

yard news



A BURGER . . . AGAIN AND OVER AGAIN



For the past 12 years E. E. Hays has been retiring to bigger and better Burgers! In 1959 Mr. and Mrs. Hays took delivery of their first Burger boat, SALLY H V, a 60 foot steel cruiser. Five years later they built SALLY H VI, a 68 foot Burger aluminum cruiser and their most recent step-up, SALLY H VII, launched in June is a 72 foot Burger aluminum cruiser.

The Hays live aboard year round, retreating briefly to their Chattanooga Signal Mountain homestead twice a year so that their yacht can be overhauled and readied for another six months of active service. Fortunately this can happen in April when the dogwood blooms and again as autumn makes its colorful exit in the Tennessee mountains.

Hays and his wife, Sally, have been cruising down the Tennessee River for 40 years or more . . . in and out the fascinating maze of waterways that extend from Paducah to Knoxville . . . an area which Hays appropriately refers to as "The Great Lakes of the South."

The first SALLY H was a 32 footer, a far-cry from the thoroughly modern 72 foot aluminum cruiser the Hays call home today. Years of cruising experience have culminated in the ultimate SALLY H VII, a cruiser arrangement plan with a fabulously spacious after-deck lounge and a wheelhouse with plenty of room for the "whole gang." Built-in seats across the rear of the wheelhouse, both port and starboard, afford guests a beautiful vantage. Obviously Hays enjoys piloting his own boat and

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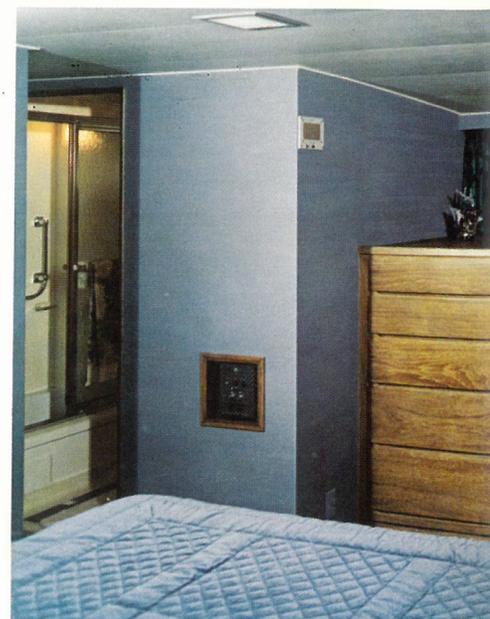




SALLY H VII . . . the ultimate in livability and sea-going prowess.

Left, a moment for contemplation at the christening of SALLY H VII, Mr. and Mrs. E. E. Hays are shown in the background.

This beautiful new 72 foot aluminum cruiser features an unusually spacious afterdeck pictured on the front cover. The third Burger built for this owner, she incorporates those many custom refinements and conveniences that result from years of cruising experience. Attractive vignettes of the interior are shown below.



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likes to have his friends around him as he does so.

Hays selection of navigation equipment includes Loran, a Kelvin Hughes Radar Model 17, Raytheon BHF Single Sideband Radio, Bendix Auto-Pilot, two depth indicators, by Raytheon and Lykes. Power is furnished by GM V12-71 diesels with two Westerbeke 30 KW generators. Cruising speed is estimated at 18½ mph, or approximately three nautical miles per hour over her cruising speed of Hays' previous 68 foot Burger.

Adjustment of Vosper Maxi-Fin Stabilizers kept the SALLY H VII tied-up at the Burger dock for an extra few days this summer but the owners are confident the installation will add much to future cruising enjoyment.

The SALLY H VII is as comfortable and complete as a home afloat can be . . . it even has a doorbell.

Since the Hays actually live aboard, locker and stowage are of the utmost importance. More than the usual measure of creativity went into the interior design and cabinetwork of SALLY H VII.

Two handsomely crafted teak cabinets on the afterdeck could very well be labeled "his" and "hers". One houses a handy bar sink and ice-cube maker, the other elegantly encases Mrs. Hays' automatic washer-dryer.

As in the usual Burger cruiser plan, the lounge is immediately in front of the wheelhouse with the galley, built-in-dinette and crew's quarters below in the forepeak.

Sleeping accommodations in the owner's section include a master stateroom and one very large guest stateroom. Both abound in practical built-ins and storage area.

When guests number more than two roomsful, a sleep sofa in the deckhouse can be put into service. A pull-out desk and a coffee table that raises and extends to seat eight for dining add more livability to the attractive lounge of SALLY H VII.

