

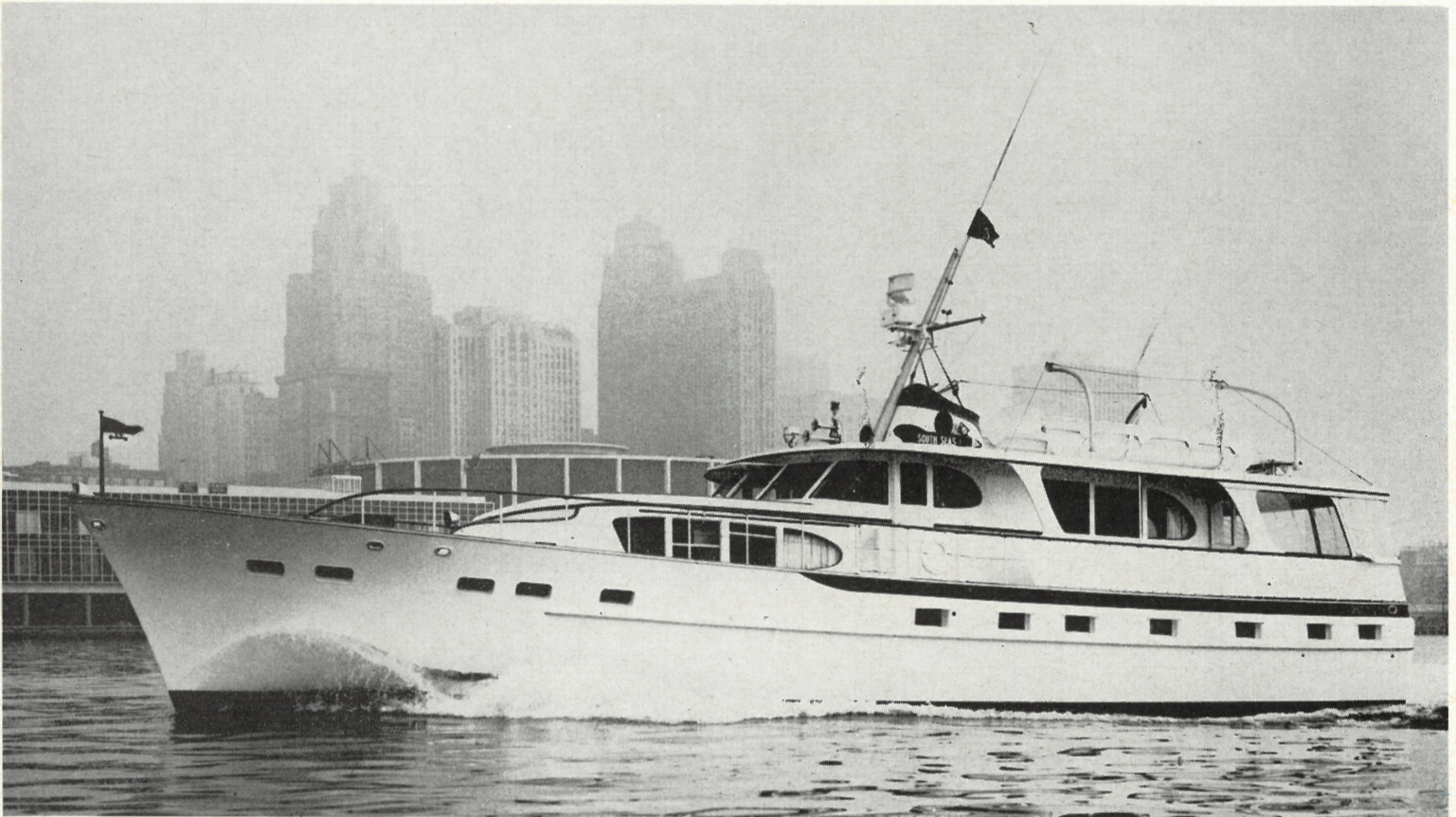
YARD NEWS

BURGER CONTINUES TO SET THE PACE

Vol. I, No. 12

BURGER BOAT CO. — MANITOWOC, WISCONSIN

Spring Issue, 1961



Silhouetted against the Detroit skyline, SOUTH SEAS on shakedown cruise to Palm Beach, Florida.

