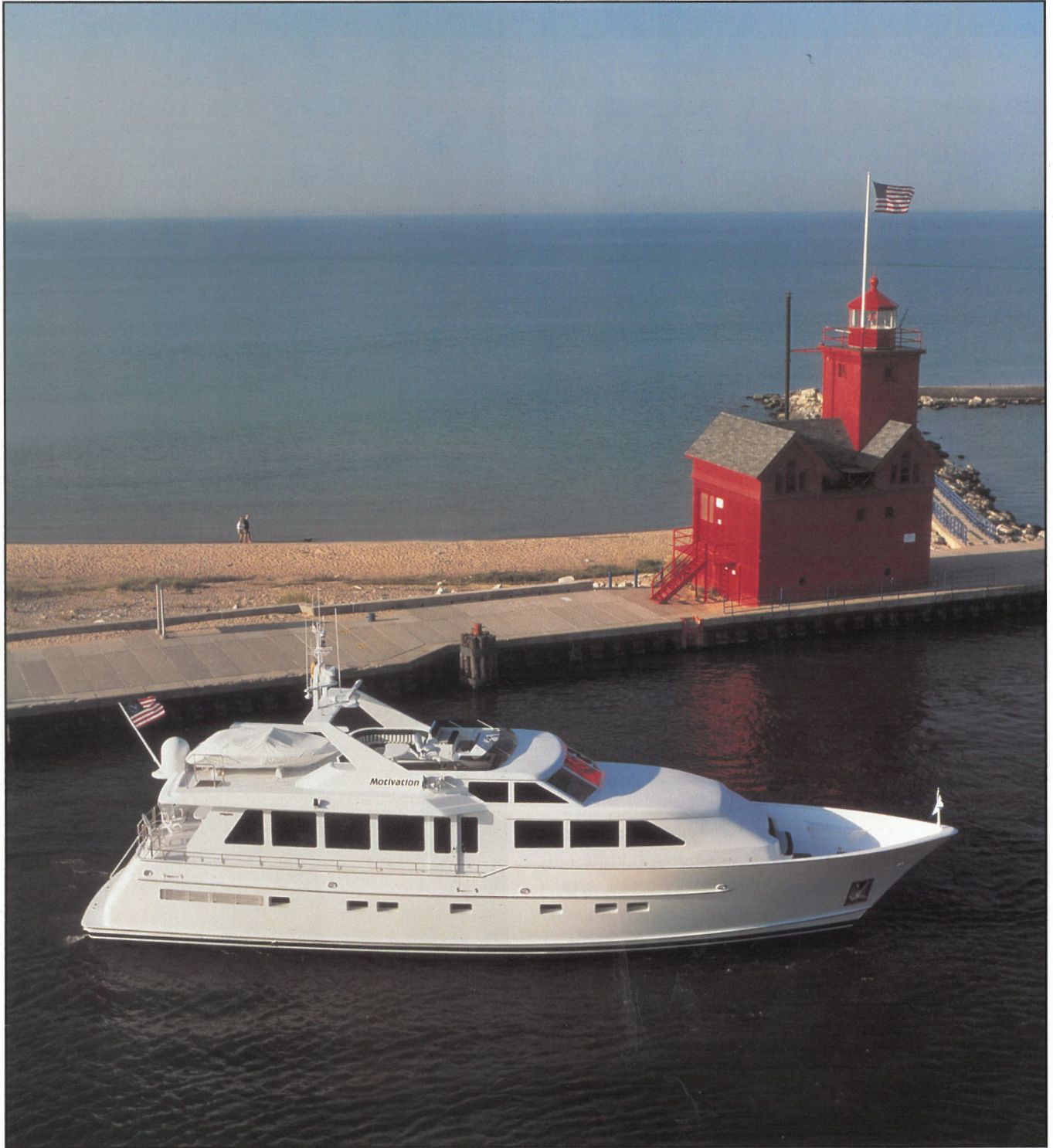


# BURGER<sup>®</sup> yard news

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## MOTIVATION

FALL • 1996





# Motivation

A Great Lakes showpiece

Launched on April 27, 1996, MOTIVATION is the realization of a dream for John and Linda Vanden Bos of Michigan. They plan to cruise exclusively and extensively on the Great Lakes. In just a few short months this summer, the Vanden Bos' have logged almost 200 hours and they are planning to double that amount next summer.



