Headhunter Mach 5 freshwater pump (AC), a Headhunter Aqua Box freshwater pump (AC) with a Headhunter X Caliber

freshwater pump (DC), a Bell & Gossett hot water circulating pump, and two Torrid 40 gallon hot water heaters. Climate is maintained by MarineAir chilled water air conditioning with four 5 ton chillers, complemented by a Delta Chem Free Ozone / Dometic generator, while black and gray water are managed in dedicated tanks with pump out systems and a Headhunter Tank Sentry monitoring system. Serviceability is furthered by a lube oil transfer and change system with a 200 gallon lube oil reservoir and a 200 gallon waste oil tank, engine block heaters, and a Hikvision closed circuit vessel monitor system with three Pelco cameras and two Garmin cameras. Propulsion efficiency is delivered through Teignbridge five blade propellers sized 44x35 inches, with flybridge wing controls providing redundancy; signaling is via three Kahlenberg trumpet air horns and a Kahlenberg air whistle. Water quality is elevated by a Dometic Spot Zero water softener, acoustic comfort by Soundown genset mufflers, and directional integrity by Tides rudder seals, collectively defining a meticulously specified machinery space.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

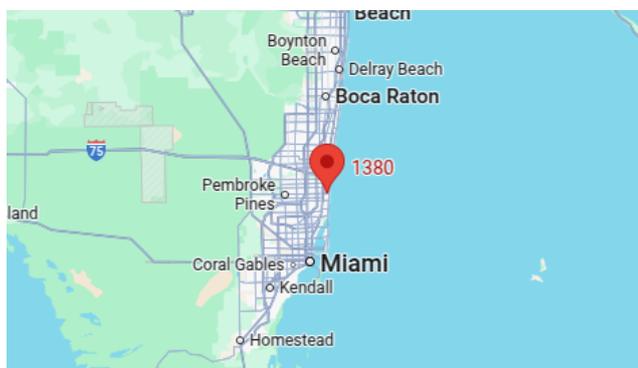
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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