BURGER 75 FOOT ALUMINUM CRUISER TAKES TITLE

SOUTH SEAS Now the Largest All-Aluminum Yacht Built in America

The sixth sister of a rapidly growing family of Burger all-welded aluminum yachts, SOUTH SEAS is to date the largest aluminum pleasure cruiser ever built in America. The seventy-five foot beauty, designed by J. B. Hargrave, was launched at the Burger Yard in late August.

Owner, C. F. Johnson, Asheville, N. C. and Palm Beach, Florida, took delivery on September 1, 1960. An outstanding yachtsman with a reputation for outstanding yachts, Johnson has built eleven boats and has owned a grand total of twenty-three. Each, he feels, in some respect has been a step forward to the ultimate SOUTH SEAS. This is Johnson's third Burger in as many years. His previous 90-foot Burger cruiser, SEVEN SEAS, was hailed "boat of the year" in 1958. EL PRONTO, 40-foot aluminum Sport Fisherman, was delivered to Johnson this past

spring. All three were designed by Hargrave.

Ten Tons Lighter

Powered by twin GM 8V-71 Diesels, SOUTH SEAS is capable of top speed of 18 mph. Her weight-saving aluminum construction has added approximately 3-4 mph to ordinary cruising speeds. SOUTH SEAS is a full ten tons lighter than would be her counterpart in steel. Overall dimensions are 75' 7"; beam is 18' 6"; and draft is 5'. Her sleek hull, painted white, is of a magnesium aluminum alloy developed by the Reynolds Metals Company. An estimated 40,000 pounds of aluminum went into the construction. Frames and hull plating were cut and formed from 1/4" and 5/16" sheets of aluminum with tensile strength equal to steel . . . four watertight bulkheads prove an added safety factor.

Tanks for fresh water and fuel

are built integral with the aluminum hull, a feature which saves considerable interior space. Cruising range for SOUTH SEAS is over 1600 miles . . . she will be able to run from New York to home port in Palm Beach, Florida, without refueling.

SOUTH SEAS, a flush deck

type cruiser, is laid out for easy comfortable living. The eighteen-foot deckhouse opens to a teak afterdeck which is canopied and protected from brisk sea breezes by wing doors at outer deck. A circular companionway aft in deckhouse salon leads to owner

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Burger 63-A Cruiser Based in Florida

Reaches 24 mph on Trials

Performance of the first new Burger 63-A during trial runs this past November in Lake Michigan far exceeded original predictions. The graceful 63 footer in aluminum easily hit the 24 mph mark and found 20 mph as her ideal cruising speed. Built by the Burger Boat Company, Inc. as a demonstrator, the "63"

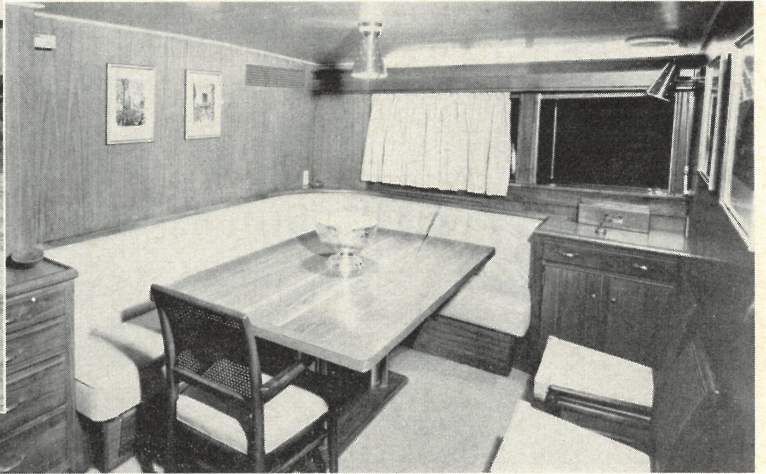
left for Florida before the winter freeze and will be exhibiting her amazing zip and maneuverability in warm waters throughout the winter. The "63" will be based at the Phillips 66 Marina in Ft. Lauderdale from January 15 through March 15 and will visit Dinner Key during the Miami Show. For appointments or further information contact the Manitowoc offices of the company.

