

BURGER

Burger Boat Co., Inc.
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yard news

BURGER ALUMINUM PERFORMANCE PROVEN



Above Photo — Courtesy of Vickers Division, Sperry Rand Corp.

Side by side, two Burger Cruisers demonstrate the timeless beauty of Burger design and performance. Which is the most recent model? CAROUSEL, Burger 71 above, was delivered

to Asher Cole, Chicago, Illinois, in May 1967. Her slightly smaller counterpart, HAPPY DAZE II, Burger 63, built for H. C. Robinson, Baltimore, Maryland, was delivered in May 1965.



CONNIE-R, Burger 81 motor-yacht design, was built in 1971 for Rocco Ferrera, Detroit, Michigan. The lightweight, but

tough, aluminum hulls are tops for cruising speed and performance. Maintenance is minimum and interiors roomier than most.



Mr. and Mrs. Charles F. Moore of St. Clair, Michigan and Naples, Florida, cruise the Great Lakes and Canadian waters during the summer months and head for the Bahamas and Caribbean before the snow flies. Their beautiful Burger 66, launched in 1970, has a flying bridge and is powered by twin GM12V71N Diesels. Fuel capacity is 1760 gallons and the yacht is equipped to convert saltwater to fresh water during extended cruising.

If you are wondering why the Moore's named their Burger "DIAMOND STAR" . . . and there could be many connotations . . . the fact is, that "diamond" is an old family name, so to speak, as Mr. Moore is Chairman of the Board of Diamond Crystal Salt Company.



DIAMOND STAR



Above — The Moore's find the light spacious afterdeck lounge a pleasant setting for luncheon and casual daytime relaxation. Breakfast and dinner are usually served in the forward deckhouse salon. The DIAMOND STAR has three staterooms for the owner and guests with crew's quarters in the forepeak.



Above — Owner Moore points out the practicality of the eye-level instrument panel in the handsomely paneled pilothouse. DIAMOND STAR offers the option of control from the enclosed pilothouse or flying bridge.

SISTERS THREE AT HARBOR SPRINGS, MICH. — Three Burgers shared adjacent berths at this popular Lake Michigan port. From the left, Robert Stevenson's "MARION", a 66-footer built in 1970; at center is "DIAMOND STAR", 66-footer Burger owned by Mr. and Mrs. Charles Moore; and at right is "GLORI-BEE", a 70-footer owned by Glendon Roberts, built in 1967.

Photos courtesy of the HARBOR LIGHT Weekly, Harbor Springs, Michigan.

NEWS ABOUT NEW BURGER BOATS

Recent Burger deliveries include a 66-footer built for Mr. and Mrs. John F. Uznis, Dearborn, Michigan. Christened the EVELYN V on October 9th, this beautiful new Burger cruiser has a flying bridge.

She is powered by a pair of GM 8V-71 turbo-charged diesel engines and has a 15 KW Kohler diesel generator. Other important equipment aboard includes Bennett Trimatic Trim Tabs, Kelvin-Hughes Model 17 Radar, Sperry 8T Automatic Pilot, Ross Sportsman Depth Indicator, Executone Inter-Communications, Konel KDF 363 Automatic Direction Finder, Raytheon Model 220 Hailer, and Konel "Gemini III" KR-25VN VHF Radio Telephone, as well as Konel KR-150 AM Radio Telephone.

The flying bridge is equipped with a duplicate set of steering and engine controls.

The interior arrangement plans feature two guest staterooms, one master stateroom and crew's quarters forward. The lounge and passageway are paneled in natural Korina. The pilothouse exterior wood trim and forward decks are teak.

