

# 26' AFFORDABLE SLOOP

## LUGER 26' TRADEWINDS ALL FIBERGLASS CRUISING/RACING SLOOP



### SAVES YOU \$4,000 - \$6,000 - OR MORE!

Compare Luger's 26' Tradewinds sailing sloop with sailing yachts of comparable size — boats priced at \$8,000, \$9,000, \$10,000 or more . . . and see that Tradewinds saves you half — or more of their cost!

The time you spend on easy assembly of the Tradewinds kit pays off big!

And not only do you save thousands by assembling Luger's Tradewinds — you make no sacrifice in quality or performance!

Luger's Tradewinds is built using the same quality and quantity of exactly the same type and kind of materials found in comparable high priced quality factory finished craft.

Like other volume manufacturers, Luger procures the component parts used for hardware, standing and running rigging, fittings, sails, etc., as well as the fiberglass materials and resins used in the manufacture of the molded fiberglass sections of the Tradewinds from the same sources as do high quality factory finished boat manufacturers. Even the way you complete the joining of the molded fiberglass hull and superstructure sections and install component parts, fittings, etc., is the same as on a factory assembly line. In fact, your Tradewinds will proba-

bly be more carefully assembled because you will take a much keener interest in the finished boat than do disinterested workers on a factory assembly line.

When you purchase the Luger Tradewinds kit you get what counts — the quality you need.

When you purchase a Luger Tradewinds kit, you do not pay for costs which are of no benefit to you. Luger sells factory direct so the price you pay for your Tradewinds does not include dealer or other middleman markup . . . and because you do the assembly and outfitting of your craft you save all of the high cost labor and high overhead costs for such factory operations. These savings, when added and taken together with the economies of Luger's direct factory selling, are the whole secret to Luger's lower prices . . . and your assurance that, even though, you pay thousands less for a Luger Tradewinds you, nevertheless, will have a boat comparable in every respect to factory finished craft for which you would pay about twice as much.

So, you see, the only real difference between your assembled Luger Tradewinds and a factory finished boat costing twice as much — is the thousands you save!

# FOR CONVENIENCE, SAFETY, QUALITY CHOOSE TRAILERABLE 26' LUGER TRADEWINDS

## CONVENiences MEAN PLEASURE

- **SLEEPS 5** — Two on 6'-4" long forward V berths, 2 on 44" wide x 6'-4" long convertible dinette (comfortably seats 4) and the 5th crew member bunks on the port side quarter berth. If need be, you can even install removable bunks to sleep 2 more — 1 above the galley and 1 above the dinette. These extra bunks are not included in the kit price but the Tradewinds instructions have all of the details on how to make and install them and where to store them when not in use, etc. The spacious cockpit seats are great for sleeping "under the stars", too.

- **TRAILERABILITY** — Tradewinds retracting swing keel and low slung trailer enables easy launching, loading from the same ramps used by small outboard runabouts. On its specially designed Luger trailer, Tradewinds tows easily at freeway speeds behind any full-size family automobile. Your trailerable Tradewinds will extend your boating "range" to varied boating waters — both near and far. By "storing" your Tradewinds on its trailer, it will always be ready to go where you choose . . . and you have no mooring or slip rental fees, either. If your trailering destinations require an overnight rest enroute, you can "live aboard" your Tradewinds while it is on its trailer — just like you would in a travel trailer — and the same as you would when she is afloat.

- **HINGED MAST** on Tradewinds is quickly, safely and easily raised or lowered by 1-2 persons without other "assists" for trailer transporting or passage under low bridges.

- **RIGGING IS QUICK, EASY** — Tradewinds goes from trailer to "sail her" in less than 15 minutes — and all easily accomplished by 1-2 persons. Mast is easy to handle and safely raised by 1-2 persons without need of any tools or other "assists". Procedure: slip bottom of mast into hinged fitting on cabin top and walk forward raising the mast as you go. When mast is in vertical position, fasten forward stay to fitting at bow of boat. Note: side and backstays remain fastened to their deck fittings at all times — they are not disconnected when mast is lowered. The base of the mast and the fitting for the mast on cabin top are designed to hold the mast securely in place when raising and lowering.

