

# YARD NEWS

BURGER CONTINUES TO SET THE PACE

Vol. I, No. 4

BURGER BOAT CO. — MANITOWOC, WISCONSIN

Spring Issue, 1958



## Pandora IV

### Fifth Big Burger Auxiliary Launched In Fourteen Months

What's ahead for PANDORA IV . . . the new 68' centerboard ketch built for R. L. Ireland of Cleveland, Ohio, and launched at the Burger Yard on January 20th.

Rollicking summers in Maine, winters in the sunny Bahamas, a taste of racing and a heavy all-year-round sailing schedule enjoyed by the entire Ireland family. According to Capt. Bob Crook, Mr. and Mrs. R. L. Ireland and their four children and all the grandchildren comprise a very enthusiastic clan of sailors.

The Irelands acquired the first PANDORA, a 42' auxiliary, in 1928 and have been on the way up ever since. PANDORA III was a 58' Bugeye Ketch. PANDORA IV, their first steel boat, was designed by Sparkman & Stephens. Length overall is 68'1". Beam, 16'7½". Displacement, 101,200 lbs. She is powered by a GM 6-71 Diesel and has a Mercedes 7½ K.W. generator. Sail area is 2048 sq. ft. and sails were supplied by Manchester. Plans for PANDORA IV appeared in the Design Section of YACHTING, January, 1958.

The five-blade propellor of PANDORA IV can be disengaged while undersail. Departure from the regular three-blade wheel was made to minimize vibration. PANDORA is equipped with two Bendix depth recorders . . . a flasher has been installed at the helm under the sizeable 28" teak wheel. Other equipment includes a radio telephone, radio direction finder and Sperry magnetic compass pilot.

Trial runs are scheduled for May 1. Everything shipshape, she will head for Cleveland, and through Buffalo and the barge canal to Pemoquid Harbor, Maine, the Ireland summer home. There PANDORA will join the Ireland fleet which includes a 34' power boat, a 26' sloop, two Booth Bay No. 1's,

# Pandora IV

(Continued from page 1)

several Turnabouts, and an assortment of dinghies, tenders and smaller craft.

Bob Crook, originally from Maine, has been with the Irelands for 8½ years. Before that he worked on freighters and there is nothing he enjoys or is as well-versed in as the sea and sailing. Bob is married and has two youngsters. His family winters in Palm Beach,

Florida and spends summers in Maine. In that way they do manage to see more of him than the average sailor's family. This year has been rough in that respect as Bob has been at the Burger Yard watching construction since last fall.

PANDORA will carry a crew of four, with roomy crew's quarters, head with shower, forward. Besides the captain, there will be a cook, engineer and one general and.

The comfortable ketch has been arranged to sleep 10 guests in addition to the crew. The owner's stateroom has one double and one single berth and a private adjoining bath. A guest stateroom has a "cozy" double and a single suspension berth, a full lavatory and underseat toilet. A guest bath opposite accommodates those bunking in the deckhouse. She will carry 1300 gallons of fresh water.

The pleasant deckhouse is finished in teak which has been oiled and then waxed. The horizontal surfaces and large teak dining table are varnished. The exterior, also done in teak, has been treated in the same manner. Nylon carpeting in the deckhouse will be white with blue stripes. Windows are of mirror-glass which affords some privacy without cutting off the view with blinds or draperies. Other decks of the interior are done in vinyl-coated cork by Dodge.

The galley is equipped with an electric stove, refrigerator, and a large deep-freeze. A small stainless steel sink and access to the ice cube compartment of the refrigerator from the forward edge of the deckhouse makes relaxing and entertaining aboard PANDORA IV easy.

A portable awning to cover the cockpit and helm is being custom-made in Manitowoc. It will serve more to protect from the tropic sun than weather. Generally, the Irelands winter afloat in the Ba-



Members of the owner's family attended launching of PANDORA IV on January 19. From the left: Melville Ireland, Miss Katie Ireland, George Humphrey, Jr., Mrs. Melville Ireland, Mrs. Livingston Ireland III, Livingston Ireland III, sponsor Mrs. R. Livingston Ireland and owner R. Livingston Ireland.

hamas, making Nassau their home port.