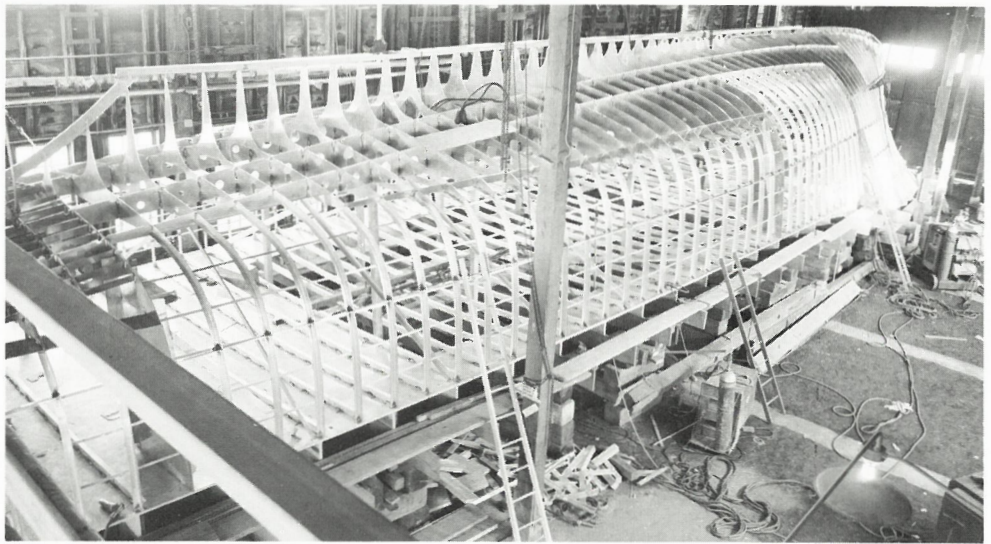
EVELYN V has Cruisair air conditioning and heating throughout and a Garrard 3000 Stereo Music system. Housekeeping installations include a Hot Point Food Center Refrigerator, a Coldspot Refrigerator, a Whirlpool Ice Maker, Corning Counter Cook Top, Hot Point Micro-Wave Oven, Kitchen-Air Automatic Dishwasher and a G.E. Washer Dryer. Toilets are Raritan Crown Deep Draft Hi-Boy.

Mr. and Mrs. Uznis are first-time Burger owners.

PANACEA III

The new Burger 71 Cruiser delivered to William Weiss in December was also a well-equipped flying bridge design.

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The 99-footer being built for Ogden Phipps is rapidly becoming an entity. This will be the first Burger yacht to be equipped with a helicopter landing pad on the upper deck. It promises to be a very distinctive boat in many other respects. Two feet longer than SHANGRI-LA and TITIAN . . . this will be the largest Burger in many a year. BUCKPASSER is her name.



Among new boats scheduled for construction in 1973 is a 72-foot motor-yacht for the Jay Kay Corporation. Principal dimensions will be 72' overall length, 18'8" beam and 4'9" draft.

THE BURGER EXCHANGE

ORIGINAL NAME	ORIGINAL OWNER	YEAR	DESCRIPTION	NEW OWNER	NEW NAME
JO-JAN	Edward C. Streater	1968	64'2" Aluminum	Earnest H. Augat	TAGUA
TITIAN	Wm. K. Carpenter	1966	96'4" Aluminum	Wm. Remmert	ELIZABETH R.
ALBATROSS	Harry I. Schuster	1969	64'2" Aluminum	Dr. Russell N. Carrier	IMPULSE
GENEVA STAR	Byron Motion Pictures	1970	66'11" Aluminum	Robert Severson	MARION
TEJANA	H. C. Otis*	1958	70'0" Steel	Louis A. Petri	KOW-KEE
PEGGY M II	W. H. Miller	1952	53'0" Steel	Charles R. Cregar	DOLLY - C
LADY KATY	Piper Imports, Inc.	1968	64'2" Aluminum	J. H. Rutter (Rex. Mfg. Co., Inc.)	LADY KATY
MARIE	R. W. Herrick	1949	53'0" Steel	Van Metre Marine, Inc. (Albert V. Van Metre)	PATRICIA ANN
SUNNY BEA III	Craig M. Penrith	1970	66'0" Aluminum	Gerald W. Blakeley, Jr.	ROVERLING
STILL ROVIN' IV	R. W. Beeson	1961	55'0" Aluminum	William Millman	ODESSEY
PANACEA II	William Weiss	1968	64'2" Aluminum	P. Kendall Corporation	IT'S ME
REOLA IV	R. E. Olds*	1950	58'0" Steel	Ampeeco Inc. (Murray Pfeferman)	AMPEECO
NA-JA-HA-BE	Harry I. Schuster	1949	53'0" Steel	Dr. G. S. Rosenthal	FLEUR DE LIS
VIRGINIA	Reynolds Metals Co.	1956	36'0" Aluminum	Claude Duval	M. V. RICHMOND
DUNREATH	Col. Roger Williams, Jr.	1958	65'0" Steel	Carlos Echeverria	SEA LIGHT
HI-LADY	Houdaille Industries, Inc.	1956	60'0" Steel	James Davis	SPECIAL EDITION
EL BAR GOR IV	Gordon B. Zellers*	1956	54'0" Steel	Allan Seiwart	SEA-N-ISLE
MARGIE	Vincent Rohlf	1963	63'0" Aluminum	Ira Koger	IDYLL
ABLE LOVE	Albert M. Stein*	1962	63'0" Aluminum	William F. Ludwig, Jr.	IDLER IV
GLORENE	Henry W. Angsten*	1962	63'0" Aluminum	Seymour Ellis	SEA-MORE
SALLY H V	E. E. Hays	1959	60'0" Steel	Dr. S. A. Montgomery	BON-BON
MARIE II	R. W. Herrick	1950	63'0" Steel	Israel Nautical College	M. Y. "POLANAISE"
SOUTH SEAS	C. F. Johnson	1960	75'7" Aluminum	Tenaco, Inc. (N. J. Freeman)	NORTH STAR