A mural depicting Hays' previous two Burger boats and his home on Signal Mountain highlights the interior decor.

The SALLY H carries 1200 gallons of fresh water and 2100 gallons of fuel. No detail for extended cruising in comfort and style has been overlooked.

And SALLY H VII Makes Nine



When Bill Meilner assumed his role as captain of the SALLY H VII last May it made the ninth Burger Boat he had served on in one capacity or another during the past twelve years. In addition to setting some sort of record it appears that this captain is pro-Burger.

And he is! Bill Meilner likes the security of a metal hull and feels that Burger know-how and experience in this field can't be beat. Meilner has served full-time aboard four Burgers and has delivered or worked for a limited time on five others . . . including such well-known Burgers as STILL ROVIN, TRISTAN, SHELMAR, LADY DIANE, and JEANNE K.

A former crew chief on a U. S. Air Force jet-fighter plane, Meilner took to sea in 1959 shortly after his release from the service. His very first job was on a Burger Boat.

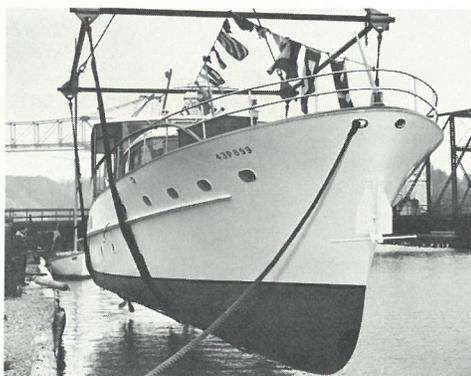
Meilner will navigate the Hays' new 72 foot aluminum cruiser on an extended maiden voyage from Manitowoc, Wisconsin, to Chattanooga, Tennessee. And that's a long, long way when the route is via Chicago, Mackinac Island, the Welland Canal, Long Island Sound, Chesapeake Bay, Ft. Lauderdale and up the Mississippi River through Paducah to the port that SALLY H calls home.

Owner E. E. Hays has made the "big circle" (approximately 8000 miles) previously. He looks forward to having Captain Bill Meilner with him on this trip . . . It won't be their first trip together, for Meilner and Mr. and Mrs. Hays are longtime acquaintances and Bill has made at least six gulf crossings with the Hays in the past.

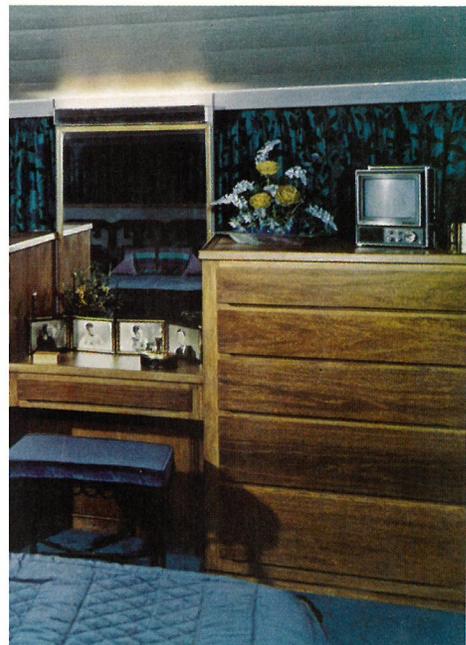
Hays' first Burger was a 60 footer in steel, delivered in 1960. He recalls that as he was having his first steel boat built, he noted a 40 foot aluminum sport fisherman which was under construction with skepticism. At most, he considered it a noble experiment. Now, two aluminum cruisers later, Hays feels aluminum is here to stay . . . and wouldn't cruise in anything else. SALLY H VI. Hays' 68' aluminum cruiser was launched in 1968.



1960 - SALLY H V



1968 - SALLY H VI



JONIRAY - Fit for the 'Burger' King

The tastefully appointed Burger 72 recently delivered to Mr. and Mrs. Ray Kroc of Chicago, carries the golden arches insignia of the Mac Donald Corporation on her stern. Mr. Kroc is chairman of the board.

The big Burger was built to semi-houseboat plans which places the galley and dinette forward on the maindeck with a raised pilothouse amidship. The attractive lounge opens to a canopied afterdeck.

All interior paneling and trim throughout is sliced white oak elegantly finished to a silver-gray driftwood patina. The interior designer, Richard Himmel, A.I.D., Chicago, has used a striking blue and lemon yellow print fabric as a colorful theme throughout the yacht, laminating it for walls and galley counters.