MOTIVATION represents the first hull to incorporate Burger's newest bottom/tunnel design and the first to include the latest technology in noise and vibration control. Powered by Caterpillar 3412's @ 1250 hp, she has a top speed of 25 knots. The interior joiner details demonstrate Burger's superior talents using highly figured, fiddle back Anigre and full radius' corners throughout. The salon, galley and pilothouse all feature an artistic herringbone floor pattern of Anigre and black ebony, setting a distinctive tone of creativity and elegance.

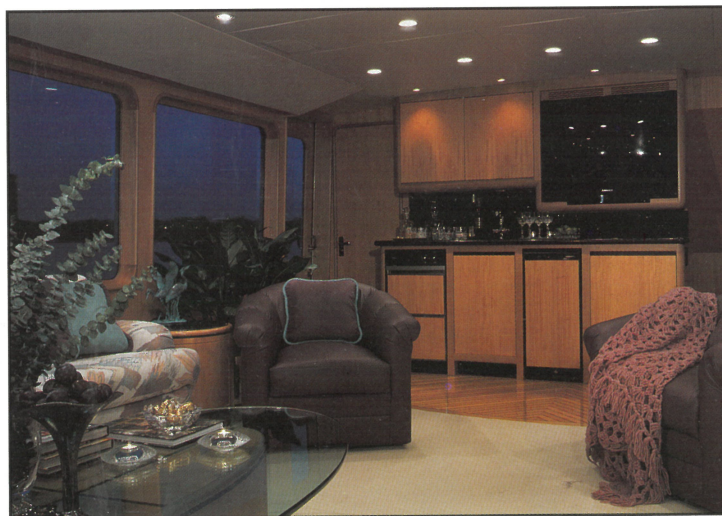
For ease in docking with just the owners aboard, six docking stations are strategically positioned to handle virtually any challenging situation. MOTIVATION's

Length Overall	82' 00"
Waterline length	70' 04"
Beam	19' 00"
Draft	4' 09"
Fuel Capacity	5,400 gal
Water Capacity	1,000 gal
Standard Power	CAT 3412 @ 1250 hp ea.
Naval Architect	Don O'Keeffe
Designed by	Burger Design Team
Interior	Owner/Burger Design Team
Launch Date	April 27, 1996



entire ship's systems can be easily monitored from one centrally located ISIS computer monitor and an elaborate CCTV system. Designed for easy owner operation and extremely low maintenance, she has luxury accommodations consisting of a full beam master and three guest staterooms. The forward guest stateroom can easily become crew's quarters for two, if desired.

The Vanden Bos', highly respected by the Great Lakes yachting community, have been boating enthusiasts for



over 20 years. They have an excellent understanding of how to operate and maintain MOTIVATION as well as a true appreciation for the quality and craftsmanship that went into her construction. Though this is their first fully custom built yacht, their friends are encouraging them to build a larger boat sometime in the future! We think they should listen to their friends.



# Argyll

On display at the 1996 Ft. Lauderdale Boat Show

On September 21, 1996, in a very dense fog, ARGYLL left Manitowoc on her maiden voyage. Within two boat



her among the most sophisticated Burgers to date. She is fitted with an Atlas shore power conditioner, an Alpha Laval fuel separating system and Van der Velden central hydraulic system. The flybridge features a permanent aluminum canopy and accommodations for entertaining large groups. Also, with the latest noise and vibration control system incorporated throughout, ARGYLL is unquestionably the quietest Burger and probably the quietest 100' aluminum yacht built to date.

The interior wood is a warm, satin finished, book matched raised paneled Butternut. Out on the large aft deck there is a built-in, six person hot tub cleverly hidden under the teak decking.

