SHESTAKOV
Yacht Sales

BURGER 112 — BURGER

Судостроитель: BURGER

Год постройки: 2016

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 112' 0" (34.14m)

Ширина: 25' 0" (7.62m)

Мин. осадка: 5' 6" (1.68m)

Макс. осадка: 0' 0" (0.00m)

Крейс. скорость: 18 Kts. (21 MPH)

Макс. скорость: 22 Kts. (25 MPH)

Купить **BURGER 112 — BURGER** а также выбрать подходящую вам яхту из нашего **каталога яхт** вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в **собственном списке продаж**, а также тесно сотрудничает со всеми крупными **яхтенными производителями** по всему миру.

Для того чтобы купить яхту **BURGER 112 — BURGER** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

ОГЛАВЛЕНИЕ

ХАРАКТЕРИСТИКИ

Основная информация

Тип судна: Моторная яхта

Подкатегория: Raised Pilothouse

Модельный год: 2016

Год постройки: 2016

Страна: United States

Верх: 2363

Размеры

Длина общая: 112' 0" (34.14m)

Ширина: 25' 0" (7.62m)

Мин. осадка: 5' 6" (1.68m)

Макс. осадка: 0' 0" (0.00m)

Скорость, вместимость и масса

Крейс. скорость: 18 Kts. (21 MPH)

Макс. скорость: 22 Kts. (25 MPH)

Чистый вес: 240 Pounds

Вместимость воды: 1200 Gallons

Вместимость сточного бака: 1400 Gallons

Объем топливного бака: 7925 Gallons

Размещение

Всего кают: 5

Спальные места: 10

Всего ком. состава: 7

Каюты экипажа: 3

Койки экипажа: 5

Спальных мест экипажа: 6

Комм. состав экипажа: 3

Корпус и палуба

Материал корпуса: Aluminum

Комплектация корпуса: Semi-Displacement

Дизайнер корпуса: Burger Design Team/Gregory C Marshall Naval Architects

Дизайнер экстерьера: Burger Design Team/Gregory C Marshall Naval Architects

Дизайнер интерьера: TBD

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: C-32 ACERT

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Construction and General Outfitting

The vessel is a Raised Pilothouse motor yacht with a semi displacement hull form. The vessel is of all-welded aluminum construction using 5000 series marine grade aluminum alloy and is sub-divided into six (6) water tight compartments. The hull and superstructure are designed to reflect the styling intent as reflected on the vessel's profile drawing and all structural scantlings and plating are selected in accordance with Classification Society rules. Fabrication standards and welding procedures for the vessel's structure shall be in accordance with applicable Classification Society rules.

External decks shall be fully plated and continuously welded and shall be provided with camber to avoid water accumulation in normal operating conditions. Decks forming fire boundaries are insulated and detailed in accordance with all applicable Classification Society and Flag State regulations. Local increases in thickness are provided in the vicinity of highly loaded areas such as mooring and equipment foundations.

Bulwarks and Gates: Double plated (closed) bulwarks are installed around the fore, side and aft decks. The top of all bulwarks shall be faired and painted in accordance with the paint system. The bulwark plating in way of the mooring system components (such as fairleads and cleats) is locally increased in thickness.

Bulwarks include a total of two (2) manually operated, inward opening gates. The gates are constructed in aluminum with heavy gauge hinge blocks supplied with stainless steel hinge pins and pin caps. Each gate is fitted with a recessed stainless steel handle and a device to hold the gate in the open position. The threshold at each gate location is faired and painted with non-skid.

Rub Rail: The vessel is fitted with structurally reinforced Rub Rails. Both the upper and lower rub rail is designed with a landing point to allow bottom tapping for mechanical fasteners used to attach a Stainless Steel half oval.

Cathodic Protection: The vessel is outfitted with cathodic protection in the form of anodes including: anode plates on the hull, rudders, and thruster tunnel; anode collars on the propulsion shafts; and anode rods within the raw water piping system. A cathodic monitor, Simpson Electric

Model 923A or CAPAC Model CM2 or equivalent is supplied.

Anchoring System: The vessel's anchoring system is mounted on a raised painted aluminum platform. The platform includes a drain channel with a raised edge and incorporates the anchoring system equipment. Polished stainless steel plates are fitted as required to protect the finish from damage due to chain contact.

The anchoring system includes two (2) 'Poole' type high-holding power, fully balanced anchors with hot galvanized U2 stud link chain having size and length as determined by the vessel's Equipment Number determined by Classification Society rules. These anchors are stowed in two (2) polished stainless steel anchor pockets. A polished stainless steel cutwater designed to extend 305mm (12") below the DWL in coordination with the stainless anchor pockets is included.

The vessel is outfitted with two (2) chrome-plated bronze high pressure hydraulic vertical anchor windlasses with capstan drums Each windlass has local control via hand wheel of the wildcat (gypsy) band brake. The windlasses are complete with a pendant control.

