

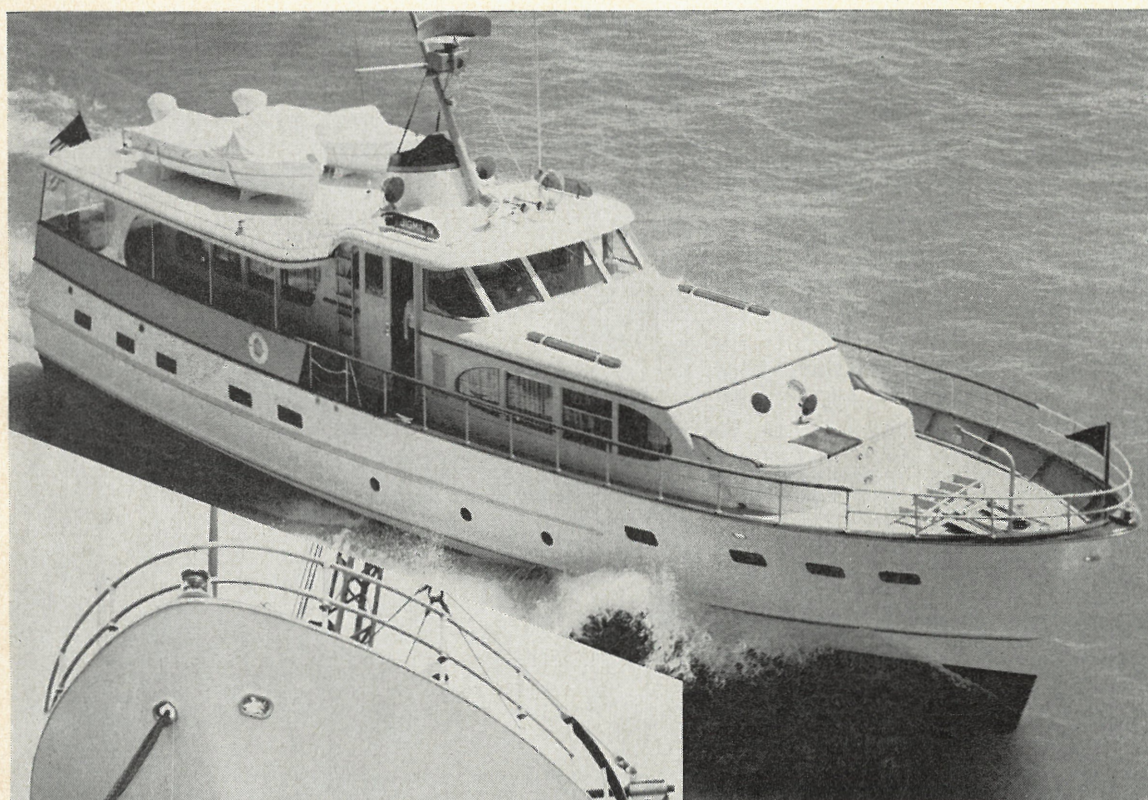
# YARD NEWS

BURGER CONTINUES TO SET THE PACE

Vol. I, No. 11

BURGER BOAT CO. -- MANITOWOC, WISCONSIN

Fall Issue, 1960



## DYNA Wins in Bermuda Race First in Class A

Light, lively aluminum DYNA has scored again, this time in the 800-mile blue water Newport to Bermuda race.

Skipper-owner Clayton Ewing of Green Bay, Wisconsin and his crew can be genuinely proud of their accomplishment. The race, which began in fog and ended in fury, was described by one observer as the "roughest in the history of the event."

A storm with winds gusting

(Continued on page 4)

### ANOTHER ONE!

The present owner of a Burger 65 in steel has just placed an order for an all-aluminum 72-foot cruiser. Delivery is scheduled for late June, 1961. The trend to aluminum continues.

JIGMIL IV completes her trial runs

## World's Largest Aluminum Yacht JIGMIL IV Launched at Burger Yard

Another milestone in modern pleasure craft construction was passed in early July when the 72' Burger custom cruiser JIGMIL IV was delivered to Charles B. DeVlieg, a Royal Oak, Michigan industrialist.