While PANDORA IV, and the previous PANDORAS were not primarily racing boats, Mr. Ireland does savor racing and is always on hand with one or both of his sons for the Marblehead to Halifax, the Monhagen Island Race, and the Jefferies Ledge. They've come mighty close to a trophy now and then and are anxious to try a course with the new PANDORA.

If you've kept count, PANDORA is the fifth big Burger auxiliary to be launched in less than 14 months. CIBOLA, 60' steel yawl, designed by Phil

Rhodes and built for Wheeler Nazro of Houston, Texas, started the series in December of 1956. DYNA and ARIA, the twin aluminum yawls built for Clayton Ewing and George Kress, both of Green Bay, Wisconsin, followed in April and June of 1957. The two 58' yawls were designed by Sparkman & Stephens. Last November, big CURLEW III, 100' ketch by Phil Rhodes for D. C. Elwood of Houston, Texas, plunged into the Manitowoc River. And PANDORA makes five. This is the first time since 1955 when the aluminum yawls were being framed that the Burger Yard is sans sailboat at some stage of construction.

## Walter Vetter Retires



This spring Walter Vetter will retire after thirty years at the Burger Boat Company. For many years Walter worked in the joiner shop and recently he has been employed in the machine shop, a good worker and valued employee.

Fellow workers recall the friendly rivalry of Walter and his son, Ervin, working with the adz, hueing and shaping the huge timbers used in building Navy Minesweepers at the Burger Yard during the last war.

Walter, who lives at Valders with two of his eight children, has no definite plans for his forthcoming leisure . . . he may get a few carpenter jobs done around the place, and he's looking forward to a lot of good fishing this summer.

## New Marine Coating Used At Burger Yard

### Liquid Stainless Steel

The hulls of two recent Burger yachts, CURLEW III and SEVEN SEAS, received a special barrier coat of Liquid Stainless Steel manufactured by the Lockrey-Fater Corp., Long Island, N. Y.

There is little need to laud the properties of stainless steel. Its chemical, moisture and abrasion resistance have made it the elite of modern metals and ideal for marine use.

The Liquid Stainless Steel process was developed by A. J. Lockrey in 1948. Murray A. Fater and Jules F. Wellens were responsible for developing the practical application for marine and other service.

Microscopically fine flakes of type 18/8 No. 302 stainless steel with a plastic resin binder are sprayed onto the surface to be coated. Extreme care must be taken in applying the five coats in proper order and thickness. Jules Wellens visited the Burger Yard in September and spent four days supervising the coating of CURLEW III and training Burger painters in the application process.

The first hull application of Liquid Stainless Steel was made in 1951 on Esso Shipping Company's ESSO ASHEVILLE. In testifying on the durability of his product, Mr. Wellens related that last spring, after six years, the conventional paint was sand-blasted off ESSO ASHEVILLE and the Liquid Stainless Steel coating was found to be exactly as good as when applied, no evidence of wear or corrosion.

Aside from hull application, Liquid Stainless Steel is being used with great success in cargo tanks of a number of the leading shipping lines. It serves to protect both tank and product and reduces tank cleaning costs substantially. One firm in the east, is using Liquid Stainless steel on their edible oil and dairy equipment machinery. It has also been approved by the United States Public Health Service for lining portable water tanks.