Mooring System: The vessel is outfitted with a mooring system suitable for practical docking situations, including "stern to" mooring. The mooring system includes two (2) chrome plated bronze high pressure hydraulically driven vertical capstans. The capstans are positioned port and starboard on the aft deck near the bollards.

Watertight Doors: Required watertight doors are fitted in accordance with Classification Society rules and include sensors that indicate the position of the door (open/closed) that are incorporated into the Centralized Monitoring System. Exterior watertight doors are quick acting (chain driven connected dogging) in design. Interior watertight doors are either hinged (normally closed) or sliding (normally open).

Watertight Hatches: Required watertight hatches are fit in accordance with Classification Society rules. All watertight hatches are fitted with sensors that indicate the position of the hatch (open/closed) on the Centralized Monitoring System. All watertight hatches are hinged and manually operated.

Weathertight Doors: Required weathertight doors are fit in accordance with Classification Society rules. Weathertight doors providing access to the interior of the vessel are fitted with sensors that indicate the position of the door (open/closed) on the Centralized Monitoring System.

Portlights and Windows: Portlights and windows are sized and installed in accordance with all applicable Classification Society rules. Where applicable, glass thicknesses are increased as necessary in order to eliminate the need for portable storm shutters.

Hardtop and Radar Mast: The vessel is outfitted with a hardtop and radar mast. The hardtop provides a mounting surface for navigation electronics and provides service personnel and crew access to the radar mast. The radar mast will include platforms and other adequate support for navigation and communications antennas and mast head wind speed indicator, navigational, anchoring and signaling lights, etc.

Exterior Built-in Furniture: All built-in seating on the exterior of the vessel is fabricated from welded aluminum. Weathertight storage hatches are mounted in the horizontal surface of seating to provide access to equipment or general storage space.

Exterior Railings: The vessel is outfitted with both fixed and removable railings. Fixed railings are mounted to the structure. Removable railings are mounted into recessed sockets in the structure. All railings are fabricated of 316 stainless steel circular tubing polished to a #8 mirror finish.

Teak Decking: Teak deck covering is installed on the aft main deck, stairs to the swim platform, swim platform and the forward deck seating area. Teak decking includes a King Plank on the centerline and is glued down with no mechanical fasteners being used.

Painted Deck Surfaces: Painted deck surfaces include a non-skid material in the paint system.

Flybridge Windscreen: The vessel is outfitted with a windscreen surrounding the forward part and along the sides of the Flybridge Deck. The windscreen accommodates 10mm (3/8”) thick tempered safety glass permanently mounted using stainless steel stanchions and hardware.

Life rafts: The VESSEL is outfitted with two (2) standard throw overboard type life rafts equipped with SOLAS “A” Emergency Packs sized in accordance with Classification Society rules. Life raft storage locations and mounting details are for both manual and automatic launching in a “float free” arrangement.

Sea Stair: The vessel is provided with one (1) eight (8) step manual operating side boarding sea stair. Stowage of the Sea Stair is in a bulwark recess on the port side.

Vessel Naming: The vessel is to be outfitted with the vessel’s name and hailing port on the transom and its name on the sides of the flybridge. The lettering is applied vinyl material.

Navigational Lighting: Navigational lighting is installed in accordance with International Regulations for Preventing Collisions at Sea 1972 (’72 COLREGS). Fixtures are LOPO navigational lights.

Searchlights: The vessel is fitted with two (**2**) ACR Model RCL-600 150-watt searchlights with Xenon bulb and parabolic reflector.

Ship’s Bell: The vessel is outfitted with one (1) chrome plated ship’s bell engraved with the vessel’s name, year launched and the Burger logo.

Ship’s Horn: The vessel is outfitted with one (1), three (3) trumpet Kahlenberg Model T-2 low profile air operated horn assembly.

Tender and Tender Launching: The vessel’s Tender is outfitted in accordance with all applicable Classification Society and Flag State regulations. The tender is stowed aft on the flybridge on painted aluminum, removable chocks. The tender is launched via a hydraulic crane permanently mounted to the deck.

