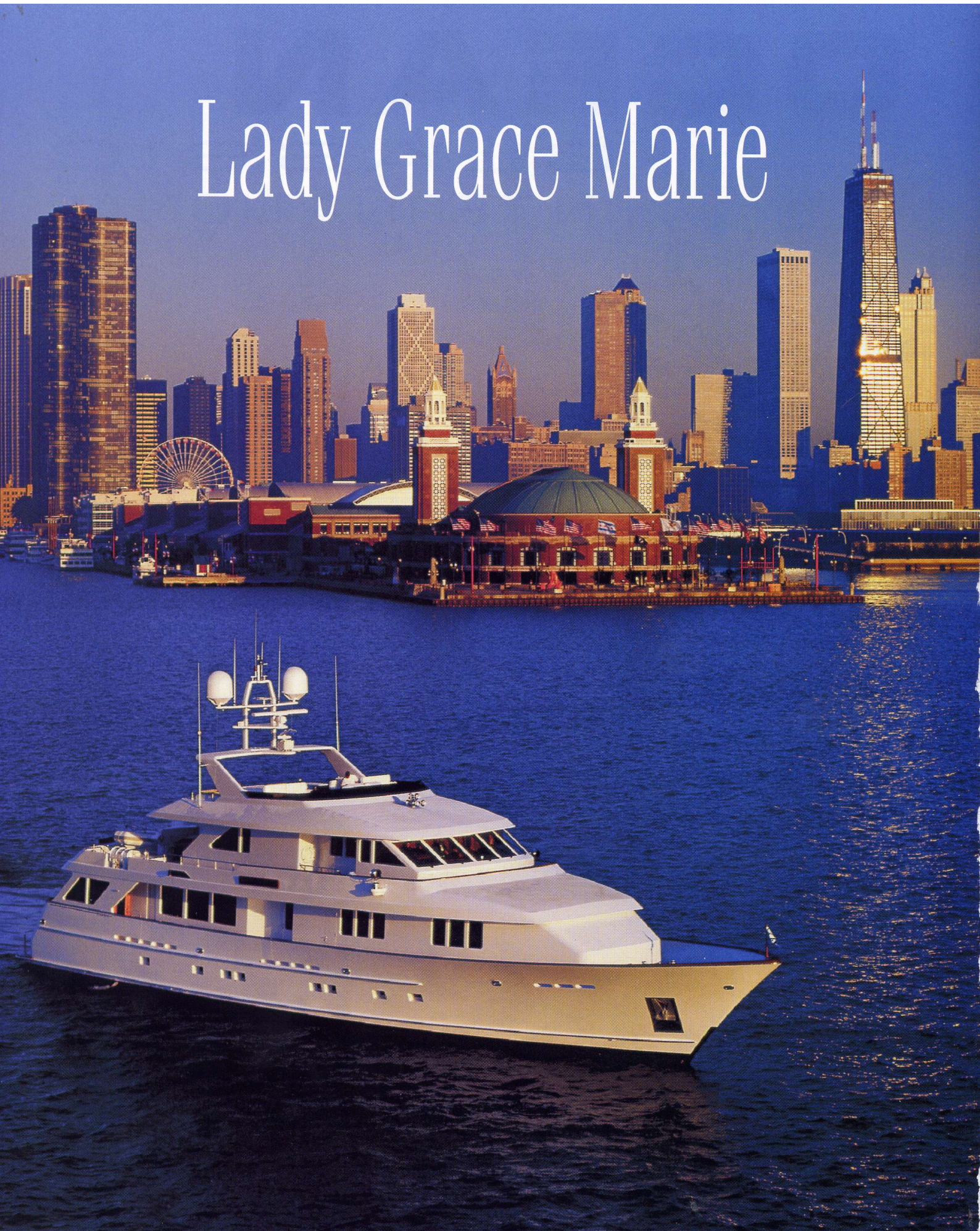


Lady Grace Marie





(o n b o a r d >

Alessandro Vitelli goes aboard *Lady Grace Marie*, Burger's first tri-deck, and finds a touch of the Orient plus excellent performance. Photography: underway, Vito Palmisano. Interiors, Martin Fine

One of the benefits of driving across Acadia National Park in America on a sunny summer's morning is that it induces a contemplative frame of mind. The purpose of the journey was to visit *Lady Grace Marie* – the most recent delivery from Burger Boat Company and its first ever full tri-deck – and it was easy to wonder how this latest arrival would compare to her sisters. Arriving well before the appointed time meant having the luxury of examining her glistening profile at a distance from where she was moored up in Bar Harbor. A significant luxury, as it turned out, since she is a radical departure from previous Burger builds.

