

THE NEXT PORT — BURGER



Builder: BURGER

Year Built: 1966

Model: Cruiser

Price: PRICE ON APPLICATION

Location: United States

LOA: 64' 0" (19.51m)

Beam: 16' 0" (4.88m)

Max Draft: 4' 7" (1.37m)

Cruise Speed: 10 Kts. (12 MPH)

Max Speed: 16 Kts. (18 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **THE NEXT PORT — BURGER** 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 **THE NEXT PORT — BURGER** 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

Wonderful restoration effort to a proven Sparkman & Stephens design. Repowered with twin 450 hp Cummins. All new systems including generators, bow thruster, air conditioning. Galley moved to "up" position and a fourth stateroom added. Shows fabulous.

Basic Information

Category: Cruiser

Model Year: 1966

Year Built: 1966

Refit Year: 2001

Country: United States

Vessel Top: 2357

Dimensions

LOA: 64' 0" (19.51m)

Beam: 16' 0" (4.88m)

Max Draft: 4' 7" (1.37m)

Speed, Capacities and Weight

Cruise Speed: 10 Kts. (12 MPH)

Cruise Speed RPM: 1700 Kts.

Max Speed: 16 Kts. (18 MPH)

Max Speed RPM: 2400 Kts.

Water Capacity: 600 Gallons

Fuel Capacity: 900 Gallons

Accommodations

Total Cabins: 4

Sleeps: 9

Total Heads: 3

Hull and Deck Information

Hull Material: Aluminum

Hull Designer: Sparkman & Stephens

Engine Information

Engines: 2

Manufacturer: Cummins

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Overview

In most aspects, looking beyond her original proven hull and vintage profile, **THE NEXT PORT** is an 11 year old yacht. Refits in 2001 and 2008 were undertaken which improved both layout and systems. Safety, efficiency, comfort, and aesthetics were all important in the process and the results of this project have been overwhelmingly successful. **THE NEXT PORT** is an outstanding yacht which will be vastly appreciated by her next owners. **THE NEXTPORT** can sleep eight in two double staterooms aft and two additional double cabins forward. Throughout the vessel's interior there is updated woodwork, flooring, countertops, and headliner with new recessed Xenon/Halogen Staluppi lighting. The yacht's interior woodwork is teak, cherry, maple and birdseye maple utilizing solid timbers, raised panel cabinetry, and fine veneer work. Flooring treatments consist of custom wool carpet, and teak and holly soles throughout. Fabrics are generally a combination of fine woven blends and Ultra-leather to compliment the woodwork. The yacht is beautifully appointed and extremely comfortable throughout.

Accommodations - Master stateroom

The Master Stateroom is aft, separated from the transom by a full sized lazarette accessed from the main deck level. The woodwork in this stateroom is a lightly stained cherry. The master berth is a king sized bed running athwartship against the port side bulkhead. Flanking the berth are bedside cabinets with Corian tops and overhead reading lamps. There is a built-in CD AM/FM player, and opposite the berth a TV/VCR player with overhead speakers. For convenience, bookshelves have been tastefully built against the outboard bulkhead above the berth. A full width hanging closet spans the aft bulkhead and to starboard is a bureau with drawers and a vanity with lighted mirror and a swivel mounted jump chair. Forward to starboard is the master head with Corian counter and sink, stall shower, and porcelain bowl Headhunter toilet. A mirrored medicine cabinet, tastefully designed by the owner, is positioned above the sink.

Guest Stateroom

The Guest Stateroom is forward to port from the master. It has twin lower berths and a bedside table between. There are large drawers beneath the beds and a hanging locker is forward to port. Opposite the guest stateroom to starboard is a head with Corian sink and counter, stall shower, porcelain Headhunter head, and mirrored medicine cabinet. All the heads are well lighted and have teak and holly soles.

Galley

Forward and up a few steps from the aft stateroom area is the galley and informal dining banquette. This area was all new in 2001 featuring raised panel maple cabinetry and earth toned granite counters. The pedestal mounted dining table is maple with a compass rose inlay and hinged leaf. The built-in Ultra-leather upholstered banquette has comfortable seating for 4-6 with an additional pull up chair. Appliances are stainless steel clad and there is plenty of counter space. The galley is bright and workable with the natural light afforded by large windows to port and starboard and forward, along with the Xenon overhead and indirect lighting.