JIGMIL IV is DeVlieg's second and largest Burger. It is not only the largest all-aluminum pleasure boat ever built, but it also makes more extensive use of the light, corrosion resistant alloy than any previous craft. In all, 17½ tons of aluminum were used in the hull and superstructure, with additional amounts in furniture, fittings and equipment.

Design details were handled jointly by the Burger design division and Jack Hargrave, well known Palm Beach naval architect. The result is a boat of unprecedented speed, maneuverability, range, all around spaciousness and comfort for its size and class.

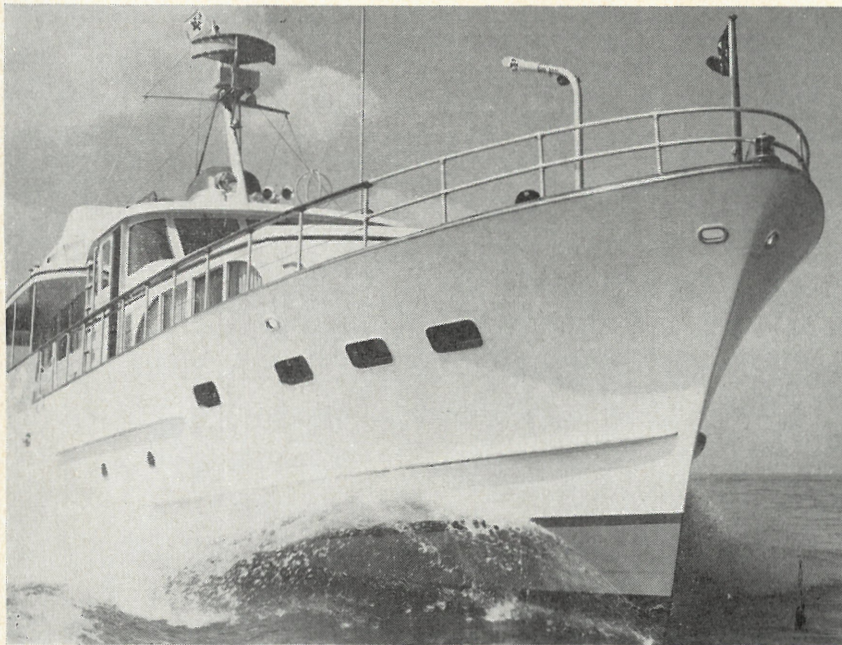
From steering to storage, no detail has been overlooked that will add to JIGMIL's efficiency and liveability. Her raised pilot house gives good forward visibility — is located amidship to minimize fatigue in rough weather running. The dining salon, just forward of the pilot house, is aft of and adjoining the conveniently located topside galley.

The comfortable, home-size lounge is paneled in hand finished mahogany complemented by soft "haze blue" carpeting — the basic decorating theme used through the inter-

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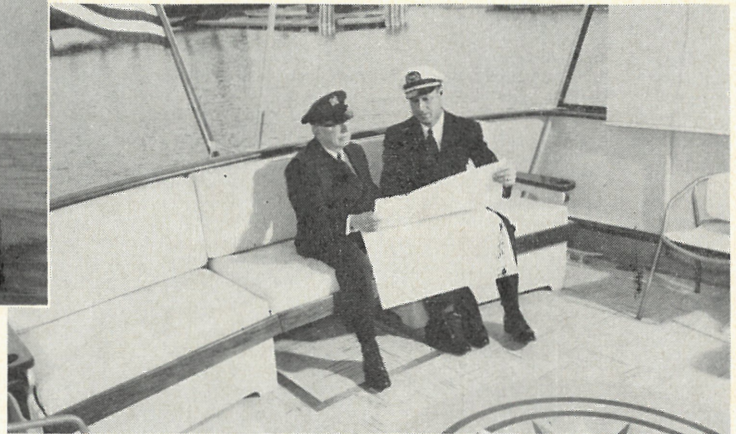
Captain John Borgen, left, and owners Mr. and Mrs. Charles B. DeVlieg, right, pose proudly under the towering bow of JIGMIL IV just before launching.