To begin with, *Lady Grace Marie* is a true superyacht in size and appearance, with three distinct deck levels plus a flybridge. Furthermore, her design is softer and more rounded than most other Burger yachts. The more one looks, the easier it is to be impressed with how successfully the various components are integrated into one harmonious whole. Often the profile of large motor yachts is a plethora of unrelated angles in window and deck treatment. However, there was not a single discordant note here, just a continuous flow of lines from stem to stern.

In fact, she is like a masterfully executed *trompe l'oeil*, as her profile is quite high for her length, yet she disguises her mass by the subtle use of curved corners and soft edges. Design elements such as the large square deadlights opening to the main deck saloon and dining area are worth a second look – they may seem overlarge at first, but then one realises that the tinted glass looks black against the brilliant white of the

superstructure, thus relieving what would otherwise be an excessive expanse of white paint. The only feature that does not blend in with the overall design, while obviously functional, is the radar mast.

A short walk towards her confirms first impressions. From any angle, she maintains a solid, cohesive look. Once close up by her side, some of the subtler design details reveal their practical aspect. The stern platform, for instance, while more than

adequate for its intended purpose, is restrained in size and unobtrusive. The two substantial rubbing strakes, unusually one just above the boot top and the other below the sheer line, provide sturdy protection while mooring, and also add a horizontal element to help visually elongate the hull. Boarding options abound with a stern platform, hydraulic passerelle astern and two boarding gates on either side at main deck level.



on board >

Stepping aboard one is immediately struck by the overall feel of quality – flawlessly laid and nibbed teak on deck and all fittings thoughtfully and expertly installed. Throughout the external spaces there is abundant evidence of attention to detail and pride in craftsmanship.

At the aft end of the main deck saloon, large sliding glass doors lead to the stern deck area, which features a lovely teak table built by Murray Brothers (famed for the fighting chairs seen on many sportfishing yachts). A marble-topped wet bar stylishly provides guests with drinks and snacks.

Entering the main deck amidships from the side decks leads to a small foyer with a day head and a capacious hanging locker. Immediately aft are the saloon and dining area, while access to the owners' stateroom is forward on the starboard side. The galley access is to port.

Living areas throughout the vessel are finished in a subtle and tasteful Oriental style. The interior decor provides a sense of tranquillity through the use of nature and



Above: experience a taste of the Orient in the dining area, with its stunning red upholstered chairs

Right: the spacious main deck saloon is enhanced with natural and vibrant colours

Below: the sky lounge with its gentleman's club seating and oriental decoration





warm colours, satin cherry joinery and the occasional translucent, panelled Japanese screen. No heavy-handed application of chinoiserie here, just a confident translation of a traditional Far East scheme in a nautical setting. Strategically placed pieces of Oriental art enhance the effect.

The main deck saloon is spacious and comfortable, with vast windows along the sides and to the stern providing plenty of natural light. Almost identical seating areas, with large settees and chairs around Oriental-style coffee tables, are found to

Further aft, the dining area makes full use of the yacht's beam, with a glass-topped table framed by chairs upholstered in a vibrant red Oriental design. These have smart gold trim and unusual metal looped handles on the chair backs.

The galley is all one would expect in a yacht of these proportions – commercial quality equipment and a thoughtful layout for maximum efficiency. Maple joinery gives it a light and airy feeling and the marble counter tops add a touch of elegance. A set of stairs lead up to the bridge deck and a

The owners' stateroom is accessed via a private entrance which houses a dressing table and chair. It departs from the usual superyacht practice of taking up the full beam. *Lady Grace Marie's* owners feel that they have more than adequate privacy through the use of screens and curtains and that providing unimpeded movement on deck is important to the running of the vessel. Their philosophy is, 'How much space do you need for sleeping anyway?' There is still ample stowage, and two en suite shower rooms with marble topped



Stairs down from the hall on the main deck lead to the guest accommodation which houses four guest staterooms amidships, while stairs leading down from the galley provide separate access to the crew quarters. The guest staterooms – three twin and one bunked – are arranged along a marbled corridor and present the same

Oriental decor featured on the main deck. Cherry joinery creates a warm atmosphere and the layout provides a generous amount of floor space making each stateroom seem larger than its actual size.