Power for the "63" is furnished by twin GM 8V-71 Diesel Engines.

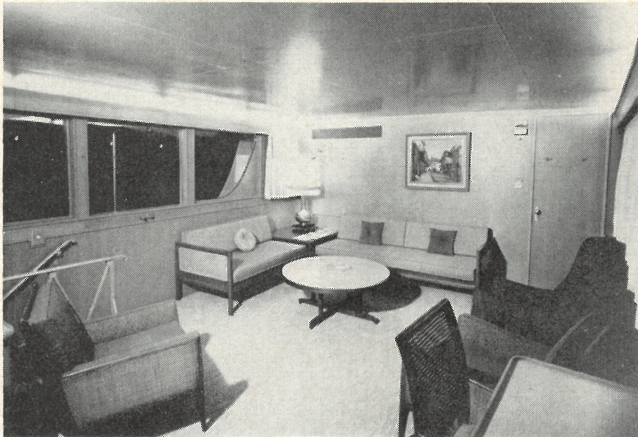
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South Seas

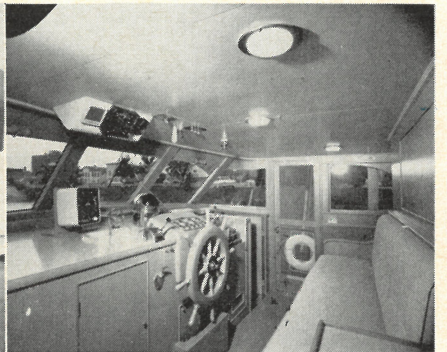
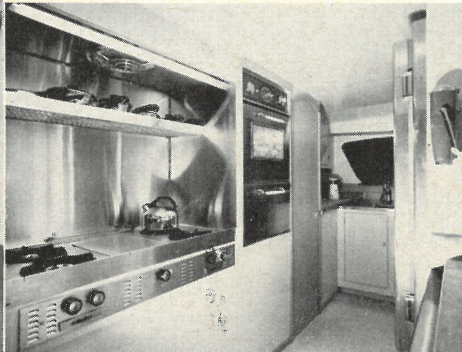
No matter what the count, launching is always a thrilling moment in the creation of a new yacht. Present for the launching of SOUTH SEAS on August 22, left to right, Henry E. Burger, Jack Hargrave, architect, Miss Anita Humphries, Miss Ann Beveridge, C. F. Johnson, owner, Mrs. Johnson and Mrs. Humphries. Miss Ann Beveridge, granddaughter of the owner, stood in to perform the christening ceremonies.



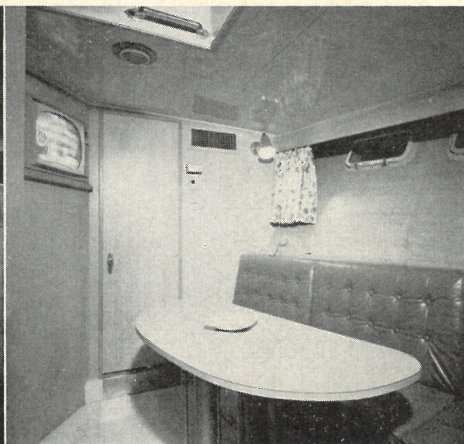
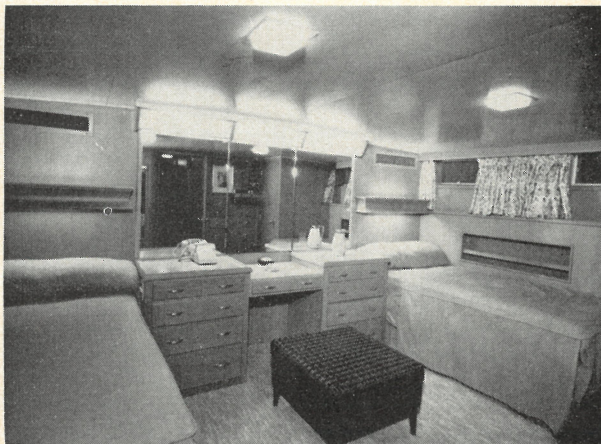
A dining room is a "must" aboard a yacht as far as the Johnsons and many other owners are concerned. Beautifully paneled in natural walnut, SOUTH SEAS provides gracious mealtime quarters.