- **SWING KEEL** — system on Tradewinds (like swing keel system on Luger 21' Windward) consists principally of 2 heavy cast iron members — the moveable swing keel and the fixed housing into which it retracts. Both are of very strong, heavy, durable cast iron. Luger's swing keel provides heavy external ballast — located low in the water where it does the most good and it makes Luger's Tradewinds "stiff" and self-righting — whether swing keel is all the way down or fully retracted. Tradewinds' streamlined swing keel automatically rides up and over underwater obstructions.

In Luger's swing keel system the pivot pin for the swing keel is located in the fixed housing where any stress placed on the pivot pin by contact of the swing keel with an underwater obstruction is absorbed by the housing casting. This design is far superior to those where the hinge pin is embedded in the fiberglass hull. In such systems, there is the very real danger of severe damage to the molded hull should the boat run aground. Also in such systems the pivot pin is usually located below the waterline and leakage often develops as the pin wears or corrodes.

- **TIP-UP RUDDER** system in Tradewinds, like Tradewinds' swing keel, automatically rides up and over underwater obstructions. Tradewinds sails with her rudder full down, fully retracted or at any intermediate setting . . . just like the Tradewinds' swing keel thus, enabling operation in water with as little as 26" depth. Tradewinds tip-up rudder locking system releases if an underwater obstruction is encountered — preventing the possibility of damage to rudder or boat.

- **SINGLE HANDED SAILING** is easy in Luger's Tradewinds. All lines used to control sails are handily arranged at the helmsmans' "fingertips". The Tradewinds sails with ease — without moving from your seat at the tiller.

- **SELF-BAILING COCKPIT** has comfortable chair height seating with deep, comfortable molded-in full length back rest. Rain or spray entering cockpit will automatically drain overboard through built-in drains in the cockpit floor. Tradewinds 6'-8" long cockpit has spacious seating for 6-8 adults and her generously proportioned cockpit well provides more than ample footroom for all aboard.

- **STORAGE** in Tradewinds is generous — in forepeak locker, in lazaret locker (between transom and cockpit); under galley counter, under forward V berths, under dinette seats, under cockpit, in optional hanging locker and under the portside quarter berth. Plenty of room for everything you will want aboard, sails, lines, life jackets, provisions, clothing, etc.

- **OPTIONAL LAZARET STORAGE COMPARTMENT** (located between transom and after end of cockpit) utilizes this usually unused space — for storage of anything which will pass through its 15" x 23" hatch opening — and everything that will fit into a 16" x 34" x 60" space. Plenty of room for fuel tank for auxiliary outboard, inflatable dinghy, anchor, lines, fenders, etc. Note: hatch opening not "cut-out" by factory, thus, the option of providing access to this storage area can be made at the time of assembly or at any future time. The molded fiberglass hatch needed to cover the lazaret storage compartment is supplied in the Tradewinds kit.

- **OPTIONAL COCKPIT SEAT HATCH** in starboard cockpit seat provides an alternate means of access to storage space beneath cockpit. The hatchway opening in cockpit seat is not, however, "cut-out" at the factory, thus the option of providing access through the cockpit seat can be made at the time of assembly or at any future time. The molded fiberglass hatch required to cover the seat opening is supplied in the Tradewinds kit. If the hatch opening through seat is not made, access to storage area beneath cockpit

seat is from behind dinette seat. When hatch opening is cut-out in the seat, it measures 13" x 27".

- **FULL SITTING HEADROOM** throughout the entire cabin provides comfortable seating at the dinette, on the quarter berth, in the "head" and above the forward V berths.

- **JUMBO CABIN ENTRANCE** measures 56" long x 43" wide and is enclosed by 2-piece sliding hatch — the rear section slides forward over the forward section. Either or both of the cabin entrance hatches can be removed easily (without tools) and stowed below deck thus providing unlimited headroom over most of the "stand-up" floor area of the main cabin.

- **FORWARD DECK HATCH** opening measures 20" x 21" — more than enough room for the largest person to pass through — quickly and easily. The after end of the forward V berths is located at just the right height and position to make a convenient step for "straight up and out" passage through the hatchway.

- **EXCELLENT CABIN VENTILATION** — Tradewinds large inclined foredeck and cabin entrance hatches provide excellent ventilation throughout the entire cabin interior.

## SAFETY MEANS CONFIDENCE

- **SELF-RIGHTING DESIGN** — Luger's Tradewinds, if blown over or otherwise "laid flat" on her side with the top of the mast touching the water, will quickly return to her normal level and upright position. Tradewind's self-righting stability results from the shape of the hull and the location and weight of her heavily ballasted swing keel. Luger Tradewinds is self-righting with swing keel up, or down.