*Deceased

THE OMEGA NAVIGATION SYSTEM



Omega is a very long range, day and night, electronic navigation system. This system is the result of fifteen years of extensive research and development sponsored by the U. S. Navy.

Omega is known as a hyperbolic navigation system. The completed system will consist of eight high powered radio transmitters spaced around the world and operating on a frequency of approximately 10 kiloHerz. The propagation & phase relationship between the signals from any pair of these transmitters cover the earth with a grid of imaginary lines which are called lanes. These lanes are not straight lines but have the shape of hyperbolic curves; hence the name of the system.

The width of each lane is approximately eight miles. Each lane is designated by an identifying number and these numbered lanes are overprinted on the Omega navigation charts. Any spot on the earth can be designated by its Omega lane numbers just as it can be designated by latitude and longitude. It of course requires two Omega lanes laying at more or less right angles to fix a position. These lanes are obtained by using two pairs of conveniently located Omega signals.

Although the Omega Lanes are approximately eight miles wide, this distance can vary in some areas. The Omega receiver divides these lanes into 100 parts, telling your location within the lane itself. The present accuracy of the system averages between one and two miles. When the system is completed the accuracy should be close to one-half mile, depending on the sophistication of the receiver.

At present four of the eight stations are in operation. They are A-Norway, B-Trinidad, C-Hawaii, D-U.S.A. These four stations give complete coverage of the northern hemisphere with the exception of some Asian areas. They also give coverage to

approximately twenty degrees south latitude. Additional stations are presently under construction in Japan and Australia.

The Omega system does not have the problems and limitations inherent in the Loran Navigation System. The Omega receiver is simple to operate. It does not have an oscilloscope screen and does not require operator skill in matching and identifying signals on such a screen.

Only two operations are required to place the Omega receiver in use. First the receiver must be synchronized to the signal being received from the nearest Omega transmitter. This is a simple procedure of flipping a switch to make a blinking light coincide with an audio tone heard on a set of earphones.

Secondly, you must feed into the receiver, your initial location. This is normally done at the dock before you get underway, but it can be done at anytime. Extreme accuracy is not required when initially setting up the receiver. With a two frequency receiver, which we recommend, you can make an error of as much as twelve miles and still be able to lock the receiver correctly. Once the receiver has been adjusted it will automatically track all movements of the vessel. The lane positions are given continuously on a digital readout. Also included is a paper chart recorder. This recorder gives you a continuous and permanent record of the vessel's movements with respect to the selected Omega lanes.

It also gives an indication of any interruption of the signals from the transmitter or of a failure of the receiver.

When using an Omega receiver it must be borne in mind that the numbers displayed on the digital readout do not in themselves give any directional or positional information. They are simply numbers which refer to lanes in the Omega system. Before they can have any navigational value they must be plotted on suitable Omega charts.