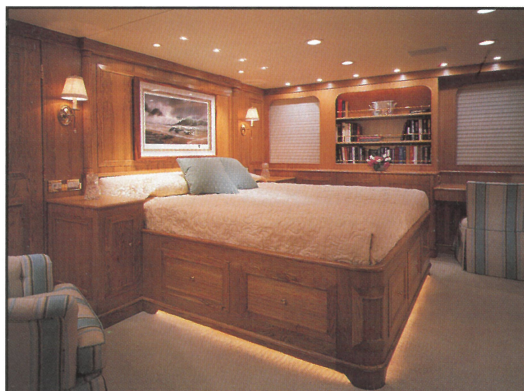
The comfort of guests on board was a major concern during the design phase of this project. There are two very spacious guest suites including plenty of lockers, private Satellite TV/VCR and Stereo system. The master and guest baths all feature french limestone floors, showers and counters with hand-painted basins and exquisite 24 carat



gold plated hardware. The "country style" galley has a hand-painted mural, by Darrell Scott, on the forward bulkhead and opening skylights over the island. The exquisite interior design details were done by Barbara Wagner of

Yachts Plus and the Burger design team.

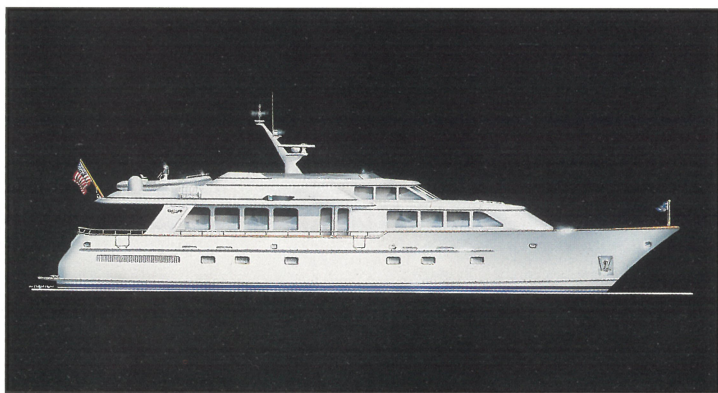
The owner states, "After interviewing many yards world-wide for our new project, the decision to build with Burger came very easily.



The quality they produce is second to none and the commitment and dedication of the entire organization from the leadership on down is absolutely magnificent to behold. Although not inexpensive, I believe you get what you pay for."

## Northern Light

Next yacht to launch



98' Raised Pilothouse Motor Yacht

This is the second Burger for this International businessman who truly appreciates Burger's quality and attention to detail. Home port for NORTHERN LIGHT will be in the south of France a perfect location for all of the anticipated International cruising and charter.

This 98' yacht features many of the latest technologies available today. For instance, the USCG Type II certified waste treatment system and a UV domestic water purification system, a state-of-the-art passerelle system, Shorpower power conditioner/converter that adapts to any kind of shore power supply, Alfa Laval fuel centrifuge, sophisticated noise and vibration control system and a hydraulic mast are a few of the advanced systems/mechanics aboard. NORTHERN LIGHT is powered by a pair of 16V92 Detroit Diesel @ 1450 hp each.

The interior woods of Birdseye Maple, Anigre and Hickory all work well to compliment the gorgeous granites and marbles throughout. This four stateroom yacht will be available for charter. Watch for her launch in Spring of 1997.





## Evelyn-U

Owner's fourth Burger

This is the fourth Burger for Mr. and Mrs. John Uznis and they claim their last, but we aren't so sure? The Michigan couple have a real passion for boating and plan to bring her through the Great Lakes, the Bahamas and South Florida.

After over 50 years of boating, the Uznis' know exactly what they want from a custom boat. EVELYN-U will be

Length Overall	85' 00"
Waterline length	75' 00"
Beam	20' 06"
Draft	5' 00"
Fuel Capacity	6,500 gal
Water Capacity	1,000 gal
Standard Power	Detroit Diesel 12V92TA DDEC 1110 BHP @2300 RPM
Naval Architect	Don O'Keeffe
Designed by	Burger Design Team
Interior	Owner/Burger Design Team
Launch Date	Spring, 1997

elegant yet practical. The raised pilothouse, aft engine room, three stateroom and crew forward arrangement allow for the



*Machinery in - superstructure on*

optimal utilization of living space. A classic contemporary interior is on the drawing board with fiddleback anigre and radius details throughout. While incorporating several of the latest and greatest new technologies, ease of operation is still at the forefront of the design criteria for this vessel. Full walk-around decks is an absolute must for convenience, safety and maintenance of EVELYN-U.



