

yard news

SIS W

Beautiful Is As Beautiful Does

The new 81 foot Burger built for C. R. Walgreen was one of the most complete and finely equipped boats to leave the Yard in a long, long time. Plans for the aluminum cruiser appeared in a previous issue of Yard News. Her striking profile combines a fishing cockpit and a flying bridge. The galley is located midship with the spacious deck-house aft and impressively equipped pilot house forward. There are three large double staterooms in the owner's and guests' quarters. A captain's stateroom, roomy crew's quarters with dinette-lounge is located forward.

SIS W, the third Burger for this owner, was launched in October. We've attempted to capture the essence of this distinctive new Burger by photos of the things that make her "come alive". (Cont. inside)

Left, a profusion of antennas on the flying bridge are tell-tales of the extensive navigation equipment aboard. Five radio antennas taper into the blue.

The main radar antenna, a Kelvin Hughes 18-9, is the dominant horizontal bar at the left center. A second standby Decca Super 101 Radar is seen at the right. The "hub with four spokes" visible just under the canopy at the left is the Plath ADF Antenna.

Lower left, close-up of the standby radar, Decca Super 101 Radar, against trim teak deck.

Stern-view, special for anglers, shows access ladder to upper deck or onto canopied afterdeck lounge area.



SIS W is powered by Caterpillar D343 T and A Diesels, 460 HP each, with 30 KW Westerbeke Auxiliary Generators. Hynautic Hydraulic Steering, Clutch and Throttle Controls are located at three stations aboard.

A A teak above-eye-level console in the main pilothouse encases two Konel radio-telephone systems, which also service the flying bridge, plus a Simex WWV Receiver and an Omega Direction Finder which is not shown on this view.

B Looking at the wheel in the pilothouse, we see the Plath Automatic Radio Direction Finder to the extreme left. Next to it is the RF Communications HF-SSB Radio-Telephone with remote speaker on the flying bridge. The Kelvin Hughes 18-9 Radar Indicator is immediately left of the wheel. There are three depth indicators aboard. The Ross Dual Depth Indicator-Recorder is shown ahead of the helm.

Center front is the Plath Automatic Pilot, a part of the integrated navigation system. The heart of the system is a Plath gyro which feeds information into the Auto-Pilot and the Direction Finder (shown on F) as well as into the Kelvin Hughes Radar.

To the right is a recording barometer, and the Vosper Maxi-

Fin Stabilizer controls are located in the white panel below.

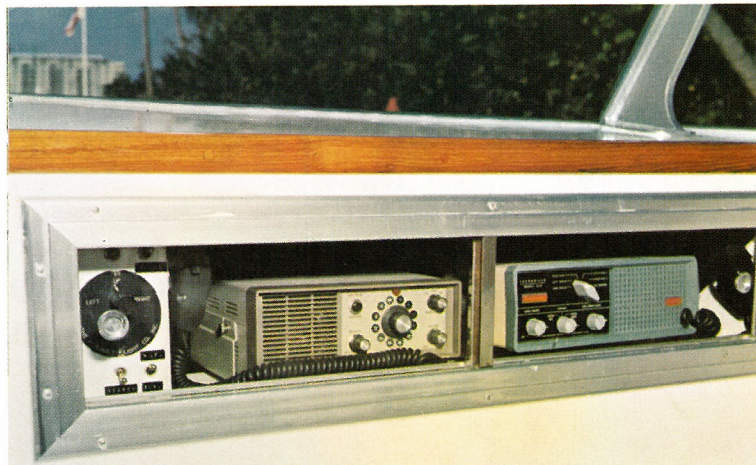
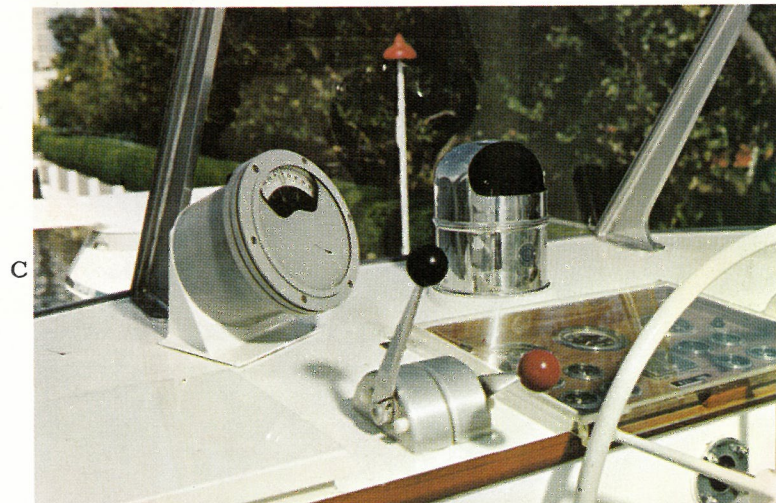
C The flying bridge view shows the Plath Gyro-Repeater at the left and waterproof enclosed instrument panel.

