



Victory

91' (27.74m) 1994 Burger RPH
Annapolis Maryland United States



OVERVIEW

\$995,000

Manufacturer:	Burger	Hull Material:	Aluminum
Engines:	2 Caterpillar	Cruise Speed:	14 Knots
Engine Model:	C-18	Max Speed:	17 Knots
Engine HP:	1015	Cabins/Heads:	3 / 4
Beam:	22' 0"	Fuel Type:	Diesel
Max Draft:	6' 0"	Fuel:	7500 G (28390.58 L)
Water:	1200 G (4542.49 L)		



Bill Walczak walczakyacht@yahoo.com

1-410-353-4712



Data Sheet

Category: Motor Yachts
Condition: Used
Model Year: 1994
Refit Year: 2017
Beam: 22' (6.71m)
Max Draft: 6' (1.83m)
LOA: 91' (27.74m)
LOD: 91' (27.74m)
Cabins: 3
Sleeps: 6
Double Berths: 4
King Berths: 1
Full Beam Master: Yes
Heads: 4

Crew Cabins: 2
Captain's Quarters: Yes
Crew Sleeps: 3
Maximum Speed: 17 Knots
Cruise Speed: 14 Knots
Range NM: 1600
Fuel Type: Diesel
Hull Material: Aluminum
Hull Shape: Modified Vee
Hull Finish: Awlgrip

Dry Weight: 186000 lbs
Fuel Tank: 7500 gal (28390.58 liters)
Fresh Water: 1200 gal (4542.49 liters)
Holding Tank: 170 gal (643.52 liters)
HIN/IMO: BRGJ474CH494

Engines/Generators

Engine 1

Caterpillar
C-18
Inboard
1015HP
756.89KW
Fuel: Diesel
Hours: 1730
Hours Date: 09-20-2023
Year: 2017
Location: Port

Engine 2

Caterpillar
C-18
Inboard
1015HP
756.89KW
Fuel: Diesel
Hours: 1730
Hours Date: 09-20-2023
Year: 2017
Location: Starboard



Summary/Description

Victory is a very solid, healthy, well maintained Burger raised pilothouse. All systems operational, impressive running characteristics. This amazing yacht has impressive history.

Significant **price reduction 12.6.2023. \$995,000.** Solid boat with Cat power and a long list of updates.

Traditional **marine financing** available

All the Details Here

Victory was built by Burger Boat Co. in Manitowoc, WI. In addition to new engines in 2017, recent improvements also include:

- Caterpillar factory service of engines 7/2021 and 2022, including servicing the heat exchangers and after coolers. **Extended warranties by Caterpillar until July 2025 or additional 1000 hours.**
- MULTISEA II Naiads serviced in 2020

GENERAL On the lower deck, VICTORY has engine room aft, three staterooms with ensuite heads amidships, and two crew staterooms forward. **The main deck** has a large aft deck, walkaround side decks, roomy main salon with large windows, day head and country style galley forward. Walk from the aft deck to the country kitchen without a step, all on the same level.

The raised pilothouse is amidships and leads up to the flying bridge and boat deck. From the aft deck there is a lighted staircase down to the ample swim platform where you can access the engine room through the lazarette. There is also a hatch in the aft deck which leads down to the engine room. **MAIN DECK (AFT DECK)** The AFT DECK is large, open, with teak deck and a hardtop. Although there is not currently a table on the AFT DECK there is plenty of room to add one with dining accommodations for up to six. On the starboard side there is a transom gate with stairs which lead down to a good sized swim platform. Stern shore access is via passarelle on the port side and swim platform. There is also a hatch providing additional engine room access. The side decks lead forward to the bow. A single door leads forward to the Salon.

INTERIOR

The interior includes a spacious **saloon** with plenty of seating and storage. There is a large sofa to port with a coffee table. The TV is on a powered lift just forward of the sofa with chairs opposite to starboard side. Storage cabinetry lines the starboard side with the formal dining table forward and just to port.

There is a wet bar next to the stairs which descend to the lower guest cabins and a **dayhead** forward to port with the pilothouse forward of that. There are both port and starboard side doors giving access to the roomy side decks.

The starboard side guest companionway is forward of the side door with the **raised pilothouse** steps just inboard.

The **galley** is forward to port with an informal **country kitchen** forward of that. There is a mounted TV and wrap around booth seating. The stairway to the crew quarters is found on the starboard side.

The **lower guest foyer** has marble flooring and provides spacious access to the lower staterooms. All staterooms are ensuite. Forward is the **full beam master suite with a king size bed on the centerline.** There is plenty of storage in



lockers as well as built in drawers. His and her heads are aft, with a large jet tub in the port head. There is a TV on a power lift cabinet at the foot of the bed.