Mechanical Features

Main Engines: Two (2) Caterpillar C-32 ACERT diesel engines developing 1,900 BHP (1,417 bkW) at 2,300 rpm. Raw water cooled. The main engines shall be configured as follows:

- 1417 bkW (1900 bhp) at 2300rpm
- Electronically controlled
- Supplied with the engine manufacturer's premium chrome package
- Painted Awlgrip's Matterhorn White
- Configured with the largest available lube oil sump for extended oil changes
- Engine mounted lube oil filters
- Thermostatically controlled jacket water heaters to ease cold starting and allow immediate use of the engines without a warm-up period
- Engine-driven / mounted sea water pumps
- 24VDC starting motors
- 24VDC alternators, 100A minimum
- Engine mounted jacket water and lube oil heat exchangers
- Engine mounted secondary fuel filters
- Engine mounted fuel priming hand pumps
- Crankcase ventilation and oil recovery system
- Four-hour factory performed extended “dyno” testing

Reduction Gears: Two (2) reduction gears are provide and configured as follows:

- Electronic shifting
- Reduction Gears are close-coupled to the propulsion engines
- Torsional coupling for attachment to the propulsion engines.
- Integral thrust bearing
- Reduction gears configured for outboard turning propulsion shafts
- Painted Awlgrip's Matterhorn White
- Trailing pumps to maintain lubrication when a propulsion engine is shut down and the vessel is operating on the other engine.
- Includes trolling valves to allow controlled slipping of hydraulic clutches to achieve lower shaft speeds.
- Lube oil coolers using sea water from the propulsion engine sea water cooling circuit
- Gears provided by ZF Marine, Reintjes, Twin Disc or equivalent

Engine Room Ventilation: Ventilation of the engine room is provided by two reversible, variable speed axial fans. One fan provides intake air and the other exhausts air from the space.

Propulsion Shafts: The propulsion shafts are in accordance with applicable Classification Society rules and are electrically isolated from the VESSEL's structure and galvanically protected by zinc anodes.

Propulsion Shaft Seals: Shaft seals are a drip less type supplied by Tides Marine or equal.

Propulsion Shaft Struts: The shaft struts are of welded aluminum construction and designed in accordance with Classification Society rules.

Propellers: The propellers are sized and manufactured by Michigan Wheel or equal and are a five (5) blade, Class S design. The propellers are machined with anti-singing edges

Main Engine Exhaust System: The main engine exhaust system is a wet, underwater design with bypass for slow speed operation.

Generator Exhaust: The generator exhaust system is a wet system with a water/gas separator.

Windshield Wipers: Three (3) Hepworth or equal windshield wipers with washers are installed on the forward facing windows of the pilothouse.

Vessel Steering: A hydraulic steering system is installed. The system is driven by a propulsion or reduction gear driven PTO, one (1) off each main engine. An emergency steering station is installed in the lazerette. The rudders are of 316 stainless steel construction and designed in accordance with Classification Society rules.

Vessel Hydraulic System: In addition to independent hydraulic systems for the rescue boat davit and steering system, a multi-consumer hydraulic system is installed. The multi-consumer hydraulic system consists of a hydraulic power unit that powers the vessel's bow thruster, stabilizers, anchor windlass, passerelle and aft capstans while underway, at the dock or at anchor. One variable displacement PTO pump is installed on each of the port and starboard propulsion engines or reduction gears.

Vessel Stabilization System: The vessel is equipped with a hydraulic, at-anchor, two fin stabilizer system supplied by Naiad. Stabilizer fin actuators use the hydraulic power from the central hydraulic power system.

Bow Thruster System: The vessel is equipped with a hydraulic Bow Thruster with proportional controls at the helm stations. Thruster sized to suit the design of the vessel.

Passerelle: The vessel is outfitted with a Nautical Structures telescoping passerelle.

Auxiliary Distribution and Piping Systems

Sea Chests: The vessel is equipped with two (2) primary sea chests installed to supply raw water to the propulsion engines, generators, bilge and fire pumps, hydraulic power unit cooling pump, sewage treatment system and the desalinators. The primary sea chests are sized to allow for temporary system operation through one of the two sea chests while cleaning a sea chest strainer.

Raw Water Distribution Piping: Raw water distribution piping is 90/10 CuNi between the sea chest crossover and overboard piping.

Fuel Oil System: The vessel's fuel tanks are integral with the hull and have a common venting system. All tanks have appropriate access for inspection and include docking plugs. The fuel system includes a transfer pump and manifold to allow fuel to be transferred between the tanks. A Kaydon fuel filtering system is provided to allow fuel to be filtered prior to it being transferred to the day/main tank. The main engines and generators are provided with Racor filters sized in accordance with the engine manufacturer's requirements.

HVAC System: The vessel is equipped with a fan coil HVAC system consisting of individual fan coil units located throughout the vessel. A Dometic chiller with Tube-and-Shell condensers is located within the mechanical spaces aft. The HVAC system is sized in accordance with the vessel's requirements and is determined in association with the chiller manufacturer.

Lube Oil Transfer System: The vessel is equipped with a lube oil transfer system for receiving, storing, and discharging lubricating oil. It also provides the means for removing waste lube oil from the propulsion engines, reduction gears, and generators and replacing it with clean lube oil. Oil is stowed in two tanks, one for clean oil and one for dirty oil. Oil is transferred via an electric pump. Two oil hose reels are provided in the engine room, one for clean lube oil and one for waste lube.