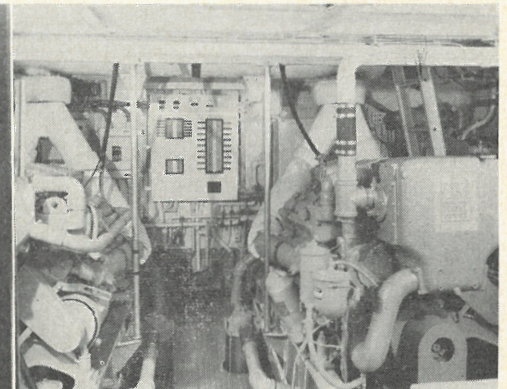
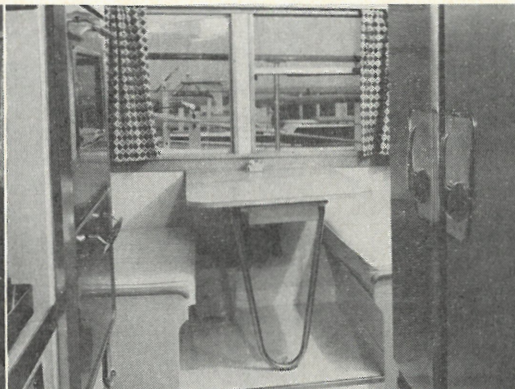
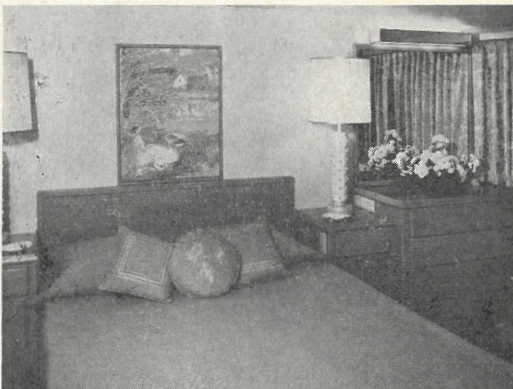
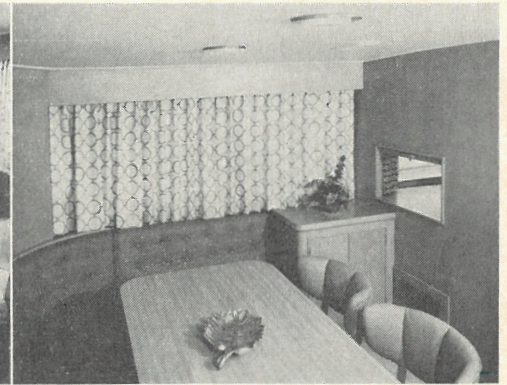
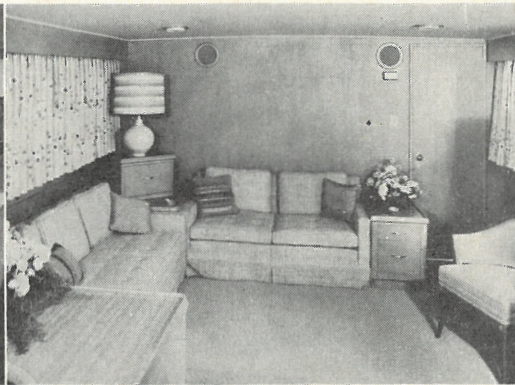
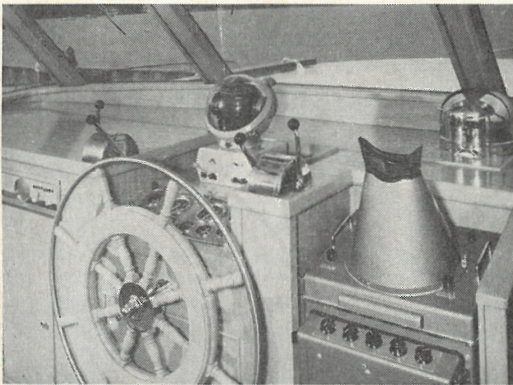
# JIGMIL IV

poise..power..perfection

*(Below) C. B. DeVlieg and Captain John Borgen chart a course for home from the afterdeck.*