- **NON-SKID SURFACES** are factory molded into Tradewinds' fiberglass decks, cabin top surfaces and cockpit seats and floor . . . all surfaces used for walking, standing or seating — for sure footing when surfaces are wet or dry.

- **LARGE, UNCLUTTERED FOREDECK** — for easy handling of headsails, anchor, etc. Non-skid deck surfaces provide that "extra measure" of safety for all passengers and crew members.

- **FLOTATION** may be installed in Tradewinds by those owners who feel more secure by its presence. The needed styrofoam-like material is readily obtained at most lumber yards and building supply centers where it is sold as an insulation material for buildings. It is inexpensive, available in a variety of shapes and sizes and is easily cut and shaped to fit under bunks, cockpit, etc. Instructions provided with Tradewinds kit give complete information on what material to obtain, where to place it and how much to use.

- **ROLLER REEFING** of mainsail on boom enables Tradewinds' skippers to reduce sail as needed and whenever desired. How it operates: release roller reefing locking mechanism (no tools required) and revolve the boom causing the sail to "roll-up" on the boom just like window shade. When sail area has been reduced to the desired size, re-lock the roller reefing mechanism. The entire operation is simple, quick and easy.

## QUALITY MEANS SATISFACTION

- **QUALITY CONSTRUCTION** — Tradewinds' factory molded all fiberglass hull unit and deck-cockpit-cabin superstructure unit are hand laid fiberglass manufactured from exactly the same materials and using the very same methods and equipment employed by manufacturers of high quality factory finished boats. The molded sections have extra thickness for added strength in areas of greater stress. Hull and superstructure units also are rigidly reinforced with factory molded-in-place reinforcing members.

The hull units' factory molded-in-place full length longitudinal reinforcing members maintain correct hull shape during transport and assembly. These reinforcing members are also the means for mounting and locating many of the component parts used to assemble the cabin interior accommodations.

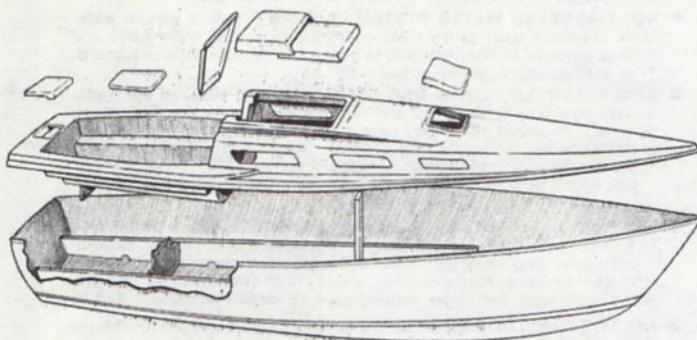
The superstructure unit, like Tradewinds hull unit, has factory molded-in-place reinforcing members for rigidity in all areas and surfaces used for seating, standing and walking. The superstructure unit's factory molded-in-place reinforcement provides secure mounting for standing and running rigging, fittings, hardware, etc. and also provides the means to locate and fasten many of the component parts used in the assembly of cabin interior accommodations.

When you take delivery of your Tradewinds the superstructure unit will have been installed on the hull by the Luger factory! Both units will be properly located with respect to each other and many of the bolts used to join them together will be permanently in place. Anyone can easily complete the joining of the hull and superstructure as all that is left to do is to install the remainder of the bolts and then to fiberglass bond the joint between the units. The bonding is done on the out-of-sight interior of the hull where it is completely concealed within the finished boat. Truly you can't go wrong!

- **QUALITY MATERIALS** used in Luger Tradewinds provide trouble-free service in fresh and salt water. All metal parts used anywhere in the entire boat are of high quality corrosion resistant materials. Screws, bolts and all fasteners are stainless steel, brass or anodized aluminum. All deck hardware and all fittings for running and standing rigging are stainless steel or anodized aluminum. Mast and boom are of anodized extruded aluminum . . . everything — above and below decks — inside and out — is carefully selected of materials proven for use in fresh and salt water.

- **QUALITY THROUGHOUT** — Tradewinds is all quality — in appearance, construction, materials, design and performance. Compare Luger Tradewinds with factory finished yachts costing twice as much — or more.

