

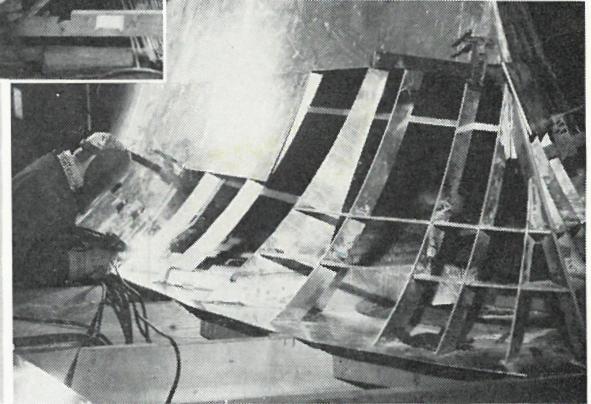
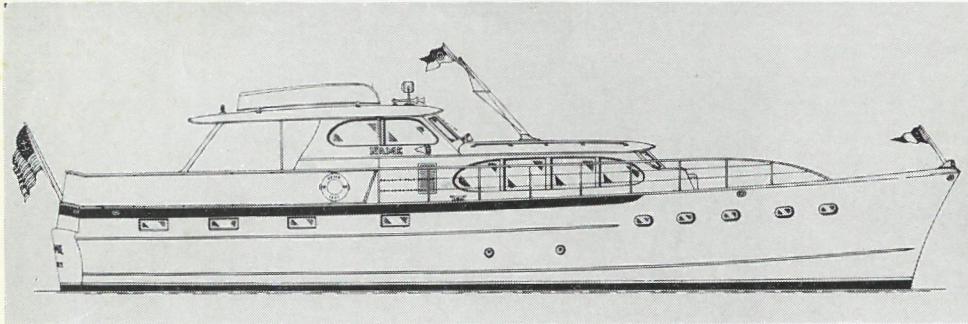
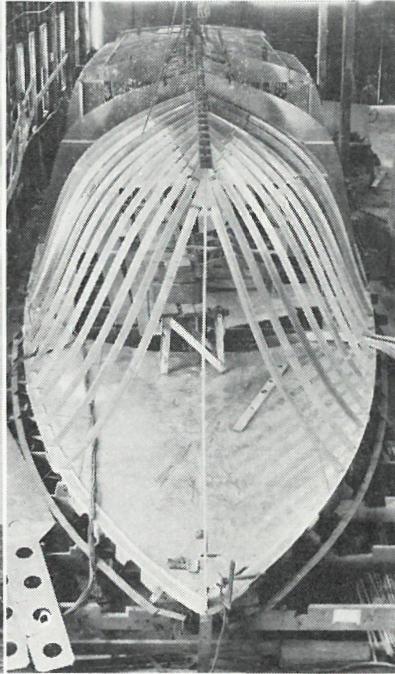
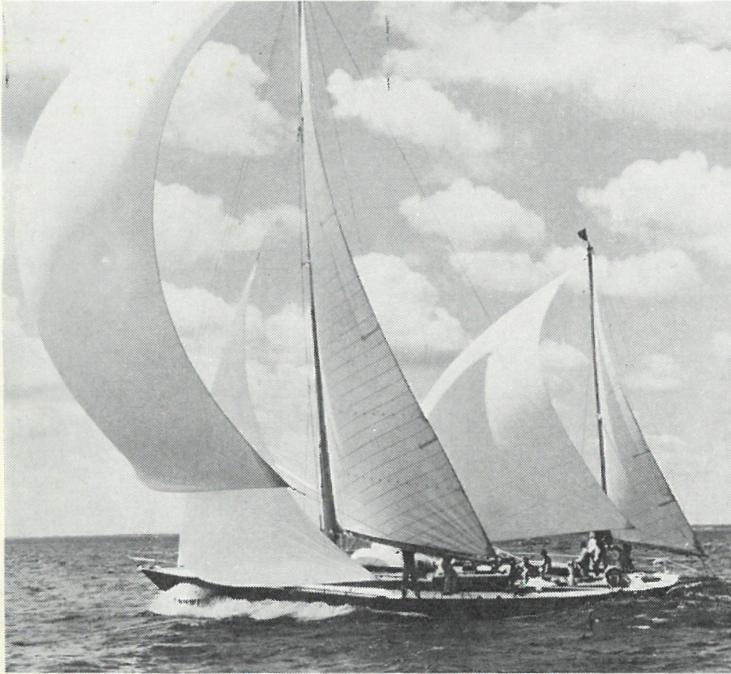
YARD NEWS

BURGER CONTINUES TO SET THE PACE

Vol. I, No. 10

BURGER BOAT CO. -- MANITOWOC, WISCONSIN

Winter Issue, 1960



Upper left, DYNA, 58' aluminum yawl by Burger. Center, framing of the aluminum 72-footer being built for C. B. DeVlieg. Right, Burger welders at work on aluminum 40' Sport Fisherman, EL PRONTO. Lower left, profile of the Standard Aluminum Burger 63, now under construction.