Adding to the spaciousness of the lounge is the attractive light finish of the interior paneling, an effective background for comfortable contemporary furnishings and very easy to maintain.



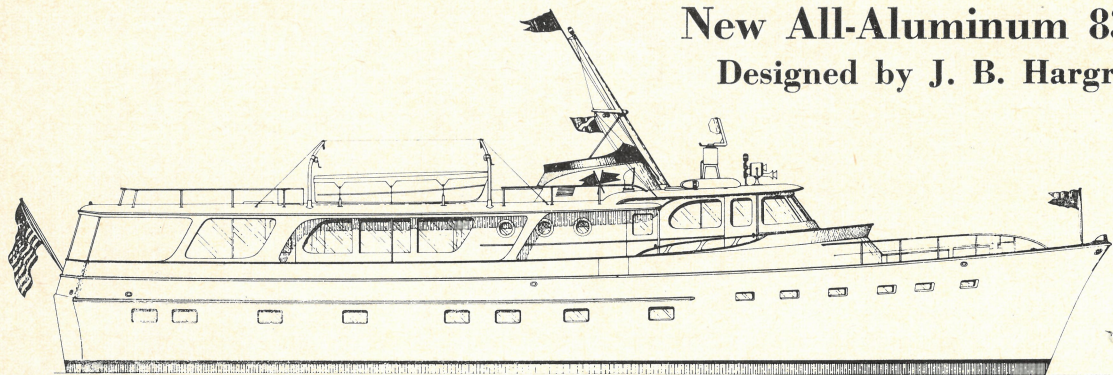
Two very important areas . . . the galley and wheelhouse aboard SOUTH SEAS show experienced planning and outfitting for the ultimate in convenience and utility.