The **port guest stateroom has a queen berth** set athwartship against the outboard wall with a head and shower aft. There is plenty of storage in lockers and built in cabinets. There is a TV inside one of the cabinets.

The **starboard guest stateroom has two single berths** set inboard and outboard with a head and shower aft. There is a TV found inside a cabinet and a closet.

MAIN SALOON The Main Saloon is breathtaking in the elegant and handsome rich varnished wood finish. The bright natural light from surrounding panoramic span of large windows is controlled by Hunter Douglas silhouette blinds. Beige and white carpeting compliments the sofa, soft leather arm chairs and other furnishings in this charming saloon. Ideal conversation furniture is comfortable and inviting.

The **FORMAL DINING** area is set apart by a low divider between the living and dining areas. It contains a rising 42' Sony flat screen satellite high def television which, by remote, swivels to face either living or dining areas. In the gracious DINING ROOM area, the polished mahogany table very comfortably seats six in handsome cushioned chairs, all set beneath fine crystal lighting. The adjacent lowboy bureau stores linens, flatware, and china. Forward an all new granite topped, mirror backed, recessed bar has hammered sink, refrigerator/ icemaker, and deep storage. Cabinet overhead is storage for stemware, etc.

A watertight Freeman side door to the port deck plus adjacent steps up to the pilothouse are conveniently placed. **ELECTRONIC & NAVIGATIONAL EQUIPMENT (PILOTHOUSE)**

The raised pilothouse is located forward and all engine controls, gauges and electronics are easy to hand. There is good storage in lockers and drawers with a raised bench seat and table aft on the centerline and stairs to the flybridge aft to port. Visibility is adequate from this station.

Below is a list of equipment found in the pilot house:

- 6" Danforth compass
- Simrad AP28 autopilot
- Furuno 96 mile + Garmin 48 mile radar
- Garmin AIS
- 2x Garmin 5208 GPS
- VEI GPS
- Furuno Navnet in VEI Chart Plotter
- Garmin Chart Plotter
- ICOM IC-M502 VHF
- ICOM IC-M504 VHF
- ICOM & West Marine handheld VHF's
- Hailer in VHF
- B&G Hydra 2 in master speed and depth
- Garmin GMI10 Speed Log and Wind Meter
- Dell Tower computer
- Apple Laptop
- 2x Robertson Rudder Angle Indicators
- Panasonic Phone System and Tripplite APC's throughout vessel
- Fax/Printer- HP7640



ACCOMMODATIONS

All staterooms are ensuite. Forward is the full beam master suite with double doors. There is a king size bed on the centerline. There is plenty of storage in lockers as well as built in drawers. His and her heads are aft, with a large jet tub in the port head and a shower in the starboard. There is a TV on a power lift cabinet at the foot of the bed. Wood paneling is a pickled oak color.

Aft of the foyer to port is a guest stateroom with a queen berth set athwartship against the outboard wall with a head and shower. There is plenty of storage in lockers and built in cabinets. There is a TV inside one of the cabinets. Wood paneling is a pickled oak color.

Aft of the foyer to starboard is a guest stateroom with two oversized single berths set inboard and outboard with a head and shower aft. This stateroom can easily be converted to be a mirror image of the queen guest stateroom with a walk around queen bed. It is also large enough to put a double berth against one wall and a single bed against the opposite wall. There is a TV found inside a cabinet and a closet. Wood paneling is a pickled oak color.

CREW ACCOMODATION

The Crew quarters are accessed from a stairway forward of the galley. There is a laundry room aft to starboard and a double cabin to port.

The port crew cabin includes upper/lower berths and good storage with the shared head forward. The forward cabin has a double bed on the portside and a locker on the starboard side. Overhead there is a hatch for emergency exit.

FLYBRIDGE AND BOAT DECK

The FLYING BRIDGE and BOAT DECK are full of electronics, instruments, and controls including portable remote wing control. A bench observation seat for two is at the helm along with wet bar and refrigerator. A Hardtop top covers the central area which has two long, freshly cushioned lounge settees with a table to starboard plus a large cushioned sunbathing area. The fridge cabinet is aft of the helm seat with the U-line icemaker in a hatched locker at the boat deck entry. The stairs to the pilothouse are forward to port. The flybridge sole is natural teak wood installed in 2000. A radar arch holds the various antennae. The BOAT DECK, aft of the FLYING BRIDGE, stores the hydraulic davit to starboard with a tender to port and a life raft.

