

# YARD NEWS

BURGER CONTINUES TO SET THE PACE

Vol. I, No. 14

BURGER BOAT CO., INC. — MANITOWOC, WISCONSIN

Winter Issue, 1962

## 1963 MARKS BURGER'S 100TH ANNIVERSARY

### A Century of Leadership in Building Yachts

In 1863, the original Henry B. Burger took tools in hand and began building 20 and 30 foot, wood sailing mackinaws on the banks of the Manitowoc River in Manitowoc, Wisconsin. 100 years later in almost the same location, the Burger Boat Company, Inc., is building 60 to 100 foot custom and semi-custom yachts in steel and aluminum. However, the story of these 100 years is not just one of growth. It's the story of a company's dedication to pioneering; to leading the way in yacht building. The record speaks quite clearly.

#### Burger Firsts

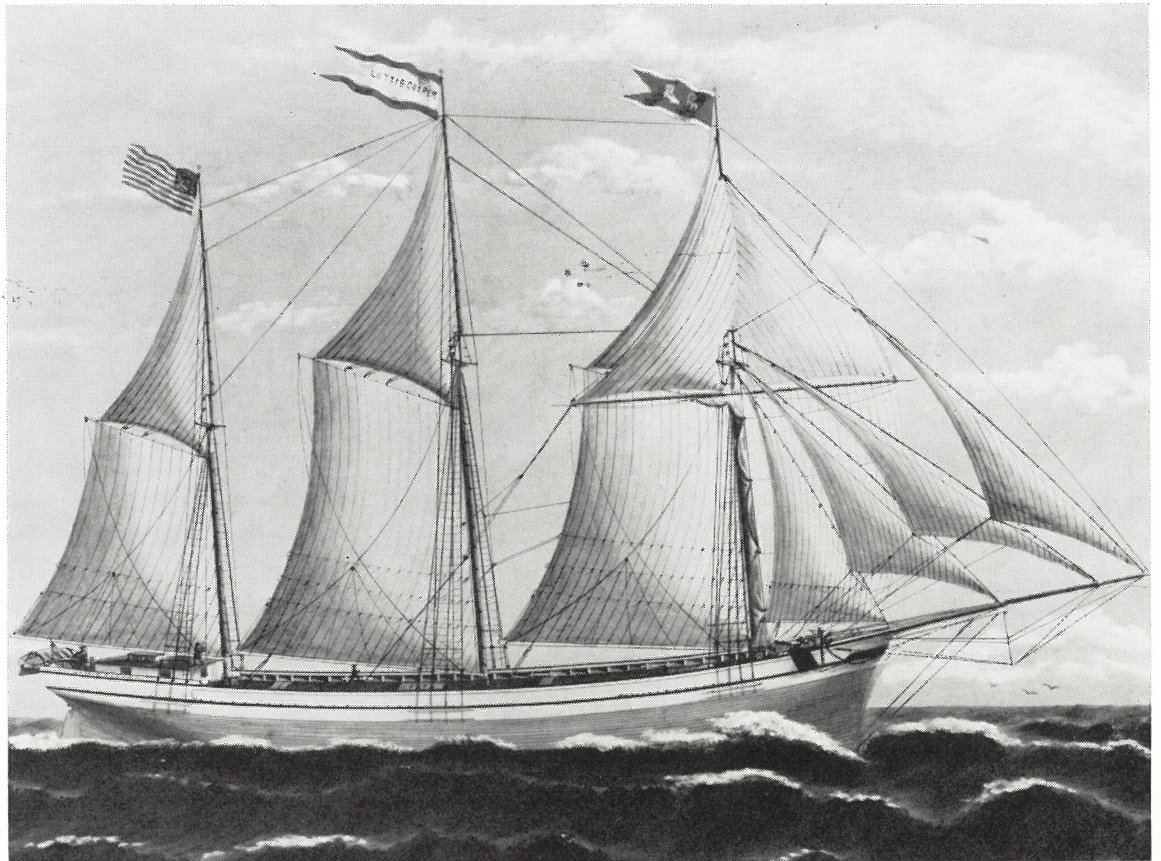
Burger built the first welded steel pleasure yacht. Burger built the first flush deck cruiser. Burger built the first welded aluminum yachts. The Burger name stands for the finest in workmanship and materials in yachting circles around the globe.