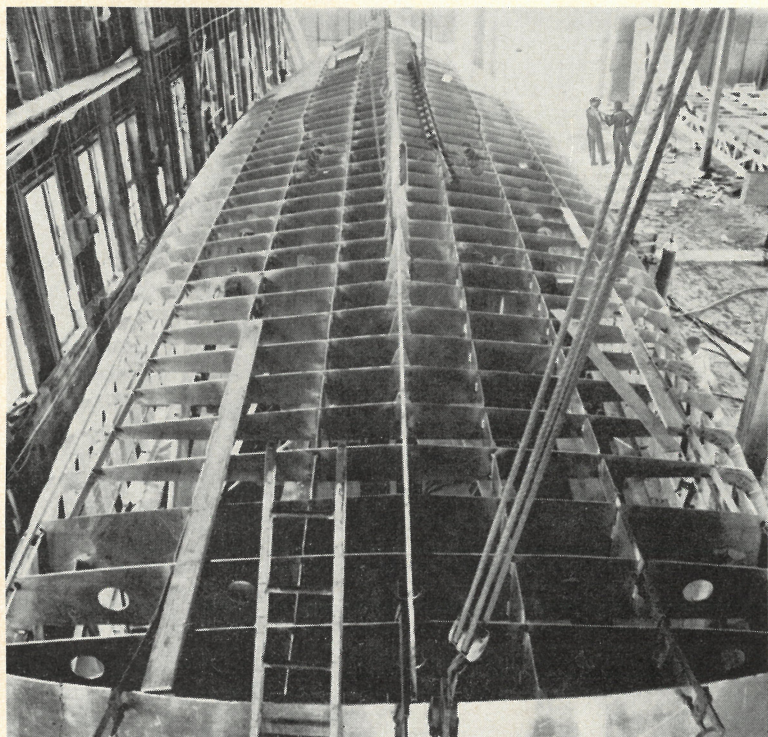
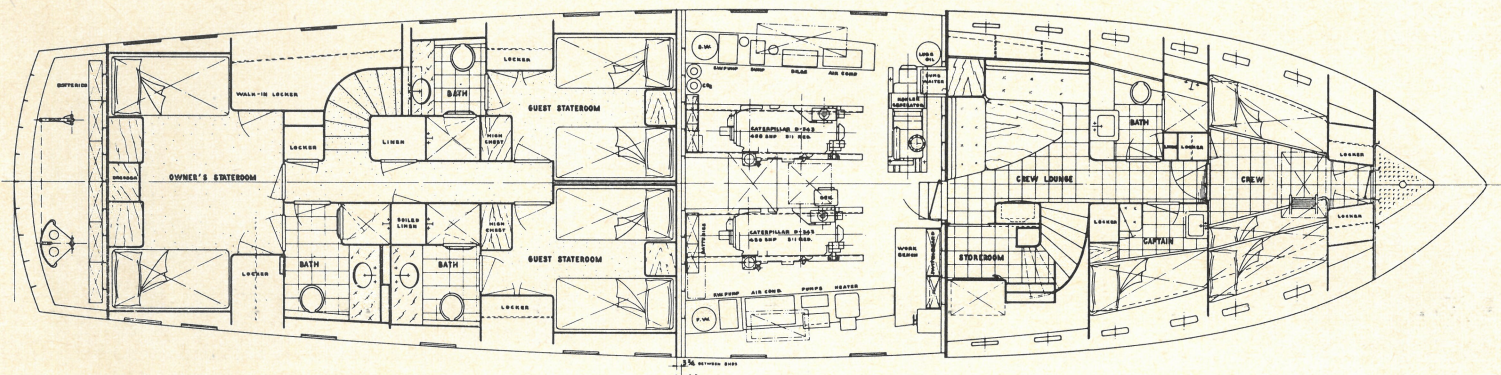
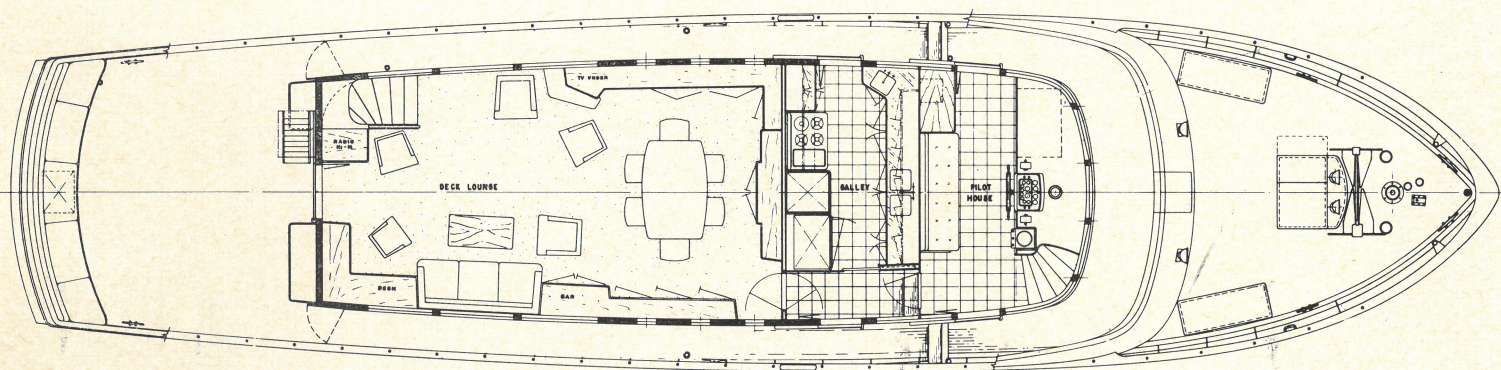
Master stateroom, at the left, exemplifies the generous accommodations throughout SOUTH SEAS. Large walk-in lockers not visible on the photo and roomy built-in storage units are all possible due to Burger space-saving aluminum hull construction.