The JONIRAY, as she has been christened, is the owner's first yacht. The Kroc's

leased an older Burger in Florida while awaiting the delivery of their own.

Captain F. Milton Benedict was commissioned by the Krocs to oversee construction at the Burger Yard. Numerous unique features prompted by Captain Benedict and the owner, Mr. Kroc, were incorporated in building the JONIRAY.

The galley is beautifully outfitted for gourmet cooking with a Radar Oven and counter-top Corning Ware cooking units. A Kitchen-Aid Dishwasher and trash compacter are additional conveniences.

The galley is light and large with windows on three sides. The dinette table shifts forward for easy seating.

The JONIRAY carries 2285 gallons of fuel, 1000 gallons of fresh water and she is equipped with sanitary holding tanks with a modern chlorinator-mascerator system.

Power is furnished by Caterpillar D343 Diesel engines and two 30 KW Westerbeke generators. Vosper Maxi-Fin Stabilizers assure smoother cruising.

The full complement of electronic equipment aboard includes the following:

Decca Model 916 Radar, Danforth/Ware W300 Automatic Pilot, Ross Fisherman Straightline Depth Recorder, Konel KS-909 Digital Depth Indicator, Sea Slave Model IC-32, Bogen TQ-6 6-station Intercom Phone System, Kelvin Hughes LC-1 Loran, Konel HF Radio Telephone and Konel KR-33VN VHF/FM Radio Telephone.

She possesses two complete electric systems, a regular 110 volt system and a 32 volt back-up system designed to take over in the event of power failure.

A "trouble-shooter" light panel in the wheelhouse indicates all systems on board enabling the captain to see at a glance what is transpiring in all quarters. Another panel and alarm system are located in the captain's stateroom.

A narrow ledge outside stern rail provides walking space for deck-hand and room for lines without interfering with usual afterdeck activity. A swimming platform across the stern protrudes further down at the water level.

She carries a 12-man life-raft and a British dory as tender.

Captain Benedict is a stickler for no lines on deck and all excess lines are neatly fed through the deck and concealed until needed.

Rear-view mirrors on both port and starboard afford the pilot clear vision of the stern area while docking.

Other special owner designed features include dutch-doors on the afterdeck to regulate sea breezes and a raised escape hatch on the forward deck which doubles as a cocktail table.

An innovation in the housekeeping department is a built-in central vacuum cleaning system.



It takes two to operate Ervin Vetter's 18 foot steamboat. Vetter tends the steam-engine at the stern of the ingenious vessel while Captain Benedict of the JONIRAY takes over forward duty.

The Burger Yard's Little Steamboat

There is a steamboat 'round the bend of the Manitowoc River and veteran Burger machinist, Ervin Vetter, built it.

The hull, an 18 foot aluminum lifeboat, was donated to the project by Burger Boat Co., Inc. executive, Elias Gunnell.

Vetter adapted a small 3 H.P. steam engine and boiler to suit his sea-going purposes. He also finished the interior of the hull, comfortably outfitting it for fishing and day cruising.

The rebuilt engine consumes wood, coal or oil and puts out 6 mph.

According to Vetter, "Once you play with steam you'll never be satisfied with anything else." This is the second steamboat that Vetter has owned. The first dates back to World War II.

But Vetter's initial interest in steam dates back even further to an impressive steam-driven thrashing machine that belonged to his father in Valders, Wisconsin, a spectacle he still recalls.

Today, Vetter's twelve year old son, Mark, shares his father's enthusiasm for steam, and is a frequent cruising and fishing partner.

Vetter has been employed at the Burger Yard for the past 22 years.



Mr. and Mrs. Robert Rietheimer, Philadelphia, Pa., board their new Burger launched in April 1971. LADY DIANE, 64 feet overall, achieves a remarkable interior spaciousness through melding the deckhouse lounge and galley area.

The unique plan translates family room "togetherness" to shipboard. Though the two areas are definitely defined by different levels, the openness is refreshing and light.

The pilot house of LADY DIANE presents an excellent example of the above eye-level instrument console preferred by recent Burger owners. The helmsman can survey navigational and electronic performances at a glance.

The owners kept a photo log of the construction of LADY DIANE from framing to the application of the tough aluminum skin to last touches of paint to spell LADY DIANE across the stern.

Welcome Aboard . . . LADY DIANE