#### The Early Years

Burger wasn't such a famous name back in those beginning years. However, many of the famous Great Lakes' schooners of the late 1800's were built in the Burger and Burger Yard. Then in 1892, Henry B. Burger, Jr. founded a company in his own name which is today the Burger Boat Company, Inc. Now the Burger pioneering spirit began to emerge. Before 10 years had passed, Burger was building beautiful wood cruisers in the 100 foot class. Burger was quick to see the advantages of the just developed gasoline marine engines. He was one of the first builders to install these engines in his launches.

#### Burger Boat Company

Upon the death of Henry B. Burger, Jr. in 1914, his three sons who had been working with him took over active management of the yard. The firm was incorporated in 1915 and the name changed to Burger Boat Company. Henry C. Burger became



*LOTTIE COOPER (above), a 265 ton schooner built by Burger in 1876. As pictured in this original painting by E. Groh, she sailed the Great Lakes extensively carrying cargoes of lumber.*

*BURGER 83 in aluminum (below), this beautiful yacht holds the title of "largest aluminum cruiser built in the United States." Launched in 1961, this 83 footer has a cruising speed of 15 knots.*



(Continued on page 2)



## A Century Of Leadership

(Continued from page 1)

the President and General Manager, George M. Burger, Secretary and Yard Supervisor and Walter W. Burger, Treasurer. They were assisted by their sister, Caroline, and their mother, Mrs. Henry B. Burger, Jr.

### World War I

The Yard continued to grow, reaching the stage of building ships for the Navy during World War I. Largest of these Navy craft was a 110' sub chaser launched in 1917. Burger also built several sea-going tugs for the government.

### First Steel Boat

Then in 1926, the yard became the center of attention in boating by building their first steel boat. Up until that time, all pleasure yachts were built only with wood. Before long Burger was building steel cruisers and auxiliaries in such numbers that the competition stopped scoffing and started following.

### First Flush Deck Cruiser

Just prior to World War II, Burger did it again. They started a trend, that has persevered to this day, by building the first flush deck cruiser. She was the 65' steel cruiser PILGRIM, launched in 1941.

### World War II

During World War II, the Yard went on a full war-time building schedule. A total of 55 ships were constructed during those years. The largest of these were 135' minesweepers and large sub chasers; also included were many crash boats, rescue boats and utility craft. Minesweepers up to 165 feet in length were built for the Navy by Burger during the Korean emergency.

### Experimental Hull

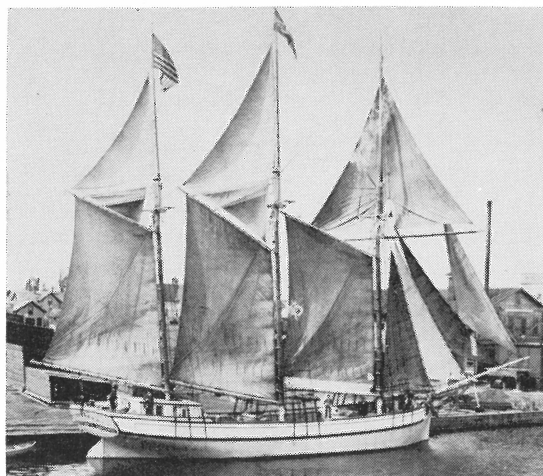
In 1952, Burger started construction of a hull that was to be a major influence on the company's future. This was the experimental, 36 foot, welded aluminum alloy hull with which Burger pioneered the techniques of building larger, all-aluminum pleasure craft. Work and tests on this aluminum hull were completed in 1954.

