

ESTRELLA DEL MAR — BURGER



Builder: BURGER

Year Built: 1965

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: United States

LOA: 82' 2" (25.04m)

Beam: 17' 4" (5.28m)

Min Draft: 4' 6" (1.37m)

Max Draft: 5' 0" (1.52m)

Cruise Speed: 11 Kts. (13 MPH)

Max Speed: 14 Kts. (16 MPH)

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SPECIFICATIONS

Overview

Newly listed, **ESTRELLA DEL MAR** has all the charm of a classic older Burger designed by Sparkman and Stephens for comfortable and luxurious cruising. The current owner has made various changes which, while keeping her old-world charm and sea going comfort, gives her the added capability of operating in low clearance environments and with minimal reliance on generators. Her air draft now measures just 14.5" while her on board battery banks and inverters enable full operation of on-board electrical components for up to 20 hours of virtual silence. **ESTRELLA DEL MAR** is currently positioned in the Great Lakes and is ready and able to do the Loop.

Basic Information

Category: Motor Yacht

Sub Category: Flushdeck

Model Year: 1965

Year Built: 1965

Country: United States

Vessel Top: Enclosed Pilothouse

Cockpit: Yes

Dimensions

LOA: 82' 2" (25.04m)

LOD: 82' 0" (24.99m)

Beam: 17' 4" (5.28m)

Min Draft: 4' 6" (1.37m)

Max Draft: 5' 0" (1.52m)

Speed, Capacities and Weight

Cruise Speed: 11 Kts. (13 MPH)

Max Speed: 14 Kts. (16 MPH)

Gross Tonnage: 55 Pounds

Water Capacity: 500 Gallons

Holding Tank: 600 Gallons

Fuel Capacity: 4200 Gallons

Accommodations

Total Cabins: 3

Total Heads: 2

Hull and Deck Information

Hull Material: Aluminum

Engine Information

Engines: 2

Manufacturer: Detroit Diesel/Allison

Model: 8V92

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Overview

ESTRELLA DEL MAR was purchased by a Great Lakes boating family in 2014. The family enjoys cruising the Great Lakes and Inland Waterways and anchoring out is much preferred to staying in marinas. Accordingly, the vessel was set up to accommodate these preferences. The flybridge and mast were modified to reduce the air draft to just 14'4" and with just 4'6" draft ESTRELLA DEL MAR is able to navigate many regions unobtainable to most vessels of this size including Hudson Valley, Lake Champlain, the Erie Canal, the New York Finger Lakes, wine district, the Seneca Canal, America's Great Loop, and the Northeast Circle Loop. The yacht is configured with many features focused on simplicity and long-term cruising. All onboard systems can be operated off batteries and inverters for at least 20+ hours. 100% of lighting is LED and all systems are energy efficient to enable operating one of the two 20kw generators only 3 hours per day to top off the 1680Ah house bank and the isolated 680Ah pilothouse bank of batteries. There is a 500-gallon fresh water capacity with a 40-gallon pressure tank and a 2-micron whole-boat filtration system. A fresh water RO system with UV sterilizer maintains a separate water supply of purified water in a 6-gallon pressure tank. The system can continuously rotate and polish the tank water through the filtration system. The waste system is a Sealand VacuFlush that uses only 1 cup of fresh water per flush and with the 600-gallon holding tank capacity the vessel can go for extended cruises without worry of locating a pump out facility. Following the extensive upgrades detailed below the entire interior of the yacht was re-finished to maintain her classic appearance. The forward crew area was gutted to the stringers and refabricated into a full cabin in the same quality as the aft three 'owners' cabins into a 'family' suite with a queen berth, 2 double bunks, and an ensuite head. In winter of 2017 the entire exterior of the yacht was Awlgrip painted by Scarano Yacht Works of Albany, NY.

