

DESIGN SPECIFICATIONS
LUDERS 36 SLOOP

CF4738 FB

Designer: A.E. "Bill" Luders

Builder: Cheoy Lee Shipyard of Hong Kong (Yard Number 2433), 1972

Designed dimensions:

LOA: 35'6"

LWL: 25'0"

Beam: 10'3"

Draft: 5'3"

Displacement: 15,000 pounds

External ballast: 5,250 pounds

Sail area: 596 sq. ft. (working)

Main: 304 sq. ft.

Foretriangle: 292 sq. ft.

150% genoa: 438 sq. ft.

Total main and 150% genoa: 742 sq. ft.

I=41.75' J=14.0' P=36.33' E=16.75'

Sails:

Mainsail, 7 oz.

150% genoa, 6 oz.

120% working jib, 7 oz.

Storm jib, 9.25 oz.

Storm trysail, 9.25 oz.

All sails by A. Lam of Hong Kong

Hull, deck and cabin trunk: molded one-piece fiberglass, to Lloyd's specifications

Cockpit: molded fiberglass, scupered, with teak grating. Large sail lockers.

Hardware: stainless steel or chromed bronze, including stainless steel pulpit; double plastic covered lifelines; stainless steel stern pulpit; stainless steel mooring sheet and halyard cleats; stainless steel stem head fitting with custom bow roller for anchor; stainless tangs and chain plates; genoa track port and starboard with foot blocks port and starboard aft; chromed bronze genoa and spinnaker winch pads; port and starboard gates; snatch blocks for headsails.

Spars: Sitka spruce, hollow, varnished; roller reefing on main; spinnaker pole (wood)

Winches: 2 Barient #26s, two speed; 2 Barient #10s; 1 #3 Barient Halyard winch; two Barient winch handles; 1 roller reefing handle

Rigging: stainless steel standing rigging (U.S.); stainless and synthetic running rigging (U.S.)

Forehatch and skylight: heavy plexiglass in teak frame, double hinged

Ventilation: forehatch and skylight, double hinged; opening port in head; four cowl vents (two Dorade type); covering plates for fore and aft vents

Engine: Westerbeke 4-107 diesel (37 HP) with Westerbeke SA lightweight transmission

Electrical system: heavy duty wiring, 12 volt system; alternator; two heavy duty 90 amp hour batteries; all circuits with circuit breakers and fused on water pump, holding tank pump; 110 shorepower system

Lighting: international running lights; masthead light; spreader lights; anchor light; several battery powered reading lights; Aladdin kerosene lamp in main salon; all through hulls and mast grounded for lightning and corrosion

Tanks: approximately 80 gallon fiberglass water tank, baffled; two 20+ gallon stainless steel fuel tanks; ice box sump tank; 35 gallon holding tank (stainless) which can be converted to fuel or water tankage

Cabin interior: all joiner work of teak with rubbed finish or varnish; teak and holly cabin sole; 4" foam rubber mattresses, fabric covered; formica galley with stainless steel sink; 250# ice box with drain to sump tank; Wilcox-Crittenden toilet; ceramic washbasin

Pedestal wheel steering by Cheoy Lee

Teak decks over non-skid fiberglass

Pressure hot and cold water system in galley and head

Pressure hot and cold shower which drains into separate sump; teak grating over shower pan; telephone extension type shower head which can be led to deck

Forward cabin v-berth filler piece with 4" fabric covered mattress

35 gallon holding tank with Jabsco Macerator pump and through full fitting
Head can be directed overboard or into holding tank (which can also be pumped overboard)

Stove: Gas Systems CNG three burner with over; two cylinders CNG hookup

Fire extinguishers: three 3 3/4 pound dry chemical

Ground tackle: 35# CQR with 20' 3/8 chain and 200 feet nylon

Compass: 5" Ritchie set in binnacle

Electric bilge pump; Henderson manual bilge pump

Ratelco King Cole Stove mounted on midship bulkhead with all attachments

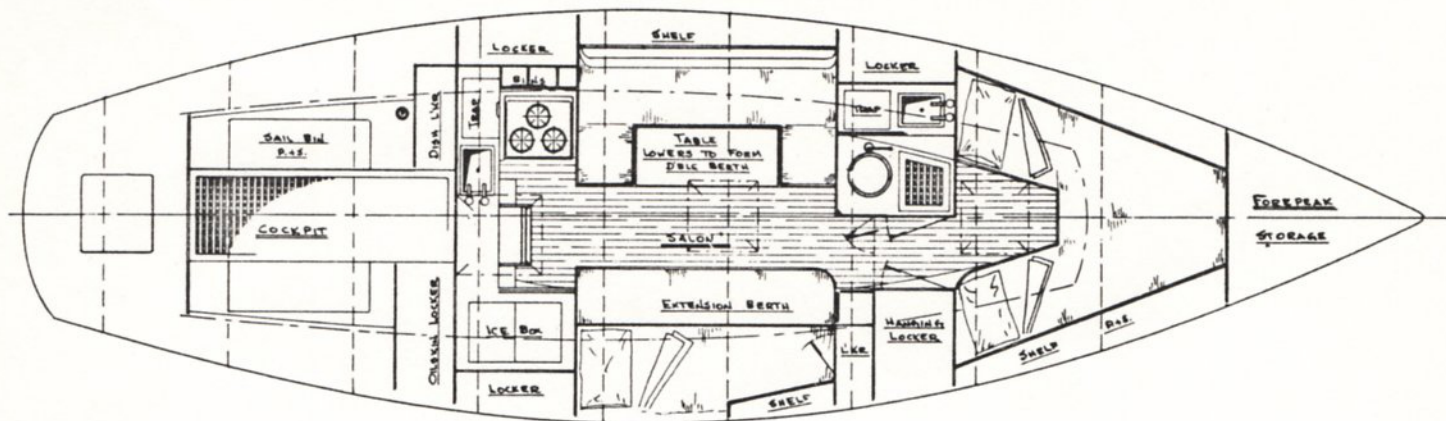
Full curtains

Hatch and mainsail covers; pedestal steering cover

Stainless steel and wood boom gallows mounted on cabin top which can be folded down