### First Aluminum Yacht

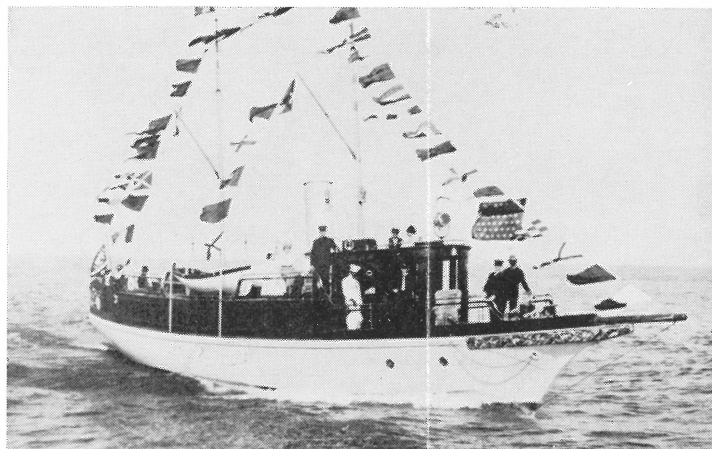
Then in 1957, the first welded aluminum auxiliary ever built in this country was launched in Manitowoc. Christened DYNA, she was a proud 58 footer. Her hull was nearly 10,000 pounds lighter than a similar hull in steel, and 8600 pounds lighter than wood. The real proof of her superiority and aluminum construction was the fabulous racing record she established. From that time on, the stock of the aluminum hull in yachting has prospered with Burger leading the way.

### New Management

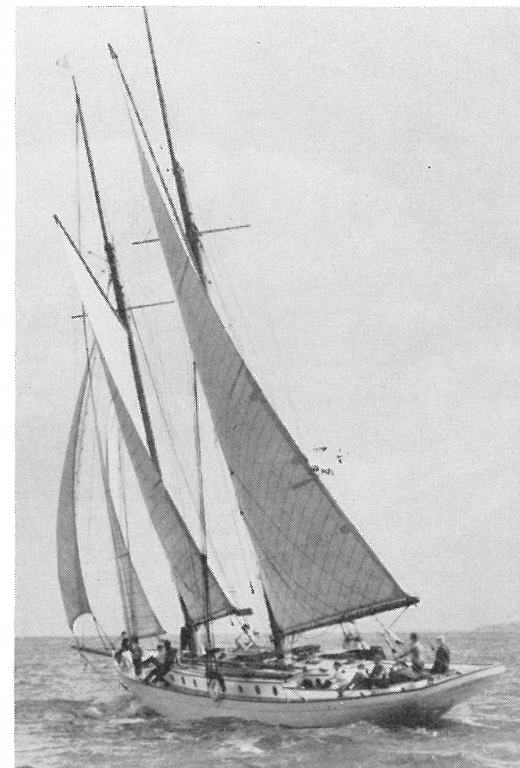
In September, 1959, Henry C. Burger, President and George M. Burger, Vice President turned the helm of managing the yard over to the fourth generation of boating pioneers. At that time, Henry E. Burger succeeded his father as President and Elias Gunnell assumed his father-in-law's duties as Vice President. The firm now became known as Burger Boat Company,