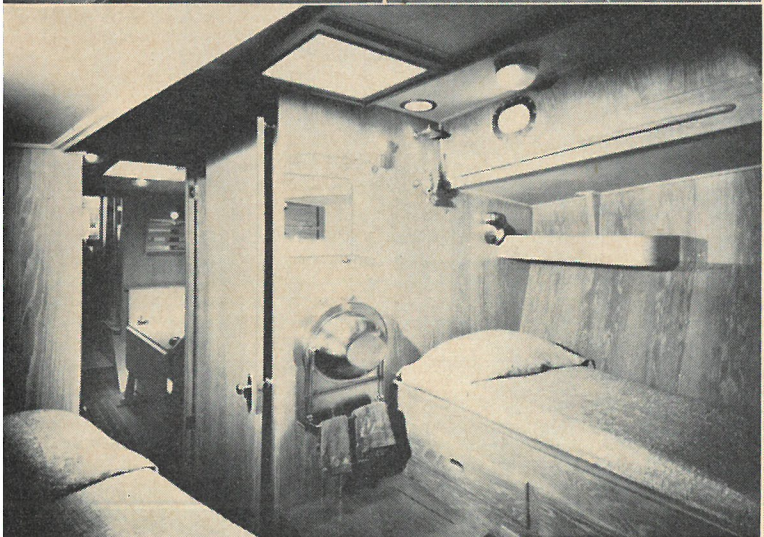
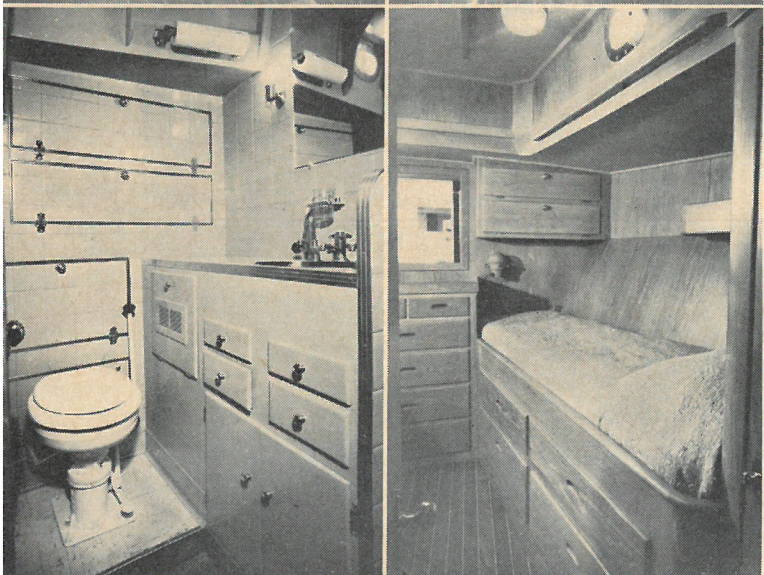
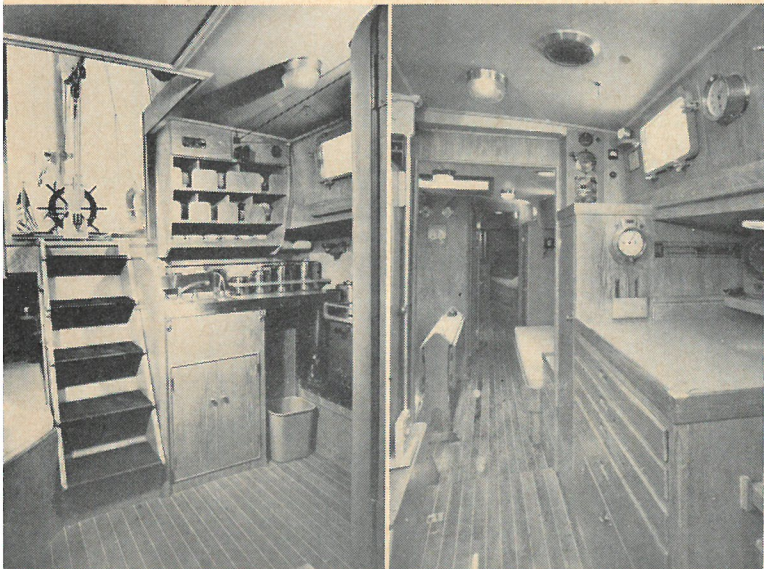
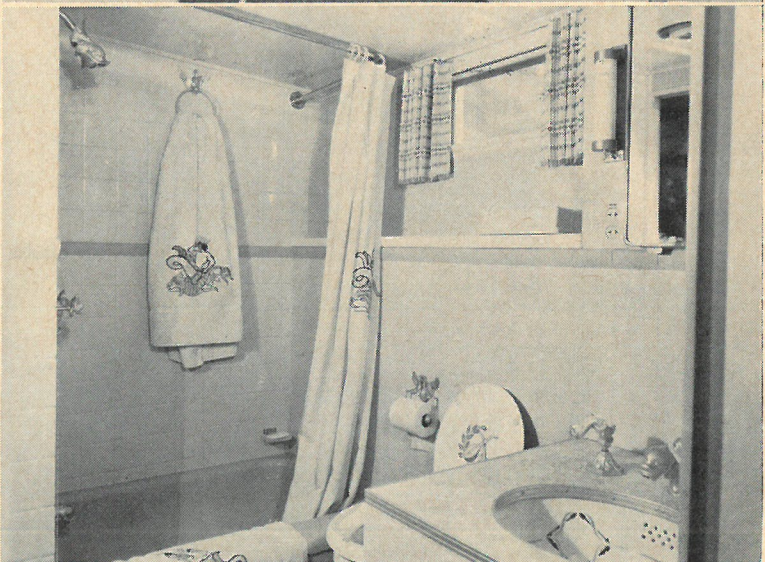