ALUMINUM IS NO LONGER A DREAM BURGER SEES ALUMINUM BOAT CONSTRUCTION BECOME A REALITY

A new stock Burger Aluminum 63 Cruiser is under construction. "The first of many," claims H. E. Burger, new president of Burger Boat Company, Inc.

Yacht Construction Pioneers

Burger holds a unique and respected position in the industry for having seen several big dreams through to a reality during the past century. They were pioneers in steel pleasure yachts and now pioneers in all-welded aluminum yacht construction.

Burger pioneering has not been confined to advanced construction methods but has influenced modern yacht design as well. They were first to actively promote and build the popular flush-deck type cruiser of today.

The background the Burger Yard has gained in steel construction methods during the past 25 years has been highly advantageous and has given them a running start in the new field of aluminum, in spite of the fact that the two materials do require

different handling and welding techniques.

First Aluminum Yachts

Burger's entry into the field was back in 1952 when they began construction of a 36-foot experimental cruiser which is currently in use by Reynolds Jamaica Mines, Ltd. Four years later came DYNA and ARIA, graceful 58' aluminum yawls designed by Sparkman & Stephens. DYNA, rigged for racing, proved during her first two seasons in 1957 and 1958 the superiority of

An order has just been placed for another aluminum cruiser, a big 75-footer. The new boat is to be built for C. F. Johnson, former owner of SEVEN SEAS.

aluminum construction.

Through several years of actual experience Burger welded aluminum hulls have shown that maintenance problems are few — and that in some respects the new aluminum alloy is superior even to steel.

Newest Aluminum Craft

Other aluminum boat construction undertaken at the Burger Yard are the very recently

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MISS BUDWEISER slipped into the water at 10:12 a.m. on November 20th. Her sponsor was Mrs. Guido Rabr of Manitowoc. The captain of the new 65, built for Anheuser-Busch, Inc., is Tommy Arnett, shown with the launching party, second from the right.



SALLY H. V, a new Burger 60 built for E. E. Hays of Signal Mountain, Tennessee, was launched in late October. Present at the Burger Yard for the launching ceremony were the sponsor, Mrs. Dan N. Williams, left, daughter of the owner, Mr. Dan N. Williams, Mrs. E. E. Hays and the owner at the right.

THREE NEW BURGER CRUISERS LAUNCHED

Two beautiful new Burger 65's and a Burger 60 were launched and delivered during recent months. Each of the new steel cruisers featured a distinctive interior finished to the individual owner's requirements.

MISS BUDWEISER

Burger crews worked diligently to push the launching date for MISS BUDWEISER to November 20. This Custom 65 built for Anheuser-Busch, Inc., features a handsomely arranged fishing cockpit, 6'9" long, with steps to maindeck and a full door to the master's stateroom. Large picture windows in the master's stateroom look out over the transom. The interior detail was designed by Miss Eleanor Le Maire of New York and combines vinyl wall covering with wood for beauty and practicality. The entire exterior of the boat, hull, superstructure, and wheelhouse interior are painted in very soft neutral beige with afterdeck ceiling in pale blue, a very unusual but effective color treatment.

MISS BUDWEISER is well equipped with modern navigation

equipment. Air conditioning, electric heating, a six station annunciator system, built-in Hi-Fi equipment are among the many extras aboard. Power is furnished by two GM 8V-51 diesels furnishing 334 h.p., instead of the standard GM 6-71's.