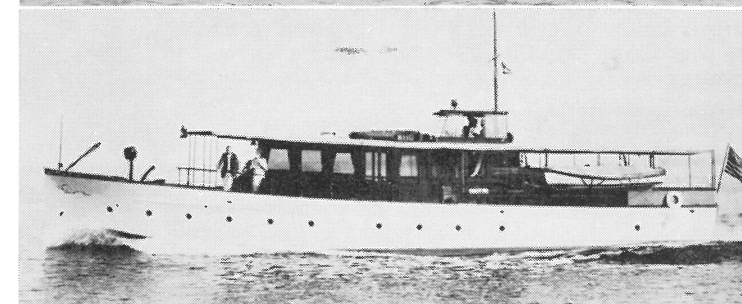
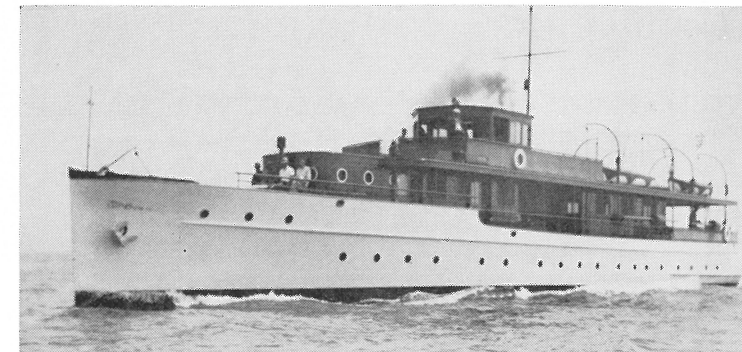
1863-1900 — The 77 ton schooner LIZZIE METZNER, launched in 1888, is a fine example of the boats built by Henry B. Burger during these early years.



1901 — By the dawn of the 20th Century, Burger's reputation for building the finest custom yachts was already well established. One of the first large cruisers built at the Yard was the VERNON, JR. (above). This 80 footer in wood was launched in 1901.



1914 — RANGER, a sleek 78' schooner sailing yacht in wood, was one of many beautiful Burgers built just prior to World War I. During the War, Burger's facilities were expanded to handle both Government and private construction.



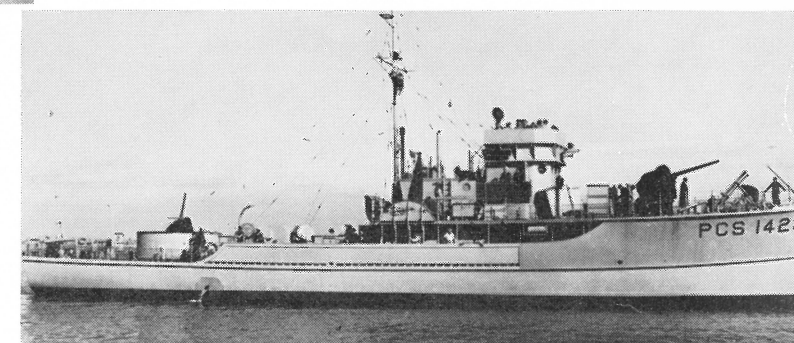
1927-1929 — Large luxurious cruisers were in vogue during these years. TANNIS (top), a 113' wood cruiser was launched in 1929. The 70' cruiser WHO (bottom) was built by Burger in 1927



1926-1938 — Now Burger pioneered the all-welded steel hull for yachts. In 1926, a 48' experimental hull was built and tested. Then Burger built the first steel pleasure yacht . . . the TAMARIS (above), an 81' auxiliary.



1941 — Burger continued to pioneer. First the steel hull . . . now Burger built the first flush deck cruiser. She was PILGRIM (above) a 65 footer launched in 1941. Her design was considered too "radical" by some builders of the period. However, the style of today's cruisers is ample evidence of Burger's leadership in yacht building.



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ANNIVERSARY  
1863 . . . 1963

## A Century Of Leadership

(Continued from page 1)

