

Molded Fiberglass

**LUGGER
BOATS**

Our 34th Year

Price \$2.00

... Affordable Luger Boats

Easily Completed By Anyone — No Boating or Boat Building Experience Required.

The completion of your Luger boat is almost entirely a **"one-man" operation** requiring only an occasional assist from a helper. Luger completion manuals are written in simple, non-technical language and profusely illustrated with clear, concise pictorial line drawings.

"Okay" you say, "I know how to use hand tools, but I've never worked with fiberglass before. Won't I run into problems?"

Based on the experience of thousands of Luger boat owners just like yourself, the answer is "No". Remember, Luger specializes in the engineering and design of boats to be completed by persons having no previous boat assembly experience. Luger precision molds the fiberglass parts of your boat at the factory. When you take delivery of your new boat all exterior surfaces will be glass smooth, beautifully contoured and have colors permanently molded in. Even the **hull and superstructure are joined for you** at the Luger factory.

You begin the completion of your boat by final joining of the hull and superstructure using stainless steel bolts and fiberglass bonding material supplied by Luger. All bonding takes place inside the hull where it is completely concealed in the finished boat. Using an ordinary paint brush, you saturate strips of fiberglass matt with resin, lay them in place over the hull-superstructure joint and brush them smooth. In a short time, the bonding materials fuse making the entire boat a rigid, one-piece unit. The joint does not leak and cannot come apart. The hull-deck connection method is the same as that employed in the costliest custom and factory built boats (no shortcut caulked and pop-riveted hull-deck construction in your Luger boat!).

The molded fiberglass sections in Luger boats are manufactured by the best process known today — hand-crafted lay-up. This process is used by Luger because it consistently provides superior quality lami-

nates. Only stainless steel bolts and screws are used throughout your quality constructed Luger boat. You won't find one single nail, pop-rivet or staple.

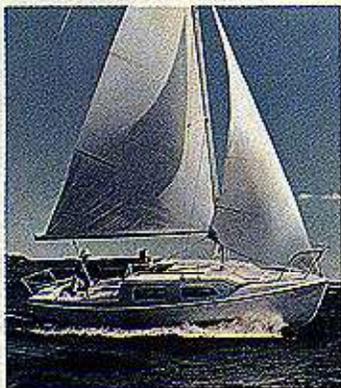
All Luger boats are offered as a **'Basic'** kit consisting principally of the factory molded fiberglass parts of the boat. With this **'Basic'** you can order from Luger — as many — or as few — of the other components and accessories as you choose. This way you control the cost and the level of work and effort you put forth. These options also prevent you from buying things you don't need or want.

For example, in addition to the **'Basic'** kit, you can order the Luger **'Interior'** kit containing factory pre-cut/preformed parts for the entire interior of your boat. Or, if you prefer to, design and install your own interior, order the **'Basic'** and then make all the parts for the interior (from materials obtained locally) following the instructions, dimensions and patterns provided in the **'Basic'** assembly instructions.

Every Luger boat is naval architect designed, tested and proven and quality constructed for use in both fresh and salt water. Thousands of Luger boats are in operation on most waters in and around the U.S. and throughout the world. You probably see many Luger boats in use and don't recognize them as owner-completed craft. The only real difference between your Luger boat and a factory finished model is the substantial sum you save and the pride you experience by completing a beautiful and useful craft.

Once at the helm of your new Luger boat, you'll understand why more people purchase Luger boats than all other boats of their kind combined. And when you've completed the boat of your dreams you'll have the priceless satisfaction of saying to yourself — and to your admiring friends **"And I built her myself"**.

Southwind 21



26' Sport Fisherman
26' Pilothouse



Seabreeze 16



Leeward 16



The wonderful world of . . .

Top Quality, Trailerable At Half The Cost Of Factory Finished — That's The Luger Story For More Than 30 Years.

By joining the ranks of happy skippers in the world-wide Luger fleet you can own your "dream boat" for about half the cost you might expect.

For more than 30 years Luger marine engineers have designed and built top quality craft in easy-for-anyone-to-complete form. By adding the final assembly and finishing touches to Luger supplied components you **save thousands** of dollars in factory labor and overhead costs. And, because Luger boats are **sold factory-direct** only, you save the additional 25 to 35 percent dealer/middlemen markups. Many Luger owners report that when they sell or trade their used Luger boat, they not only recover their original investment, but they make a profit, besides! Owning a Luger boat is a proven sound investment - **resale value** of Luger boats is excellent!

Like most people, you'll be amazed at the savings made possible by the "Luger Concept" of boat completion. From the full color photographs and the other illustrations in this catalog you'll see why Luger boats are as well built, attractive and seaworthy as expensive factory-finished craft costing about twice as much.

Wonder if you're capable of completing a fiberglass boat having the quality of those pictured in this catalog?

Well, if you have average do-it-yourself skills and can handle ordinary household hand tools, **you can easily complete** any Luger boat. The completion steps and procedures in all Luger boats are similar. The only difference between the 16-foot *Leeward* and the 30-foot *Voyager* is the greater number of components in the *Voyager*.

No previous boating, boat construction or assembly experience is required to successfully complete a Luger boat. Skippers in the world-



wide Luger fleet come from all backgrounds and range in age from teenagers to the retired, women and men alike. For example, teenagers, Jeff Mootz and Mark Strandjord, completed the Luger 21 and sailed her over 2000 miles from Miami to Colombia, South America.

Because Luger all-fiberglass boats are immune to the weather, you can complete your Luger boat anywhere. Most Luger boats are completed in driveway or back yard — right out in the open — you can take delivery any time during the year and have your boat on hand when you're ready to begin completion.