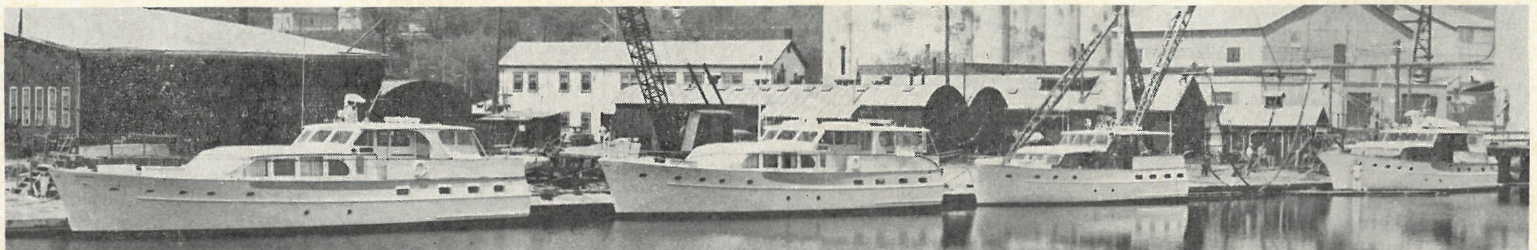
*The next best thing to stepping aboard the new JIGMIL is a photographic tour of her interior. Top row shows the pilot house, deck lounge and dining salon. Second row views are of the master stateroom, crew's dinette, and the engine room.*



## A Burger Homecoming

*Lined up like the finalists in a beauty pageant, four Burger cruisers await their turn for routine maintenance and tune-up*

*at the Manitowoc yard. From left to right; 3 B's III, CAROLINE IV, STEREO and SIS W.*

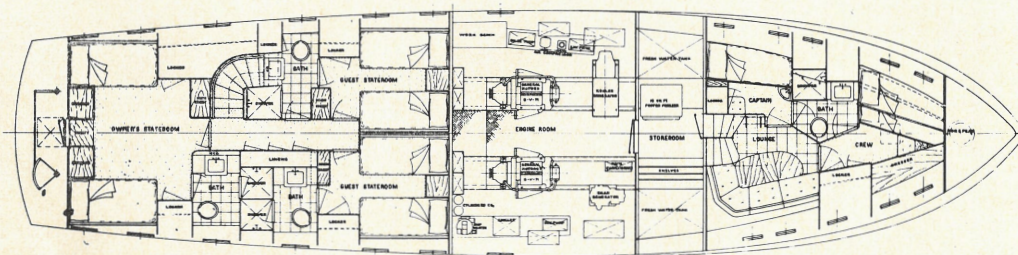
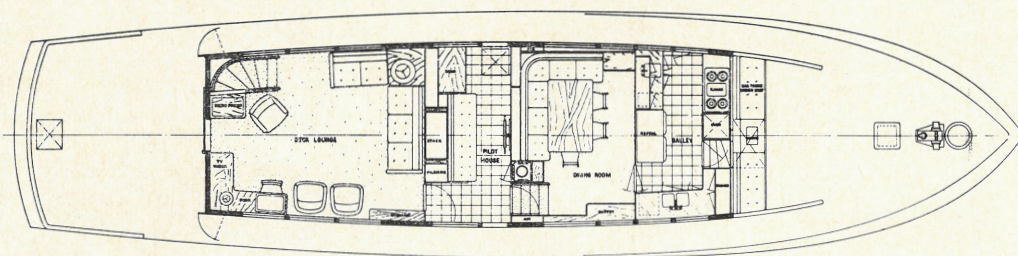
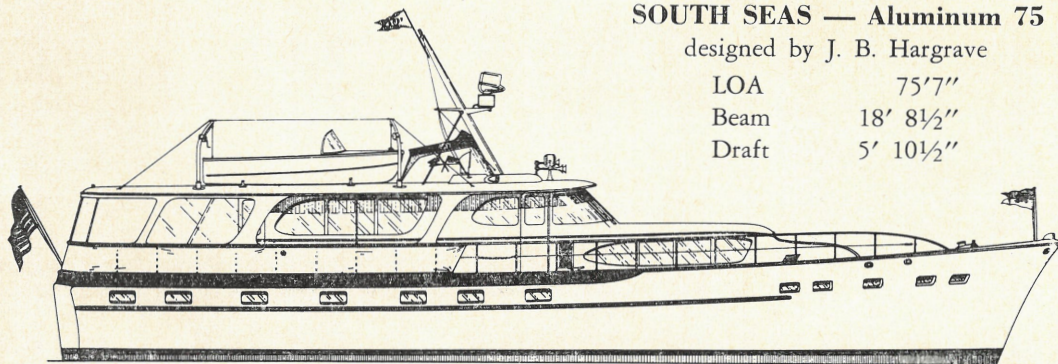


