

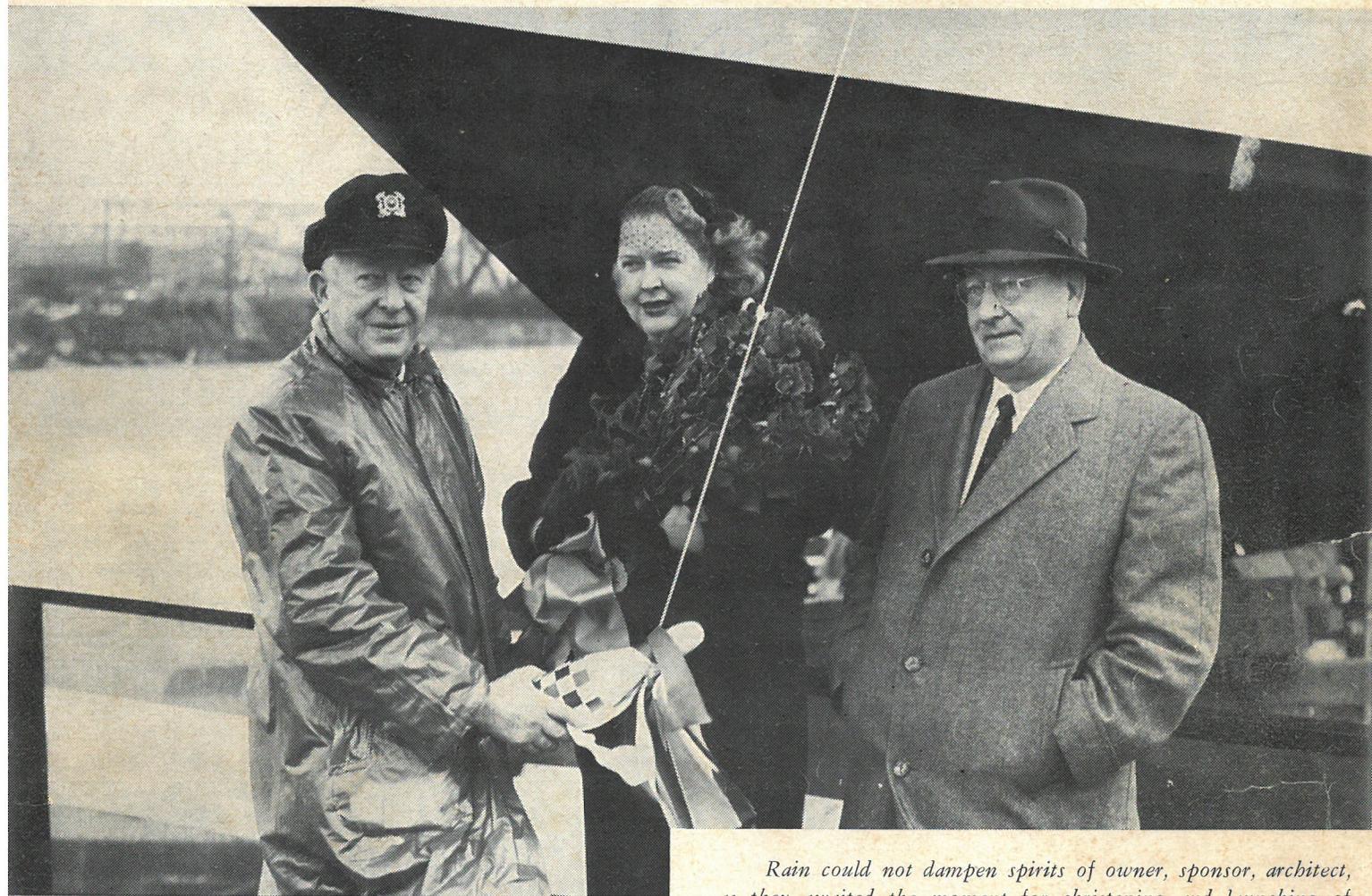
YARD NEWS

BURGER CONTINUES TO SET THE PACE

Vol. I, No. 3

BURGER BOAT CO. — MANITOWOC, WISCONSIN

Winter Issue



Rain could not dampen spirits of owner, sponsor, architect, as they awaited the moment for christening and launching of CURLEW III, on Monday afternoon, November 18. From the left are D. C. Ellwood, Houston, Texas, owner; Mrs. H. P. Whitmore, Greenwich, New York and naval architect, Philip L. Rhodes, New York.