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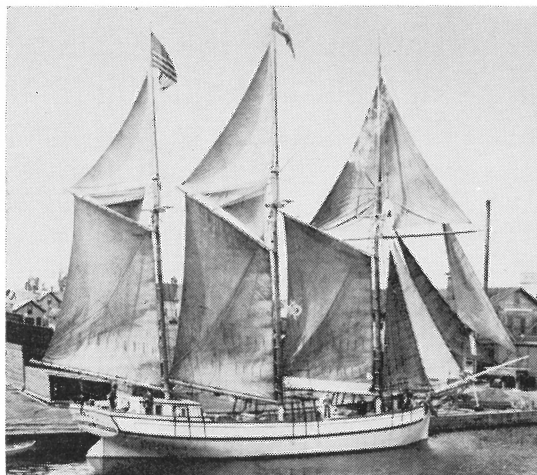
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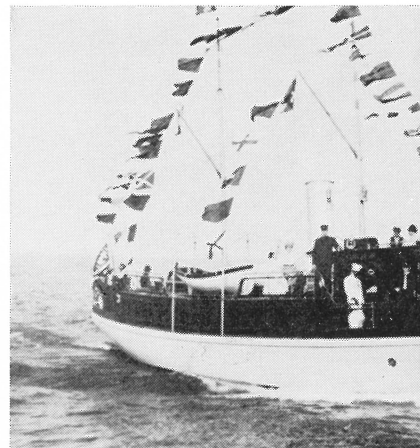
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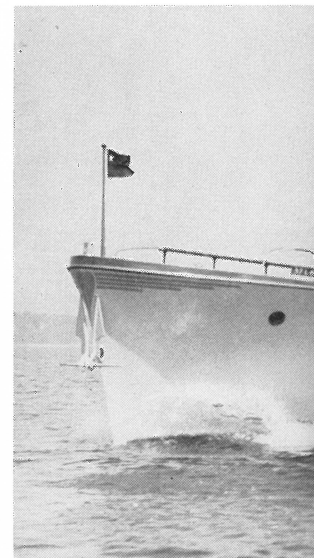
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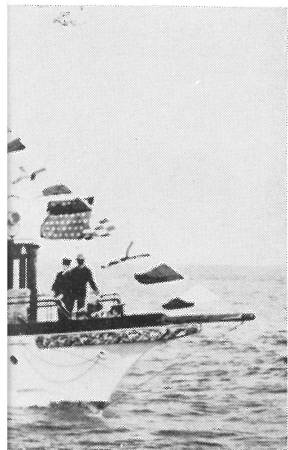
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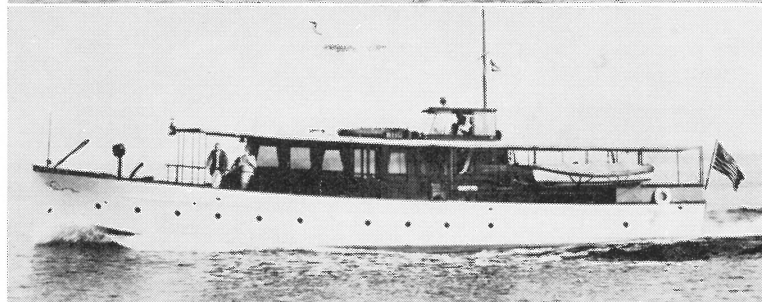
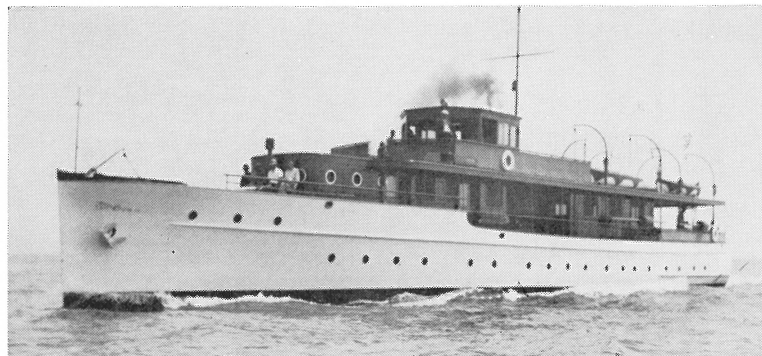
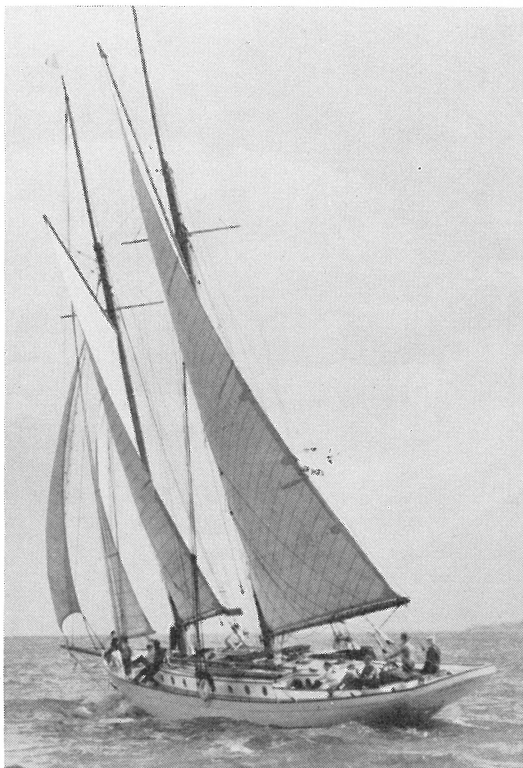