# TRADEWINDS ASSEMBLY EASY FOR ANYONE—NO PRIOR EXPERIENCE IN BOAT BUILDING OR KIT ASSEMBLY REQUIRED... *The Works Been Done — The Rest Is Fun!*



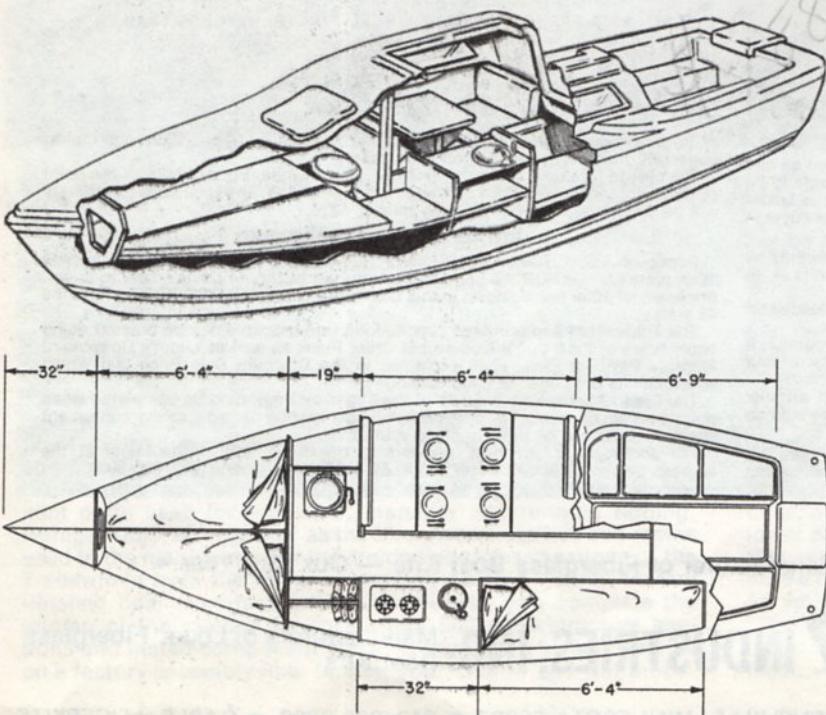
Assembly consists principally of installation of cabin interior accommodations, outfitting and rigging — easy for anyone — only common household tools needed.

When you take delivery of your Tradewinds, the molded fiberglass hull and superstructure units will already have been joined together by the Luger factory! Luger will have installed as many of the bolts used to join them together as are needed to safely transport the boat to the place of final assembly.

Your first step in the final assembly of your Tradewinds will be to complete the joining of the hull and superstructure units. This is simply accomplished using stainless steel bolts and fiberglass bonding material supplied in the kit. The bonding takes place entirely on the inside of the hull where it is completely concealed in the finished boat.

The remainder of Tradewinds assembly consists mainly of assembly of cabin interior accommodations, installation of standing rigging, swing keel, deck hardware and accessories. The entire project is simple and straight forward. Only common household tools are needed and no previous experience or special knowledge is necessary. The entire project can be completed in about the same time as smaller craft.

The statement in Luger's catalog "no one will ever know you assembled your boat from a kit... unless you tell them" couldn't be more true about Luger's 26' Tradewinds!



## SPECIFICATIONS — 26' TRADEWINDS

**LENGTH:** Gunwale, 26'-5"; Centerline, 25'-7"; Waterline, 23'-0".

**WIDTH:** Beam (max.), 7'-11".

**DRAFT:** With swing keel up 26", fully down 66".

**HEADROOM:** max. in cabin, 56"; above dinette, 40"; above quarter berth, 40"; above forward V berths, 37" at after end, 32" minimum (forward); cockpit seat to boom, 56"; cockpit well (floor) to boom, 70".

**BRIDGE CLEARANCE** (height, waterline to top of mast): 32'.

**BALLAST:** 650 lbs. — outside hull in swing keel.

**DISPLACEMENT:** (Weight) Complete boat, ready to sail, including swing keel 2,500 lbs.

**MAST LENGTH:** 28'.

**BOOM LENGTH:** 10'-10".

**AREA:** Working jib, 75 sq. ft.; Mainsail, 160 sq. ft.

**TOTAL AREA:** Mainsail and working jib, 235 sq. ft.

**AREA:** Genoa jib sail (accessory), 150 sq. ft.

**ASSEMBLY TIME:** 70 to 90 hours.

**INTERNAL HULL REINFORCING:** Molded in hull at factory.

**SUPERSTRUCTURE UNIT:** (1-piece deck, cabin, cockpit) heavily reinforced at factory with molded-in reinforcing on all areas used for seating, standing, walking and mounting of deck hardware, other fittings.