CURLEW III Launched

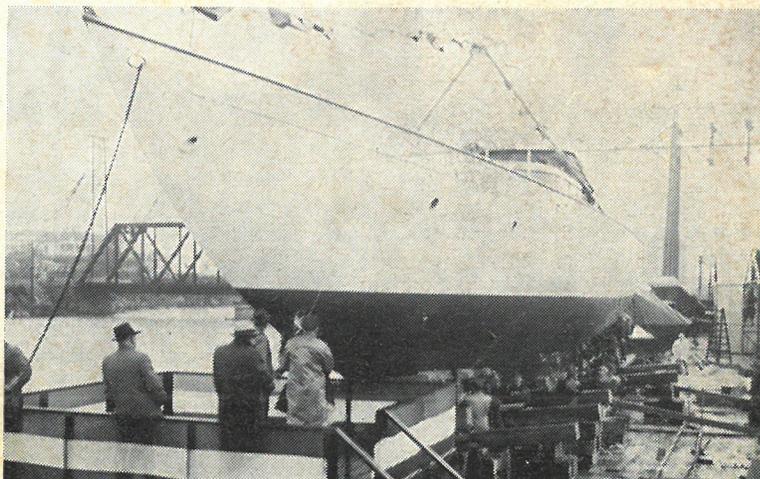
**Largest American Sailing Yacht
Built in Last 25 Years**

The 97½ foot steel ketch built by D. C. Ellwood, Houston, Texas, got a rather rough launching on the Manitowoc River when the aft trigger stuck momentarily during a conventional sidewise launching. But all's well that ends well and the giant steel boat righted herself without scratch.

The largest sailboat built since the 135 foot RANGER, CURLEW III has a beam of 23 feet 6 inches and a shallow draft of 6 feet 6 inches. According to designer Philip Rhodes, twin centerboards are one of CURLEW's most unique features. Located on

designed to make the ketch perfectly balanced on every heading. The main mast is 108 feet long and the mizzen, 78 feet. She will carry 3,755 square feet of sail. Auxiliary power will be furnished by a pair of GM 110 Diesels. She carries 4,000 gallons of fuel oil and 4800 gallons of fresh water, with a cruising range under power of over 2,000 miles.

CURLEW III is built for comfort. She has luxurious accommodations for owner and guests in three double staterooms with baths; unusually roomy quarters for captain and crew; such comforts as hot-water heating, air



Out In The Yard



George M. Burger

"He's up in the loft . . . I just saw him leaving the joiner shop . . . He's over on 'the big one' . . ."

Yard Supervisor George Burger is seldom in one place for long, for the many varied projects at the Burger Yard this year have kept him constantly on the go.

Much of his time during the latter part of 1957 was spent

over-seeing the imposing construction of CURLEW III. The big ketch was not the largest boat built at Burgers, who only a few years ago turned out minesweepers for the U. S. Navy, but she is the largest sailboat built in this country for 25 years and the largest boat in steel to come out of the yard.

Rolled over early last spring, the mighty hull was housed in a temporary shelter, 30' by 100'. George Burger had a crew of 35 working upon the interior for eight months, completing the carefully wrought joiner work. Twenty additional workers were kept busy with the electrical, plumbing, engine, heating and air-conditioning installation. Between 40 and 50 tons of steel went into the giant hull, 7,500 feet of teak went into the deck and superstructure.

Another big one.

When work was completed upon CURLEW III, early in December, the crews were scheduled to move on to the 90 foot custom cruiser designed by Ry-

bovich which is being built for Charles F. Johnson of West Palm Beach, Florida, and a Sparkman & Stephens 68' steel centerboard ketch. The first of the new Burger 70's is also nearing completion. Currently there are five cruisers at the yard at various stages of construction.

According to George Burger, no special problems were encountered in the building of the big sailboat nor the 90 foot cruiser. It was simply a matter of more materials and more man-hours. If another big one comes along, George is game!

Curlew III Launched

(Continued from page 1.)

conditioning, an immense built-in deep freeze and refrigerator in stainless steel, radar, loran, automatic steering, ship to shore radio-telephone, and even an electric winch for the mainsail!