## Windrush

The evolution continues



Though the length has grown to 101' for the new WINDRUSH, the owners are incorporating many details from the very successful 91' WINDRUSH that Burger launched in 1994. This will be the fourth new build for Mr. and Mrs. Ted Fuller and their second consecutive Burger. Mr. Fuller is responsible for the exterior and systems details, Mrs. Fuller is responsible for the interior finishes and decorating details. Their many years of experience at sea, coupled with their high level of comfort in undertaking a project of this magnitude, is a great formula for success.

As with the previous WINDRUSH, the design is targeted for easy owner operation, however, she has a large and well thought out crew area forward for resale someday. This project represents Burger's first full 3-phase, 208 volt

electrical system. Sound and vibration reduction is a primary focus on this vessel as the engines and gears are fitted with custom isolation mounts and the generators are separated in two sound proof rooms.

Rest assured, many wonderful ideas have been brought to the drawing board for the new WINDRUSH. For example, the spacious foyer entrance to the salon features double french leaded glass doors. The layout will be similar to the 91' WINDRUSH, however, with more space added to the master stateroom; the crew area which will include a lounge and separate cabins with en suite heads; the salon, flybridge and aft deck. The use of satin finished natural Cherry wood throughout will be the perfect compliment to the fine fabrics, exotic fixtures and lovely art work that we can expect from Mrs. Fuller.

Length Overall	101' 06"
Waterline length	88' 06"
Beam	22' 00"
Draft	5' 09"
Fuel Capacity	10,000 gal
Water Capacity	1,250 gal
Standard Power	Caterpillar 3412C 1300 BHP @2300
Naval Architect	Don O'Keeffe
Designed by	Burger Design Team
Interior	Owner/Burger Design Team
Launch Date	July, 1997





## President's Corner by David Ross, President/CEO

### Building a custom yacht is not for everyone

Designing and building a custom motor yacht can be an incredibly rewarding experience. However, make no mistake, it is definitely not for everyone. It takes a particular disposition to thoroughly enjoy the conceptualization and ultimate creation of a vessel that will stand the test of time. The process requires an enormous effort and a singular focus on the part of everyone involved. With a company like ours, having an intentionally limited capacity for the purpose of maintaining exceptionally high standards of quality, the relationships tend to become very personal.

The entire experience can be compared to purchasing a choice piece of property, interviewing and selecting an architect to design your home, interviewing and selecting a builder to build to your quality standards, breaking ground and going through the entire construction and decorating process. If a prospective client has gone through and truly enjoyed this type of project, then the likelihood is great that a custom yacht program will be immensely gratifying. It just takes a certain personality.

From the client's perspective, the process is very likely to be the culmination of many, many hours of thought, planning and certainly the realization of a dream. Other than the expected safety, comfort and

seaworthiness inherent in the design and construction, usually the most consequential or determining factor to the client's ultimate desire to build a custom vessel are issues such as exterior styling, accommodations, arrangement, performance, efficiency, ease of operation and maintenance.

From the shipyard's perspective, the process begins with an interview to determine the scope of the project. We call this process taking a client brief. This is a collection of ideas gathered from the client's real-life yachting experiences, walking the docks, reading and assessing information in the various publications, talking with the "experts", determining all the wants and desires, the can do's and cannot possibly do's and then transferring the cumulative data into a design and manual of specifications.

This information generally includes; the **Purpose**, or what will be the primary use of the vessel; the **Mission**, or where the vessel will generally be used and operated and what waters are to be traversed; the **Endurance**, or what tankage will be required and what space will be necessary for stores and provisions for the intended passage making; the **Equipage**, or what systems will be required for boarding, anchoring, making water, cleansing fuel,

treating sewage, making electricity, refrigeration, air conditioning, etc.

Of course, having the wherewithal to custom design and build a luxury motor yacht is certainly a primary prerequisite. However, there are particular qualities in some substantial measure that we, as a builder, look for in a client that will more or less assure the project being both successful and satisfying for all parties concerned.