Luxury extends into crew lounge-dinette with built-in TV.

New All-Aluminum 83 Under Construction Designed by J. B. Hargrave, Palm Beach, Florida



LOA	82'9"
LWL	76'8"
Beam	19'8"
Draft, mean	5'0"
Speed-Maximum	18 knots
Cruising	14-15 knots



A New Profile . . .

The 83-foot cruiser in aluminum now under construction features the pilothouse forward and a windbreak rail. The forward deck is raised two steps from the afterdeck in departure from the standard Burger flush-deck type cruiser. Being built for a mid-western yachtsman, the "83" has a fabulously large deckhouse salon measuring 25'6" long and 14' wide. The galley is topside with dining facilities in the deckhouse, just adjacent. Decks, exterior trim and pilothouse will be in teak, with the lounge finished in Korina and butternut. The galley and crew lounge will be in natural birch. Baths will be elegantly done in white Formica and marble. The crew's quarters, crew lounge, and captain's stateroom below, compromise the entire section forward of the engine room. A circular companionway aft in the deckhouse leads to the luxurious owner's stateroom and two guest staterooms. Designed and being built for maximum cruising comfort, accommodations are all spacious and equipment will be the most modern available. Power for the new cruiser will be furnished by two Caterpillar 450 HP 6 cylinder turbo-charged Diesel Engines. Fuel capacity in tanks built integral with the hull will be 2324 gallons with fresh water capacity of 2156 gallons.

OPPOSITE First construction views of the "83" showed her as a mammoth aluminum honeycomb. The large aluminum yacht is scheduled for spring delivery.

Burger 63-A

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Hull design was by Sparkman & Stephens with interior by the Burger staff. Overall length is 63', beam is 16' and draft 4'. The all-welded hull and entire superstructure are of weight saving aluminum with beautiful Honduras mahogany for exterior trim and traditional teak decks.

Liveable Interior

It is difficult not to let the outstanding performance of the "63" outshine her very livable interior features. Very similar to the all time favorite Burger Steel 65, the "63-A" has two very roomy staterooms in the owner-guest quarters aft, each with a private bath. The enclosed pilot house opens to the spacious afterdeck with built in seat. Wing doors shield the afterdeck from strong sea breezes and dacron storm curtains provide comfort during inclement weather making this portion of the boat very usable. The deck-house lounge forward on the new "63" has been carpeted in soft beige with furnishings in a contemporary mood in subtle blues and greens, a color theme used throughout the boat. Interior paneling is done in a pale parchment finish on mahogany. The cocktail table raises for leisurely dining and a sleep-sofa provides additional sleeping facilities when needed. Complete crew's quarters are forward. The galley has a built-in dinette. The table is attractively topped with pale blue Formica, with counter tops and refrigerator to match.

The "63-A" has a 110 AC electric system, 10 KW Onan Generator, Galley Maid Hot Water Heater, Bendix Automatic Pilot and Pearce Simpson Radio Telephone and television for passengers weary of the seascape. Beautifully executed inside and out the "63-A" offers the ultimate in modern carefree cruising.

Aluminum Advantages

During the past year, approximately 70% of the construction at the Burger Yard has been in aluminum . . . this according to Henry E. Burger is largely due to the fact that Burger is one of the very few yards equipped and capable of any sizeable construction in aluminum and certainly the most experienced builder in the field.