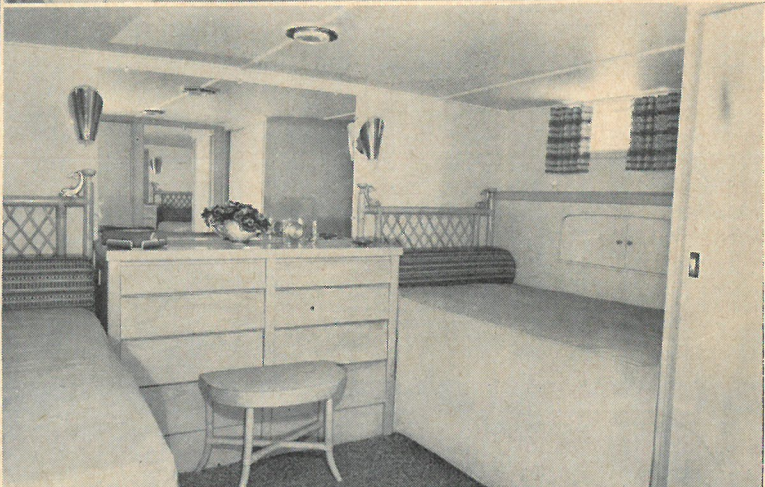
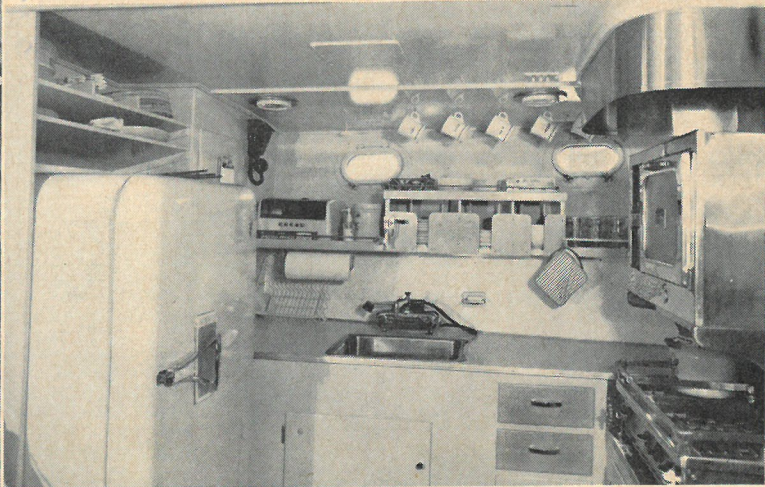
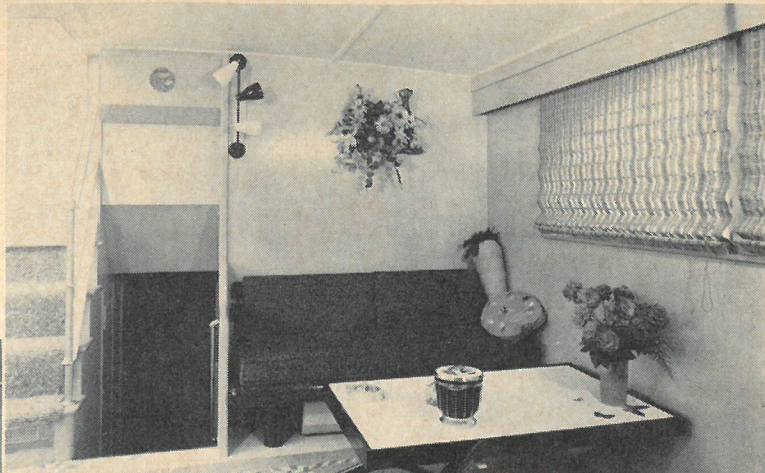
### FLASH