Generally, they are as follows:

- An intense desire or even an obsession with an extremely high level of quality
- A sincere appreciation and understanding of the effort required to attain such a level of quality
- A love of the process of conceiving a world-class product and witnessing the evolution of its creation
- A profound passion for yachting coupled with a high regard and healthy respect for the seas

Once a vessel is produced, it seems to take on a life of its own. The truth is that many great yachts generally outlive the person who has conceived them. Personally, I get a warm feeling inside when I see some of the magnificent yachts that were built by and for people who have enjoyed them for decades and then passed them on. Isn't the thought just wonderful of creating and enjoying a timeless work of art that has a very strong likelihood of being here long after we're gone.



## Captain's Column by Captain Jim Solanick

*Each issue of Yard News will contain an article written by a past or current Burger Captain.*

"But it's a Burger!" I heard that so many times last week. We just finished showing the BETTY JEANNE II at a boat show and that is what I remember most about the show. This was the reply to many a wife's question about decorating details that were disliked. "Its only wallpaper or carpet or the stateroom layout." was the husband's response.

The gentleman would try to point out the quality of the construction; the reputation of the Burger Boat Company for attention to details; and the craftsmanship that went into all of the joinery. "Just a few changes is all that it needs and you will have what you want, dear."

Sometimes this is not exactly what a captain wants to hear. Tear this out, replace this, move this three feet etc. which all leads to a lot of work for yours truly. It does, however, show the flexibility of the confines of an eighty six foot boat. I guess it's not surprising that many owners are willing to spend what it takes to change a few items if they like the basic layout and the reputation that stands behind it.

In reading Captain Marc Greichen's article in the last issue of *Yard News*, I was reminded of my own experience at the Burger yard. I saw five boats under construction at the time and witnessed what went into building them. Every captain should have this experience once in his/her boating lifetime. I don't see this kind of pride in workmanship very often.

At the time, I still did not know what a Burger really was. Once the boat was launched and sea-trialed, I was beginning to get a better idea of what to expect from this vessel. One of my worries was put to rest as the boat handled so easily.

So after five hours of sea trials, we were ready to make the maiden voyage from Manitowoc, Wisconsin to Miami. In checking the weather report for the time we are to leave, I find a forecast of thirty five knot winds from the southeast! Wow! Some maiden voyage. I brought this to the attention of the owner, who was to make the trip. "We are still leaving at 10:00 Saturday night," was his reply.

So all the "good byes" are said and we

head out into Lake Michigan to meet the standing men. We hit 10 foot seas immediately and they grew progressively worse as the night continued. I kept trying to remember that lake the Edmond Fitzgerald sank in to keep my mind off the pain in my knees while at the wheel. We finally backed off to about 1300 RPM, as I think even the owner got tired of the pounding we were taking. It seemed that the only one not bothered was the boat itself.

The owner took the wheel to allow me to do some checking to see if all was ok. This is where I learned what a Burger really was. You can change all of the goodies inside if Sherle Wagner doesn't strike your fancy, but you can't argue with a solid boat in a rough sea. I couldn't find a thing damaged in all of that turbulence, not even a minor leak in any of the windows!

After nine and a half years as the Captain of this boat, I take some things for granted. It is nice that someone comes aboard and reminds me, "But it's a Burger!"



# Yardgram

## Someone you should know

With each issue of we will continue to introduce or remind you of the dedicated employees we are so fortunate to have at Burger Boat Company. Below is someone that many of you know and he has certainly been a major contributor to the Company.

**Name:** Roman Gaedtke (Romy)

**Occupation:** Leader of the Hull Shop

**Birthday:** September 6, 1936

**Number of years at Burger Boat Company:** It would have been 27, but we were shut down for two years.

**Currently working on:** Hull 482C for Ted Fuller

**Any relatives at Burger?** My son, Lance who does lofting and carpenter work.

**Family:** Wife of 37 years, three children, two daughters-in-law, one son-in-law and five grandchildren

**Most memorable moment at Burger:** When they shut down the yard in 1990 and the day that David and Jim reopened the yard in 1993.