Voyager 30



30' Adventurer

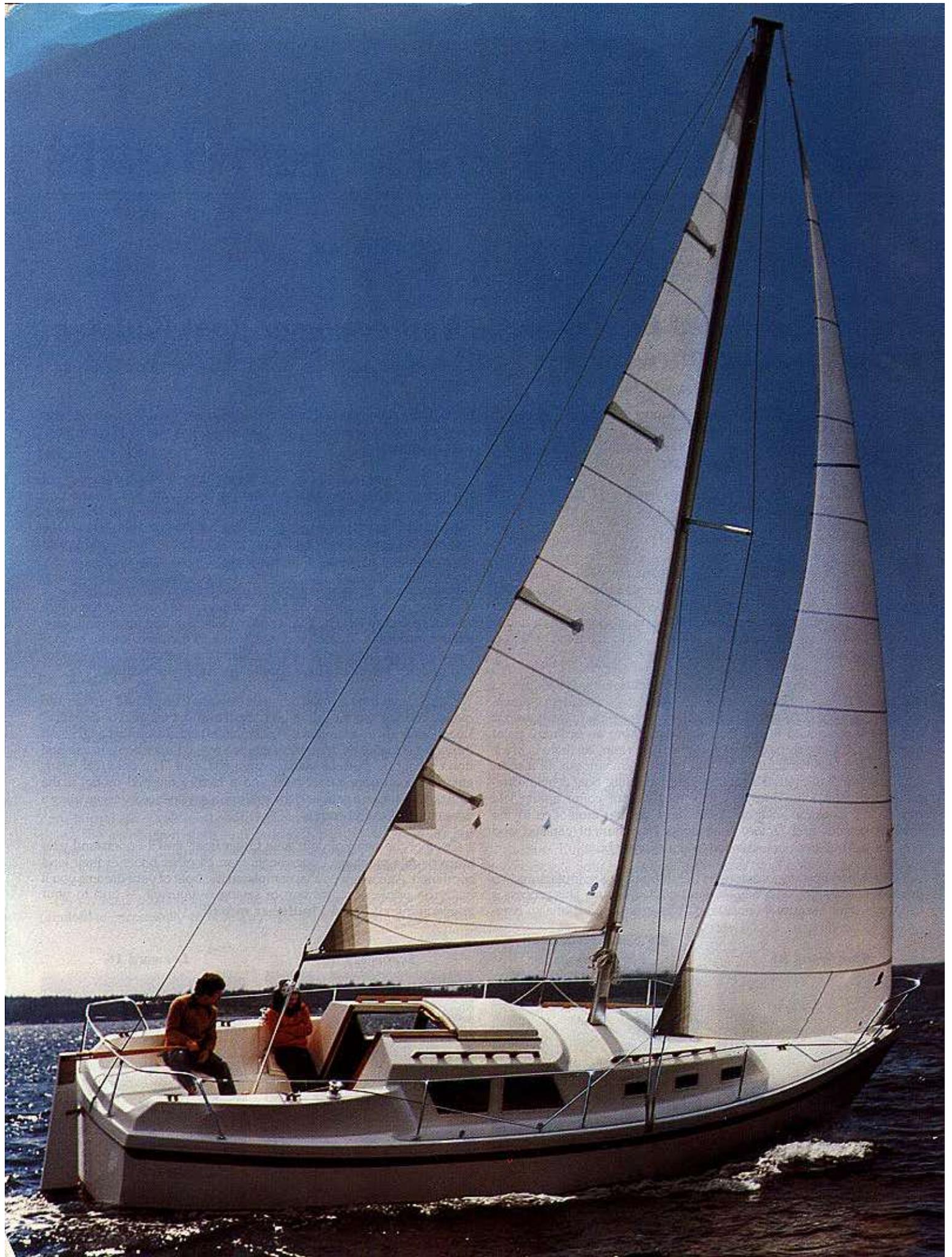


Fairwinds 27



Tradewinds 26





Voyager 30

A Trailerable 30 Footer!

"Someday, when I can afford it, I'll own a real cruising yacht."

"Sure, I'd like to sail in exotic places, but some don't have boats to charter — and where they do, it's too expensive — but maybe someday. . . ."

Find yourself hoisting wishes more often than sails? Well, dream no longer. With Luger's trailerable Voyager 30, your "someday" is now.

Available with either a sloop or a ketch rig, your Voyager has all the sailing performance demanded by a water-wise skipper plus the comfort and convenience expected by a family crew.

Designed by the well known and long established West Coast design firm of Edwin Monk & Associates in collaboration with the Luger staff and Eric White (designer of the Morgan Outisland series of cruising sailboats), Voyager qualifies for M.O.R.C. racing and also for documentation (a titling/registration procedure administered by the U.S. Coast Guard).

Voyager's 6'4" headroom and comfortable live-aboard accommodations make her a real sailing home. Unique features — shoal draft (only three feet with centerboard up), optional inboard mounted auxiliary outboard motor, an 8-foot trailerable beam — all at extremely low cost put the Voyager in a class by herself.

That's right, because Voyager has an 8-foot beam, you can trailer her anywhere, at any time, without the hassle of special permits and restrictions on routes, traveling times and dates. With your trailerable Voyager, you're always ready to answer the call of far away cruising grounds. For you, new sailing adventures are hours, or at most, just a few days away. Your Voyager makes your "somedays" now.

And it's easier than you might think to own the Voyager. The "Luger Concept" of manufacturing top-grade pleasure craft in easy-for-anyone-to-complete form and marketing them factory-direct brings the Voyager to you at about half the cost of a comparable factory-finished vessel.

Luger performs all the fiberglass molding and supplies pre-cut, preformed, and sub-assembled cabin interior components easily installed by you. By adding the finishing touches to your Voyager, you save the high cost of factory labor and overhead. And, the price of your Voyager doesn't include any mark-ups customarily incurred in the usual factory-to-dealer distribution system. You're at the helm of your Voyager with savings of \$20,000 to \$30,000.

And, as with all Luger boats, you have the priceless pleasure of exclaiming to your admiring friends — "And I built her myself."



Your Voyager is fun to sail and beautiful to behold. Because her outboard mounted rudder places the tiller farther aft, there's plenty of room for movement in the cockpit (1) with ample space for six or more adults. Chair-height seating with deep contoured backrests provides both comfort and security. When seated at the tiller, the skipper's view forward is unobstructed by the cabin. For single-handed sailing, winches, cleats and other gear for sail trimming are mounted on the Voyager's wide cockpit coaming, within easy reach of the helmsman.

Scuppers (drains) molded in the cockpit footwell carry rain and spray overboard. All surfaces in the cockpit used for sitting, standing and walking have molded-in, nonskid surfaces for safe sure footing whether conditions are wet or dry. The sliding companionway entry hatch is fitted with a molded fiberglass spray hood.

The storage locker in the cockpit seat provides access to the huge space beneath the cockpit — perfect for storage of sails and other bulky items. Like all hatches on the Voyager, this hatch locks securely.

Hatch in cabin roof (2) provides excellent ventilation, and "topside" your Voyager is arranged for easy on-deck working. The wide walk-around side decks lead from the cockpit to the uncluttered foredeck, and all surfaces have molded-in nonskid finish.

Like all large yachts, your Voyager has molded-in bulwarks extending from the bow to the cockpit coaming. The bulwark shape provides extra strength to the hull-deck connection and sure footing when working on deck.

For convenience in handling and storing the anchor, your Voyager has a large, molded-in anchor locker (3) at the bow. The locker accommodates anchors up to Danforth No. 13S (the recommended working anchor for your Voyager) plus 500 feet of 1/2" line. The locker has a built-in overboard drain and locks securely.

Voyager 30

Voyager Live-Aboard Luxury



To live aboard. It's a goal of many who handle the tiller of a sailing vessel. The "Luger Concept" of low cost, do-it-yourself boat completion plus the trailerability of your Voyager make the dream of extended cruising an affordable reality for you, your family and friends. Cruise and live aboard your Voyager for days, weeks or months — even years!

Your Voyager is a live-aboard vessel in every sense, and that quality is evident throughout. You'll be impressed by your Voyager's 6'4" cabin headroom. Even a quick glance tells you the Voyager layout is efficient.

For example, the winch for controlling the retractable centerboard is located behind a quick-opening panel — out of the way so it won't interfere with movement in the cabin, but handy and ready to use. The settee and the dinette seating area make a delightful conversation grouping, and the galley is located aft where it's handy to the cockpit. The Voyager's navigation-communication center is where it should be — just inside the cabin, near the helm. And a unique bi-folding door arrangement provides privacy in the stand-up head.

The standard Voyager layout sleeps six comfortably, but with slight modification, she accommodates seven or more. The forward cabin sleeps two, the convertible dinette makes into a double berth, and the settee and quarterberth each make a comfortable bunk for one. If needed, the settee can be converted into a pull-out double sleeper, adding a seventh berth.

A vessel designed for extended cruising must have adequate storage space, and this the Voyager has. Generous storage areas are located throughout your Voyager. All

space available for storage is wisely used — no space is wasted.