## C. F. Johnson's New 75-Footer Nears Completion

### SOUTH SEAS — Aluminum 75

designed by J. B. Hargrave

LOA 75'7"  
Beam 18' 8½"  
Draft 5' 10½"



*SOUTH SEAS accommodations include three staterooms, each with private bath. Trim and main deck are of teak, and the craft is completely insulated. Fuel and fresh water capacity are each 2,000 gallons, and she is completely fitted with modern safety equipment.*

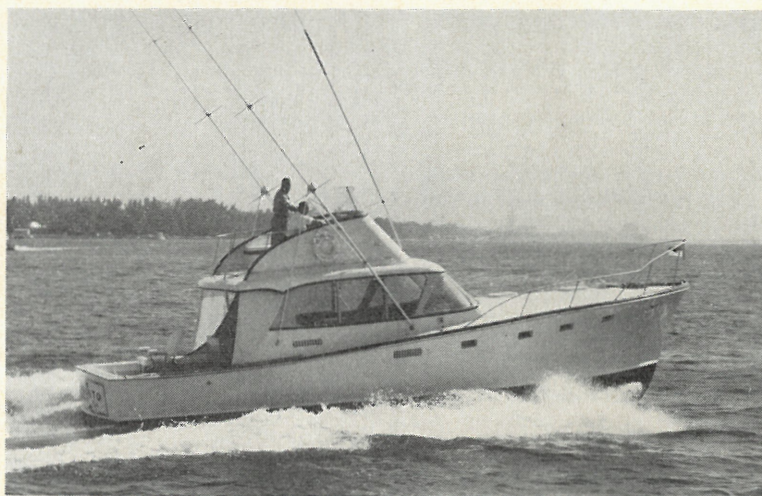
## Forty Feet of Fighting Fisherman

### Action Report on All- Aluminum EL PRONTO

"EL PRONTO has certainly lived up to all our expectations," reports owner C. F. Johnson. "During a full season of use she has proved as dry and soft running, and as completely free of pounding, as she was designed and built to be."

The 40' all-aluminum EL PRONTO (shown at right) made her debut this past winter in the Bahamas and Florida Keys tuna tournaments. Catches were not spectacular, but performance was. With her two big 275 hp. Chris-Craft engines, she has turned in top speeds of 30 mph. Maneuverability has been outstanding.

However, it was in offshore fishing in the Hatteras area that



EL PRONTO showed her true mettle — and the metal made the difference. Her lively bouyancy took her up and over seas that would have driven ordinary boats back to harbor. Fishing was better too, with a 376 lb. blue marlin the best catch of the season.

EL PRONTO was designed by J. B. Hargrave, and her plans were featured in the Spring, 1959 Yard News. She is Johnson's seventh sport fisherman and the "best by far." Currently between seasons, she will be returning to the Keys in November for more fishing and, this time, more tuna.

Activity in the Burger yard has continued at a brisk pace throughout the summer months. Scheduled for early September delivery to C. F. Johnson of Asheville, N. C. is the big new SOUTH SEAS. It will be the owner's third new Burger in the past three years, his second all-aluminum craft. The SEVEN SEAS, palatial 90-foot custom cruiser, was completed in the summer of 1958. EL PRONTO, 40' sport fisherman shown below was delivered in November, 1959.