The crew quarters – three singles and one double for the captain – are finished with the same attention to detail and quality as

the rest of the vessel. A laundry/utility room is also in this area, which incorporates a walk-in freezer and a 140 bottle climate-controlled wine cellar. Various additional bins and lockers support her captain's comment that 'Burger certainly knows how to take advantage of empty space – if there's a void, they'll fill it.'



Through a private entrance with dressing table, the master stateroom utilises the Oriental theme to the full, with panelled Japanese screens, luxurious fabrics, Eastern art and engraved mirrors in the en suite shower rooms

Right: a sophisticated office can be found



Two flights up is the flybridge deck, where twin hydraulic cranes aft provide maximum flexibility in launching the yacht's tender. Through a door forward, the sky lounge, with its 50-inch plasma television screen, comprehensive sound system, bar, and traditional red leather settees, is reminiscent of a gentleman's club. Forward of here is a spacious office.

Foremost, the navigation station is a successful contrast of tradition and technology – a varnished teak steering

(o n b o a r d >



wheel and teak and holly flooring mixed with an impressive array of state-of-the-art electronic controls and equipment. Four video monitors can display any desired information – from engine performance to radar image. They are flanked by two radars and a chartplotter. Doors to the outside are recessed and face aft – a thoughtful safety feature in heavy weather.

The flybridge deck offers evidence of the owners' preference for simplicity. The standard superyacht spa pool is missing, as



(on board >



are the usual water toys. There is just a wet bar, refrigerator and seating/lounging areas.

As always, a yacht's engine room reveals to a significant degree the ability of her builder. Here, Burger has demonstrated its uncompromising approach to quality and safety. *Lady Grace Marie* is too large a motor yacht for Burger to have used its standard V-drive installation, yet she manages to benefit from an aft engine room location anyway. Her propellers turn in hull tunnels, giving her a shoal draught and avoiding excessive shaft angles. The main engines are installed horizontally and the transmissions – mounted separately to take the propeller torque – turn the shafts to the required angle. Two generator sets are programmed to automatically switch back and forth every 12 hours. Pumps, valves, motors, wiring – everything is meticulously installed, both in terms of craftsmanship and ease of access. A utility room located between the engine room and the stern platform houses the central hydraulic system and provides ample workshop space.

Like all shipyards dedicated to their craft, in building *Lady Grace Marie*, Burger has launched another impressive creation – a further link in its continuing chain of ever developing yachts, each one a carefully gauged evolution of the previous build. The yard does not improve by quantum leaps, its standards have always been high enough to prevent that. It develops by thoughtful and objective review and by its willingness to challenge itself to reach just that little bit further. The next launch will be waited for



LADY GRACE MARIE

LOA

37.18m

LWL

32.15m

Beam

7.92m

Draught

1.83m

Displacement

215 tonnes

Engines

2 x DDC-MTU 12V 4000,
2,735hp each

Speed (max/cruise)

25/20 knots

Fuel capacity

50,113 litres

Range at 12 knots

2,500 nm

Generators

2 x Kilo-Pak 55kW

Bowthruster

Quantum QT 60hp

Stabilisers

Naiad 410

Watermaker

Matrix S3600

Entertainment systems

Team Electronics

Paint

Awlgrip

Construction

Aluminum

Air-conditioning

Marine Air

Communications

Electronics Unlimited

Tender

Novurania 5.2m

Classification

ABS

Project management

Owner/Burger Design Team

Naval architect

Don O'Keefe

Exterior styling

Burger Design Team

Interior design

Owner/Dee Robinson/
Burger Design Team

Builder/year

Burger/2002

1811 Spring Street,
Manitowoc, WI 54220, USA

Tel:+1 920 684 1600

Fax:+1 920 684 6555