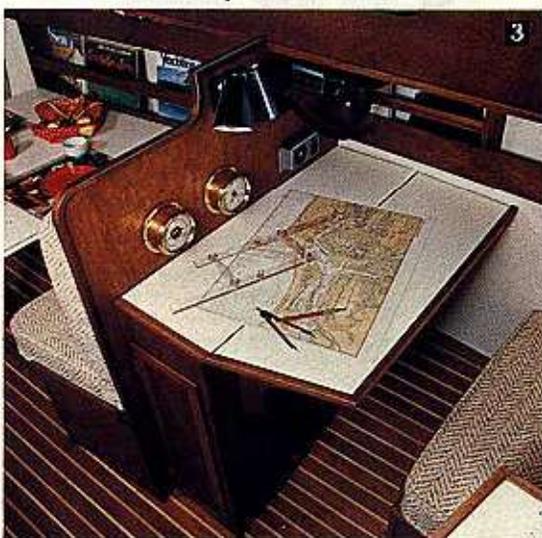
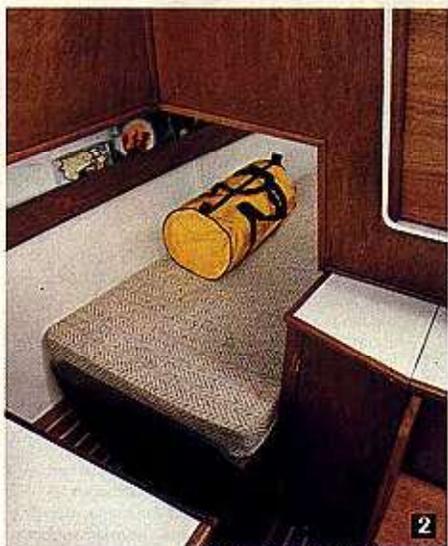
The cabin interior is planned and arranged so when completed, all exposed wooden surfaces are genuine mahogany. (Other materials are used only where they are hidden from view in the finished craft.)

Features of your sailing home: The Voyager's galley (1) promises to be your mate's delight. The L-shaped counter has convenient wrap-around work space and, when needed, the fold-up drop leaf provides additional counter space. There's plenty of room for a countertop or a built-in stove and a sink. The countertop extends aft 18" under the cockpit and over the big 6 cu. ft. insulated, molded fiberglass icebox. The icebox is easily accessible through an opening in the countertop.

Below the sink and stove is generous space for galley provisions and supplies. Bins at countertop level extend along the side of the hull and aft under the cockpit seat providing ample storage for plates, cups and glasses and other essential galley paraphernalia. Windows provide galley hands with a picture postcard view of every anchorage plus plenty of natural light. Because the galley is near the cockpit and the settee-dinette conversation area, Voyager galley hands are never far from the action.

The Voyager's 6'6" quarterberth (2) makes an especially comfortable berth for one. It has a huge storage space below and a convenient full length shelf above extending aft from the navigation station. The forward end of the quarterberth serves as a chair-height seat for your navigator.

The navigation-communication center (3) is located at the after end of the cabin, close to the helm. Designed to serve the needs of the cruising yachtsman, the center provides



Voyager 30

ample workspace for plotting courses and communicating with other vessels.

Radio gear mounts on the bulkhead or under the wide walk-around side deck. There's plenty of storage below the table for a large inventory of nautical charts, plus a large lift-up tray in the table top for storing navigation instruments. An additional shelf along the hull side holds more navigation gear, and there's even a convenient rack for binoculars, sextant and navigation manuals.

Comfortable chair-height seating is on the end of the quarterberth and a large overhead window provides your navigator with plenty of natural working light. The folding table leaf quickly drops out of the way for easy access to the quarterberth.

Like all seating in your *Voyager*, the settee (4) has ample storage beneath the seat plus bins for additional storage behind the back cushion. There's also a full length shelf along the side of the hull near the top of the seat. The 6'6" settee seats 3-4 persons, and together with the dinette makes an ideal conversation grouping when visiting sailors come aboard to admire your *Voyager*. Standard settee sleeps one, but the seat is easily modified into a pull-out bunk, converting the settee into a comfortable, double-wide berth.

Your *Voyager's* convertible dinette (5) seats four at mealtimes and at bedtime makes a cozy sleeping nook for two. Lift the bottom seat cushions, and you find generous storage. For smaller items, bins are located behind the forward seat cushion, and items you want close at hand are placed on the convenient bookshelf along the hull side.

Just forward of the dinette is a large hanging locker with convenient access from the passageway.

Voyager's centerboard is raised and lowered by means of a "safety-brake" winch

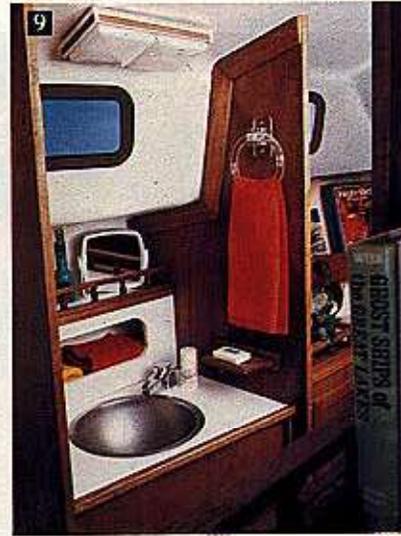
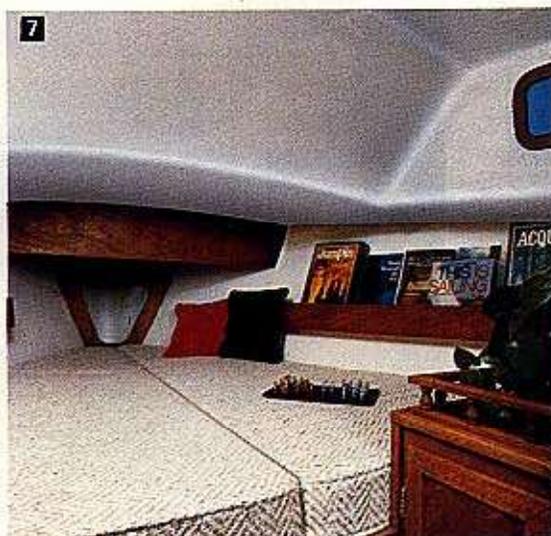
(6) concealed behind an opening panel in the galley counter extension. The panel swings out for easy access to the winch and closes to conceal the winch from view. Unique "safety-brake" winch is easily operated and instantly locks the raising-lowering cable when the handle is released. Storage space under the cockpit is accessible through the hatch in the cockpit seat or from the quarterberth.

The forward cabin (7), with 6'2" headroom and a 6'6" V-berth, sleeps two in comfort and privacy. Bulky items store under the V-berth, and your clothing hangs in the forward cabin's private hanging locker. Personal items fit conveniently on shelves along the hull sides, in the forepeak locker and in the additional locker at the bulkhead. Plenty of natural light is provided by a port-light on each side.

The unique bi-folding door system on either side of the adjacent vanity/head compartment separates the forward cabin from the main salon. The bi-folding doors can be arranged to include the vanity/head in the forward cabin or in the main salon or isolated from both.

Headroom in the vanity/head area (8/9) is a full 6'2". (If a taller skipper wants more headroom here or in the forward cabin or main salon, *Voyager's* cabin flooring can be lowered a few inches.) The hatch in the cabin roof provides ventilation to this area.

The head (8) has extra storage space below the toilet, in a lift-out bin behind the toilet, and in lockers under the walk-around side deck. *Voyager's* toilet accessory has on-deck pumpout system which meets all legal requirements for discharge from watercraft. The vanity (9) has substantial storage in its base with additional storage in the bin and shelf above the counter.



Voyager 30

A Blend of the Best

A trailerable 30-footer! An exciting new dimension to your sailing activity, but when Luger architects designed your Voyager, they didn't stop there. Voyager has proven design features every experienced sailor wants — many never before brought together in a single boat — plus some unique features all her own.

Convenient to sail, built of only the highest quality materials and above all, designed to provide maximum safety and security for your crew, Voyager is yours for about half the cost you'd expect.

The secret? The "Luger Concept" of boat building. We do the designing, engineering and precision fiberglass molding. You do the easy-for-anyone-to-complete assembly using pre-cut, preformed and subassembled components provided by Luger. By putting the finishing touches on your Voyager, you save \$20,000 or more against the price of a completely factory-finished boat.