**The most rewarding part of my job:** Having good men to work with and taking angle and plate and making a hull.

**Nobody knows I'm:** A good cook and baby sitter.

**Hobbies:** Fixing things and making odds and ends at the shop, gardening and biking.

**My favorite evening is:** Having nothing to do!



## Burger Boat Rendezvous The second and third

The second Burger Rendezvous, held in Newport, Rhode Island on August 22-25, 1996 was a huge success! The camaraderie among fellow Burger owners was unsurpassed. The schedule of events included a traditional New England Clambake; an afternoon of croquet and tennis at the famous International Tennis Hall of Fame; a Yacht Hop including the Showboats International/Charles Heidsieck Concours du Chef Competition; an elegant evening at the incomparable Rosecliff Mansion and finishing with an aerial photo shoot of the yachts circling Newport Harbor. Seminars were given by Al Kozel of Detroit Diesel Corporation on the new 2000 Series Engine, Whitney Irons of Matrix, Inc. covering the latest in Desalination



*Burgers on parade in Newport*



*Women of the Rendezvous go crazy for cigars*

Systems and a colorful presentation by Mr. and Mrs. Paul Stitt on Nutrition/A Guide to Feeling Better.

"With each Rendezvous, we try to fine tune the little details that help to make the events more successful. It is a pleasure getting to know the Burger owners in a casual environment," says Katie Ross, who oversees the planning and coordination of the Burger Rendezvous Program.

The next gala will be held February 6-9, 1997 at Fisher Island and we invite all Burger Owners to participate. Due to limited slip availability, please contact Katie Ross as soon as possible at (414) 684-1600 if you are interested in attending. Be sure to pick up the Fisher Island Rendezvous preview at the Ft. Lauderdale Boat Show at either booth #587-Custom Yacht Builders and Designer Tent or at ARGYLL, which will be on display prior to her departure for Europe-Slip #603F.





# The Burger Exchange

The Burger Exchange lists only the original owner and the current owner even though there may have been other owners in between. We welcome your assistance to the Burger Exchange. Please send your ownership updates, along with hull number, if available, to Katie Ross in Manitowoc.