GALLEY EQUIPMENT • Amana stainless steel faced refrigerator & freezer • Double stainless steel sinks with Grohe fixture • Seagull drinking water purification filter and tap • Dacor 4 burner glass topped range • KitchenAid oven • Fisher Paykel 2 drawer dishwasher • GE Profile microwave & convection oven • KitchenAid trash compactor • Granite countertops and backsplash • Sony CD stereo • Teak and Holly cabin sole • Teak leveler window shades • Maytag full sized washer & dryer(built-in in separate laundry area) • Avante freezer

Laundry Area and Forward Staterooms

Forward and down 4 steps from the galley/dining level is a spacious laundry area with a built in, full sized Maytag washer and dry. There is a large amount of storage built into an outboard cabinet system with laminated working countertops. A supplemental Avante freezer is positioned on the aft bulkhead, adjacent to the engine room access hatch to port. Opposite the laundry area to starboard is an enclosed, upper/lower berth guest stateroom complete with a hanging closet. From this cabin a passage door opens into the forward head with Corian counter and sink, and porcelain bowl commode. The sole is teak and holly and a mirrored medicine cabinet is above the sink. A second passage door from the head opens to the forward bunk cabin with upper and lower berths to port. The upper bunk is generous in size and could serve as a double berth. Furnishings include reading lights and overhead is an opening hatch with tinted Lexan and a screen. Opposite the berths are two hanging closets and forward is the stall shower with an opaque plexi-glass door. Forward of the shower is the watertight anchor chain compartment containing 380' of galvanized 3/8" BBB chain.

Pilothouse

Aft from the galley and up a few steps is the air-conditioned pilothouse with port and starboard sliding doors opening to the exterior side decks. There are folding screen doors for the side door openings. As with the rest of the yacht, the pilothouse has been completely renewed with modern gauges, instruments, and electronics. The headliner in the pilothouse is Velcro fastened for easy removal for access to overhead wiring. The original bench seat has been re-upholstered in ultra-leather and hinged to the port side bulkhead is a fold down teak chart table. A polished stainless and leather upholstered Stidd helm chair has been mounted at the helm console. The console has been refit with new wood veneer and new cabinetry was built in for mounting the radar and plotter screens. All new Stewart Warner engine instruments have been mounted into the original but refurbished Detroit Diesel instrument panel. Beneath the pilothouse bench seat is drawer

storage for charts and navigational tools and additional storage is located to port beneath the helm console where there can also be found a new, electronics sub panel. The vessel's navigational electronics are powered up by a 24V bank of house batteries in the lazarette but there is also an independent back-up bank located in the engine room. Full 360 degree visibility is afforded to the helmsman by virtue of the forward, side, and aft windows in the pilothouse. Off center to starboard is the teak passage door to the aft deck salon. A windowed insert in this door folds down revealing a screen and there is also an opening window behind the pilothouse bench seat for communication with the aft deck.

Navigation Equipment

• Robertson AP20 Autopilot • Portable joystick rudder (bow thruster) controller • Furuno Navnet DGPS with plotter and FRS 1000 radar with overlay • Stevens Sea 157 VHF radio • Icom M502 VHF radio • Stevens Sea 857 loud hailer and fog signal alarm system • Icom M802 Single side band with Pactor Modem for weather reception and email capability • FLIR Infrared digital camera with 10'4" monitor • UPS 24V back-up power supply for PH electronics • Ships alarm system, bilge water, fire, low oil and hydraulic pressure • Danforth 6" compass with new, easy read card • Datamarine depth indicator • Engine Flo-Scan meters • Headhunter fuel and water tank gauges • Hart Tank Tender fuel and water tank gauges • Main Engine exhaust pyrometers • Kahlenberg Air horns and whistle • Glendinning single lever electronic controls w/ manual back-up (new cables 2012) • Remote control panel with 50' cord • Electric windshield washers and wipers - 2012 • Sony AM/FM CD player

Aft Salon

Next aft from the pilothouse is the teak decked aft salon which has a teak topped bar with refrigerator and ice-maker built-in along its forward bulkhead. The aft salon is furnished with an expandable round table and chairs for aft deck dining. Teak framed wing doors are forward to port and starboard opening to the side decks. There are also two sets of sliding side windows port and starboard, and an EZ2CY enclosure (new 2008) across the stern which enables the aft deck to be fully open when weather permits. Wainscoating, trim, and valance boards in the aft salon are crafted of satin gloss teak as is the bar and cabinetry built-in along the forward bulkhead.