Successfully completing your new Voyager requires no previous boating or boat assembly experience. No special skills are required other than an average knowledge of ordinary household tools.

When you take delivery of your Voyager, her hull and superstructure are joined by stainless steel bolts at 4-foot intervals. You seal the hull and superstructure permanently with fiberglass bonding material supplied by Luger. All bonding is done inside the boat where it is completely concealed.

Following the nontechnical, pictorial Voyager manual, you next complete the cabin interior using Luger supplied pre-cut, preformed and subassembled component parts. After installation of the retractable centerboard, deck hardware, mast and boom, you're ready for luxury sailing.

The all-fiberglass hull and superstructure of your Voyager are manufactured using the

same **hand-crafted lay-up** and the same materials used by manufacturers of other high quality (but more costly) factory-finished fiberglass boats. Your Voyager is constructed using alternate layers of hand-laid fiberglass matt and woven fiberglass roving. **End grain balsa** is molded-in and reinforces hatches, deck and cabin top and cockpit seats and footwell. **Additional reinforcing** in the form of extra thickness is used to provide more strength where deck hardware, bow and stern rails and life line stanchions are thru-bolted, and in other areas of high stress such as at the bow, transom corners, and in the keel cavity.

Because fiberglass is **immune to weather**, you can take delivery of your new Voyager any time and store her until you're ready to begin. Most Voyager owners complete their boats right out in the open in their driveways or backyards.

Inside and out, only quality materials are used in the Voyager. Metal parts are corrosion-resistant materials: Bolts and

screws are stainless steel and are the only fasteners used — no nails, pop-rivets or staples. Deck hardware is stainless steel or anodized aluminum; and aluminum castings (such as those at the head of the mast and ends of the boom) are **ALMAG 35** — a high quality, corrosion-resistant alloy specifically developed for conditions of stress. Mast and boom are extruded from high quality 6063-T5 aluminum alloy, widely accepted as the ideal alloy for sailboat spars.

When your Voyager is completed, you will have a beautiful boat of high quality materials as well as a convenient and seaworthy vessel. Voyager design features include trailerability, easy rigging and a unique auxiliary powering system.

The lateral area of the Voyager's molded-in keel is greater than many boats of the same length. This provides straight tracking, easy handling in any sea and virtually eliminates a need for the optional centerboard. The draft of the Voyager without the centerboard (or with centerboard in raised position) is just 3' — for carefree sailing in shoal waters.

And if you want the ability to point a little better to windward, install the optional retractable centerboard in your Voyager.

If you are uncertain as to whether or not you should install the centerboard — write or call the Luger factory for an in-depth discussion of the merits of the centerboard.

Another major criterion of Voyager design is safety. For example, molded-in bulwarks border the **large, uncluttered foredeck** and walk-around side decks and provide safe, sure footing when handling the headsails. **Nonskid surfaces** are factory molded into the foredeck, cabin top and side decks

(Continued next page)



Even a sailing purist finds occasional need for auxiliary power, and Voyager offers you the choice of conventional inboard diesel power or a unique inboard mounted outboard motor.

The Voyager's layout provides for installation of inboard diesel power in the space under the cockpit. There is more than enough room for any diesel suited to powering the Voyager, plus plenty of space around the engine for "easy access maintenance".

Voyager's unique inboard mounted outboard motor looks and operates like an expensive inboard diesel (above), but it's less costly, quicker to install and has widespread service availability.

Located in the stern compartment at the after end of the cockpit (left), the outboard motor is concealed by a securely locking hatch that doubles as a cockpit seat. Your outboard's prop is ahead of the rudder (right) for positive steering control, and when not in use, the motor raises clear of the water on a sliding mount to eliminate drag and reduce exposure to salt water.

The outboard motor compartment is completely isolated from the Voyager hull interior by a water and vapor-tight bulkhead. Below decks, Voyager is much quieter than boats equipped with conventional inboard power. The motor compartment is ventilated, and shelves inside the compartment on either side of the motor hold batteries, up to four standard six gallon fuel tanks and other items. The motor is operated through the open cover or with outboard remote controls.



Voyager 30



and into the cockpit seats and footwell providing a sure-grip surface whether conditions are wet or dry.

Your Voyager is as **stiff and resistant to heeling** as many boats with broader beams and more ballast. The secret is in the design of the Voyager — a broad hull with a slightly turned bilge and a broad transom stern. Stiffness is further increased by Voyager ballast arrangement — ballast placed along the en-

tire length of the keel cavity with substantial additional ballast in the centerboard where it rides low in the water and does the most good.

Voyager is **self-righting**. Even if knocked down flat by extremely rough conditions, she rights herself immediately. When the wind pipes up, **jiffy reefing of the mainsail** (mainsail is equipped with reef points) enables you to reduce sail quickly and safely.

Trailerability, almost unheard of in 30-foot boats, is a Voyager plus. With your new Voyager, sailing horizons are practically unlimited. Load and launch your Voyager much like a small powerboat (right). You can stand the rig before or after the boat is in the water.

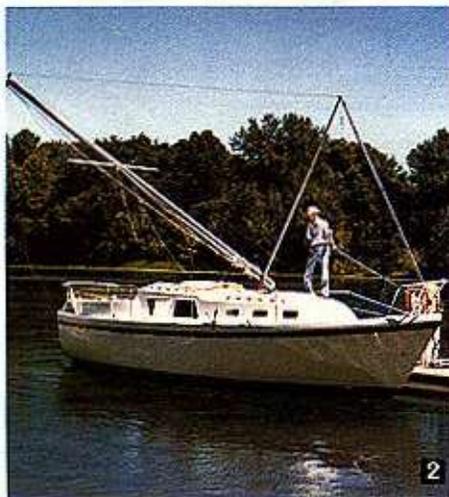
To launch, back the trailer down the ramp until the boat floats free. Using a line attached to the towing eye, bring the boat to a nearby dock. In some circumstances, a tongue extender is necessary to place Voyager far enough behind the towing vehicle so she floats free. (Luger provides information on how to easily make and use the extender.)

To load Voyager, back the trailer into the water and float the boat over and onto the trailer using your auxiliary power or a line affixed to the boat's bow. The boat support system automatically guides and centers the Voyager into proper trailering position. Secure the bow with the trailer winch and off you go.

With the specially designed Luger trailer, your Voyager tows easily at freeway speed behind any full-sized car having either manual or automatic transmission. The trailer's three axles provide excellent balance, greatly reducing tongue weight on the towing vehicle.

Full-sized automobiles are well suited for towing and launching your Voyager. However, they usually have insufficient traction to retrieve the boat from the water. Under such circumstances, use a vehicle commonly employed at marinas for handling boats of this size.

Without the Luger Mast Raising-Lowering System (No. 3023), the mast is raised manually by three or more persons, or it can be set in place using cranes customarily found at marinas. However, using the Mast Raising-Lowering System, standing the rig is a one-man operation (left): to lower the mast, first remove the boom (takes only an instant — no tools required) and



then disconnect the forestay at the bow of the boat. (The backstay and side shrouds remain connected to the mast and boom, and they require no readjustment to resume sailing.) Give the mast a slight push (1) to get it over center and then continue to pay out line as the mast descends (2). The system stabilizes the mast from side sway. The base of the mast is securely locked in the hinged tabernacle fitting on the cabin top. When the mast is fully lowered (3), one person easily moves it forward into trailering position.