D Radio Telephone and deck hailer are protected by sliding glass panels.

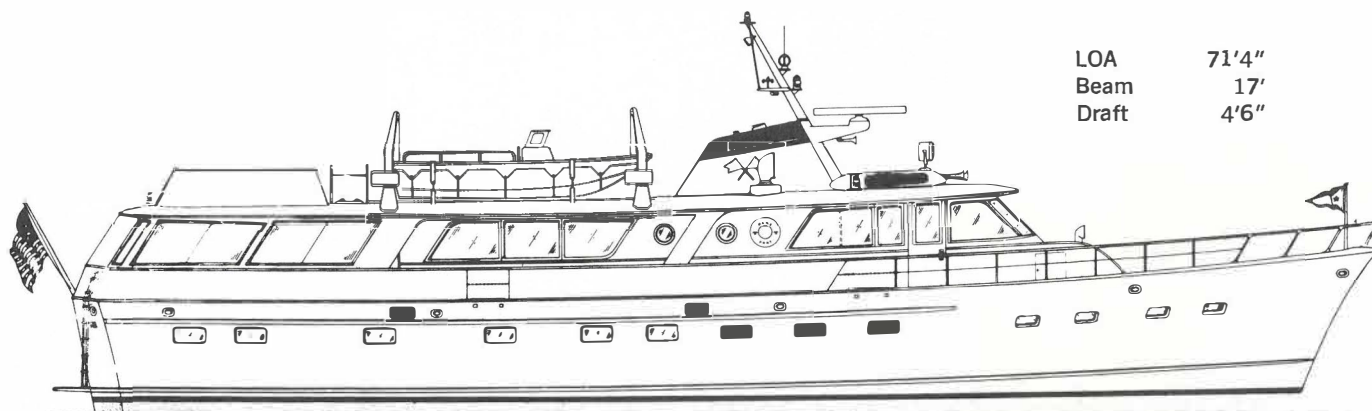
E A special Ross Fine Line Depth Recorder is located in the bulkhead above the pilothouse seat. It is used to find fish and fishing grounds. The cabinet to the right encloses a radar transmitter-receiver unit.

F Close-up of the Plath Automatic Radio Direction Finder, acclaimed world's finest, it is a part of the Plath gyro-navigation system.

One of the important pieces of equipment aboard SIS W that escaped the camera's eye is the Omega Direction iFnder. Though supplementary now, the Omega is destined to replace Loran and Decca in the not too distant future. Omega will eventually involve eight world-wide stations (five are currently in operation) that will locate a vessel anywhere, any-time within a half mile. Current systems involve one hundred stations.



TWO DISTINCTIVE NEW BURGER PROFILES



LOA 71'4"
Beam 17'
Draft 4'6"



LOA 81'6"
Beam 19'4"
Draft 5'

THE BURGER EXCHANGE

There's been a flurry of activity on the Burger market . . . new owners for old Burgers and Burger owners stepping up to new larger yachts. On many of the recent exchanges owners report selling for more than the original price. Here's a rundown on recent Burger transactions.