Original Name	Original Owner	Year	Description	New Owner	New Name
WINDRUSH	Mr. & Mrs. Fuller	1994	91' 00" Alum RPH	Mr. & Mrs. Lozick	MODERATION
CAROUSEL LADY	Robert T. Samuels	1990	90' 00" Alum RPH	William Spence	SEAQUELL
SEA & H	Gordon* & Mary Henke	1990	90' 00" Alum RPH	Ineke verBoon	ARGUS V
FANTASY V	Frederick H. Gohl	1988	73' 00" Alum HSBT	Mr. & Mrs. Neuberg	18/8
GALPO	Bayard Sharp	1986	80' 00" Alum MY	Milton M. Ferrell	MAHOGANY
PARADOX	James M. Doubleday	1986	87' 00" Alum MY	Peter Brown	SATISFACTION
GRAND CRU	David Paul Properties	1985	107' 00" Alum RPH	Robert Matthews	BON VIVANT
GRINDSTONE	F. Eugene Dixon, Jr.	1985	100' 05" Alum RPH	Alex Dreyfoos	SILVER CLOUD
ELECTRA	James E. Palmer	1982	78' 02" Alum CR	A. G. Van Metre	SILVER SEAS
AUF WIEDERSEHN VII	J.W. Sales & Mgmt.	1980	68' 00" Alum HSBT	William Gerrard	TAITTINGER
WHO-DA-THUNK-IT	C.J. & M.J. Bassler, Jr.	1975	66' 11" Alum CR	Mr. & Mrs. McFadden	CARDINAL SIN
ANTIBES	Jay Kay Corp.	1973	72' 02" Alum HSBT	Jack Oriol	???
AQUAGEM	Floyd J. Voight*	1972	81' 03" Alum SHBT	Robert Weder	???
PANACEA III	William Weiss	1972	71' 04" Alum CR	Timeless, Inc.	TIMELESS
CONNIE - R	Rocco Ferrera	1971	81' 03" Alum HSBT	David Glenn	FREE & CLEAR
SIS W	C. R. Walgreen, Jr.	1971	86' 00" Alum HSBT	???	???
SALLY H VII	E. E. Hays	1971	80' 00" Alum CR	Ted Deikel	YANKEE SPIRIT
JONIRAY	Mr. & Mrs. Kroc	1971	72' 02" Alum SCR	Mr. & Mrs. Punter	PHANTOM
DIAMOND STAR	Chas. F. Moore	1970	75' 00" Alum CR	Lon Munsey	MALHON B
SHELMAR	Robert C. Wood	1970	66' 00" Alum HSBT	Kim Marsh	HIGH SEAS
BIG DIPPER	Edwin Singer	1969	79' 06" Alum CR	Mr. & Mrs. Rohde	SMELLIN' THE ROSES
VIRGINIA BELLE III	E. T. Holland	1968	57' 04" Alum CR	J. W. Grand	CHESAPEAKE
PANACEA II	William Weiss	1968	64' 02" Alum CR	John L. Braider	EARTH ANGEL
MARGIE	Vincent Rohlf	1967	64' 02" Alum CR	Tom Smith	ODYSSEY
STAR OF THE SEA	Everell E. Fisher	1967	85' 08" Alum HSBT	Zelina Corp.	ROYAL SALUTE
TITIAN	Wm. K. Carpenter	1966	96' 04" Alum HSBT	???	SOVEREIGN
KOALA	Mrs. Jay V. Wilcox	1966	72' 08" Alum CR	Mr. & Mrs. Krapf	MY FAIR LADY
LADY EVELYN	Edwin F. Dodge	1966	63' 06" Alum CR	Mr. & Mrs. Smart	MONTEAGLE
ESTRELLA DEL MAR	Cleo M. Stater	1965	71' 04" Alum HSBT	???	FD SEA
INCOGNITA	Chas. E. Becker	1963	63' 03" Alum CR	Mr. & Mrs. Lawrie	C MAR
GLORENE	Henry W. Angsten	1962	63' 03" Alum CR	Mike Alberts	SPERRY STAR
BRATS FANCY	John Sherwin	1962	63' 03" Alum CR	R. & T. Kolasinski	BRATS FANCY
GALLANT LADY	V.R. Castendyck	1961	102' 00" Steel HSBT	Bob Brokaw	OUR DELIGHT
PINK LADY V	Cambridge Wire Cloth	1961	63' 03" Alum CR	Wayne Woods	SOUTHWIND
COMPROMISE III	M. Peter Schweitzer	1961	63' 03" Alum CR	Assc. Marine Inst.	LOVESONG
SIS W	C.R. Walgreen, Jr.	1961	72' 02" Alum CR	Ronald Palmer	ELEGANCE
HAZEL G III	Excel Truck Service	1960	80' 00" Alum CR	Randall Patterson	ENCORE
THREE B'S III	W.C. Rands, Jr.	1959	65' 00" Steel CR	James T. Marcotte	???
CERIEL	W. E. Tyler	1958	75' 00" Steel HSBT	Mr. Meierhoff	DIANE
CAROLINE IV	H.H. Elliott	1958	65' 00" Steel CR	T.J. Moran	SHE'S MY LADY
MI MI IV	Daniels Motor Freight	1957	60' 00" Steel CR	Uri S. Ginzburg	???
HI-LADY	Houdaille Industries	1956	60' 00" Steel CR	James H. Birdsong	HI-LADY
GLORENE	Henry R. Angsten	1948	53' 00" Steel CR	Joseph Rester	???
KAMAAINA	Duncan Hodges	1938	38' 00" W. AUX.	Leslie Whitman	KAMAAINA
SPLASH	Louie Schuette	1935	23' 00" Wd. AUX.	Kurt Breuer	SPLASH

\* Deceased





# Flashback

## LURA B II – Circa 1929

The year was 1929... the Great Depression. Certainly not a period in history where one would expect a Dayton, Ohio industrialist, S.C. Brown to create the yacht of his dreams. A yacht of stout construction, the finest materials, the latest conveniences, and dazzling style. Not surprisingly, Mr. Brown selected Burger to build her. Contemporary articles hailed this Burger as "shaming Cleopatra's Barge" with "...furnishings to arouse the envy of a Prince of India". In

extensive brightwork and teak decks. She had a raised pilothouse layout, a boat deck with wicker chairs and a covered aft deck beyond the owner's quarters. The yacht was propelled by twin 175HP Hall-Scott Invader engines for a top speed of 20 knots. She carried 780 gallons of gasoline for a wide cruising range, and a 2 1/2 KW generator energized an impressive array of the day's gadgets.