Below is equipment noted on the Flybridge:

- 5" Ritchie compass
- Simrad AP28
- Repeaters
- Garmin AIS
- Furuno Monitor/Garmin 5212 GPS
- Furuno Navnet in Monitor Chart Plotter
- Garmin Chart Plotter
- 2x ICOM IC-M412 VHF
- Fishfinder in GPS
- Depth Finder in GPS
- Speed Log and Windmeter in Garmin GMI10

SIDE DECKS AND FOREDECK The SIDE DECKS and FOREDECK are Awlgrip nonskid paint and the bulwarks are constructed ship style with exposed framing. The side decks are wide and well protected by the overhang. The electric windlass is installed on the centerline with an anchor and 550' of chain stored in a watertight chain locket. The forward section of the trunk cabin opens to a huge storage compartment. Aft of the trunk cabin is a "beach" sun pad. The



handsome rounded teak caprail surrounds the entire yacht finished in clear Awlgrip.

The **ENGINE ROOM** is accessed both by a hatch in the aft deck and the Freeman watertight door in the transom. Immediately to port is a water tight door to the isolated, sound deadened, night generator and mechanical equipment room. The area has full standing headroom with very good access to all of the machinery to carry out service work. To starboard is the utility room with electrical panel, watermaker, and work bench. A central door leads to the spacious, spotless engine room. The main engines and Northern Lights 38kw generator in sound box (2006) are arranged for easy access. The main engines are CAT C18's and were installed in 2017 and are covered by an extended warranty through 2022. Spring 2021 approximately \$25,000 was spent on both engines to maintain the caterpillar engine warranty and included service of coolers, pumps, belts, heat exchangers, etc. (receipt available)

***Engines were replaced with factory fresh C-18's ACERTs in 2017. This upgrade enhanced performance, fuel economy and range. Extended warranty until July 2025 or additional 1000 hours.**

- Twin Caterpillar C-18 ACERT main engines with 1620 hours.
- Northern Lights 38kw 1800 rpm generator with 3998 hours
- Northern Lights 32kw 1200 rpm generator with 3002 hours-
- inside a sound proofed room in the lazarette
- HPS hydraulic bow thruster
- MULTISEA II stabilizers installed in 2017
- 1/4 stainless steel propeller shafts with 5 blade bronze propellers
- Dripless seal stuffing box
- 50 gallon hot water heater
- Matrix water maker-428 hours 120/ liters per hour
- UV water purification system

TANKAGE Water 1200 gallons **Clear Oil** 40 Gallons **Clear Gear Oil** 40 Gallons **Black Water Tank** 170 Gallons in two tanks (150+20) **Grey Water Tank** 975 Gallons in two tanks (900+75)

ELECTRICAL SYSTEM

The primary generator is located in the main part of the engine room in a sound box between the two main engines and has a power take-off supplying the HPS bow thruster. Full controls to start and stop this generator are in the engine room and also duplicated in the pilothouse. The secondary, "night time" quiet generator, is mounted aft to port, in a sound box within an isolated, sound deadened mechanical room with a water tight entry door from the utility room. Both generators have sound shields installed.

- Central distribution panel with amp and voltage monitor of all systems
- 40 amp Charles 12 volt charger
- Wards 240 AC 200 amp Galvanic Isolator
- 2x 40 amp AMP sentry 24 volt chargers
- ACME DC converter
- 2x Charles Industries C-Power isolation transformers
- 2x Staco voltage regulators, 240V 100 amp 24kw
- x4 100 amp 250 volt shore receptacles
- x7 12 Volt 8D batteries
- Cruise Air/Marine Air chilled water system with 3 compressors
- Powered Hydraulic steering gears
- Engine room TV monitor
- Telephone and cable TV connectors, fore and aft



DECK EQUIPMENT

- Maxwell 3500 hydraulic windless with navy type anchor and 600' of chain
- Fortress FX 55 with 30' chain and 150' rode as spare
- 14' Novurania tender with 70hp Yamaha outboard
- Hydraulic davit for dingy
- Avon 8 man liferaft with hydrostatic release
- Davit for tender
- EPIRB
- two ACR search lights

HISTORY:

Victory was named Windrush when launched, then Claire. Windscape in 2008~.

In 2017, after an extensive repower/refit project, she was donated to the US Naval Academy Sailing Foundation. The foundation has owned her for the last 7~ years. Yard maintained and only used locally for entertainment of visiting Admirals and politicians.

Due to the rebuilding of the Naval Academy bulkheads and docks, the foundation has lost their dockage for Victory.

Exciting opportunity for the right buyer.









