SOUTH SEAS will be the sixth member of the growing family of Burger welded all-aluminum yachts. She is 75-feet long, and every inch a princess. Design is by J. B. Hargrave and incorporates all the ingenious luxury and efficiency features which typify his work. Normal cruising speed will be from 12 - 14 mph. with a top of 18 - 19. From 1½ to 2 mph. can be credited to the 20,000 lbs. of weight saved through aluminum construction.

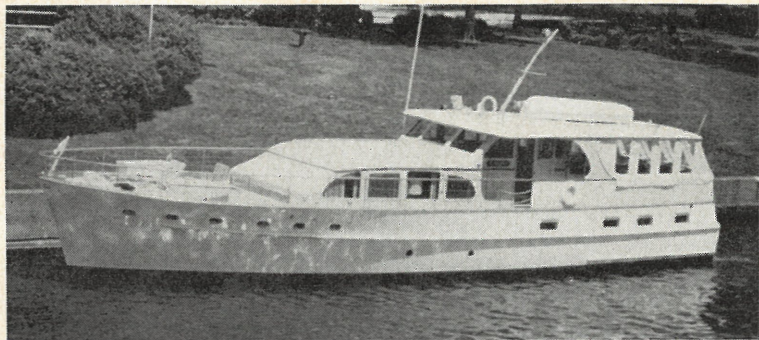
Work has begun on the hull of another aluminum cruiser, the 83' CERIEL ordered by W. E. Tyler, present owner of a steel Burger 75 of the same name. A 65-foot welded steel cruiser is well underway and will be completed for delivery by Spring 1961.

## Aluminum 63 Will Be Demonstrator

The first Burger Standard 63 in aluminum will be completed and launched in late October. Burger clientele who wish to examine and experience first hand the exciting performance of this new breed of pleasure craft will have such an opportunity during the early months of 1961.

The new cruiser will be given thorough tests on Lake Michigan before proceeding to Florida, where it will be used for demonstration throughout the winter season. Test data will be available to prospective owners at that time.

The Standard 63 offers many attractive features and options. An illustrated brochure, with detailed descriptions, is available upon request.



## Two New Steel Cruisers

Two new Burger cruisers were delivered to their respective owners early this summer. First to sally forth was the EMPEROR GENE, a 60-footer for Robert Hermann of Burnham Park, Illinois. Mr. Hermann is an official of American-Marietta Co. and is well known in Lake Michigan

yachting.

Nine days later, the 65' NANCY V (shown above) left Manitowoc with proud owner Carleton S. Smith of South Bend, Indiana aboard. NANCY V will cruise the Great Lakes this summer and head for the Smith's Ft. Lauderdale home for the winter season.

## World's Largest

(Continued from page 1)

ior. Two spacious sofas provide a maximum of seating comfort; a built-in desk and stereophonic Hi-Fi adapt the lounge for work or leisure, accenting the pleasure in both.

### Protected Afterdeck

The bright afterdeck area is enclosed on three sides by sliding plate glass walls. These greatly increase the use-ability of an area that is often restricted to "perfect weather" use on other yachts.

Below deck and aft of the engine room are three double staterooms. The master stateroom has a private bath — the two guest rooms share an adjoining bath. Two staterooms and bath forward afford generous accommodations for a crew of three.

### The "Utility" Room

A unique efficiency feature of JIGMIL is a small and easily accessible storeroom located between the crew's quarters and the engine room. It is equipped with a 14-cubic foot freezer and combination washer-dryer. JIGMIL's 1500 mile cruising range will not present the DeVlieg's with any fresh food or laundry problems en route.

### Comfort Conditioned

Complete climate control includes air conditioning and oil fired hot water heating systems.

### PHOTO CREDITS

The Milwaukee Journal  
Dale Cornick  
David R. Kitz

thorough ventilating throughout all living and working areas for passengers.

JIGMIL is powered by two V-12 GM diesels turning twin 38" propellers which gave her a top speed of 22.8 mph. in trial runs, a cruising speed of 18-19 mph. with an economical rate of fuel consumption. Fuel capacity is 2400 gallons with storage for 1200 gallons of fresh water, all in the integral tanks of the double bottom aluminum hull. Electric power is supplied by a 15KW 4-cylinder diesel generator.