Tank Level Indication System: A tank level indication system providing a means to monitor the fluid levels contained within the vessel's various tanks is provided. The system includes electronic level sensors, pneumatic level sensors and fuel tank overflow sensors.

Sanitary System: The toilets are of a vacuum type and discharge into a centralized black holding tank. The holding tank is connected to a sewage treatment system to treat and sanitize waste water before it is discharged overboard.

Grey Water System: The vessel is equipped with a grey water system that collects, stores, treats, and discharges overboard or ashore, grey water from the vessel's sinks, showers, clothes washers, dish washers, ice makers, and condensate drains.

Bilge System: The vessel is equipped with a bilge system that provides a means to safely remove any accumulated water from the bilge areas of the vessel.

Fire System: A classification society approved fire fighting system is installed. The system consists of a fire pump located aft with fire fighting stations located throughout the yacht in accordance with classification society requirements.

Fresh Water System: The vessel is equipped with an integral fresh water tank. Pressurized water is supplied via two fresh water pumps. Two water heaters and a hot water circulating loop are provided.

Desalinator: One (1) 3600 GPD Desalinator is provided and plumbed into the fresh water tank.

Compressed Air System: The vessel's compressed air system creates, conditions, stores, and distributes compressed air for the purposes of operating the vessel's air horn and whistle (if fitted) and for utility usage.

Electrical Equipment & Systems

AC Power System: The AC power system is a three phase grounded neutral 60 Hz system. It provides all AC power for the vessel. System voltage is 208/120 VAC. A shore power voltage and frequency converter is installed for direct shore power connection. The exact rating is confirmed by the AC load analysis. The vessel is equipped with an integrated power management switchboard. The supplier of the power management system is responsible for the electrical power system integration including generators, shore power conditioner and main switchboard.

DC Power System: The DC power system is provided using a two wire 24 VDC battery system with negative lead that is not earthed. The DC power system is responsible for providing house loads and emergency loads with DC voltage as supplied by multiple battery banks.

Centralized Monitoring: A Centralized Monitoring System is installed onboard to monitor the propulsion engines and gear boxes, generator sets, tank levels, bilge and fire alarm system, power management, battery status and the other points that are monitored for pressure, open and close, temperature and liquid quantity or level.

Interior Lighting: Each interior living space contains a switch control module to control the lights in that area. The AV remote also controls the lighting in each space.

All interior fixtures with the exception of decorative sconces, lamps, reading lights, art lights indirect lighting, and specialized fixtures are provided as part of the base vessel. Unless otherwise noted, lighting fixtures are to be LED type.

Insulation

Insulation: The acoustic, thermal, vibration and fire insulation system within the vessel is designed to provide noise and vibration attenuation as well as offer an appropriate level of thermal and structural fire protection. The system is installed in accordance with Lloyd's Register Rules and Regulations for the Classification of Special Service Craft, Chapter 6 – Passenger and Crew Accommodation Comfort for acceptance numeral one (**1**) for the Passenger Spaces and acceptance numeral three (**3**) for the Crew Spaces.

Alarm and Monitoring Systems

Alarm System: An alarm and monitoring system is installed. The main control panel/computer

for the alarm system is installed using a flat screen display. There is a flat screen alarm indication panel in the engine room, the pilothouse and the crew mess. The alarm system is switched so that the alarm can sound either in all stations or in selected stations. If, after a pre-determined amount of time, an alarm is not accepted when the alarm is directed to one location, then the alarm shall sound at all positions.

Fire Detection System: A Fire Detection System is installed. Appropriate smoke/fire detectors are placed in machinery as well as other technical spaces and connected to the fire alarm status panel in the pilothouse and crew's mess.

Accommodations

The Burger 112's large main salon and dining area is an exceptional space for entertaining or simply relaxing with friends and family. The luxurious full beam main deck owner's stateroom includes his and hers en suite baths and generous closet space. The main entry foyer makes one feel welcome while the guest accommodations consist of four fully appointed staterooms with en suite baths. An optional guest configuration includes a VIP and two guest staterooms or even a gym.

The galley is designed for efficient use of space. The large pilot house includes a settee and table for those who wish to be a part of the action. Accessed from the pilot house is a large, open sundeck with several options for enjoying the sun, relaxing in the shade or simply watching the scenery.

The crew area includes accommodations for six crew members forward as well as a spacious crew lounge and galley area. Generous storage is provided throughout the Burger 112 including a hidden store room accessed from the aft end of the sundeck.

Powered by twin CAT C32's, the Burger 112 has a cruising speed of approximately 18 knots and a top end of approximately 22 knots.

Comments

General Arrangement plans are available upon request

Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

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ФОТОГРАФИИ

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КОНТАКТЫ

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Время работы

Понедельник – Суббота: **9:00 - 21:00** EDT

Воскресенье: **Закрыто**

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