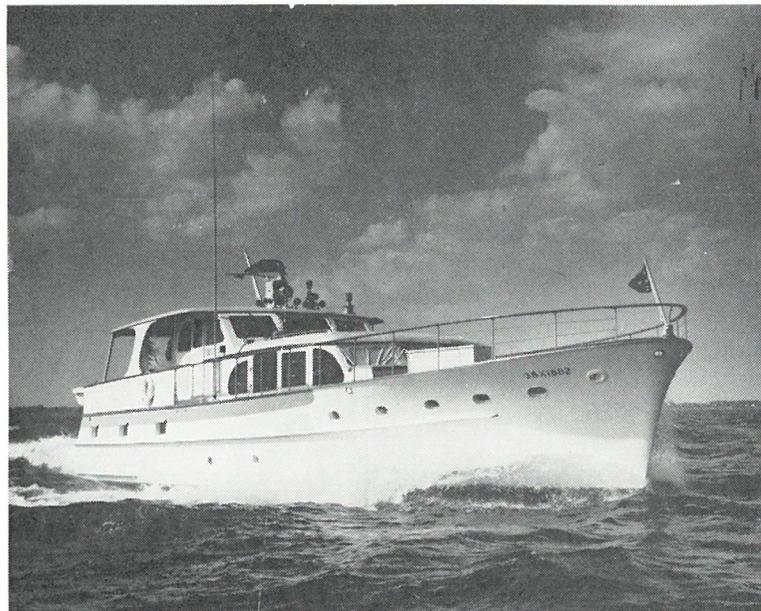
MISS BUDWEISER will cruise the Florida area where Anheuser-Busch maintains several plants, including the fabulous new Busch-Michelob Plant in Tampa.

The boat will be used extensively for entertaining the hundreds of customers and guests who visit the Florida plants each year. The pleasant young captain, Tommy Arnett, looks forward to a busy season.

Teak Decks

All three of the new cruisers called for teak decks which still are preferred by many yachtsmen to fiberglass. THREE B'S III, the first of the trio to be completed, was built for W. C. Rands of Detroit, Michigan.

THREE B'S III is a standard 65, using the three guest-stateroom arrangement plan. Specifications called for the new GM



W. C. Rand of Detroit, took delivery of THREE B'S III, new Burger 65, in late July. This new steel beauty is one of two new Burger cruisers equipped with GM 8V-71 Diesel engines.

8V-71 Diesel engines, the same used in MISS BUDWEISER, for added power. This new Burger 65 also has a very complete list of modern navigation aids, including radar, radio telephone, automatic steerer, and depth indicator.

SALLY H. V left Manitowoc early in November heading for warmer waters via the Mississippi. The trim new 60 was built for E. E. Hays of Signal Mountain, Tennessee.

SALLY H. V has two large staterooms, each with a private bath arranged with a mutual joining shower. The modern galley features a large oval dinette, built-in for casual dining. A stainless steel hood over the range and sliding plexiglass doors on the dish cabinets are other galley conveniences. The pilot house is enclosed with a 38" built-in upholstered wheelman's seat.



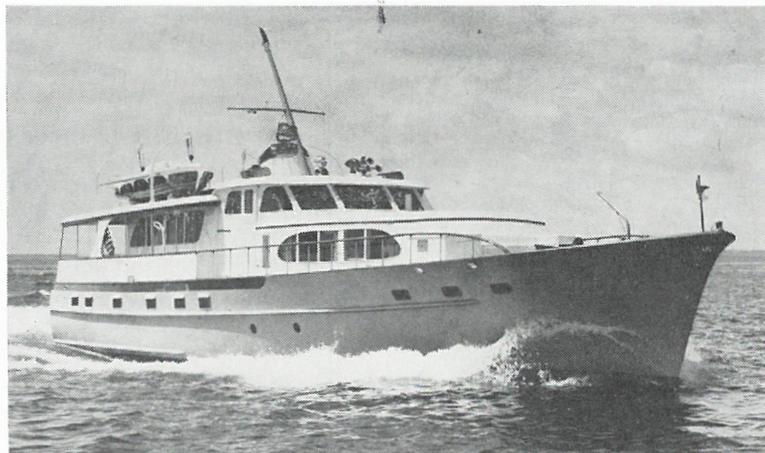
Candid shots caught at the trial run of SEA STAR, 90-foot steel auxiliary built for the S. A. Camp Ginning Company of Bakersfield, California. James Y. Camp, left, president of the concern confers with the architect, Rod Stephens. Right, H. C. Burger relaxes in the foreground as Stephens takes the helm.

The big sailboat left the Yard in late October, traveling down the Mississippi, through the Canal and was due to arrive in California on the 12th of December. Last word received from SEA STAR was a letter from Mr. Camp to H. C. Burger, post-marked November 27th, Panama City . . . "She is a great ship and you and your company would be proud of the way she sails."