1949 — This was the period when the Burger name became synonymous with the larger, more luxurious style of cruisers and auxiliaries. This trend started with the launching of SERENO (above). This beautiful 70' steel cruiser created tremendous interest in Burger's line of custom and semi-custom yachts.



20th Century, Burger's custom yachts was already large cruisers built at the yard. This 80 footer in

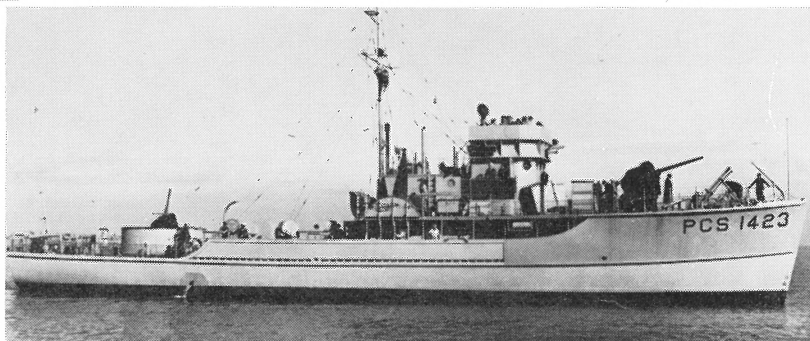
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1955 — SUNSET II was the first in a long line of 65 footers in steel. These semi-custom Burger 65's are the most popular model ever built at the Yard. They feature fuel and water tanks built integral with the hull for more spaciousness and greater range.



1954-1957 — Burger continued to lead . . . building the first all-welded aluminum hull in 1954. Then in 1957, DYNA (above) and ARIA were launched. They were the first and largest welded aluminum auxiliaries ever built in this country.

# A Century Of Leadership

(Continued from page 2)

In 1942, he was made Vice President in charge of sales. Elias Gunnell joined the firm in 1952 as Chief Engineer

## Leader in Steel and Aluminum

A change in management saw no change in Burger's continued growth as the leader in both steel and aluminum yachts. SEA STAR, a 90 foot ketch in steel was launched in 1959. She was followed by GALLANT LADY VI, a 92' cruiser in steel, and another 92 footer is now under construction. During 1960 and 1961, Burger made great strides in aluminum yachts. The yard set and then broke the record for building this country's largest aluminum yacht three times. First, there was JIGMIL IV, a 72' custom cruiser; then the 75' cruiser SOUTH SEAS; and then the current record holder, CERIEL, an 83 footer.

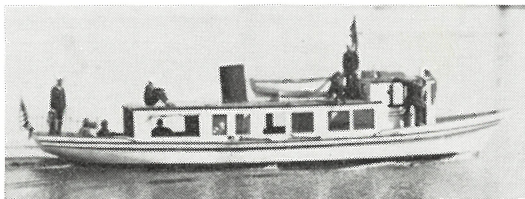
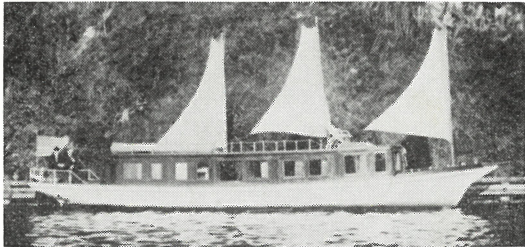
## 1963 To Be Big Year

Construction now underway at the Yard promises to make 1963 an eventful year for Burger. A 64' sloop, that will be the largest aluminum auxiliary ever built, is scheduled for summer launching. Another 92' custom steel cruiser is now being built. The second of Burger's new 57's in aluminum will soon be launched. Several of the popular 63's in aluminum are also on order.