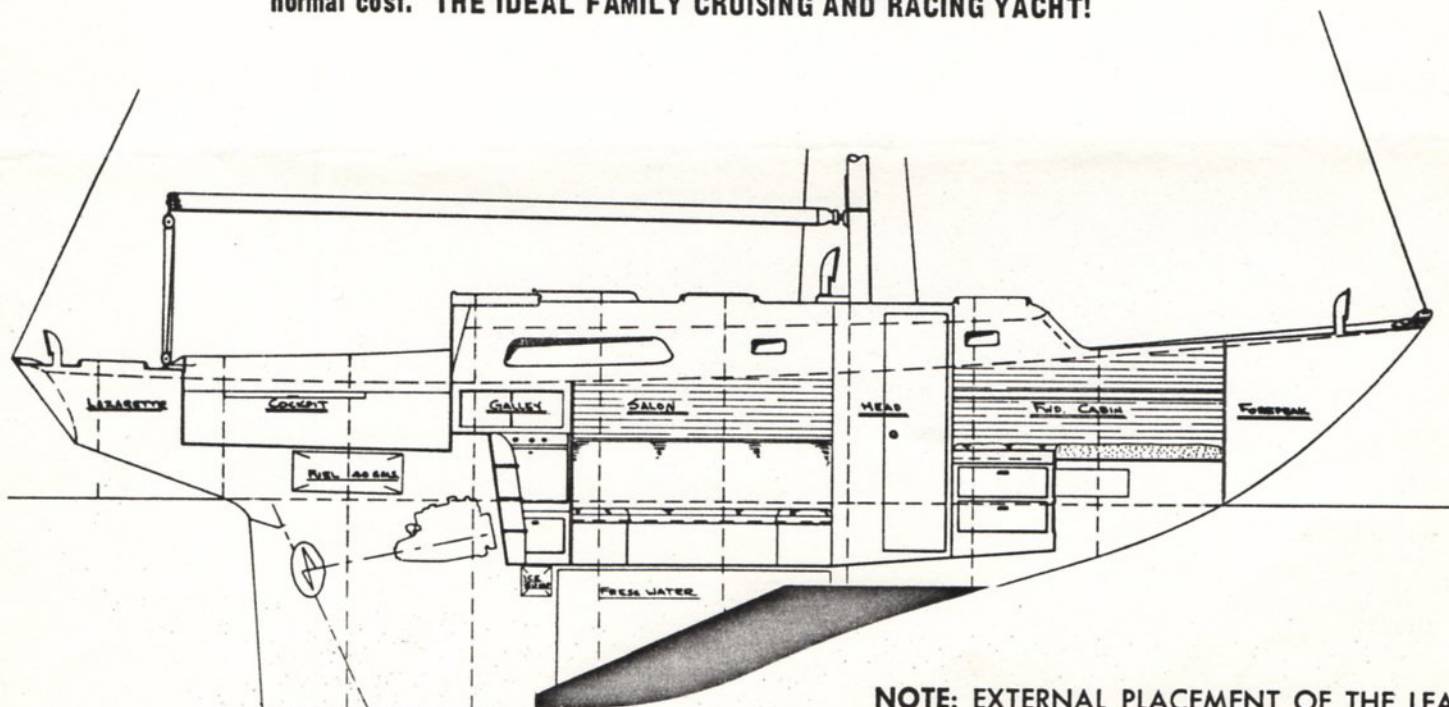
Standard Horizons 78 synthesized VHF (82 channel capacity: 55 transmit, 82 receive)

Mast tabernacle by Fred Lanting



THERE IS SOMETHING DIFFERENT ON THE MARKET!

In a mass market characterized by mediocre construction, the LUDERS 36 auxiliary turns the clock back to the time when quality of construction was the norm, not the exception. Combine the best features of the huskiest fiberglass moulding existing (in excess of Lloyd's Class requirements) with the time and craftsmanship expressed in the exquisite Burma Teak trim and joiner work and the result is a fiberglass boat that retains all the charm and details that makes a "boat" a "yacht". Details seldom found in competitive boats, such as external lead ballast, lever sea-cocks on all thru-hull fittings, stainless hardware, deluxe instrument panel, Dorade vents --- all are standards on the LUDERS 36. Desirable extras such as diesel power, pedestal wheel steering and hot and cold running water with shower are available at a fraction of normal cost. **THE IDEAL FAMILY CRUISING AND RACING YACHT!**



NOTE: EXTERNAL PLACEMENT OF THE LEAD BALLAST, ONE OF THE MANY STANDARD QUALITY FEATURES.