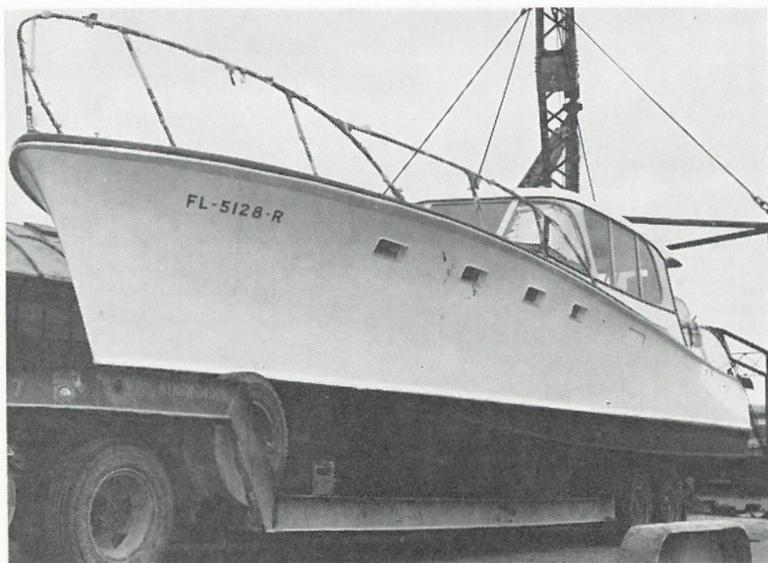
NEWS, VIEWS & VOYAGES



Home at last . . . after a 7000 mile shakedown cruise, PRAIRIE BELLE is shown at the St. Francis Yacht Harbor. The 80' steel cruiser, delivered to Robert E. Dant in April, arrived in San Francisco early in July.



SEVEN SEAS has a new owner. The magnificent 90-foot custom steel cruiser built for prominent yachtsman, C. F. Johnson, was sold to W. E. Phillips, Toronto, Canada. The boat will have Canadian registry and the home port will be listed as Toronto. Mr. Phillips, who is Chairman of the Board of Massey-Ferguson, Ltd., expects to cruise to Miami and the Bahamas where he has had a winter home for a number of years. In the meantime, Johnson has taken delivery on the Aluminum Sport Fisherman and will have a new Burger cruiser in aluminum built next year.



EL PRONTO, the Hargrave designed Sport Fisherman, left Manitowoc by truck December 21 and headed for warm Florida waters. Flybridge was removed and stowed on the afterdeck to reduce road height. Even in over-land traveling gear, the trim dramatic lines of the aluminum 40-footer forecast the lively maneuverability soon to be seen afloat.



A letter from H. J. Windolph describes the new flybridge added to MARA CAPRICE, Burger 60 delivered in the spring of 1958. "Note access to flybridge, sundeck is through a hatch in top deck and up an aluminum ladder. Installation is all aluminum with foam rubber seats and backrest and storage compartments. Removable aluminum ladder can be stowed in flybridge compartment. Total height is only 26 inches. For all other dimensions you are welcome to send anyone to take all dimensions.

"The railing is natural mahogany. Controls at this time consist of a remote auto-pilot. Hydraulic controls are to be installed this winter. Flybridge does not seem top-heavy at all. Especially advantageous in narrow confines and rocky or dangerous waters. The MARA CAPRICE is the largest boat ever to cruise the Benjamin Islands of the North Channel, Georgian Bay."

Burger Representatives In Florida For The Winter Season

Direct representatives of Burger Boat Company, Inc. will travel throughout Florida again this year during February and March to contact prospective owners.

Anyone interested in seeing a Burger boat or meeting a Yard representative is advised to contact the main offices at Manitowoc, Wisconsin, to arrange for a convenient appointment.

According to H. E. Burger, 1960 deliveries are still available on either standard steel or aluminum cruisers.

The prevalence of active yachtsmen, Burger boats and happy Burger owners in this area make it a very desirable place for preliminary meetings.

(Continued from page 1)

completed Hargrave-designed 40' Sport Fisherman and a 72-foot cruiser started this past fall. The smart looking Fisherman was built for C. F. Johnson, former owner of the 90' Burger-built steel cruiser, SEVEN SEAS, while the 72-footer is being built for C. B. DeVlieg, owner of a three year old Burger 60 in steel. To personnel at the Burger Yard, the confidence these two yachtsmen had in returning for an aluminum boat is gratifying and indicative of Burger skill and craftsmanship.

Interest is Increasing

The main office reports that inquiries on Burger aluminum cruisers have been high and it is for this reason that company executives made the decision to go ahead with a stock 63 which they hope to use for demonstration in the near future.