Entertainment Equipment

Master Stateroom Sony CD player, AM/FM

Guest Stateroom Sony CD player, AM/FM

Aft Salon Sony DVD, CD player

Galley Sony CD AM/FM stereo

Crew Stateroom-forward bunks Sony CD AM/FM player

Deck Equipment

• Hydraulic operated low profile Quik Lift 1600lb tender crane (rebuilt 2012) • 14' Edgewater tender with 40 hp Yamaha • (2) boat deck mounted kayaks • Varnished teak cap rails • Stainless steel stanchions (2012) • Triple Kahlenberg air horns • Kahlenberg air powered whistle • Signal mast(hinged)with display lighting • Non-skid deck surfaces painted 2008 • Marquipt Tide Ride boarding ladder • (1) side mount aluminum boarding ladder • T ransom door access to swim platform • New center cleat at transom • Al I aluminum swim platform w/ 2 integral waste tanks under, 150 gallons each • (2) S.S. swim platform flush mounted pop-up cleats • Custom built transom mount swim ladder • Transom mounted safety hand rails • Stern flagstaff lighting • Aft hawse pipe re-moveable covers • Sail track fender holders, port & starboard • Extra spring cleats added, port & starboard • Burger side-mounted stainless steel logo sculptures • All new dock lines 2012 • Fore deck and boat deck fresh water washdown bibs • Fore-deck courtesy lights (3) • Stainless steel bow anchor roller • Carlisle & Finch remote operated searchlight • Ideal Hydraulic windlass w/ remote control • 90lb Forsfjord galvanized anchor • 380' 3/8" galvanized BBB chain • Secondary anchor • Two foredeck dunnage boxes Awlgrip painted • Cushioned bow seat with storage under • Stidd helm chair in pilothouse • Teak decks replaced in 2008 • 4 blade 31X30 Michigan Wheel mag. bronze props plus spare props

Electrical System

THE NEXT PORT was refit in its entirety in 2001. A new main distribution panel was located in an existing closet recess to starboard opposite the main salon galley, adjacent to the steps to the pilothouse for easy access. Sub-panels are positioned in the engine room and to port of the helm in the pilothouse. The vessel operates primarily off the 220V AC and 24V DC systems with most equipment wired to run on these voltages for better efficiency and longer life. Transformers are employed to accommodate equipment requiring 12V or 110V power. Battery banks consist of three banks of 24V gel cell batteries in the lazarette, one for each main engine and a house bank of batteries. In the engine room there are independent 12V gel cell batteries for each generator and a third 24V bank which serves as a back-up bank for navigational electronics. Two 50 amp shore power cords, approximately 120' in length, are deployed by the two Glendinning shore cable reel systems with access from beneath the brow on the foredeck. Additionally there is a phone and cable TV connection located at this point. In the engine room are two 20Kw Kilopak gensets, new in 2001 including Kilopak sound shields. Additional sound control is achieved with the use of a customized exhaust system for the generators. The vessel is protected from stray current and voltage spikes in the shore power supply with the use of isolation transformers and voltage booster regulators and a Kapac hull corrosion monitor. Engine room lighting is exemplary, featuring 11 florescent 110V double light fixtures along with a 24V emergency lighting system.

Mechanical Equipment

• Twin 2001 Cummins 450C diesels • ZF 2.5:1 reduction gears • Dual Rexroth engine driven hydraulic pumps • Marine Exhaust risers('05) and mufflers('01) • Oil changing system for main engines, transmissions, and generators • Twin 20Kw Kilopak generators – Hours: Port - 2620; Starboard - 2624 • Quantum central hydraulic system • Quantum bow thruster, 12" X 32 hp with remote control • Koopnautic SeaRoq stabilizers, 7 sq. ft. fins(new seals – 2012) • 7 HVAC CruiseAir air conditioning compressors • Digital SMX AC controls & monitors throughout • Dual 220V air conditioning raw water pumps(2012) • Dual 220V fresh water pumps:(1) Grundfos and (1) Jetpac (Grundfos new in 2012) • Fresh water pressure reducer, filter, meter, and manifold system • Fresh water pressure accumulator tank • Seagull drinking water filtration system • 20 gallon fast recovery hot water heater (2010) • 6.5 hp air compressor and accumulator tank • Dual sea chests for all raw water intakes • Tides Marine Dripless shaft seals • Leeson fuel transfer pump with meter • Oberdoerfer fuel priming pump • Stainless steel fuel manifold transfer and management system • Dual Racor fuel filters for each main engine • Single Racor fuel filters for each generator • Independent fuel polishing system with Jabsco pump and 2 micron filter system • Hart 'Tank Tender' fuel and water tank monitor • Headhunter fuel and water tank gauges • Engine room sight glass gauges for outboard fuel tanks • Dual gray water 24V pumps (2012) • Dual air conditioning 220V pumps (2012) • Automatic CO2 system(Re-certified - 2012) • Engelhard monitoring system for hull • Headhunter Vacuflush heads(2 aft heads) • 2 ¼" propeller shafts Aquamet 22 • Shaft saver coupling flanges • 2 X 150 gallon waste tanks integrated beneath swim platform • Macerator pump • (2) 24V gray water pumps • LectraSan treatment system for forward head • Electric windshield washers/wipers • Telephone jacks & intercom system • Vacuum cleaner