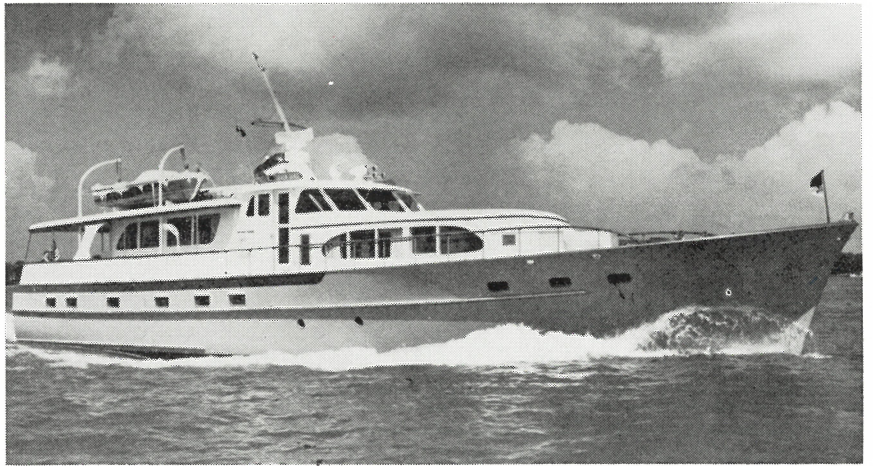
## Continues To Pioneer

Henry C. Burger, the man who served and guided the firm for nearly half of its century of existence, passed away in June of 1962. While he is not here to witness this centennial year; he, like all associates and friends of the Burger Boat Company, Inc., knows that the Burger tradition will carry on. In the years ahead, Burger will continue to pioneer. Burger yachts will always be the finest afloat.

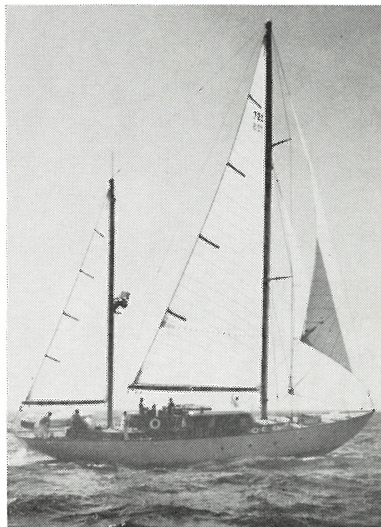
## Fifty-Seven Year Old Burger



Shown here are two photos of the Burger built cruiser GESINE. The first taken in 1906 . . . the second in 1959. This Burger is still in service, being used by the Sea Scouts. Burgers are built to last.



1958 — SEVEN SEAS was acclaimed as the boat of the year when launched in 1958. The steel hull of this huge 90 footer weighed 35 tons. She has a beam of nearly 21' with a draft of only 5'. With 2,800 gallon fuel capacity, her range was over 1,400 miles.



1959 — SEA STAR, a regal 90' auxiliary ketch in steel.



1960 — When launched, the 72' JIGMIL IV was the largest U. S. aluminum cruiser.



1961 — Burger continued to set records in aluminum. SIS W (above) was a custom 72' cruiser. SOUTH SEAS was a 75 footer. The 83' cruiser (page 1) is the present record holder built by Burger.



1961 — The 92' steel cruiser GALLANT LADY VI was launched. A sister ship is under construction.



1962 — The Burger 63 in aluminum (above) is starting to rival the famous 65 in steel for popularity. Several are now being built.