**COLOR:** Molded fiberglass hull, superstructure unit, hatches — furnished in standard white only — as pictured.

**RUDDER CONSTRUCTION:** 1-3/8" solid mahogany.

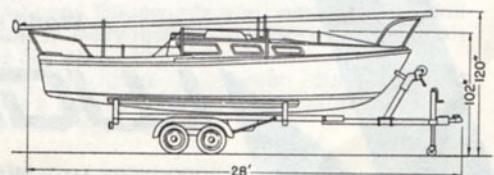
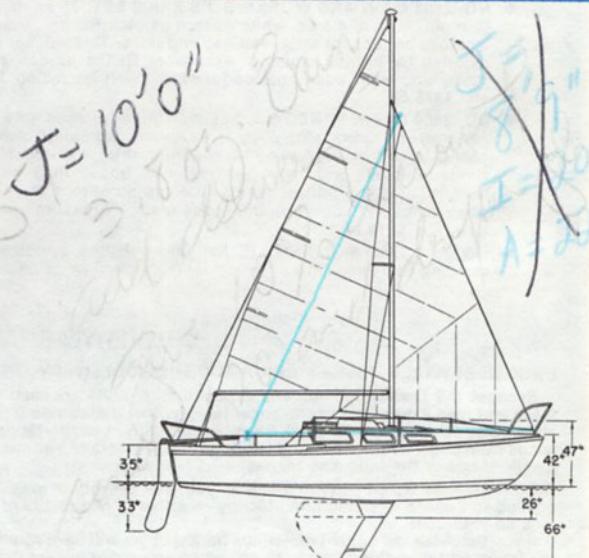
**THICKNESS OF MOLDED FIBERGLASS SECTIONS:** Varies from approximately 1/4" to approximately 7/16" as required for strength and sound design.

**MAST AND BOOM:** Anodized aluminum. Boom has roller reefing for main sail.

**STANDING RIGGING:** Stainless steel.

**HARDWARE:** Pulleys, bow eye for trailering, stay adjusters, cleats, etc. — stainless steel, brass or aluminum.

**AUXILIARY POWER:** Recommend 4 to 10 hp. outboard mounted on Luger Hi-Lo Motor Mount No. 10102.



## TRADEWINDS AVAILABLE IN "HULL KIT" OR "COMPLETE KIT" OPTIONS ...

### TRADEWINDS AVAILABLE IN "HULL KIT" OR "COMPLETE KIT" OPTIONS

Like other Luger kits described in Luger's 32 page catalog, you have the choice of ordering your Tradewinds either as a "hull kit" or as a "complete kit". See Luger catalog page 23 for a general description of the Luger "Hull Kit" concept.

**TRADEWINDS HULL KIT NO. 2601** includes 1-piece factory molded all fiberglass hull unit; 1-piece factory molded all fiberglass superstructure unit; factory molded fiberglass hatch covers for cabin entrance, forward deck, cockpit seat and lazaret; all bolts and required amount of fiberglass bonding materials needed to complete joining of molded hull and superstructure units; a complete set of drawings, dimensions, full-size patterns needed to make all wood parts used to assemble cabin interior accommodations. Complete instructions on what materials to obtain, how to make the parts and how to assemble them into the Tradewinds are included. Hull and superstructure units have factory molded-in-place reinforcements. Hull and superstructure units are partially joined together by the Luger factory. \$2,295

**TRADEWINDS COMPLETE KIT NO. 2602** includes everything included in Tradewinds Hull Kit No. 2601 plus all pre-cut parts required for assembly of entire cabin interior accommodations; all bonding materials and fasteners needed to install cabin interior parts; rudder, tiller with their required fittings and hardware; all cabinet, deck and other hardware — everything required to assemble and complete the Tradewinds as pictured and described in this brochure excepting only those items listed herein as "accessories." \$2,595

## ACCESSORIES - 26' TRADEWINDS

None of the accessory items listed below are included in the price of Tradewinds Hull Kit No. 2601 or Tradewinds Complete Kit No. 2602. Therefore, if any of the items listed below are desired, it is necessary to order them separately at additional cost. The total cost of your order will, therefore, be the sum of the cost of the Tradewinds kit you select plus the cost of any of the accessory items listed below which you also order.