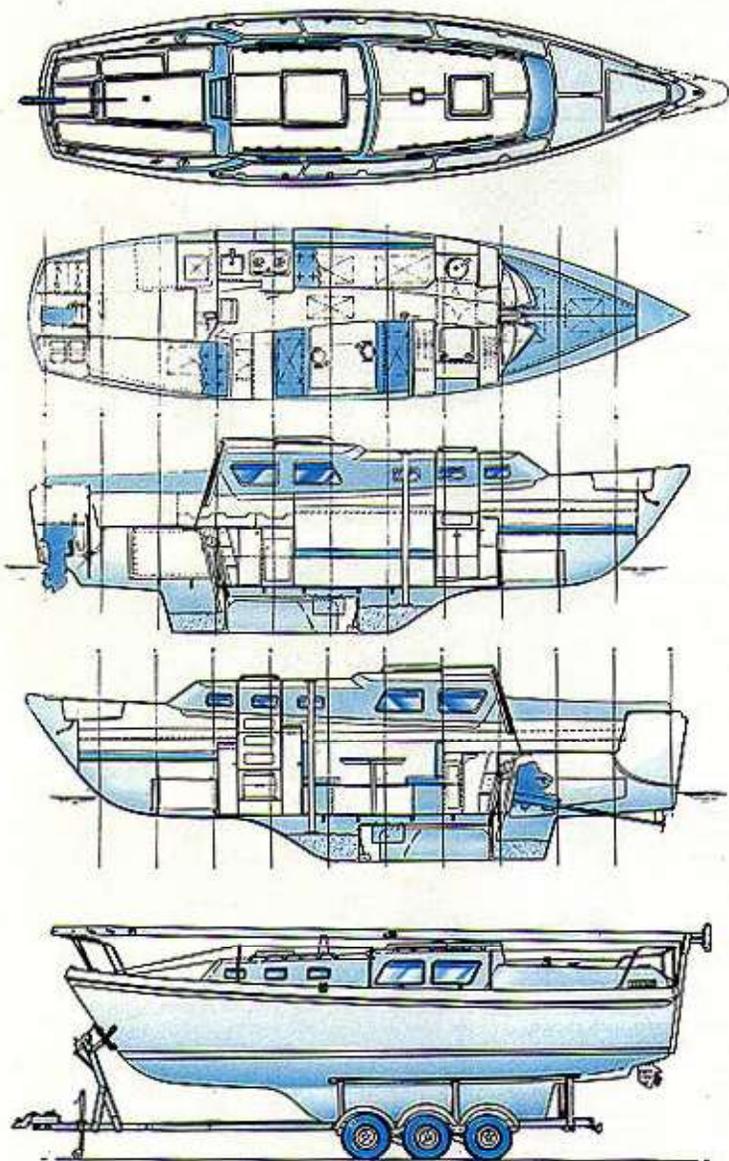
With the keel rig, a second person is required to steady the mizzenmast.



Voyager 30

Specifications

Deck and Interior Plan — Sloop or Ketch



Length: Gunwale, 30'6"; Centerline, 29'11"; Waterline, 26'2". **Beam:** (Width) 8'. **Draft:** 3'0" to 6'0" with optional centerboard full down. **Ballast:** 3,300 lbs. in molded-in keel cavity or 2,500 lbs. in keel cavity, 800 lbs. in optional centerboard - using inexpensive, locally obtained scrap lead or cast iron or steel in concrete. **Weight:** Completed boat, ready to sail, including ballast, 7,000 lbs. **Sail Area (Sloop):** Mainsail, 157 sq. ft.; Working Jib, 199 sq. ft.; Total, 356 sq. ft. **Sail Area (Ketch):** Mainsail, 136 sq. ft.; Working Jib, 199 sq. ft.; Mizzen, 71 sq. ft.; Total, 406 sq. ft. **Headroom:** Main Salon, 6'4"; In forward cabin and vanity/head, 6'2" (head room can be increased a few inches by lowering cabin flooring); Cockpit seats to boom, 67"; Cockpit footwell to boom, 84". **Freeboard:** At bow, 57"; Amidships, 42"; Stern, 45". **Bridge Clearance (Sloop):** Height from waterline to top of mast, 37'9". **Bridge Clearance (Ketch):** Height from waterline to top of mast, 33'9".

Masts and Booms, Standing Rigging: All masts and booms are extruded, anodize aluminum alloy 6063-T5, widely accepted as the ideal alloy for sailboat spars. Masts and booms retain their "like new" finish indefinitely even under conditions of severe exposure to salt water. All masts have hinged, stainless steel tabernacle base fittings and are equipped with topping lift and have molded-in slots for sail slugs. Aluminum castings are ALMAC 35, a high quality, corrosion-resistant alloy specially developed for conditions of high stress. Shrouds, fore and backstays are 1 x 19 stainless steel and are furnished to exact length and ready for installation with stainless steel tangs, thimbles, turnbuckles and tensioning hardware factory assembled to their ends. **Mast Length (Sloop):** 32'. **Boom Length (Sloop):** 12'3". **Mast Length (Ketch):** Mainmast, 28'; Mizzenmast, 24'4". **Boom Length (Ketch):** Mainmast, 10'5"; Mizzenmast, 8'2".

Voyager 30 Sloop



Voyager 30 Ketch



For Additional Information — Answers To Questions About The Voyager — Write/Call Luger Headquarters

Voyager 30

No. 3027 Outboard Motor Compartment: Conceals a 10-15 HP outboard motor in an engine compartment in the Voyager stern. Equipped with this accessory, Voyager looks and operates like a more costly inboard diesel powered vessel. In addition, outboard power is easier to install, and service for outboards is readily available.

No. 3027 Outboard Motor Compartment is equipped with a sliding motor mount that raises the motor clear of the water when the motor is not in use (eliminating all drag and exposure to salt water) or lowers the motor so the prop is directly ahead of the rudder for positive steering control. Motor can be operated through the open hatch or equipped with standard outboard remote controls.

Because the Outboard Motor Compartment is isolated from the interior by a water and vapor-tight bulkhead, cabin interior sound levels are far less than with a conventional diesel engine. Motor compartment is ventilated and complies with U.S. Coast Guard requirements. Shelves on the sides of the compartment accommodate up to four standard six gallon outboard fuel tanks and a 12-volt battery. Hatch cover locks securely and doubles as a cockpit seal.

Auxiliary Power Recommendations (Outboard): No. 3027 Outboard Motor Compartment specifically designed to accept 10-15 HP Johnson or Evinrude, low profile engines (similar models acceptable). Long shaft (20") preferred, short shaft (15") acceptable.

10-15 HP outboard motor is best for strong wind and current conditions or extensive cruising under power.

Smaller outboards, long or short shaft, are satisfactory for maneuvering in harbors, docking, approaches to mooring or trailer or short range use in relatively calm and current-free water.

Auxiliary Power Recommendations (Inboard Diesel): Voyager design allows for installation of a conventional 10-15 HP diesel engine in the space under the cockpit. 10 HP is adequate to attain Voyager hull speed. Completion manual provided with Voyager includes all information for installation of a 10 HP Westerbeke diesel.

