

yard news



An 'INCREDIBLE' Experience: *The Building of a New Burger 81*

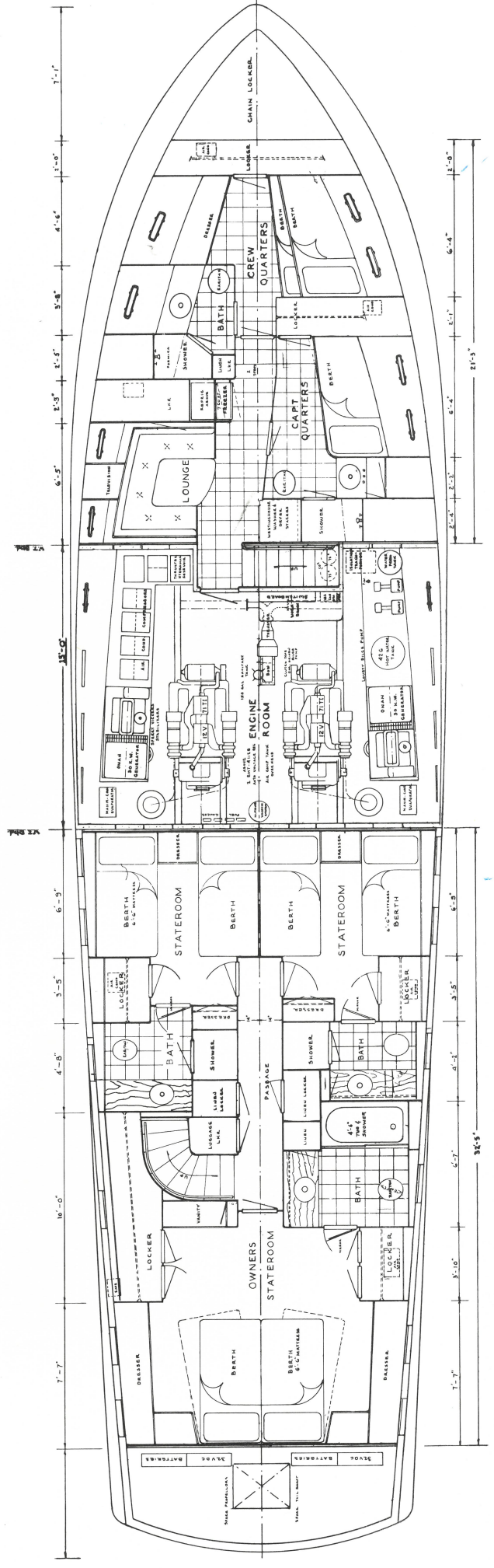
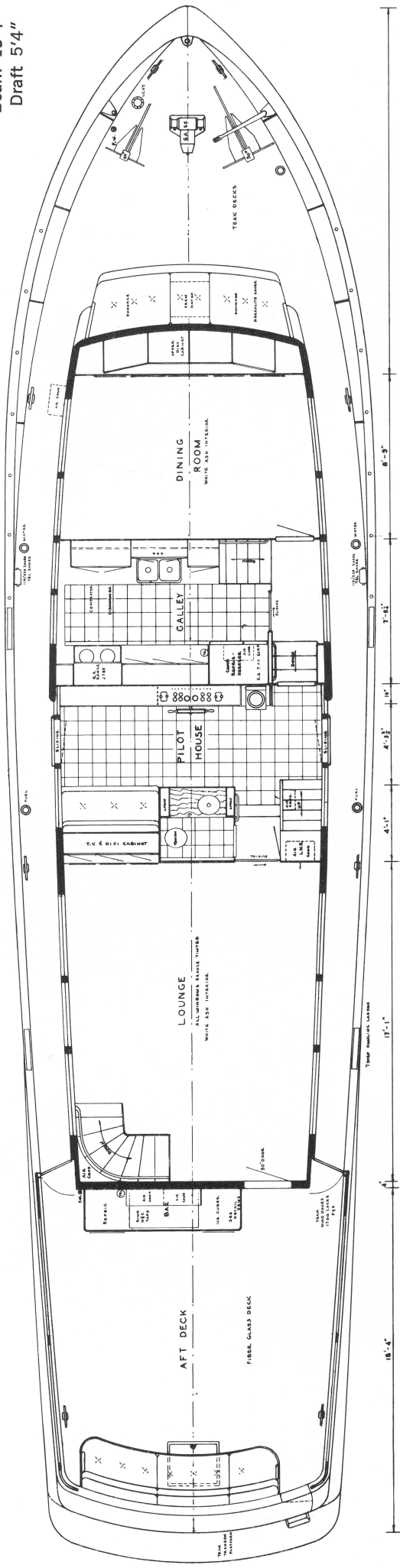
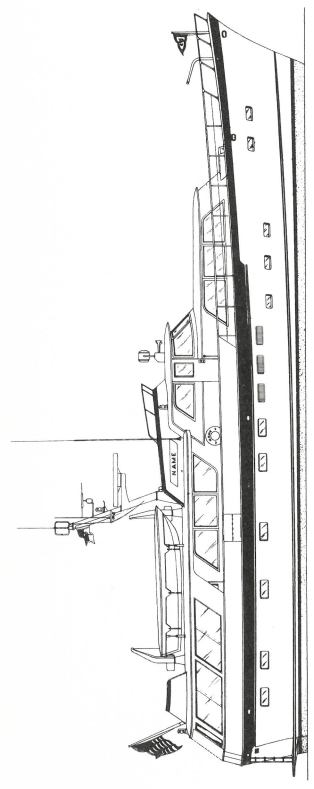
The launching of an incredibly beautiful 81-foot motor-yacht for two incredibly happy owners, Mr. and Mrs. Ralph L. Brass, took place October 8 at the Burger Yard. From their initial visit to the Yard twenty months before to this long anticipated moment, the Brasses describe their experience with the builder and yard crews truly "incredible." And this is why the new yacht, christened by Mrs. Brass, will be known as "INCREDIBLE!"