Upgrades 2014-2016

Hull / Gear: Water-blasted. Many areas replated. Re-coated Interprotect 2000. (Catawba Island yard) Removed all through-hull fittings. Replated 14 unnecessary openings and replaced rest with new. Hull tanks pressure tested New props, shafts, bearings, seals, dripless. Prop speed. Line cutters installed Replaced both Wesmar stabilizer drive units with new. (Wesmar factory service tech) New bow thruster props Removed, disassembled and rebuilt or replaced all Perko raw water strainers. Electrical: Entirely removed and replaced electrical system. Every component, wire, and fixture. Source 1: (2) 50A 240V shore power inlets with new Isolation transformers Source 2: (2) 50A 240V inverters, 1680Ah main battery bank. Designed to run the entire vessel for about 18-24 hrs. depending upon # guests, etc. Source 3: (2) 20kW 240V Northern Lights diesel generators (new generator heads 2016) All wiring is new, all lighting is new and is 100% LED Fresh water system: Entirely removed and replaced

fresh water system. Every component, hose, fitting and fixture. Source #1: 500-gal fresh water tank, with 40-gal pressure tank Source #2: dock water inlet direct Primary whole boat 3 stage filtration system. Secondary RO system with UV purification. Separate plumbing and separate pressure tank. Waste system: Entirely removed and replaced waste system. Every component, hose, fitting and fixture. Water blasted and recoated interior of (2) 300 gal holding tanks. Installed (3) new VacuFlush toilets and vacupump systems. New drains and gray water sump system for all locations. Raw water/Seawater system: Entirely removed and replaced raw water supply system. Every component, hose, fitting, fixture. Feeds live well in cockpit and can feed into primary filtration system/raw water RO system. Raw water FCI Aquamist 800gpd RO system is not yet installed but is included Galley systems: All new appliances (except refrigerator), countertops, etc. New (2) tank propane locker and propane grill in cockpit New washer and dryer installed in fwd. area Pilot house systems: All new systems 2015: Simrad NSS evo2 MFD, Simrad AC20 autopilot, Simrad 4G 32-mile radar, Simrad CHIRP sonar, Simrad forward looking sonar, Simrad DSC/AIS/VHF, Icom SSB radio, MFD display docking camera. Installed independent 630Ah 12V system dedicated to pilot house. Sound system with three separate zones. Includes Sirius, internet radio, HD radio, etc. New spotlight, wipers, factory rebuild on the original 1965 Kahlenberg horn. New Palladium anti-corrosion system HVAC systems: New in-wall electric heating in every cabin and area. Individual controls. (3) New 16,000 BTU reverse cycle HVAC units for heating and air conditioning in all cabins Top deck systems: Top deck of yacht 40,000psi water blasted down to original 1965 clean aluminum, all holes, seams, etc. welded and sealed. New 4400lb hydraulic yacht crane 1956 Lyman tender Engine systems: Engines were in good shape and needed very little in the refit. New 12V starter motors with all new wiring and disconnect switches to starter batteries. Complete service by certified Detroit Diesel service company. New instrument panels in engine room and also for MFD display via NMEA2000 interface. Fuel systems: Disassembled, pressure tested and reassembled fuel delivery and transfer system. Six separate fuel tanks. A large manifold and selection system. New Racor primary filtration system. NMEA 2K Maretron fuel flow system integrated to Simrad MFD New fuel transfer system with Racor filtration Algae X fuel conditioning system Hull and superstructure: New Awlgrip paint job. Entire vessel. (Scarano Yacht Works, Albany NY, winter 2017)

Vessel Walkthrough

ESTRELLA DEL MAR is the ideal combination of desirable features that include the classic Burger look, excellent sea-kindly performance with excellent range, five watertight compartments, and integral tankage creating a double bottom safety feature throughout most of the hull. **ACCOMMODATIONS:** Three staterooms aft, with two heads for 6 guests. The master stateroom and guest stateroom starboard have direct access to the starboard head. Port and starboard guest staterooms have access to the port head. Crew quarters are forward have been modified from original to create

an addition master suite with a queen bed, (2) double bunks, and ensuite head.

LOWER DECK: Cockpit, lazarette, master stateroom and head, two guest staterooms and head, engine room, forward suite and head, and forepeak. MAIN DECK: Teak aft deck, teak side decks, aft deck salon, main salon, galley, pilothouse, and foredeck.

BOAT DECK: Tender storage.

Master Cabin, Below Deck, to Port, Amidship

Access to the aft cabins is by a stairway from aft in the main salon to the varnished teak lower lobby. The master cabin is aft and features a built-in centerline queen berth with drawers beneath. It is surrounded by a built-in desk with chair, bureaus, cabinets, drawers and four cedar lined closets. There is lighting, air conditioning, and opening ports, etc. The ensuite head has a stall shower, counter, head and door which is also accessible from starboard guest stateroom. There is a second head aft which can be used as a day head and also can be accessed from the port guest stateroom and has a stall shower.