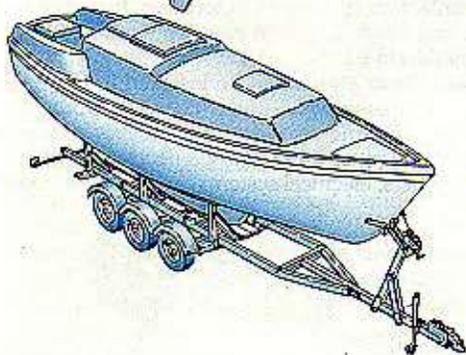
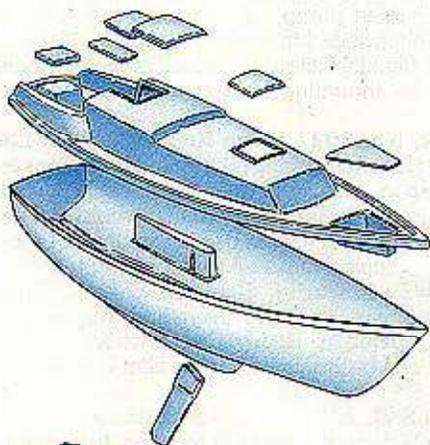
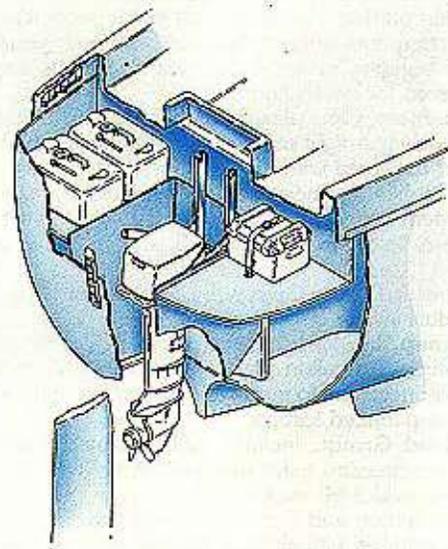
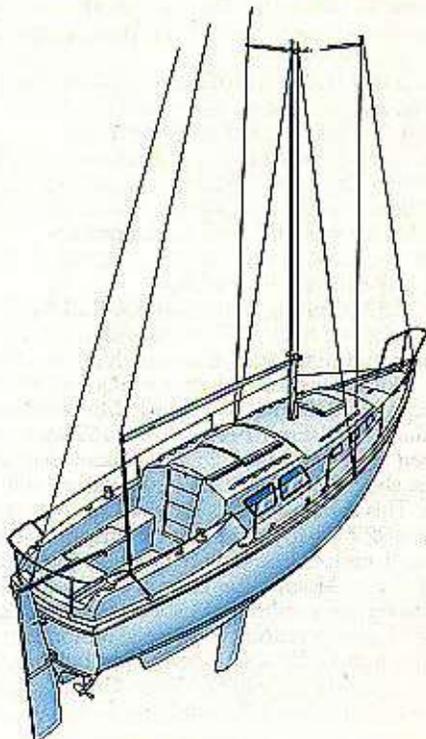
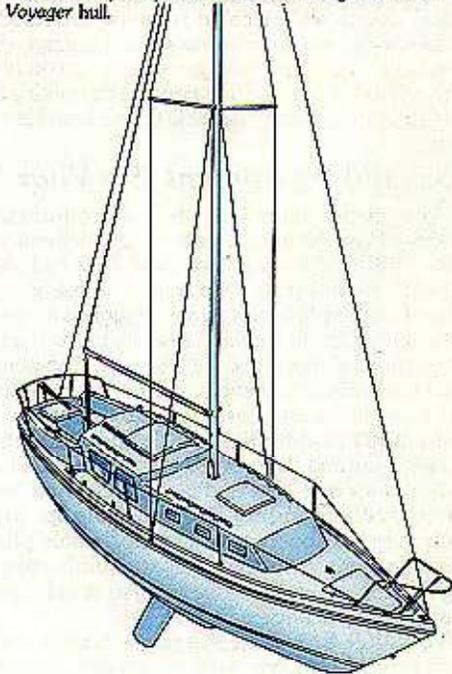
Completion time: 140-160 hours. **Color:** Molded fiberglass hull, superstructure, hatches furnished in standard white only. **Hardware:** All blocks and pulleys, trailer towing eye, cam and deck cleats are stainless steel. **Fasteners:** All fasteners are stainless steel bolts or screws. No nails, pop-rivets or staples used. **Hull Construction:** One-piece, molded fiberglass using alternate layers of fiberglass mat and woven roving. Thickness varies from approximately 5/16" at deck level to 3/4" in lower sections of hull, below the waterline and in areas of high stress at transom, bow and keel cavity. **Superstructure Construction:** Deck, cabin and cockpit are molded as a single unit using alternate layers of fiberglass mat and woven roving. Superstructure thickness is approximately 1/4" with additional thickness in areas of high stress as required for strength and sound design. Superstructure is rigidly reinforced with end grain balsa in all areas used for sitting, standing or walking. Deck and cabin top also have additional reinforcement in all areas where deck hardware, bow pulpit, stern rail and life line stanchions and other fittings are thru-bolted. **Rudder Construction:** Laminated wood core in fiberglass. Tiller is oak and all hardware (filler straps, gudgeons and pintles, bolts, nuts and washers) are stainless steel.

Ballasted, Retractable Centerboard: The Voyager is available with an optional streamlined, air foil shaped, high-aspect ratio centerboard for slightly better performance to windward. The centerboard is solidly constructed of fiberglass and mounts in a heavily constructed, stainless steel carriage within the centerboard trunk. The entire centerboard system is held securely in place by the surrounding ballast in the integrally molded keel cavity.

Performance evaluations of the Voyager have been made by experienced and respected sailors who agree the Voyager sails equally well - with or without the

centerboard. For this reason, and because many Voyager 30's without centerboard have been sailed extensively with great owner satisfaction - the centerboard is offered as a Voyager option. If you are undecided regarding the use of the centerboard, write or call the Luger factory for an in-depth discussion on the merits of the centerboard.

The centerboard slides up and over underwater obstructions and stresses placed on the centerboard are transmitted to the ballast in the keel cavity - where they are dissipated over a wide area of the hull. Wear of the centerboard pivot pin cannot cause leakage into the Voyager hull.



Whether you order your Voyager as a ketch or a sloop rig, the hull and superstructure are factory assembled using sufficient fasteners for safe, secure transport from the Luger manufacturing facility near you to your completion site. Your Voyager is loaded on her trailer and ready for you to "hook up and go" at time of delivery.

Voyager 30

Sloop Or Ketch — Luger 'Concept' Makes Completion Easy

Voyager's performance, speed and windward making ability are about the same with sloop or ketch rig. Accordingly, choose between them on your preference for appearance and modest price differential.

The Voyager is available as a 'Basic' kit. This gives you the interior completion options of: (1) design and install your own interior, (2) duplicate the Luger interior from plans and patterns we provide (using materials you purchase locally) or (3) purchase optional Voyager 'Interior' Kit No. 3006, described below.

Voyager 30 'Basic' No. 3005. Includes: 1-piece, factory molded, all fiberglass superstructure factory installed on 1-piece, factory mold-
ed, all fiberglass hull; factory molded fiberglass hatch covers for anchor locker, forward cabin, cabin entrance, sea hood, seat locker, lazarette; trailer towing eye; a complete set of drawings, dimensions and full-size patterns for standard Voyager interior accommodations together with instructions for obtaining materials and making all wood interior parts - plus a complete set of assembly instructions for completion of the entire boat.

Optional Equipment For Your Voyager

None of the items listed below are included in the price of the Voyager Basic kit and, if desired, order them separately.

No. 3006 Voyager 'Interior' Kit. Includes factory precut, pre-formed wooden parts to complete entire Voyager cabin interior; all cabinet hardware, fasteners and fiberglass bonding materials needed to install entire cabin interior. Also includes deck hardware and many other items. Completes the Voyager excepting for cushions, stove, dining and cooking utensils, mirror, radio and navigation instruments and those items listed as "optional equipment".

No. 3007 Rudder System. Includes all metal and wooden parts for rudder, tiller and its installation (stainless steel tiller straps, gudgeons, pintles, bolts plus tiller and laminated wood rudder core).