- **NO. 2606 SWING KEEL.** Cast iron construction, weighs approximately 650 lbs. Retracts for trailering, beaching, mounts entirely on outside of hull bottom, creates no obstruction on hull interior. Includes winch with cable for raising and lowering swing keel, everything needed to install and operate. Easily installed as a fixed fin keel, if desired. \$597.00
- **NO. 2607 STANDING RIGGING.** Includes extruded anodized aluminum mast and boom, roller reefing for boom, stainless steel fore, side and back stays, stay adjusters, stemhead fitting, back stay tang, chain plates for side stays, mast base fitting — everything needed to install spars and all rigging — "from the deck up". \$397.00
- **NO. 2608 MAIN AND WORKING JIB SAILS SET.** 75 sq. ft. jib, 160 sq. ft. main, both of 4.5 oz. white dacron as pictured on Tradewinds. Set includes battens for sails, sail bag and lines. This sail set is all that is required for normal cruising. Accessory Genoa jib sail available for those who want additional performance, will be racing Tradewinds, etc. \$375.00
- **NO. 2609 CABIN WINDOWS.** Set of 6 (three for each side of cabin as pictured on Tradewinds). Clear Uvex plastic. Complete with water tight gasket, all mounting fasteners, aluminum trim molding. Note: Tradewinds shipped with window openings uncut thus windows not required unless window openings are cut out at time of or subsequent to assembly. Window cutouts easily made with sabre saw or keyhole saw, etc. \$119.00
- **NO. 2610 TRIM MOLDING KIT.** Includes polished, anodized aluminum molding for rubrails (to protect boat from marring by docks, etc.) and

plastic trim moldings for decorative purposes around hatches and hatch openings. Screws, complete installation instructions included. \$74.50

- **NO. 2611 GENOA JIB SAIL.** 150 sq. ft., 4 oz. dacron construction, includes sail bag, all gear and lines needed to install and use. \$198.65
- **NO. 1224 RUNNING LIGHTS GROUP.** Includes chrome plated port and starboard running lights, 12 pt. stern light, 20 pt. forward light (mounts near top of mast), wire, switch, disconnect, wiring diagram and instructions, 12 volt. Meets International Rules and U.S. Coast Guard regulations for inland waters. Legal on all U.S. inland waters and the high seas. \$35.25
- **NO. 2612 CUSHIONS AND MATTRESS SET.** Includes set of 2 mattresses for forward V berths, 1 mattress for portside quarterberth, 4 cushions for dinette seats. Filled with deep, soft, polyurethane foam and covered with Naugahyde. Ready to install. \$298.00
- **NO. 1490 FRESH WATER SYSTEM.** Includes 5 gallon plastic water tank, stainless steel galley sink, galley pump and all other parts and fittings required to connect tank to pump and to drain sink overboard. Tank installs under galley or bunk. \$57.30
- **BOW PULPIT, LIFE LINES AND STERN RAIL.** As pictured on Tradewinds. Bow pulpit, stern rail and life line stanchions are 7/8" diam. polished, anodized aluminum tubing. Life lines are 1/4" diam. white plastic covered stainless steel cable. All necessary fittings and complete mounting hardware included.

No. 40033 Bow Pulpit \$56.50 No. 40034 Stern Rail \$52.50

No. 2613 Life Lines \$199.00

- **NO. 10102 HI-LO OUTBOARD MOTOR BRACKET.** Ideal for mounting of 5 to 10 hp. outboard for auxiliary power use on Tradewinds. Recommend using long shaft (20") outboard motor, however, short shaft (15") can be used. Motor bracket pivots, raises motor clear of water when not in use. See Luger catalog page 22 for further details. \$40.75

- **NO. 1178 CABIN INTERIOR LIGHTS GROUP.** Includes 2 chrome plated fixtures with individual switches, 12 volt bulbs, white fiberglass clip-on shades. See Luger catalog page 22 for further details. \$34.95

- **NO. 10240 MINI-POT.** Inexpensive, self-contained, has built-in holding tank in base, requires no electrical or water connections. Recirculating flushing type gives up to 25 uses before emptying. Weighs only 10 lbs., has convenient carrying handles and positively sealing cover (will not leak even if tipped over). Maintenance free all plastic construction, empties into any household toilet. Measures 13" x 13" x 13". See Luger catalog page 22 for further details. \$49.95