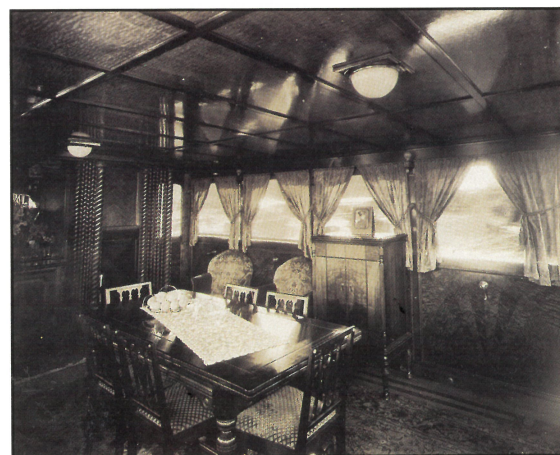
*Burger's 1929 LURA B II - Princess of an Era*

fact, LURA B II was one of the most elaborate yachts to emerge from this yard in earlier times.

At 65' overall with a 14'2" beam, LURA B II was solidly constructed of planked mahogany on white oak frames, and was a formal and "proper" yacht with

Since Mr. Brown owned a successful wood veneer company, his yacht would naturally be a showcase of some of the finest woods and veneers available on earth. In fact, photographs from our archives clearly show LURA B II to be a veritable cathedral to fine woods. All flooring was oak with inlays of black walnut.

Deckhouse and cabins were paneled in an exotic blend of American black walnut, European thuya burl and East Indian rosewood. These were combined in mesmerizing book-matched, herringbone, feather, flame, and fan patterns and rich finishes that could only be called "eye



*Luxury and craftsmanship abound*

candy." Overheads were of dappled Japanese tamo set into a grid of black walnut moldings. Many exquisite built-ins and spiral-carved columns and spindles further showcased Burger's craftsmanship capabilities. Furnishings were indulgent-elaborate pieces clothed in silks, tapestry and brocade, with oriental and art nouveau rugs strewn over varnished floors, all lit by acid-dipped bronze table lamps and wall fixtures.

LURA B II was praised for her elegance and tasteful interior and was built at a reported cost of \$100,000. This "Masterpiece of the Shipbuilder's Art" caused quite a stir when launched in 1929. The prints of LURA B II that we treasure in our archives represent another example of Burger's rich history and quality craftsmanship. If anyone has information on the status of LURA B II today, we would be grateful to update our records and report on her in the next **Yard News**.



## Burger Yacht Sales

### News from Ft. Lauderdale

John Todd and Julien Elfenbein, Jr. of Burger Yacht Sales in Ft. Lauderdale report that 18 pre-owned Burgers have changed ownership since the beginning of 1996. Well ahead of last year's pace. The value of owning one of America's finest custom yachts is rapidly gaining recognition.

John Todd and his wife Kim had the pleasure of cruising in the Pacific Northwest recently where they were guests aboard Andy and Karin Goddard's 77' Burger, HAMPTON STAR. Originally launched as the 68' ADVENTURER, the new 9' aft deck/cockpit extension needed to be properly sea-trialed. A challenge that the Goddards' and Todds' took very seriously.

The twelve day, 1,200 mile journey included some rough waters and beautiful passages starting from Point Roberts through Vancouver Island. The sea-trial was a success! According to John, "The Goddards took the time and made the effort to do a quality extension and the boat performed beautifully." Leclercq Marine did the work and Jack Sarin handled the design. Good job!

You can see John and Julien at the 1996 Ft. Lauderdale Boat Show where several boats will be available including MAYAN QUEEN CAYMAN-78' Burger, LOWCOUNTRY LADY- 64' Burger, MODERATION-70' Hatteras and KATRINKA-50' Profil.



## BURGER yard news

ISSUE NO. 3

Published by  
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