

# yard news



## Florida . . . Showplace for New Burger Boats

*Above — PANACEA III, last Burger launched in 1972, glistens in the Florida sun. She is a 71-foot flying bridge cruiser built for William Weiss.*

*Below — Two more Burgers attracted admiring glances at Fort Lauderdale. Baumgarten's new HORSELESS CARRIAGE is a thoroughly modern 71-footer with flying bridge, just a little bigger and a little bit better than the original HORSELESS CARRIAGE built in 1968. Lower left — the lovely EVELYN U, built for John Uznis last year is a trim 66-footer.*

*More on Burger boats in Florida on Page 4.*







## Launching Highlights From the '72 Season

Upper left — AQUAGEM, one of two 81-footers built last year, was launched in August, in time for Lake Michigan shake-down cruising and a full season in Florida. Upper right — Phill and Joanie Baumgarten and the new HORSELESS CARRIAGE, 71-footer launched late in May. Lower left — Miss Sharon Uznis officiated at launching ceremonies for EVELYN U, Burger 67-footer launched in October. Lower right — PANACEA III, last launching in 1972, a 71-footer and number-3 Burger for owner William Weiss.



## ANTIBES Avante-Garde 72-Footer Launched On April 30

Burger Yard crews reacted with extraordinary pride and enthusiasm to the daring concepts prescribed by Joseph Braswell, A.I.D., for the innards of the new Burger 72 Lounge-Cruiser recently completed for the Jay-Kay Corporation of Dover, Delaware.

During long months of construction, yard personnel came to refer to ANTIBES as "the space ship," which aptly describes her "way-out" interior decor and modern equipment.

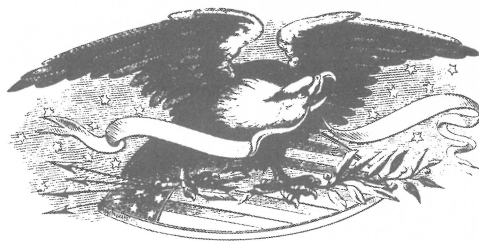
The walls of the sculptural deckhouse lounge are finished in a glossy Van Dyke brown with alcoves painted in frosty silver. The curvilinear passageways, door and window frames are also edged in silver.

A tawny suede leather patina and bronze-toned mirrors have been used to cover walls in the unique L-shaped master stateroom which has been located amidships. Braswell has departed drastically from the conventional interior arrangement plan to carve below deck quarters into commodious and multi-functional living areas for owner, guests and crew.

On the afterdeck, curvaceous built-in lounges have been placed at the corners

of the stern in a most congenial seating arrangement.

We hope to have more on this deboniar 72-footer in a future issue.



### "BUILD AMERICAN"

We don't like to capitalize on others' misfortune unless they tempt us by going to a foreign builder. A fellow-booster of American-built boats sent us this "sooty-bit" of gossip which we pass on for your benefit.

It concerns a very luxurious foreign-built vessel which was back for major reconstruction less than three months after she had been commissioned.

The private disaster occurred during a gala shipboard party in the south of France as the American-owner conceded to demonstrate the maneuverability of his big, beautiful new toy to his guests.

As the engines were started, the smokestack, unconventionally located at the stern, belched clouds of soot over the guests and swimming pool. Unfortunately the yacht had been docked in a highly-

polluted spot and debris had clogged the exhaust. A "red-faced" host put his black-faced guests ashore and prepared to set sail for the yard to have the yacht cleaned when disaster struck again. As the crew hauled anchor, the ill-conceived design did not function properly and the chain sliced cruelly into the bow.

Last word was that the smokestack might have to be relocated midships at a sacrifice of cabin-space. It is rumored that the bill for it all could raise the Andrea Doria, and you better believe it.