Aluminum is still slightly more expensive than steel, due both to the cost of material and highly skilled welding and construction techniques, but obviously leading naval architects and yachtsmen feel that the many advantages of aluminum more than warrants the additional cost.



SEA STAR . . . sailing in California

Above is first photo under sail of the 90 foot Burger-built steel ketch, SEA STAR, out of Newport Beach, California. She was built last year for James Y. Camp, S.A. Camp Ginning Company of Bakersfield, California. She was designed by Sparkman & Stephens.

SOUTH SEAS

(Cont. from page 1)

and guest quarters below. The owner's stateroom extends the entire beam of the stern . . . two other double staterooms provide gracious guest accommodations, each with an adjoining bath. The dining salon is paneled in walnut, a built-in corner seat and several pull-up dining chairs provide a genial seating arrangement, custom built-in buffets provide storage for china and glassware. White oak as well as walnut, was used in the interior joinerwork of SOUTH SEAS. Decks and exterior trim are of teak.

Topside Galley

The galley is topside and adjacent to the dining salon . . . an arrangement found on several recent Burger cruisers. This design creates not only a more pleasant and convenient galley, but makes additional space below in the crew's quarters and for additional supply storage. The galley of SOUTH SEAS has more than ample work area with coun-

ter tops, built-in Tappan oven and surface Suburban range in gleaming stainless steel. The spacious Foster refrigerator is of aluminum. Crew's quarters include a dining-lounge with comfortable built-in bunk seats and TV installed over locker for easy viewing. Additional crew sleeping is in forepeak, plus a private captain's stateroom and head with shower.

Modern Equipment

The wheel house, focal point of any boat, is roomy enough to accommodate a good number of assistant helmsmen. Chart drawers are located beneath upholstered bench. Visibility is excellent and SOUTH SEAS is well equipped with modern aids to navigation. Controls are by Panish; radio telephone by Pearce Simpson; automatic direction finder and radar by Bendix; depth recorder by Raytheon; and automatic pilot by Sperry Piedmont. Two high tensile anchors were supplied by Danforth and the windlass by Ideal.

The electric system aboard

Large Steel Cruiser For The West Coast

91 Footer Under Construction

Framing on a sizeable steel yacht for a Southern California Yachtsman is underway at the Yard. Architect is J. B. Hargrave. West Coast "bigger and better" claims can cause no argument at Burger's. This is the third outstanding large yacht to be built for Western yachtsmen in the past two years. PRAIRIE BELLE, first Burger 80 in steel, went to Robert E. Dant, St. Francis Yacht Club, and the 90 foot steel auxiliary, SEA STAR to James Y. Camp, Bakersfield, California.

SIS W To Be Replaced With New Aluminum 72

Another Burger owner switching to aluminum is C. R. Walgreen. His 65 foot steel SIS W was built in 1956. The new yacht will be 72 feet with a hull by Hargrave and interior design by Burger. As the previous SIS W, the new cruiser will be a custom boat, with special fishing cockpit. It is scheduled for delivery on June 28th. Power will be furnished by Caterpillar Diesels.

SOUTH SEAS is 110 A.C. volts with a 10KW diesel generator by Kohler, and two additional generators of 3 and 2 KW supplied by Onan. Some of the extras in modern electric appliances aboard include two TV sets, stereo music on tape, AM and FM Radio and a Whirlpool electric ice cube maker.

SOUTH SEAS started for her homeport in Florida via the St. Lawrence Seaway in early October, stopping over in both Detroit and New York for several days where admiring friends, fellow yachtsmen and the press were welcomed aboard.

Now reigning as the largest aluminum cruiser in America, SOUTH SEAS supercedes JIGMIL IV, lovely all-aluminum Burger 72-footer completed this past June for C. B. DeVlieg of Detroit. And SOUTH SEAS, in turn, will be soon replaced by another new Burger 83-ft. aluminum cruiser now nearing completion.

Photo Credits

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