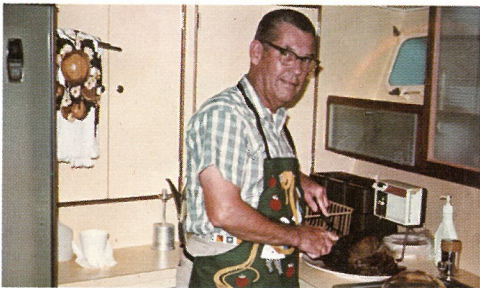
ORIGINAL NAME	ORIGINAL OWNER	YEAR	DESCRIPTION	NEW OWNER	NEW NAME
STILL ROVIN V	Ralph W. Beeson	1965	63'6" Aluminum	I. W. Burnham, II	ENCORE III
DOROTHY K II	Clarence E. Kelly	1957	60' Steel	J. N. Kabler	LADY LIB
SUNNY BEA III	Craig M. Penrith	1970	66' Aluminum	Ross D. Siragusa	PASSAGE II
SALLY H VI	E. E. Hays	1964	68'11" Aluminum	Leo N. Weisser	AUF WEIDERSEHEN III
CONNIE-R	Rocco Ferrera	1969	71'4" Aluminum	William Watkins	WILWAT
INCOGNITA	Charles E. Becker	1963	63' Aluminum	Southern Trust & Mortgage Co.	CHERRY B
EL BAR GOR IV	Gordon B. Zellers*	1956	54' Steel	Harvey P. Rockwell, Jr.	NAVIGATOR
MISS ALEXANDRIA	Routh Robins Real Est. Corp.	1964	72'2" Aluminum	William Drakos	ASTRAEA
STAR OF THE SEA	Everell E. Fisher	1967	85'7½ Aluminum	K. G. MacCart	HEATHER VI
NO-LA-VAN III	Northville Laboratories, Inc.	1961	63' Aluminum	Peter E. Westberg, Sr.	DUCHESS IV
SHELMAR	Robert Wood	1949	46' Steel Sail Boat	Dr. Rodney C. Johnson	KARI
NAUTI-GAL	Frank Whiting*	1946	58' Steel	James B. Lockwood, Jr.	JAYLO
REOLA III	R. E. Olds*	1949	53' Steel	J. W. Lamp, Jr.	
REOLA IV	R. E. Olds*	1950	58' Steel		SHIRLEY M
DOSKAS	Henry P. Irr	1958	60' Steel	Frederick M. Murdock, Jr.	SCOTSMAN II
FLYING TIGER II	William D. Pawley	1962	65' Steel	Green Castle Inc. (Hugh MacMillan)	CARMAC IV
SIS W	Mary Ann & C. R. Walgreen, Jr.	1961	72'2" Aluminum	Dickinson Associates, Inc.	MISSY LEE
TITIAN	Wm. K. Carpenter	1966	96'4" Aluminum	Wm. Remmert	ELIZABETH R
ESTRELLA DEL MAR	Cleo M. Stater	1965	71'4" Aluminum	Shelby Wilson	OWL & PUSSY CAT
HORSELESS CARRIAGE	Phillip S. Baumgarten	1968	64'2" Aluminum	Norman Groh	PATIENCE II
RAMONA	Floyd J. Voight	1970	66' Aluminum	Fredrick Mauer	FRISMAR II

* Deceased

NEW DESIGN... BAHAMIAN EXPOSURE



The Bahamas in March.



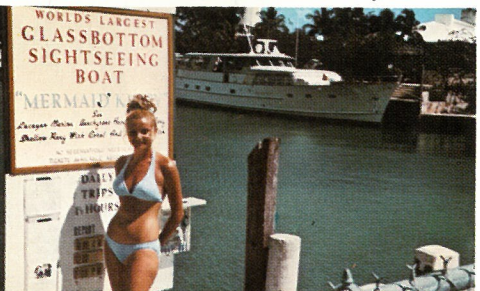
Ed Hays officiating in the galley.



The swinging bridge at Tamboo.



The International Market at Lucuya.



The Seventh Sally . . . in the background.

Very seldom is a representative of a yacht-building company afforded the opportunity to appraise the performance of a new design, much less in the luxury of the only guest stateroom of a 72 footer and as guests of old friends. The Seventh Sally (three Hays Burgers) is the first of the 18'5" beams delivered June last and is skippered and exquisitely maintained by none better — Captain Bill Meiner.

The Bahamas in March afford little

more to be desired, at least in color, temperature and interest. The stream was a bit questionable on our first scheduled day so we jockeyed in Miami to strains of "Auld" Erin. Much appreciated then was the clear air and mild breezes enroute to Cat Cay on Friday. Noon arrival afforded us time for a swim and exploratory tour where we witnessed N.A.R.'s good restoratory accomplishments of the old well remembered Utopia. Few however were present in testimonial and only GENE'S QUEEN among ours.

Possibly early arrival at Chub was our only salavation slipwise since we could count only four others less tuna towers and outriggers plus one sticker at anchor. Tournament time and with no wet line S.W. experience we not only dined aboard to one of Ed's delectable beef roasts but beat the fleet out the next A.M. enroute to Nassau (pronounced Nauseaus by some).

Since only 30 amps was available at our reserved stop, we fortunately moved on to the Harbor Club (50 amps) where we joined WET INK, MAMARA, FLUFFY DOG and BLACK GOLD. Had it not been for a delightful evening with Monie and Tay aboard TAE FOY at Coral Harbor and purchase of my coolie hat at the straw market, we might have evaded N.P. Dinner on Paradise was good but hardly a bargain less air conditioning. A jackpot however was healing. Services continue poor and shopping bargains are disappearing except for spirits. Telephoning still impossible.