Engine Room

The engine room was stripped down to bare hull in 2001 to make way for a fully redesigned and updated layout. The bilges were closely inspected, suspect metal replaced, and the entire bilge area painted with Awlgrip Matterhorn White. Insulation is built into the overhead panels and outboard. New exhaust tubes were installed from engine room to transom. Shaft tubes were inspected and forward flanges rebuilt. The shaft stuffing boxes updated with Dripless Tides Marine Strong Seals. A large tool box is built in forward and a work bench with vise is fixed atop the work bench. The fresh water system is unique in that it has a manifold transfer system enabling movement of water to or from any of the tanks, similar to the fuel system. The engine room is extremely well lighted and access to all equipment is superb.

Note

Rebuild in 2001 included: All mechanical systems renewed, all wiring replaced, all pumps,

motors, fresh and waste water systems, raw water intake systems, shaft tube flanges; sand blasting of bottom and new barrier coat applied; rebuild water tank and baffle system; new gaskets in pilothouse windows; complete repainting. At the same time, a major interior redesign was completed which moved the original, lower level galley up to the yacht's mid-level creating a country kitchen with a large dinette adjacent. The interior is finished in beautiful satin toned maple woodwork throughout with granite countertops in the galley and Corian in the heads. Teak and holly soles are found in the galley and pilothouse as well as the heads. This is a crisp, fresh yacht in all respects.

Performance Data

9-10 knots: 1 gallon per mile

12-13 knots: +/-2 gallons per mile

15-17 knots: 2.25 gallons per mile

Updates Added Recently

- Joy stick operated night Vision (Forward Looking Infra Red FLIR) camera
- Stainless steel stanchions
- Larger hawse holes enabling the power cord to thread through
- Premium 100% wool thick pile carpet in the quarters area
- Teak veneer in the quarters area
- Mounted life raft on boat deck
- Upgraded windshield wipers from air operated to electric
- Upgraded radar
- Upgraded GPS with new Furuno Navnet
- SSB radio with modem weather input
- Equipped the vessel with a wide variety of cruising backups – items such as alternators, filters and other assorted spares.
- Forward Lectrasan treatment system replaced 2012
- Foredeck hatch Lexan(tinted) panel replaced 2008

Exclusions

All artwork and countertop accessories, owner's personal items, Chelsea clock and barometer in pilothouse.

Remarks

THE NEXTPORT has been upgraded to modern day standards while retaining classic profile. A thorough update of all systems from the hull up has transformed **THE NEXT PORT** into a modern and easily operated, user friendly yacht. Her exterior paint, varnish, and teak decks are in yacht condition and **THE NEXT PORT** is ready to cruise.

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

Aft deck



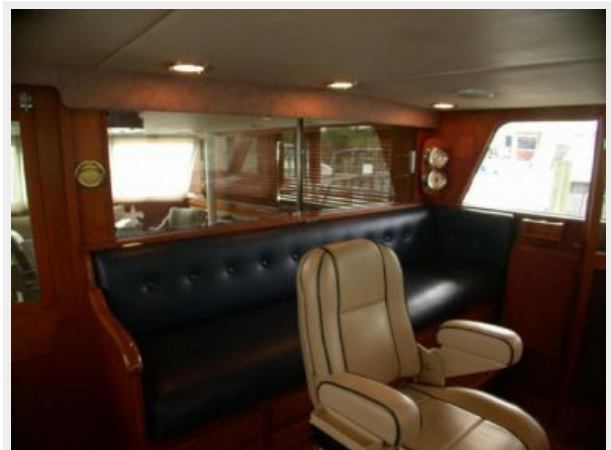
Aft deck fwd



Pilothouse



Pilothouse seating



Galley view aft



Galley/Dining view fwd



Master stateroom



Twin guest stateroom



Dockside



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