The launching party, left to right: Mrs. Sally Greenhill; Miss Naida Brass; Leigh Hammond, decorator; Mr. and Mrs. Ralph Brass, the owners; Mrs. Sylvia Waldstein; Captain Paul Anderson.

MORE ON THE INSIDE

Plans for New Burger 81 Now Under Construction

LOA 81'3"
 LWL 75'0"
 Beam 19'4"
 Draft 5'4"





More to Come in '74

Last one in for 1973 will be LAD, a 72-footer built for a Wisconsin yachtsman. Coming up for 1974 are a new 72 for Mr. and Mrs. E. Monroe Bonfoey. The hull has been turned over on this one and work proceeds full speed. Bonfoey's former Burger 63 TAE-FOY is currently owned by Patrick H. Welder . . . who has just purchased Ferrera's old CONNIE-R, 81-footer built in 1971, and has submitted a "letter of intent" putting him on the waiting list for something "possibly a little larger" in the not too distant future. How about that? We've had numerous two and three-time Burger owners, but not so many who have owned two (or three) Burgers at one time!

The second delivery in 1974 will be a new cruiser for a first-time Burger owner, George E. Johnson, Johnson Products (cosmetics and toiletries), Chicago. The new Johnson boat is described as a 72 cruiser lengthened out to 75 feet with a fishing cockpit.

There will be a new SILVER SEAS in 1974 as A. H. Anderson steps up from his Burger 71-footer to an 81-footer. See plans on the adjoining page.

A fourth motor yacht currently under construction will go to Mr. and Mrs. Hugh Pierce, Scarsdale, New York. It is also one of the popular 72's.

New Board for Burger Boat Company, Inc.

The newly reorganized Board for Burger Boat Company, Inc. includes third, fourth and fifth generation members of the pioneer boat-building family.

George M. Burger, senior member of the Board, served as Vice President of the former Burger Boat Company until 1959, and has served as a director in the newly incorporated business since that time. Other members of the Board include Henry E. Burger and Elias Gunnell, co-owners of the company and their sons, H. Richard Burger and Elias Gunnell III. Sixth member of the Board is D. William Dean, company attorney.

MORE ABOUT THE 'INCREDIBLE'

Overall length 81'6", Length at waterline 74'9", Draft 5'4", Fuel Capacity 4500 gallons, Fresh water capacity 1050 gallons.

"No finer builder in the USA or Europe," commends Ralph L. Brass, owner of this new 81-footer delivered in October 1973.

The INCREDIBLE is a commodious houseboat design with a flying bridge.

A spacious enclosed afterdeck melds into the attractive deckhouse lounge to a spacious forty-five feet for gracious entertaining and living afloat.

In lieu of the frequently used horizontal built-in bar unit on the afterdeck, the interior designer for the INCREDIBLE, Leigh Hammond, New York, has contained a well-appointed bar-service unit in a vertical booth in the deckhouse lounge. Leigh has used Zebra-wood paneling throughout the lounge and passageway. An intriguing smokey plexiglass mirror and Zebra-wood collage enhances the entire forward wall of the lounge.

The well-equipped pilothouse (there are duplicate steering and engine controls on the flying bridge) is finished in traditional teak.