More puddle jumping next to Spanish Wells and its quaint beauty. Sure enough a Higgs guided us in but not Brush who was on the dock upon arrival and infomed us D.C. was due aboard LEIPAL one week hence. Saw Lloyds but missed Mrs. (So Hi) who should be proud of her improved facilities. Didn't dine there only because we were privileged guests aboard V. Hall's DEUTERON where Chef Roger presented a delicious roast.

Eased out early and another beautiful run brought us to solitary exquisite Tamboo. Again few craft and found only PATIENCE II (ex HORSELESS CARRIAGE) among B's. This spot honed out of coral should rate high on anyone's Bahamian schedule, unless you demand action. That we found aplenty at fast growing Lucuya which undoubtedly has the most of everything, courtesy included, especially as they accept your wallet at ElCasino. Binoculars were in greatest demand alabikini.

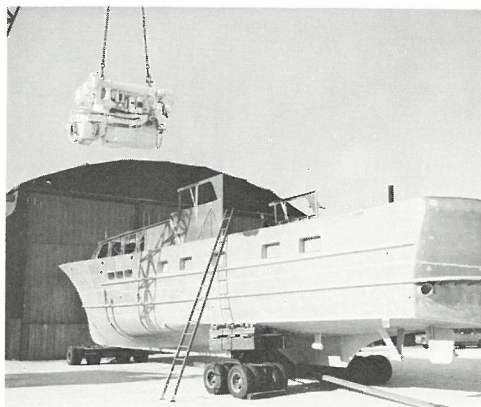
A short jaunt past the big boys at Freeport to West End where we found mostly stick boats with diving gear left us ready but hardly willing for even a good crossing early the next A.M.

Now from the log and where I started on design. Averages must prevail since at the outset bilge tanks were topped with 2,100 fuel and 1,200 water. Foods and liquids weren't exactly down either. So one must consider that we started some 12,000 lbs. over normal and since we always maintained almost full water we never even reached half or normal loading. Compensating for currents, winds, favorable or otherwise, our speeds at conservative 2,000 RPM on the V-12 Jimmies registered between 13.8 (first day) and 16+ knots, with stab-

lizers. Fuel consumption was no more than 41 G.P.M. "with" a 30 KW always in operation.

As we swallow hard stepping off at the Pier, we remember the dock walker-hull knocker at Nassau "Must be a brand new C——, glass too." Ugh. Thank you again, Sally and Ed.

COULDN'T BE BUSIER OUT IN THE YARD



There was snow on the ground as the D343 Caterpillar engines were hoisted into the aluminum hull of Baumgarten's new 71-footer. She'll be complete and cruising come June. Profile of this new 71 is shown in this issue.

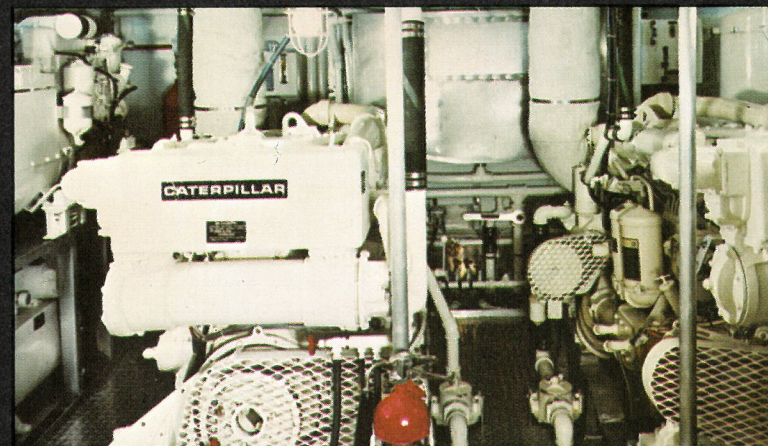
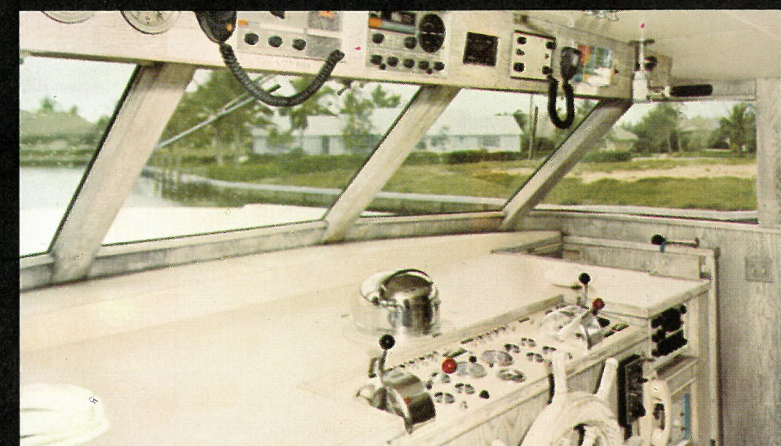
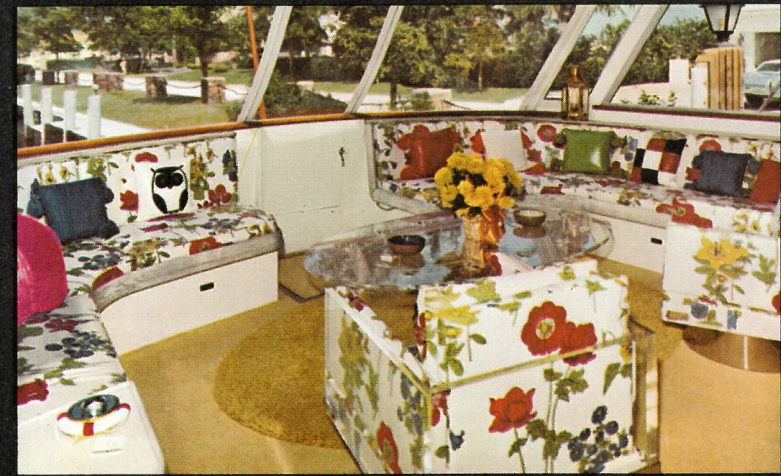
A 71-foot cruiser for Mr. and Mrs. Phil Baumgarten is scheduled for June delivery and crews in the carpenter shop will concentrate on the completion of Floyd Voight's big 81-footer to be delivered in September.