## GM Turbo-Charged Engines — Very Efficient

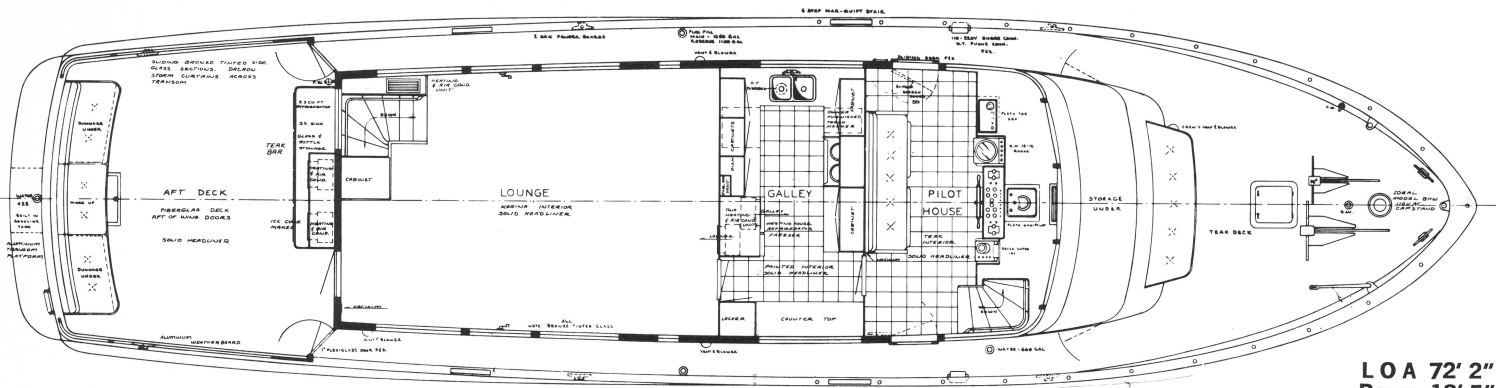
Several of the new Bergers have been and will be powered by new 12V-71TI or 8V-71TI Turbo-Charged Marine Diesel Engines.

What does this mean in terms of efficiency? Higher speeds attainable at considerably less weight.

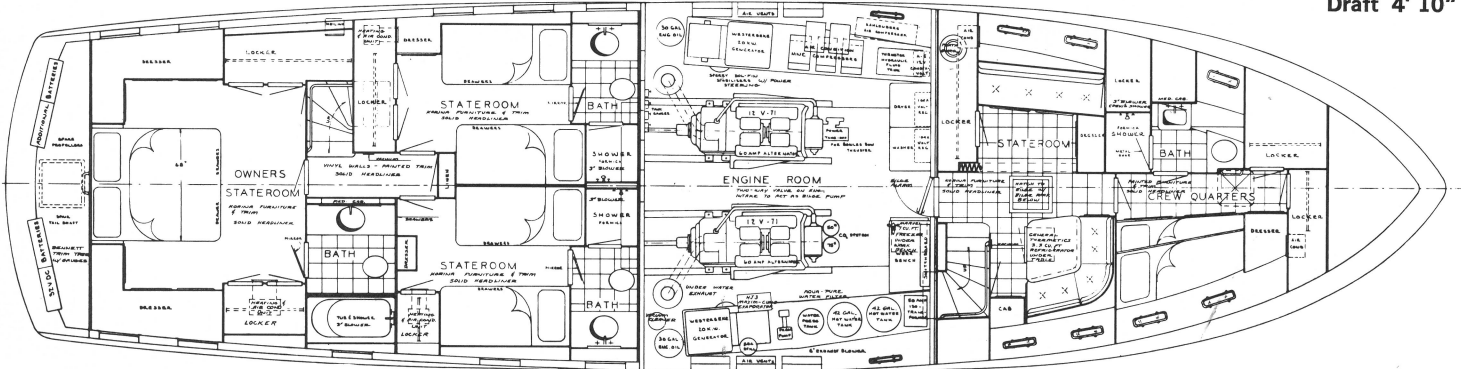
A new GM 8V-71TI will develop 435 hp attaining speed comparable to a regular GM12V-71N. In weight this means similar performance at 1675 pounds less per engine.

A GM 12V-71N weighs 4925 pounds as compared to the 3250 pounds of the very efficient GM 8V-71TI Turbo-Charged Marine Diesel.

A new GM 12V-71TI will develop 675 hp and weighs in at 5200 pounds per engine.

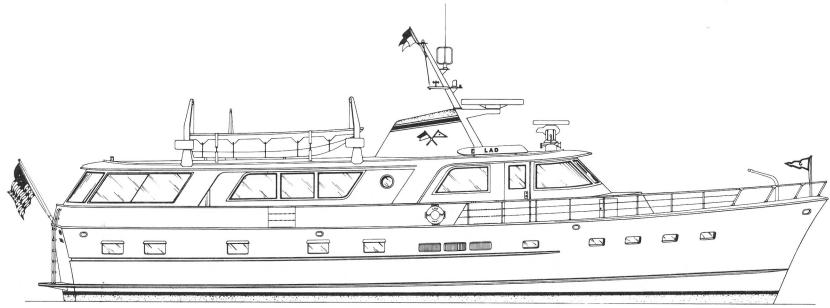


LOA 72' 2"  
Beam 18' 5"  
Draft 4' 10"



## Another Burger 72 Under Construction

This Burger 72 Lounge Cruiser has been scheduled for completion late in 1973 for an undisclosed Mid-Western Yachtsman. Arrangement plans call for a top side galley and pilothouse forward. There are three spacious staterooms in the owner's quarters.