No. 3008 Standing Rigging - Sloop. Includes anodized aluminum mast and boom, stainless steel chain plates, fasteners, shrouds and stays complete with toggles and turnbuckles, hardware for running rigging (cam cleats, etc.) - the entire standing rigging system - everything "from the deck up".

No. 3009 Standing Rigging - Ketch. Includes anodized aluminum main and mizzen masts, main and mizzen booms, stainless steel chain plates, fasteners, shrouds and stays complete with toggles and turnbuckles - the entire standing rigging system - everything "from the deck up".

No. 3011 Trim Molding. Includes polished, anodized aluminum molding with mounting fasteners for rub rails and white plastic trim molding for hatches, hatchway openings.

No. 3010 Centerboard System. Includes molded fiberglass centerboard and centerboard trunk, heavily constructed stainless steel centerboard carriage together with complete raising/lowering system including safety brake winch, all fasteners - everything for entire installation excepting only locally obtained scrap lead or cast iron (or steel) and concrete for ballast.

No. 40990 Main, Working Jib Sail Set - Sloop. Includes 6 oz. dacron 199 sq. ft. jib, 157 sq. ft. main, sail bag, lines for main and jib halyards and main and jib sheets. Main has battens, jiffy reef points, nylon slides. This set is all that is required for normal cruising.

No. 41120 Main, Working Jib, Mizzen Sail Set - Ketch. Includes 6 oz. dacron 199 sq. ft. jib, 157 sq. ft. main, 71 sq. ft. mizzen, sail bag, lines for main, jib and mizzen halyards and main, jib and mizzen sheets. Main, mizzen have battens, jiffy reef points and nylon slides. This set is all that is required for normal cruising.

No. 3027 Outboard Motor Compartment. Conceals 10-15 HP outboard motor. Looks and operates just like more costly inboard diesel power. Motor raises clear of water on sliding mount to eliminate drag, salt water corrosion. Motor operated through open hatch or with standard remote outboard controls. Motor compartment isolated from Voyager interior by water/vapor tight bulkhead. Compartment ventilation complies with U.S. Coast Guard requirements. Shelves on compartment sides accommodate battery, up to 4 standard 6-gal.

outboard fuel tanks. Fiberglass hatch over compartment locks securely. Includes molded fiberglass outboard compartment water/vapor tight bulkhead, shelves for battery-fuel tank, sliding motor mount, ventilation system, fiberglass bonding material, stainless steel bolts and screws - everything required for installation.

No. 3013 Cabin Windows. Clear plexiglass windows with factory installed frames and include water-tight sealant, all mounting fasteners. Set of 10. Note: Voyager delivered with window openings uncut.

No. 1224 Running Lights. Includes 12-volt stainless steel port, starboard lights, 12 pt. stern light, 20 pt. forward light, wire, switch, disconnect, wiring diagram, instructions. Meets U.S. and international rules.

No. 3014 Cabin Interior Lights Group. Includes seven 12-volt fixtures each with individual switch.

No. 3015 Galley Group. Includes stainless steel sink, overboard drain, hand operated pump, 18-gallon plastic water tank, all parts needed to fill, drain and connect tank to pump and all parts required to install 6 cu. ft. fiberglass top loaded icebox.

No. 3016 Vanity/Head Group. Includes self-contained, maintenance free, all plastic construction toilet with built-in holding tank. Flushes by recirculation, provides 60 uses before pumpout. Requires no electrical or water connection and comes complete with on-deck toilet pumpout system. Complies with all legal requirements for toilet installation in watercraft. Also included is stainless steel vanity sink with overboard drain, hand operated pump, all components needed to connect pump to water tank included in Galley Group No. 3015.

No. 3018 Hand Rails. Set of 4 factory-machined mahogany hand rails for cabin top. Includes mounting bolts, bedding compound, instructions.

No. 3020 Bow Pulpit, No. 3021 Stern Rail, No. 3022 Life Lines. Polished, anodized aluminum tubing railings and stanchions are provided ready for installation. Stainless steel life line cable is white plastic covered. All fittings, hardware and mounting bolts needed included. (Bow Pulpit and Stern Rail can be used without Life Lines - but Life Lines require Bow Pulpit, Stern Rail for mounting.)

No. 3023 Mast Raising-Lowering System. Enables single-handed raising-lowering of mast. Includes everything required for complete installation and operation. Requires no change or modification to standing rigging, can be installed any time after Voyager is in use.

No. 40991 Genoa Jib Sail. 272 sq. ft. of 4.5 oz. dacron sailcloth. Equipped with bronze hanks for attachment to forestay. Includes sail bag, sheet lines - everything needed. Use in place of working jib for more speed in light to moderate winds.

Diesel Power. Inboard diesel power can be installed in the conventional location (aft of companionway, under cockpit). Complete information available on all components needed for entire installation of 8, 12, 15 and 22½ HP. (Engine, drive line, fuel system, exhaust system, steering, engine controls, electrical system) ... write/call Luger for details.

Trailerability — A Voyager Plus

No. 3034 Voyager Trailer. Specially designed Voyager trailer makes 'trailer-sailing' easy and convenient. Load and launch at the same ramps used by outboard powered craft. Trailer's low-slung, drop center axles provide maximum stability and ease of launching/loading. Hull supporting system guides Voyager's keel and automatically centers Voyager in trailing position. Brakes on all wheels provide positive stopping.

Winch and parking jack makes storage, loading and launching easy. Trailer coupling accepts standard 2 5/16" diameter ball. Taillights, turn signals, reflectors and clearance lights comply with U.S.D.O.T. standards. Towing vehicle/trailer electrical connector also included. Length, 27'11"; Width, 95"; Weight, 2,000 lbs.; Track width, 87"; Tire size, 8x14.5, load range C (6-ply); Color, deep blue - baked-on enamel finish. Factory assembled for pick up with your Voyager from nearest Luger manufacturing facility.

No. 3035 Spare Wheel and Tire for Trailer. Tire is mounted and inflated.



For additional information — answers to questions about the Voyager — Write/call Luger headquarters.

30' Adventurer

The Affordable, Live-Aboard Power Cruiser/Motorsailer



The *Adventurer's* helm, located in the shelter of the raised pilothouse, has excellent all-around visibility. Command your *Adventurer* from this inside control station — or from the cockpit using the auxiliary tiller — depending on what suits your mood or weather conditions. The proximity of the settee to the dinette makes a delightful conversation grouping. The settee has storage beneath seat, behind seat back and on shelf along side of hull.

Luger's versatile *Adventurer* combines economical power cruising with even more economical motorsailing. Complete your *Adventurer* as a pure power cruiser . . . or add optional sloop or ketch motorsailer rig to cruise anywhere at almost no cost. A 22 HP diesel engine is ideal for extended power cruising at hull speed of 8½ mph on only ¾ gal. fuel per hour — that's real economy. Fifty gallons of fuel will take you about 600 miles. Or, power your *Adventurer* with

single or twin outboards — of low to moderate horsepower. *Adventurer's* trailerable 8' beam means you can take her anywhere — at any time — with no restrictions or special permits — and her trailerability completely eliminates all dockage and marina maintenance fees. Whether sloop or ketch motorsailer rigged — the *Adventurer* sails along smartly at a good turn of speed — and her long, molded-in keel enables the *Adventurer* to point high and do exceptionally well to windward. The keel also provides complete protection to rudder and propellor. *Adventurer's* 'relatively hard' rounded bilge sections minimize roll and keep her straight tracking and easy to handle even in following and quartering seas. Operate your *Adventurer* from the shelter of the pilothouse — or from the cockpit — whichever suits your mood or weather conditions.



The *Adventurer* has everything you need for comfortable, extended live-aboard cruising and she sleeps 6. *Adventurer's* spacious windows make her interior bright and cheery and her walk-around side decks (non-skid surfaced) make anchoring and docking easy and convenient. *Adventurer* has a built-in molded fiberglass anchor well on her forward deck.