Beautiful woods were used in finishing the interior. The owner's cabin is panelled entirely in walnut while guest staterooms are finished in natural Korina mahogany. The saloon is in sliced

white oak and the pilot house in Honduras mahogany. The galley is walled with white formica, and counters, sinks, refrigerator and deep freeze all in stainless steel. The entire superstructure is faced with teak and the decks are also of teak yacht-laid. The spars are of laminated Sitka spruce. The boat is designed to carry a normal crew of 5 to 7.

The keel of CURLEW was laid in January 1957 and by January 1958 she should be at her winter base in West Palm Beach, Florida.

The captain, Godfred Pedersen, was at the Burger Yard for the final five months of her construction. Ellwood's captain and crew were with him on CURLEW II, 81' Burger-built steel ketch. They plan to leave for Florida in December, cruising down the Mississippi. The extremely tall masts cannot be installed until she reaches New Orleans, and will be fastened horizontally on the deck during the river trip.

In summer, Owner Ellwood will base CURLEW III at Long Island, New York. Plans are being made now to sail in the Caribbean, and in the near future there is the possibility that CURLEW III will be used for trans-Atlantic cruising.

Standard 70 Added to the Burger Line

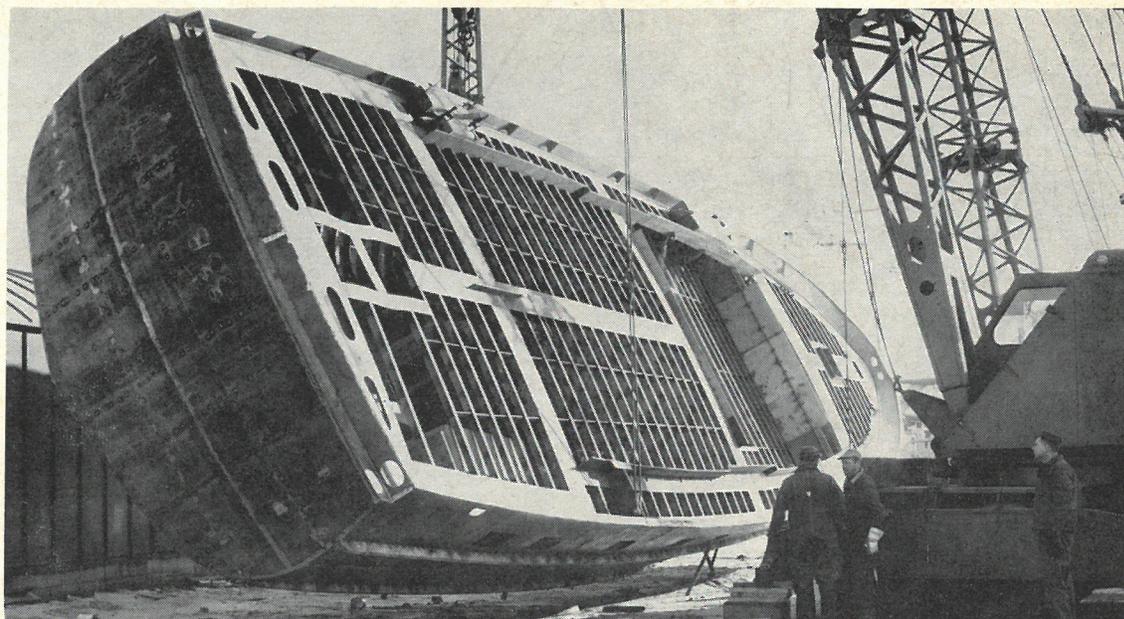
Burger standard hull cruisers are now offered in 54, 60, 65, 70 and 75 foot sizes. The most recent addition to the line, the Burger 70, promises to be a popular model. It has a private captain's stateroom and more spacious crew's quarters than the Burger 65.

The deckhouse is 21' overall and the pilothouse is 9'. In other respects the 70 is similar to the 65 in interior arrangement. Owner and guest quarters include a master stateroom with private bath and two double guest staterooms with bath. A portable yacht-type dining table affords pleasant dining in the deckhouse.

Fuel capacity is 1500 gallons and fresh water 500 gallons. Tanks are of steel built integral with the hull.

The first new Burger 70 now under construction has already been contracted for.