## The Burger Exchange

If you like to keep up with the Burgers, may we offer this word of explanation. We only note the Original Name of Yacht, Owner and Year Built with New Owner and New Yacht Name. Confusion will arise if you interpret our listing to mean that the new owner acquired his Burger directly from the original owner. There are often many owners in-between.

ORIGINAL NAME	ORIGINAL OWNER	YEAR	DESCRIPTION	NEW OWNER	NEW NAME
GRETCHEN	C. O. Mogg*	1947	50'0" Steel	Thomas Hallock	THE LADY ANNA
CYRENA	Phillip D. Armour, Jr.*	1964	68'11" Aluminum	H. F. Stern	
POLARIS	Lawrence J. Plym	1950	53'0" Steel	Harold Arutuniam	POLARIS
TAE-FOY	E. M. Bonfoey	1967	64'2" Aluminum	Patrick H. Welder	KATALINA

\* Deceased.

## Another Burger Launched in Family Business



Henry Richard (Dick) Burger, age 25, son of Henry E. Burger, President and co-owner of Burger Boat Company, Inc. represents another generation in the 110 year-old family boat-building business.

For the past eighteen months, Dick is undergoing a very thorough indoctrination in many facets of yacht-building and sales.

A 1970 graduate of Dominican College at Racine, Wisconsin, Burger also is a graduate of Wentworth Military Junior College and attended Mount St. Paul. His field of study during college was Human Relations. He is married and lives in Manitowoc.

Since his association with Burger Boat Company, Inc., Dick has worked in the storeroom, as a "fitter," as an electrician,

with the painters, and in the hull shop. He is currently acquiring "know-how" in the purchasing department and company officers. Dick has very recently completed a Dale Carnegie course to further enhance his fine background.

Dick joined the Yard just in time to work upon the new 81-foot SIS W. He has worked in various capacities on CONNIE-R, SILVER SEAS, AQUAGEM, EVELYN U, PANACEA III, ANTIBES and BUCKPASSER.

Dick is actually the second member of the fifth generation to become affiliated with the company in recent years. Elias Gunnell III, a grandson of George B. Burger, and son of Elias Gunnell II, vice-president co-owner of Burger Boat Company, Inc., joined the firm in 1968.





## Burger Boats In Florida

*Our roving photographer captured only a few of the many Burgers, old and new, that made the Florida scene this season.*

*Upper row, left to right — PATIENCE II will do while owner Norman Grob awaits a new and larger Burger. PATIENCE II is the former HORSELESS CARRIAGE, a Burger 64 built in 1968.*

*Another of the beautiful older Burgers is SEA-MORE, a ten-year-old Burger 63 currently owned by Seymour Ellis.*

*WILLEEN, seen here at Naples, Florida, is a Burger 63 built in 1965. The former SHELMAR, she is now owned by Paul G. Benedum.*

*Second row — Rocco Ferrara's CONNIE-R is a familiar sight at Pier 66. This spacious 81-footer built in 1971 has a very livable houseboat arrangement plan.*

*AQUAGEM, a brand new Burger 81 aluminum cruiser with flying bridge wintered at Palm Beach.*

## Silver Seas - Ready for a Second Season

Happy was the day a year ago in May when Mr. and Mrs. A. Harold Anderson and party celebrated the launching of SILVER SEAS. A photo of the new 71-footer with flying bridge taken on Lake Michigan foretells another season of care-free cruising for the Andersons, first-time Burger owners.

The pilothouse of SILVER SEAS has been well-equipped with a duplicate installation of steering and engine controls and instrumentation on the flying bridge. She is powered by a pair of GM 12V-71N diesel engines and has two 15 KW Westerbeke Auxiliary generators. Bennett Electro-Hydraulic Trimatic Trim Tabs and Maxi Fin Stabilizers add to better cruising performance.

Electronic equipment includes: Kelvin Hughes Model 17 KH Radar; Ware Model

W350 Auto Pilot; Ross Sportsman T-100 Depth Indicator; Bogen 5-Station Intercom Radio Telephone; Konel KR-153 Single Side Band Radio Telephone; and Music System.

Anderson is a member of the Chicago Yacht Club and also the Coral Ridge Yacht Club.

## Yacht 'Margie Number 2' Alive and Well In Wisconsin

A recent communication from Vincent Rohlf asked us to assure MARGIE's admirers that he has not sold her!

Our Yard News reference to the sale of MARGIE last issue, referred to the MARGIE Number 1, a Burger 63 built in 1963. New owner is Ira Koger and she's been re-named IDYLL.