In addition to their regular steel line Burger is now building aluminum cruisers.

Henry E. Burger has just returned from Florida. He reports he saw more Burger boats down there than sunshine.

# 58' vs 54' Yawl Cruiser

*A very controversial subject, and this is not an attempt to settle the question. Here are two fine Burger-built examples. Below, the accommodations aboard a 58' sailboat. Right, attractive interiors of a new Burger 54' cruiser.*



## Early Spring Launching For Mara Caprice

Of the five steel cruisers now under construction, MARA CAPRICE will be the first in this spring. She's a lovely Burger 60, built for the Hermarwin Corp., St. Clair Shores, Michigan.

Not only the cabin decks but the main deck of MARA CAPRICE will be covered by fiberglass . . . a custom feature requested by several recent Burger owners.

Elliott's new 65' CAROLINE IV will follow MARA CAPRICE shortly. More on these two in later issues.

## 90 Footer Bustles With Activity

Workmen hurry to ready the big cruiser being built for Charles F. Johnson for launching scheduled May 12. She will be christened SEVEN SEAS.

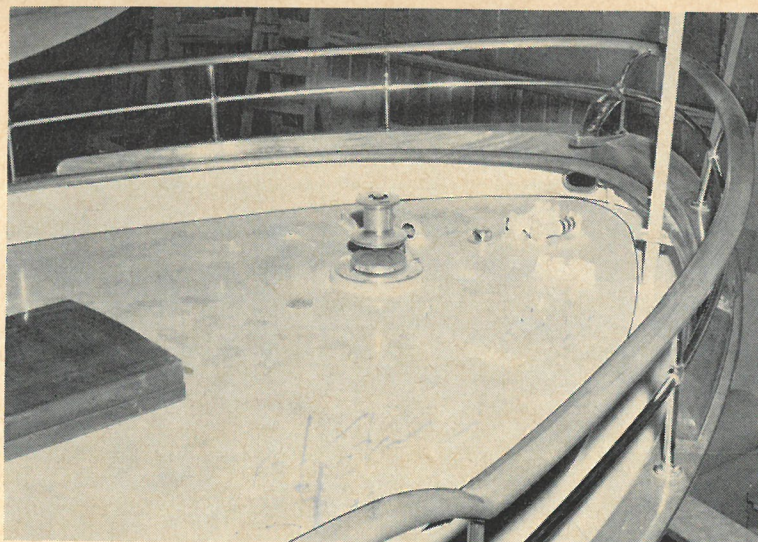
Early in February Yachtsman Johnson of West Palm Beach, Florida, spent a week in sub-zero Wisconsin temperatures checking on progress. At that point plumbing, wiring and joinerwork throughout were well underway. Her sleek steel hull was ready for a special undercoating of stainless steel. SEVEN SEAS is one of two recent Burger yachts to receive this treatment.

New jet-type toilets by Cooper were installed. Unlike other marine toilets, the entire mechanism is below and it is possible to use colored fixtures. Rose and yellow fixtures were chosen for SEVEN SEAS. The automatic water pressure system will use both sea water and fresh water.

The maindeck will be teak and the cabin decks in fiberglass. Both walnut and mahogany are being used for the interior joiner work. Jalousie windows were installed in the deckhouse salon.

SEVEN SEAS will have a full complement of navigation equipment including ship-to-shore telephone, radar, and a modified aircraft ADF (Automatic Direction Finder) system.

The whopping SEVEN SEAS designed by John Rybovich & Son will be powered by GM Diesels Series 110, 289 h.p. each. Fuel capacity is 2000 gallons. She will also carry 2000 gallons of fresh water. General lighting and power will be 110 volts D.C.



*A special bow rail and fiber glass deck for MARA CAPRICE. She will be the first Burger cruiser to be launched this spring.*



## Burger in the News

Featured in a detailed three-page article in WELDING ENGINEER, April, 1958, is Clayton Ewing's DYNA, who has already received as much publicity as a movie queen. (We understand she is changing the color of her hull this year up at Palmer Johnson's in Sturgeon Bay. Her sister, ARIA, is there, too.) The article will deal with all-welded aluminum-alloy construction and Burger welding techniques.