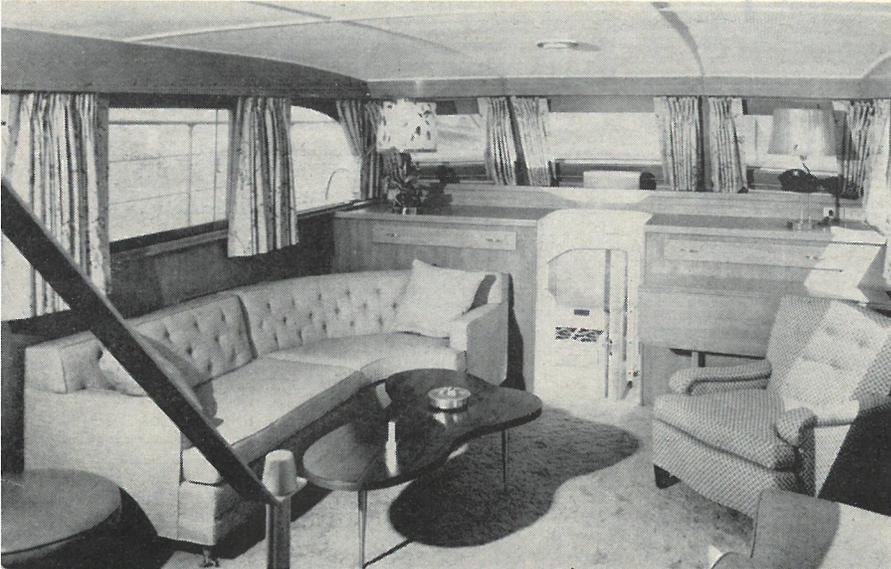
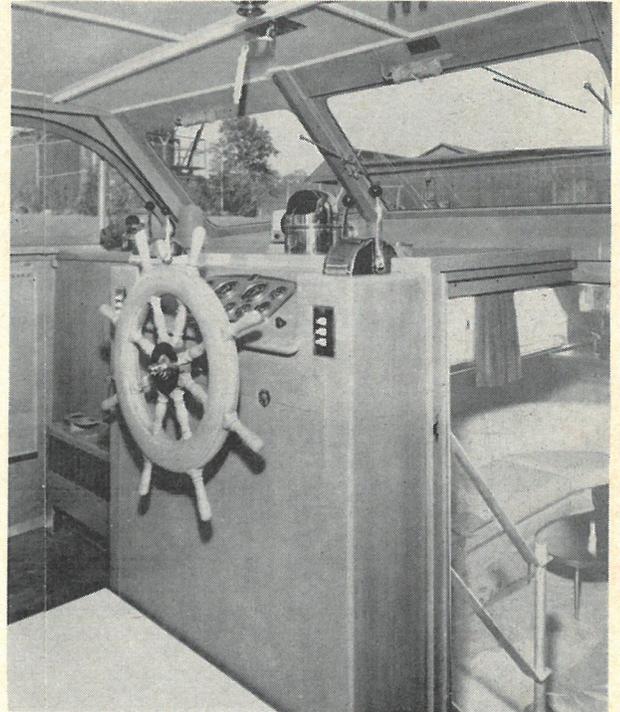
Tons of Steel . . .



Workmen were dwarfed by the huge steel hull which was rolled over on November 11. The custom 90 foot cruiser designed by John Rybovich and Sons is being built for Charles F. Johnson of West Palm Beach, Florida. The welders have done their job and now crews from the joiner shop will take over the task of finishing the vast interior. Length overall is 89' 2" with 20' 8" beam. She will draw only 5'.

Photo Credits:

Daryl Cornick
Louis Fandrick



MIMI IV
 she's a honey

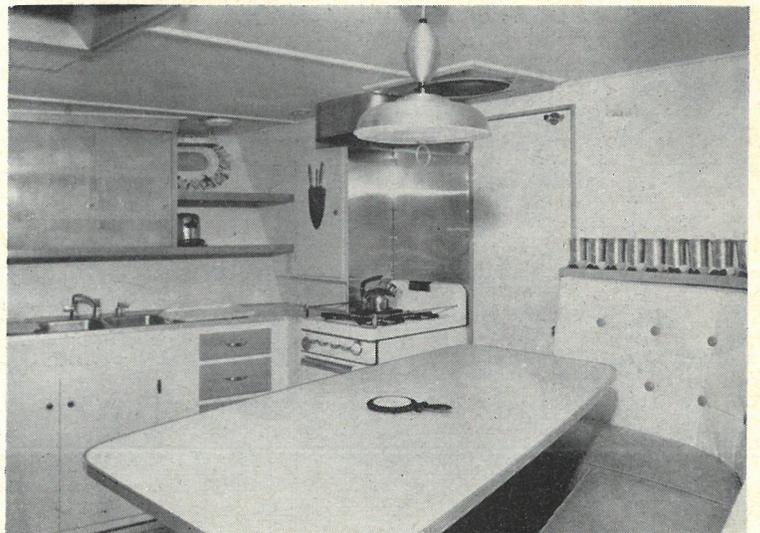
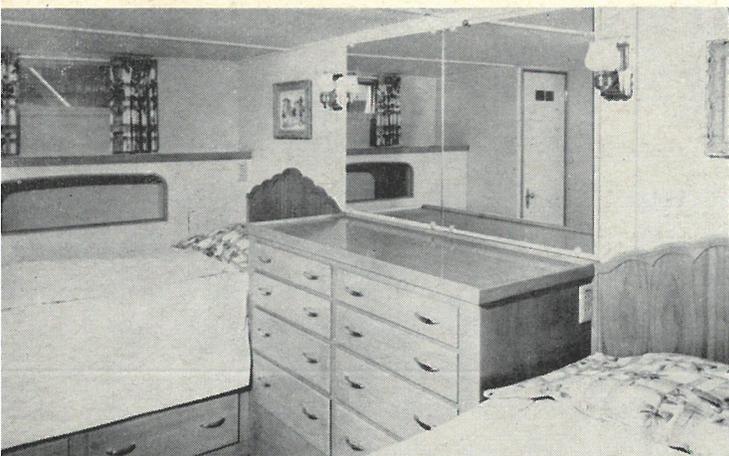
MIMI IV, attractive new Burger 60 built for J. W. Cox, Daniels Motor Freight, Warren, Ohio.

Above, the wheelhouse, with companionway to saloon at right.

Left, center photos, comfortable deckhouse, with yacht-type dining table, showing access to galley forward, and another favorite dining spot for relaxing, the partially canopied Burger afterdeck.

Lower left, spacious owner's stateroom aft, affords commodious locker and storage space.

Below, the convenient galley in stainless steel with built-in snack-bar.



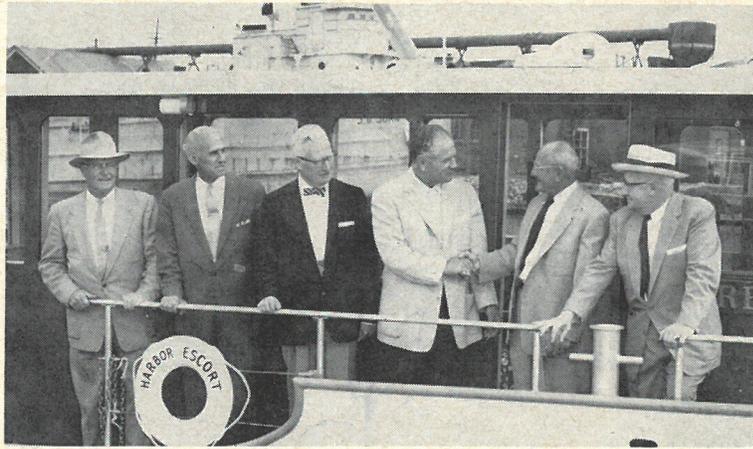
Milwaukee Purchases New Burger 54

A modern new boat for an up-to-date city — Milwaukee has replaced an old 35 foot wooden-hulled launch with a new steel-hulled Burger 54.

Christening ceremonies took place September 3rd at the E. Mason Street dock on the Milwaukee River with Miss Julia McCarthy, Milwaukee harbor commission secretary, drenching the glistening white hull with wine. Mayor Frank Zeidler, commission Chairman Roy Marney and Port Director Harry C. Broekel were also present, as TV cameras and news photographers recorded the occasion.

The new \$51,000 launch, HARBOR ESCORT, will be used primarily as an official sight seeing boat. It is a standard Burger 54' steel hull, with the interior arrangement and superstructure redesigned by the builder. It is powered by a pair of 210 horsepower Cummins Diesel engines with an estimated speed of 15 miles per hour. It will accommodate up to 50 passengers which almost double the capacity of their former launch.

HARBOR ESCORT will be equipped with a police radio and public address system. She will be moored at Jones Island.



City of Milwaukee executives were greeted by Henry C. Burger aboard their new 54' boat, HARBOR ESCORT. Present for the final trials, which took place in August, were, from the left, Capt. R. H. Knight, Milwaukee harbor master; William Harris, representing the Milwaukee purchasing agent; W. E. Coakley, harbor commissioner; Arthur Skelding of the harbor commission; Henry C. Burger and H. C. Broekel, port director.