For this reason an Omega receiver supplements but cannot replace other navigation instruments such as good radio direction finder or radar. If both systems cannot be included in the vessel's navigation system then first choice should be given to a high quality radio direction finder capable of taking accurate bearings at distances of 500 miles or more.

Underwater Exhaust Is Advantageous Construction Feature

Two recent 81-footers have incorporated an "underwater exhaust" to eliminate stack and fumes from the flying bridge. This has proved so advantageous in many respects that a similar plan will be employed on several new Burgers coming up soon.

In addition to enhancing the flying bridge, this design feature does away with the awkward space-consuming stack tunneling the central portion of the larger vessel or exhaust pipe which is generally channeled through the owner's stateroom.

In both instances disagreeable soot and fumes are totally absent, while vibration and noise are cut to a minimum.

An "underwater exhaust" was first used at the Burger Yard in the Hargrave-designed "Star of the Sea". It looks like a current trend developing.

The Evolution of the Afterdeck

The former "open-air" afterdeck has, in recent years, evolved to "second salon" as four out of five new Burger owners have specified zonal air-conditioning to make this pleasant area of the yacht more livable.

Plexiglass transom windows have replaced storm curtains, and the new afterdeck is often carpeted and as beautifully furnished as the main salon . . . and why not, for it is being used more.

Market on Used Burgers Strong

The market for used Burgers continues strong. As the Burger Boat Co., Inc., keeps a fairly accurate tab on owners and all boats built . . . check with Henry E. Burger if you are interested in a used Burger Boat. There are perhaps 3 or 4 available.

In several instances, owners of new Burgers have filed position for another new Burger before departing the Yard . . . and that's not such a bad idea. The value of the new Burger aluminum cruisers and motor-yacht holds, and on many occasions a used Burger has sold for a sum exceeding original purchase price!

Elias Gunnell III Married

On August 12, 1972, Elias Gunnell (better known at the Burger Yard as "Skip") married Miss Janet Protz of Manitowoc. "Skip", who joined the family boatbuilding business four years ago, and his new bride are residing at 1419 North 8th Street in Manitowoc.

NEWS ABOUT NEW BURGERS *(Continued from page 3)*

She is powered by a pair of GM12V-71N diesel engines and has two Onan 15KW auxiliary generators. Other installations include a Kahlenberg Air Horn and Compressor Unit, Lux-O-Matic Fire Protection System, Mansfield Vacu-Flush Toilets, Bennett Electro-Hydraulic Trimatic Trim Tabs and Wilcox Sea Brace Ship Roll Stabilizer System.

This is the third Burger for Weiss. The second was a Burger 64 delivered in 1968 and the first, a Burger 60 of steel built in 1954.

The new PANACEA has two guest staterooms and one master stateroom with crew's quarters forward. The lounge and passageway are paneled in sliced white oak. The pilothouse and exterior trim are in teak.

Electronic equipment aboard includes

Kelvin Hughes Model 17 Radar, Benmar Model 16 Automatic Pilot, Bogen 7-Station Intercom Phone, Konel KDF-363 ADF and Konel "Gemini" KR-25VN VHF Radio Telephone, and Raytheon Model 1275A Single Side Band Radio Telephone.

PANACEA III has Cruisair air conditioning and heating throughout and as the EVELYN V, she also has a music system.

In the housekeeping department there is a Revco Ice Cube Maker, Westinghouse Model 1MK-10-0 Ice Cuber, Waste King SS7000 Garbage Disposal, Whirlpool Trashmaster, Marvel Refrigerator, Westinghouse Frost-Free Refrigerator-Freezer, Corning Counter Cook Top, Westinghouse Built-In Self-Cleaning Oven, Westinghouse Model KB-555PX Oven, GE Model SD600 Dishwasher, Westinghouse Washer and Dryer, and Nutone Central Vacuum Cleaner System.



"FLEUR DE LIS", a Burger 53 built in 1949 and currently owned by Dr. G. S. Rosenthal, was used in several sequences of the TV series "The Senator". Her afterdeck structure was altered for the shooting of the series. Dr. Rosenthal writes that the extra room provided by the remodeling has made the ship increasingly livable.