The INCREDIBLE is powered by a pair of Caterpillar D343 diesel engines and two 30 KW Onan auxiliary generators. Other equipment aboard includes a Kahlenberg Air Horn and Compressor Unit, Bowles Fluidics No. 400 Bow Thruster, Vogel "Jet-Flow" Sewage Disposal System, Bennett Electro-Hydraulic Trimatic Trim Tabs, and Sperry Vickers Stabilizers.

Electronic equipment includes: Kelvin Hughes Model 18/9 Radar; Plath NAVI-PILOT; Plath NAVIGON Automatic Direction Finder; Northern Model N550 Single Side Band Radiotelephone; Intech Model V110 Mariner VHF Radiotelephone.

Housekeeping installations include the following appliances: Westinghouse Model LT-170M Washer; Westinghouse Model DE-170M Dryer; Waste King Garbage Disposal; Kitchenaid KDS-17 Superba Dish Washer; Amana Model SD-25 Refrigerator with Ice Cube Maker; Thermador Model

TMH45A Cooktop, 4 Burner; Thermador Model MSC-228 Self-Cleaning Ovens; and General Thermetics Refrigerator.

INCREDIBLE will make her debut in Florida this season. Mr. Brass is a member of the Ocean Reef Yacht Club, the Atlantis Yacht Club and the Salaam Temple Yacht Club.

Winner at Newport Harbor



"Our TEMPO is a 64' Burger built in 1966 and originally named LADY EVELYN. We recently won the prizes in the Newport Harbor Yacht Club annual opening day contest for the best boats, not only for the best cruiser over 40' professionally maintained, but also the Grand Sweepstakes prize for the best overall boat."

Joseph M. Thomas
NEWPORT BEACH,
CALIFORNIA, June 1973

SIS W 25,000 Miles in Two Years and Not A Bit Weary



Mr. and Mrs. Charles Walgreen, Jr., have logged over 25,000 miles in less than two years with their recently built 81-foot Burger aluminum motor yacht.

SIS W, third Burger-built boat for this owner, was designed and specifically equipped for extended cruising. She has a flying bridge, fishing cockpit and some of the most modern electronic navigation equipment available to the yachtsman today . . . all of which has been put to a rigorous test during the past twenty-some months.

Launched in the late fall of 1971, SIS W's shakedown cruise took the Walgreens from the Great Lakes area to Florida and Jamaica. Then back for summer cruising in beautiful Lake Superior.

Beginning a second season, SIS W returned to Ft. Lauderdale and continued on to the Bahamas and Jamaica and through the Panama Canal. The destination was to be the strange and intriguing Galapagos Islands located 900 miles SW of the Canal Zone, or three days and three nights of cruising for the adven-

turesome 81-footer. Equipped with twin Caterpillar D343 diesel motors (460 HP each), SIS W cruises at 14 knots.

Diesel fuel capacity in tanks built integral with the all-welded aluminum hull is 4415 gallons, which gives SIS W a cruising range of 2000 nautical miles. Fresh water is no problem on long jaunts, since she is equipped with two "water-makers."

While no special permit is required for yachts visiting the Galapagos Islands, world renowned wildlife preserve belonging to Ecuador, the Walgreens reported that it was necessary to fill out forms upon arrival at Wreck Bay and pay a national park fee for each person, plus, of course, nominal docking, arrival and departure fees for SIS W.

Though the huge tortoises and friendly Galapagos frigate birds, boobies, rare finches, hawks, and giant iguanas were all protected, fishing was permitted and the sea yielded dinner in a few minutes of angling. Fearless sea lions and playful dolphins provided hours of entertainment for visiting swimmers and fishermen alike.

While diesel fuel was available in the vicinity of Panama, fresh water was very scarce unless you happened along during the rainy season. The fresh water converters aboard the SIS W were put to good use throughout the voyage. On one occasion, SIS W was able to supply a thirsty schooner with 75 gallons of fresh water.

Up the Down Falls

Summer cruising for 1973 found the SIS W leisurely meandering up the East Coast to Maine and on up to the Bay of Fundy for a challenging trip over the "reversing falls" at the mouth of the St. John River, where a phenomenal 25-foot tide actually reverses the flow of the river and makes it possible to travel either up or down the falls during a brief ten-minute interval of equilibrium. It was a matter of strategic timing, but the SIS W made a safe trip both ways.

While cruising in the frequently fog-bound area near East Port, Walgreen recalls an occasion when he was indeed happy for SIS W's double mast and platform 25 feet above the water which allowed his Captain and Mate to sight docking facilities over the fogged-in surface. The spectacle of two men literally walking in the clouds, with no visible boat below caused more than a little excitement for those on shore.

What is next for the SIS W? The Walgreens are planning still another trip through the Panama Canal, visiting the Gulf of Lower California and continuing up to Alaska.