68' Sparkman and Stephens Ketch Nears Completion

PANDORA IV, big steel diesel centerboard ketch, being built for Robert L. Ireland, Cleveland, Ohio, will be the next Burger sailboat to be launched early next spring.

Designed by Sparkman & Stephens, she will be well equipped. Auxiliary power will be furnished by a GM 6-71 Diesel engine with estimated speed of 8½ knots cruising. Sail area will be 2,048 sq. feet. Steel tanks will hold 760 gallons of fuel and 1,000 gallons of fresh water.

Principal dimensions are LOA - 68' 1"; LWL 50' 0"; Beam - 16' 7"; Draft - 5' 9"; Displacement - 101,200 lbs.

Letters To The Yard

I have long envied a very close friend of mine because he was the proud possessor of a steel boat.

Every autumn when my wood boat was on the drydock being painted and repaired, my friend was still cruising around the lakes and rivers of Tennessee.

At last I am in the market for a new boat and I have decided that it will be built of steel.

Edwin Davis
Knoxville, Tennessee

Whenever I see a Burger ad I tell my grandsons what wonderful boat builders the Burgers have always been and always add that they are my relatives — and the original Henry Burger really was my Uncle! No grander man ever lived.

Sometime about the middle of July I expect to pass through Manitowoc and if your regulations permit, would like to show three grandsons what I have been bragging about.

Best wishes,

Carl E. Bauermeister, Sr.
Chas. W. Bauermeister Co.
Terre Haute, Indiana

I was delighted to receive your copy of the *Yard News* of your premiere. Any data that you can send me regarding your all-welded aluminum alloy yawl you just built will be surely appreciated. There seems to be considerable controversy over the building of aluminum alloy boats and your thoughts regarding such construction will be greatly appreciated.

I was also interested to note that you are going to build a 90 foot yacht which appears most interesting.

If we can be of help to you in this area, it will be a real pleasure to do so. Best wishes for your continued success.

Fred J. Driver
Driver Associates
Miami, Florida

You and your associates deserve a lot of credit for building Dyna. She is well described in "Sports Illustrated" and I feel this, with other articles which will be published about her and the Burger Boat Company, will do your company and Manitowoc a great deal of good.

I want to take this opportunity to congratulate all that had any part in her outstanding success.

John A. Schuette, Pres.
Invincible Metal Furniture
Manitowoc, Wis.

I feel I want to drop you a line to congratulate you on the fine performance of the yawl "Dyna" in the Chicago Mackinac Race. The full reports have not yet come to hand but it would seem that her victory was quite overwhelming and it stands to reason that this will be a fine feather in your cap as well as that of Sparkman and Stephens.

I have also noticed that you have finally taken the step of officially promoting the use of aluminum alloy which I had been looking for in your advertising for quite some time. It would seem more than likely that interest in the use of aluminum as structural material for larger hulls such as you are building will get a strong impetus from this new publicity.

E. Taranger
E. Taranger, Inc.
Fort Lauderdale, Florida

I received my first copy of "YARD NEWS." I wish to express my keen interest in this publication. I have no suggestions for any changes as I am impressed with the manner in which it now reflects the sincerity and firm respectability which has characterized your organization.

It has been a memorable event to have worked with a group of such outstanding ability, industry and integrity.

G. R. Scheib
Osborne, Scheib Hogan &
Maher
Chicago 4, Ill.

Stepping Up

Current trend toward larger yachts has been obviously manifested at the Burger Boat Company in recent months. Three of the new boats are for former Burger owners stepping up to larger models.

Harold H. Elliott, Chicago, has ordered 65' CAROLINE IV to replace 54' CAROLINE III built 1956. Another Burger owner, name undisclosed, is also graduating to a new Burger 65.

D. C. Ellwood, of course, has made the biggest step-up from his 81' Burger-built Phil Rhodes-sign steel ketch, CURLEW II to his new 100' CURLEW III.

It has been interesting to note and more gratifying to the builder, that Burger owners generally stick to Burgers.

CAN'T GET ALONG WITHOUT THAT SAILBOAT

James Kimberly of Neenah, Wisconsin has purchased CURLEW II. He formerly owned her back in 1946 after she had been restored by Burger following her war years in the