### Many Safety Features

Safety, always of prime importance in yacht construction and equipment, is inherent in the all-welded hull. Five watertight compartments, double bottom and the strong ductile metal provide the security that is the hallmark of a Burger boat. Complete and modern electronic and navigational equipment give added assurance of safe and trouble-free operation.

JIGMIL IV will be home to Mr. & Mrs. DeVlieg for as much as six months out of every year, with the time divided between summer cruising of the upper Great Lakes and the sunny shores of Florida and the Caribbean during the winter. It is not hard to predict that those months will be pleasant ones.

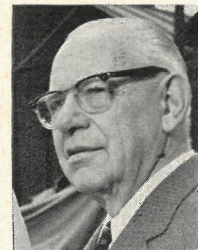
## Dyna Wins

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as high as 60 knots caused widespread damage throughout the fleet. Ewing's 58' Burger-built yawl came through unscathed — and winner of Class A by the largest margin of any of the class winners.

## The Owner's Comments

on JIGMIL IV



*Charles B. DeVlieg, owner of JIGMIL IV, has been a pioneering figure in the machine tool industry for 43 years. He describes here some of the ingenuity and planning that went into his revolutionary new cruiser.*

To get the ultimate in speed, seaworthiness, comfort, and ease of maintenance into JIGMIL IV, we knew from twelve years experience with wood and steel cruisers that we would have to make more extensive use of aluminum than ever before. We also knew that for this new venture we would need the help of the best brains in the ship building, designing and aluminum fields.

### An Experienced Team

This led us directly to the Burger Boat and Reynolds Metals Companies who together have done the outstanding pioneering and development in large aluminum boat construction.

To this combination we added a brilliant naval architect J. B. Hargrave, the thirty year seafaring lore of the JIGMIL's Captain John Borgen, and an owner's knowledge of what he wanted from more than a decade of owning and operating cruisers.

Burger has been building boats at Manitowoc, Wisconsin for almost a century beginning with the old lumber schooners for the Great Lakes Commercial fleets. About thirty-five years ago they began pioneering in the first steel pleasure yachts. More than seven years ago, they built their first experimental aluminum 36-foot cruiser which Reynolds purchased from the original owner for salt water corrosion tests which are still underway at Jamaica.

### Proved Outstanding in Dyna

The freedom from corrosion established by this boat and its excellent performance characteristics were dominant factors in Burger's building of the subsequent 58-foot all-welded aluminum yawls DYNA and ARIA. DYNA's racing records are well known and point up the close relationship between weight, maneuverability, and performance in boats.

In the JIGMIL IV, for instance, by using 35,000 lbs. of aluminum throughout the hull and super-

structure, in furniture, equipment and wherever possible, we were able to eliminate more than eight tons of useless weight. Part of this was achieved when Reynolds designed a unique system of interlocking aluminum extrusions for the superstructure which saved us from having to use heavier traditional materials and which you will see become standard construction for large boats from now on.

### Low Weight to Horsepower Ratio

By continually fighting for the principle of the lowest possible ratio of weight to horsepower we were able to come up with a top speed of 22.8 miles per hour and a comfortable cruising rate of 18 to 19 miles per hour.

Speed is not the only advantage of light strong aluminum properly designed for large craft. J. B. Hargrave, naval architect and design consultant for the JIGMIL IV, told me that aluminum has an extremely important part in future yacht design, not only for its superior resistance to corrosion over any other metal commonly used in marine service — above or below the water line, in fresh or salt water — but because the same thing is happening in yachts that we have witnessed in automobiles, they are being required to make them compact. For instance in the JIGMIL IV, four feet in length was saved by designing a hydraulic disappearing ladder operated by electric switches. The ladder gives access from the galley to the crew's quarters, engine and store rooms.

### 72 Feet Equals 100 Feet

He points out that a boat the size of mine "has accommodations unequaled in a one hundred footer of years gone by and that metal boats, with large fuel and water capacity in the hull where they occupy no useable space, have become an appealing answer to the problem. With the use of aluminum we have been able to build boats of metal that have both the advantages of steel and the lightness of wood."