The Summer 1972 Issue of Yard News carried photos and detailed resume of SIS W's elaborate electronic navigation paraphernalia, but here are just a few of the features that make her perform: Hydraulic Hydraulic Steering, Clutch and Throttle Controls located at three stations; Kelvin Hughes 18-9 Radar, a Decca Super 101 Radar (for standby); a Plath Automatic Radio Direction Finder; an Omega Direction Finder; an RF Communications HF-SSB Radio-Telephone; two Konel radio-telephone systems; a Simex WWV Receiver; a Ross Dual Depth Indicator Recorder; a Ross Fine Line Depth Recorder; a Plath Automatic Pilot, a Plath Gyro-Repeater.

Sorry, We Got Our Boats Mixed

Apologies to DIAMOND STAR, identified as PATIENCE II in the last issue of Yard News.

THE BURGER EXCHANGE

Please note that the Burger Exchange lists the Original Name, Original Owner, Year built, Length, and the New Name of Yacht and Owner. Many "new owners" acquire their Burgers from other than the original owner, and a number of owners have had more than one Burger by the same name.

ORIGINAL NAME	ORIGINAL OWNER	YEAR	DESCRIPTION	NEW OWNER	NEW NAME
CONNIE-R	Rocco Ferrera	1971	81'3" Aluminum	Patrick H. Welder	KATALINA
HAPPY DAZE II	H. C. Robinson	1965	63'6" Aluminum	John R. Conrad	HAPPY DAZE II
NO-LA-VAN III	Northville Lab. Inc.	1961	63'3" Aluminum	John E. & Ruth Inman	_____
MISS BUDWEISER	Anheuser-Busch, Inc.	1959	65'0" Steel	Phillip Bloom	_____
JIGMIL III	C. B. DeVlieg	1957	60'0" Steel	Al Roberts	_____
SIS W	C. R. Walgreen, Jr.	1956	65'0" Steel	George T. Talbott	PAKA
DRAGON LADY	William Parker	1947	77'0" Steel Auxiliary	J. L. Ginter	WINDJAMMER
HAL PAN III	Harold Richter	1954	54'0" Steel	W. C. Blevins	LAUTOM
CYRENA	Phillip D. Armour, Jr.*	1964	68'11" Aluminum	H. F. Stern	DESTINY
DUNREATH	Col. Roger Williams, Jr.	1958	65'0" Steel	Cudysark Marine Corp.	AURELIA

*Deceased



Much Ado About The BUCKPASSER

A few inches shy of 99 feet in overall length BUCKPASSER is the largest all-aluminum cruiser that Burger has built to date and without a doubt one of the largest and most complete luxury yachts to be built in the U. S. this past year.

She is complete to a helicopter landing pad on the after boat deck and an impressive list of electronic equipment which includes: Decca Model 926 Radar; Plath NAVIGAT II Gyrocompass; Plath NAVIPILOT; Plath NAVIGON Automatic Direction Finder; Intech Mariner Model V110-55 channel VHF-FM Radiotelephone; two Northern Model N550 Single Side Band Radiotelephones; Kellogg 9 Station Intercom Phone System and Magnavox FM-AM Stereo.

Launched in July, the BUCKPASSER was built for Ogden Phipps of New York. She is powered by a pair of Caterpillar D343 diesel engines and has two 55 KW Kohler diesel generators.

The handsomely appointed guest quarters include three double staterooms with two baths plus the owner's stateroom and bath which extends the full beam; a total of four staterooms accommodating eight persons.

The forward quarters provide a Captain's stateroom with a private bath, a cook's stateroom, and complete accommodations for a crew of three.

The topside galley serves a luxuriously large dining salon forward. The deckhouse lounge opens to a carpeted, enclosed after-deck lounge, for an expansive half boat-length of entertaining area.

A "10-ton" combination heating-air conditioning system serves the entire yacht with the exception of the back deck which is serviced by two 1-1/3 Cruisair air conditioners.

Special equipment aboard for housekeeping includes: Westinghouse Model LT-1700M Washer; Westinghouse Model DE-170M Dryer; two Foster Model CL-4 Freezers; two Westinghouse Model FU130L Freezers; Jenn-Air Model 2365EGS Grill; Amana Model RR-4 Radar Oven; Westinghouse Model KF745 M Range with double oven and 4-burner counter top unit; Foster Model HR-35-R Refrigerator; Waste King Model 9000 Garbage Disposal; Revco Model I-50 Automatic Ice Cube Maker and Westinghouse Model SU650M Dish Washer.

The pilothouse is in natural finish teak, as is all exterior wood trim.

Photos on this spread show only in part the spaciousness, livability and fine performance of this new Burger yacht. The BUCKPASSER is positive proof of the adage "the bigger the Burger, the better."