Salon

The salon is teak with satin finish varnish. There are large opening windows on three sides for great visibility and airflow. There are four port lights. There is a closet to port forward. Forward bulkhead cabinets for storage, cabinets, and drawers for dry bar, glassware, liquor, etc.

Heads

Ceramic tile counter, sink, fixtures, and toilets. Each head has separate dedicated hot water tank.

Forward Cabin

Reconfigured from original and now consists of a full cabin in the same quality as the three aft cabins. There is a queen berth, (2) double bunks, and an ensuite head with shower. As washer and dryer is built into this cabin forward starboard side. A door forward in this cabin opens to a large storage room in the forepeak for ships spares and supplies.

Galley, Main Deck

The galley is forward of the main salon with ample teak varnished cabinetry below and above the counters. Varnished teak parquet sole. The appliances are all modern; large

stainless-steel sink with disposal, with all new appliances in 2014/15 except for the side-by-side refrigerator/freezer.

Pilothouse

Forward of the galley, classic helm with original 1965 compass and other accessories. Ample varnished teak, ships clock and instruments, bench seat. Modern electronics incorporated into a single MFD. Map drawers and chart table. Varnished teak and holly sole.

Boat Deck

Accessed from the pilothouse. The yacht's tender is a fully restored 1954 mahogany classic, a 16' Lyman. There is a 4400 lb. hydraulic crane. Also, on the boat deck is a large deck box that stores the 8-man offshore life raft and other ship's safety equipment. The radar mast and SSB antenna are both hinged to lay flat to minimize bridge clearance height.

Main Deck

Ideal 220V capstan with chain wildcat Thru-stem bow roller for primary 200 lb. Danforth anchor with 300' of ½" BBB chain Fortress FX-125 spare anchor Danforth 45 lb. spare anchor with 300' of 1-1/4" nylon rode MarQuipt Tide Ride Sea Stairs Aluminum boarding ladder Electric search light Dual Kahlenberg air horns Stanchions Life lines Forward bench seat with sunbrella cushions Watertight lockable under seat deck locker Forward storage area with lockable door starboard and port Bow rail

Aft Deck

Varnished teak trim and cabinetry Full wet bar on the forward bulkhead with refrigerator, stainless steel sink, storage for glassware, bottle, etc., in cabinets, drawers, and slide-out storage shelves. Large windows, glass and teak wing doors port, starboard, and forward lead to side decks Sliding glass side windows and a clear drop stern curtains allow the aft deck to be wide open, or enclosed. A doorway aft to port leads to teak stairs down to the cockpit Leading forward to the salon is a teak and glass door.

Cockpit

Counter, and ample storage with cabinets and tackle drawers Live bait tank and four flush-mounted rod holders in teak cover board The transom door to port allows for

easy access to the teak swim platform with fold-down swim ladder The teak stairway to port leads up to the aft deck

Lazarette

The lazarette provides easy access to the ship's batteries, steering gear, fuel manifold through a watertight door from the cockpit.

Hull

Five watertight compartments and all of the tankage creates a double bottom

Engine Room and Mechanical Equipment

The stand-up engine room is aft of the crew quarters. Twin Detroit Diesel 8V92N engines (2) Northern Lights 20 kW generators (replaced electrical heads in 2016) Priming system and fuel system components Electrical distribution panels Fresh water system Galley hot water system Fuel manifold system Emergency bilge pump manifold to port Individual pumps at other compartments (2) Electric fuel transfer pumping units Electric air compressor Wesmar stabilizers, new drive units 2015 Wesmar bow thruster (2) 50 lb. automatic/manual fire extinguishers; (8) hand-held Halon automatic fire extinguisher in lazarette Hynautic hydraulic steering with autopilot hydraulic pump 600-Gallon holding tank Oversize rudders

Electrical System

12V DC 120V and 240V AC Dual switchable isolation transformers (2) 50-amp inverters 1680-amp hour main battery bank 630-amp hour battery bank dedicated to pilothouse electronics Lazarette receptacles for port and starboard shore power connection Dedicated distribution panel for windlass Split system for air conditioning and ship's service (2) Northern Lights 20 kW generators

Remarks

ESTRELLA DEL MAR has been completely refitted as described above. She has been enjoyed for the past five seasons in the Great Lakes for summer cruising, stored in winter. She is a classic Burger yacht with ease of use being a priority. The current owners have completed their cruise ambitions and are now ready to move on.

Exclusions

Owner's personal belongings.

Disclaimer

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PHOTOS









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