The Burger Standard 63 is patterned after the very versatile Burger 65 in steel, the latter being the all-time Burger favorite. The 63 will offer a choice of two or three staterooms in the owner's quarters and other attractive optional features. A new brochure showing alternate arrangement plans with specifications is available upon request.

PHOTO CREDITS

Daryl Cornick
F. C. Jacobson
Warner & Associates
San Francisco Chronicle

IS ALUMINUM THE ANSWER?

A letter by J. B. Hargrave, naval architect for the 40' Sport Fisherman, gives forthright answers to many of the questions which frequently arise in regard to welded aluminum yacht construction and performance, particularly in regard to boats 40 feet and over.

312 Royal Palm Way
Palm Beach, Florida
September 18, 1959



J. B. Hargrave

Gentlemen:

I have just returned from Manitowoc where we had a meeting on aluminum. With the subject very much in mind I thought it would be a good time to answer your letter about the forty footer.

As you know, Mr. C. F. Johnson is an enthusiastic proponent of metal boats, especially after his experience with SEVEN SEAS. He is an ardent fisherman and became intrigued with the idea of building a sport fishing boat that would be light, fast and yet retain the advantages of metal, namely the virtual one-piece welded hull and the freedom from seam working and potential rot.

Aluminum is not, of course, a miracle material and has problems and idiosyncrasies peculiar to itself. Expansion and contraction are double that of steel. When compared with wood of equal strength, aluminum has insufficient stiffness. We therefore design mainly for stiffness, and the result is a tremendously strong hull with an excess or reserve of strength capable of absorbing great amounts of energy from collision or other damage.

It should be added that with the owner's cooperation aluminum is being used more extensively in this boat than might usually be the case. We therefore expect problems and hope that their solutions may lead to better and easier ways of building aluminum boats.

We will have more complete comments to make after the boat is finished and has run her trials, but perhaps this will help you now.

Very truly yours,
J. B. Hargrave

Question: What is the outstanding feature of this boat in your estimation?

Answer: Besides being built of aluminum from frames, plating, decks and house — which is an unusual thing, the next most prominent characteristic would seem to be the shape of her hull. We did some model testing to determine a form that would have good sea-ability at fairly high speeds. She has essentially a convex forefoot section to minimize pounding, together with a system of spray strips designed to keep her dry under most conditions. The running bottom is essentially monohedron with rather generous convex deadrise.

Question: Approximately how much lighter is this boat than a similar hull of wood? Or of steel? What does this mean in regard to speed and maneuverability?

Answer: The boat is about 3000 lbs. lighter than a comparable

wood boat and probably 6000 lbs. lighter than a steel boat with wood decks and house. We estimate that 1500 lbs. is worth about a mile per hour. As a fishing boat she would lose some of her "liveliness" in maneuvering on a fish if she gained weight appreciably. We hope to maintain very nearly the original weight and not gain over a period of time through soakage as a wood boat does.

Question: In regard to maintenance . . . will it require paint every year? How collision proof is it? If hull is dented or marred, must it be repaired immediately, or can it wait until the end of the season?

Answer: We are using a special resin blend paint, and although we have reason to believe it will be superior to the usual marine enamel, it would be difficult to predict the durability on the basis of present scant experience. Wood boats are usually painted when the seams

crack, often before the paint film has deteriorated. The metal boat, especially aluminum, can be expected to utilize the life of the paint. In a collision, the aluminum would yield, dent or buckle drastically before tearing. A wood boat would splinter or break planking and fastenings.

Question: What about cost?

Answer: This is the 64,000 dollar question. We expect the forty footer will be expensive, since so much pioneering work is being done in houses, windows, etc., also, we did not limit the amount of shape from a design standpoint, relying on the confidence of Burger Boat Company to handle any normal form. A simpler form could be less expensive although not as efficient nor as attractive.

Question: How much tougher is the hull than one of wood?

Answer: Aside from the fact that the aluminum hull would be half again as strong as a good wood hull of the same weight, much more abuse could be absorbed by the aluminum hull without actually holing the vessel — due to the above mentioned ductility of the metal.

Watertight bulkheads are provided at the forepeak, both ends of the engine room. A watertight double bottom protects a good part of the forward portion which might be subject to damage from running on a sharp obstruction at planing speed.

Question: Will the aluminum hull "last" longer than wood?

Answer: Aluminum construction not only needs care in the building, but requires continued vigilance against any alterations or new installations which might bring dissimilar metals into direct contact with the aluminum structure and introduce galvanic cell corrosion leading to rapid deterioration of the aluminum. If this action is avoided, the aluminum boat should last as long or longer than the best wood boats.