In February DYNA appeared in full color on the cover of the Alcoa Newsletter with the centerspread devoted to this fascinating lady of aluminum.

Air Reduction Sales Company also paid tribute to DYNA this month with a page in their very attractive publication, AIRCO News.

Also in the limelight was YARD NEWS, now one year old. The Burger quarterly newsletter received recognition in TORCH, Milwaukee Advertising Club Publication, February, 1958.

## Letters to the Yard

### CONGRATULATIONS

Thank you for the copy of your "YARD NEWS" sent to our office.

It was extremely interesting to me personally, as well as to other members of our organization.

It is a tribute to your organization in the high quality publication, and, of course, this reflects only the continued standards that have been set by the Burger Boat Company for these many many years. My personal interest comes in that fact that often times we hear only from our friends whom we do business with through our direct contacts from representatives. With over ten thousand active accounts, I have learned much more from the publication than I have known about your organization previously. Hereafter, as certain pieces of correspondence pass or reports pass through my hands, I am sure that the picture reflected will be entirely different.

Congratulations again on the fine publication and on the tremendous job that you have been doing and are continuing to do. Best wishes for a healthy happy and successful 1958.

Very truly yours,  
John Rauschenberger Co.  
Warren E. Buesing  
Milwaukee, Wis.

### EASY TO WORK ON

We received a copy of your "YARD NEWS" in the mail this morning. We think it is most interesting and would appreciate being placed on your mailing list to receive future issues.

We dry dock and service several Burger cruisers every year. From our point of view, they are well thought out, well laid out and very easy to work on. This is an economy for the owner not found in many other yachts.

Jacksonville Yacht Storage Co.  
Pembroke Huckins, Service Mgr.  
Jacksonville, Florida

### HARBOR ESCORT

With much pleasure, we acknowledge receipt of Burger YARD NEWS — WINTER, 1957 edition, with the attractive story and the picture on page 4 describing the new Port of Milwaukee inspection boat which you so ably built for us last year.

We are now busy planning the installation of permanent seats, loud speaker system, and other details in the new launch, so that when it hits the water this spring, it will be ship-shape and fully equipped. Its performance throughout the summer and fall of 1957 was excellent, and we have the feeling that we will have a long and pleasant association with another fine Burger-built vessel.

Sincere thanks, and best wishes for the New Year.

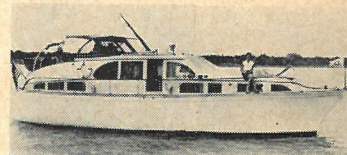
Cordially yours,  
H. C. Brokel  
Municipal Port Director  
Milwaukee, Wis.

### FROM POLAND

Please send me catalogue of your boats.

I wish to write on your boats in Polish press.

Thank you,  
K. Filmowski  
St.: Smolensk 13/3.  
Poland, Krakow



### TANGO FOR SALE

I have just received and read with great interest the third number of "Yard News."

I have been much interested in your recent use of aluminum for large hulls. It seems to me that neither steel nor wood is the ultimate and aluminum or even fiberglass may be the answer. I hope your experience with the sailboats is promising enough to lead to a trial in power boats.

Knowing that you have a continuing interest in the chickens hatched in your yard, I enclose an up-to-date picture and description of TANGO, showing the changes which have been made in the last three years to upgrade her. If I could keep her a little longer, I would add spray rails, bridge-to-deckhouse companionway and aluminum block turbo-charged GM 471's. Then, I think we would have the perfect boat for an owner who does not require crew quarters.

However, I am dropping out of boating for a year or two and so have reluctantly put her up for sale, with the firm resolution that my next boat will be a Burger too.

Of course, you are not normally in the brokerage business, but you must have an occasional inquiry from someone who will accept nothing less than Burger quality, but who wants a relatively small boat. I would be happy to have you keep TANGO in mind on any such occasion.

Sincerely,  
Donald K. Barnes  
Detroit, Michigan

### PHOTO CREDITS

Daryl Cornick, Clinedienst, Sig Weinert, Jim Bayens.