- **NO. 2621 TRADEWINDS TRAILER** — makes "trailer-sailing" simple, easy and convenient. With Luger's Tradewinds trailer you can load and launch your Tradewinds at the very same ramps frequented by small outboard powered runabouts. Tradewinds trailer's low slung design places center of gravity low for easy trailering, launching and loading. Take your Tradewinds anywhere — at freeway speeds. Tradewinds trailer is similar to Luger trailer No. 1542, No. 1543 described on page 21 of Luger 32 page catalog except Tradewinds' trailer does not have center, side or rear roller assemblies as the Tradewinds, like all larger trailerable sailboats, is floated on-off trailer. Tradewinds trailer has tandem axles with hydraulic surge brakes on all four wheels, tilting tongue, winch with rope and hook, combination tail, stop, turn signal lights, reflectors and clearance lights. Trailer also includes special Tradewinds hull supporting system — properly locates and supports Tradewinds on trailer for assembly, storage or transport. Specifications: load capacity — 2800 lbs.; overall length — 22'; tire size — 5.70-8 6 ply, load range — C; track width — 67"; trailer weight — 700 lbs.; uses standard 2" dia. ball. \$899.00

When Tradewinds trailer is shipped from Luger factory to buyer, Tradewinds trailer, like other Luger trailers, is shipped semi-assembled as described on Luger catalog page 21.

When Tradewinds trailer and Tradewinds kit are picked up together at Luger factory, Luger assembles trailer, loads Tradewinds on trailer, etc., has everything ready to "hook on" and go.

- **NO. 2620 TRADEWINDS TRAILER** — Does not have brakes.

For non-highway use only. \$699.00

- **NO. 1544 SPARE TIRE AND WHEEL FOR TRADEWINDS TRAILER.** Mounted, inflated, includes mounting bracket. \$37.00

## DELIVERY ARRANGEMENT PLANS FOR TRADEWINDS

### CHOOSE BETWEEN BUYER PICK-UP AND LUGER DELIVERY

Because the Tradewinds hull and superstructure units are each molded as one piece and then assembled by the Luger factory, the Tradewinds is too large to be shipped by common carrier truck lines. Accordingly, transportation of the Tradewinds from Luger's manufacturing facilities in Minnesota or Virginia to the buyer is by either one of the following means:

**BUYER PICK-UP PLAN** — With this plan you take delivery of your Tradewinds by coming to Luger's manufacturing facility — either in Minnesota or Virginia — to pick up your boat.

If you purchase the Luger Tradewinds trailer, Luger will have your boat loaded on the trailer and everything "ready to go" when you arrive to take delivery.

If you plan to transport your Tradewinds on a conveyance provided by yourself, it is necessary to obtain advance approval from Luger as to the suitability of your conveyance.

Any full-size automobile in reasonable condition and equipped with a trailer hitch suited to towing 3,000 lbs. is adequate for towing the Luger Tradewinds on the Tradewinds trailer.

**LUGER DELIVERY PLAN** — With this plan, transportation arrangements are handled entirely by Luger. Your Tradewinds will be delivered from either Minnesota

or Virginia (whichever is closer to you). If you order a Luger Tradewinds trailer, Luger will transport your boat on your trailer.

The charge for Luger delivery is 64¢ per one way mile. For example: If the point of delivery is 500 miles from the nearest Luger facility, the total cost for delivery will be 500 miles x 64¢ per one way mile or \$320.

### HOW TO ORDER 26' TRADEWINDS

Prices on Luger Tradewinds Trailer, Tradewinds "Hull Kit" and Tradewinds "Complete Kit" are FOB the Luger manufacturing facility which is nearer to buyer. Prices on all other items shown in this brochure include FREE FREIGHT within the 48 states.

The Tradewinds and all items described in this brochure can be ordered using your choice of the 3 Luger Convenient Order Plans as well as Luger's Convenient Monthly Payment Plan — all explained in the Discount Sale Price List which accompanies the Luger 32 page catalog.

The Credit Application (page 31 of the Luger catalog) must be completed when purchases are financed. The Order Blank (Luger catalog page 32) or any convenient sheet of paper can be used to place your order.

For additional information, answers to questions, etc., write Luger at the address below ... or call Luger's "SALES HOTLINE", phone (612) 890-3005.

• World's Largest Manufacturer of Fiberglass Boat Kits — Our 23rd Year •

**LUGER** INDUSTRIES, INC. Manufacturers of Luger Fiberglass Boat Kits

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