This will be a giant step up for Voight whose previous Burger 66' RAMONA was delivered late in 1970. This new 81 will be a semi-houseboat plan (the profile is pictured elsewhere in this issue) and promises to be a navigator's "dream-boat," as well-equipped with electronic aids as her immediate 81-foot predecessor, SIS W. This will be the third Burger for Voight and also an encore for Baumgarten, stepping up from a Burger 63 built in 1968.

Next off the Burger line will be a 66 footer in aluminum for an undisclosed Detroit yachtsman.

William Weiss will take delivery on the last Burger of 1972 in December. It will be PANACEA III for Weiss. The original PANACEA dates back to 1954. She was a 60' Burger steel cruiser. PANACEA II, a Burger 63 in aluminum, was delivered to Weiss in 1968. PANACEA III will be 71'.

To say that three out of four Burgers built are for previous Burger owners is not stretching the truth, as boats have been going these past two seasons! BUT this should not deter others from joining the Burger-fraternity . . . they seem to be a bunch of happy yacht-owners!



JONIRAY

Prettier Than The Pictures

When the chief executive of McDonald's Corporation, fourth largest server of food in the nation, wants to "get up and get away", it should be with a Burger!

The happy coincidence that brought the Ray Krocs to the Burger Boat Co., Inc. to have the JONIRAY built was more than a play on words. It was a confidence acquired while leasing an older Burger in Florida that prompted Ray Kroc to initially contact the Burger Yard . . . where he found his kind of people who "took business just a little more seriously than anybody else."

When we say "prettier than the pictures" we refer to the old adage that beauty is more than skin deep. The JONIRAY has many hidden virtues, but concentrating on that which we can obviously see, it's hard to believe that she could be prettier.

The interior design is of selected sliced white oak with an elegant silver-gray driftwood finish for all interior paneling and cabinetwork.

There's a continental flavor throughout the yacht . . . from the French detail of the woodwork to the light-hearted vinylized fabrics and fabulous custom-color carpets.

A tile from Old Portugal inspired the specially designed fabrics for JONIRAY, used in the galley and guest stateroom. The fabric which was vinylized for use as spreads, curtains and wall covering, was laminated for galley counter-tops and cabinet doors.

Bordered, made-to-order carpeting, in the master stateroom is used on the wall as well as on the floor to create an illusion of spaciousness. It also serves to deaden sound.

Brilliant primary colors create a happy scene from stem to stern. The striking lucite-based furniture on the afterdeck as well as other pieces aboard stand up to the demands of nautical life, as well as being very, very nice to live with.

The JONIRAY, a 72-foot Burger Aluminum cruiser has a semi-houseboat arrangement plan which places the spacious galley-dinette forward on the maindeck. The galley is beautifully equipped for gourmet cooking and congenial dining.

The owner's accommodations include a master stateroom and two guest staterooms. The raised pilothouse is amidship and panel deckhouse lounge opening to a canopied afterdeck.

What wonderful means of "getting away."