Adventurer's power options include unique inboard mounted, outboard motor (single or twin) that looks just like more costly inboard diesel power. Outboard motor compartment is completely isolated from hull interior by water and vapor tight bulkhead.



Ketch Motorsailer Rigged *Adventurer*



Adventurer with Sloop Motorsailer Rig

30' Adventurer . . . continued on p. 27



Fairwinds 27

Trailerable, Live-Aboard Cruiser/Racer

Compare the trailerable *Fairwinds 27* with factory finished sailing craft in 26, 27 and 28 foot lengths — priced from \$20,000 to \$30,000 — compare specifications, construction features and price — and you'll quickly see that Luger's *Fairwinds 27* will save you about half their cost.

The Luger concept of designing, manufacturing and factory-direct selling of top-grade pleasure craft in easy-for-anyone-to-complete form is the secret to the savings you enjoy by owning the Luger *Fairwinds 27*. No previous boating or boat assembly experience is required to successfully complete your *Fairwinds* . . . and only common household hand tools are needed! And, even though you save thousands of dollars, your all-fiberglass *Fairwinds 27* provides cruising comfort with racing speed (she qualifies for M.O.R.C. racing).

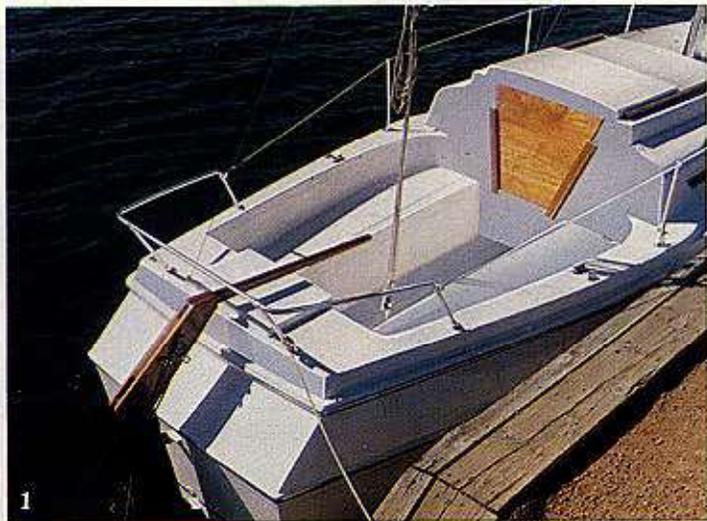
With your trailerable *Fairwinds 27* there is almost no limit on your cruising range. Her low-slung drop center axle trailer means loading and launching is easily and quickly accomplished — at most ramps — including those used only for small outboard powered craft.

The optional Luger mast raising/lowering system (operated by 1 person) reduces the time to launch, rig and be under way to just 15 minutes or so. (The *Fairwinds 27* mast is raised/lowered just like Luger *Voyager 30* and *Tradewinds 26* models — see pages 9 and 23.)

The instruction manual provided with your *Fairwinds 27* is written in straight forward, non-technical language and all illustrations are easy-for-anyone-to-understand pictorial line drawings.

Only quality materials are used throughout your *Fairwinds 27*. The hull, superstructure and all other fiberglass components are manufactured by the high quality "hand-crafted lay-up" molding method using the same materials and procedures employed by manufacturers of other high quality (but more costly) factory finished boats. All metal parts in the *Fairwinds 27* are corrosion resistant (all deck hardware is stainless steel or anodized aluminum and only stainless steel bolts and screws are used throughout — no nails, staples or pop-rivets anywhere in your quality Luger *Fairwinds 27*). Above and below deck — inside and out — all materials and construction in the *Fairwinds 27* are virtually trouble-free in either fresh or salt water.

You will be proud to own and sail your *Fairwinds 27* . . . you will have the pride and satisfaction that can come only from the creation of a beautiful and useful craft. And you will be doubly proud when you say to your admiring friends . . . "And I built her myself!"

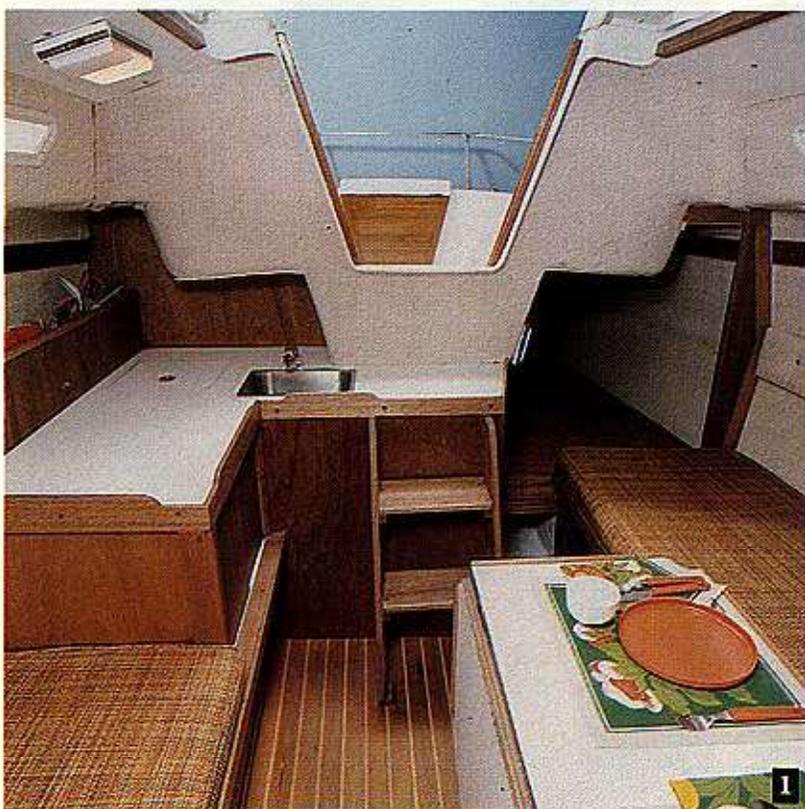


(1) The *Fairwinds 27*'s large 7-foot, self-bailing cockpit comfortably seats 6-8 adults on chair height seats with deep molded-in backrests. The cockpit footwell has a built-in drain to carry spray or rain overboard and the cockpit's seating and standing surfaces, like the cabin top, side decks and forward deck, have molded-in non-skid surfaces for sure footing — whether wet or dry. And an inboard mounted, outboard motor can be installed (using optional outboard motor compartment) in the stern compartment at the aft end of the cockpit with access to the motor through the molded fiberglass hatch — giving the appearance and performance of expensive inboard power using a much lower cost outboard motor.

(2) It's easy to come and go between cockpit and cabin on the *Fairwinds 27*. The spacious companionway provides excellent ventilation, overhead lighting and closes and locks securely. (3) The *Fairwinds 27* forward deck has molded-in non-skid finish and is uncluttered — so it's easy to change head sails — in any sea. And the forward deck hatch provides excellent ventilation below. (4) The "safety-brake" winch to raise and lower the swing keel is conveniently located in the starboard seat locker — where it's handy to the helmsman and crew. This seat locker also provides access to the huge storage space below — ideal for bulky sails, other items you will want to keep in a safe, dry place.

Fairwinds 27

Fairwinds Spacious Accommodations Sleep Five In Two Cabins



1. The spacious *Fairwinds* interior has all the conveniences and comforts desired for extended cruising. *Fairwinds*' main salon has full 6' standing headroom, is bright and well ventilated. The *Fairwinds* sleeps five — 2 in the forward V-berth cabin, 2 on the double berth in the cozy cuddy cabin under the cockpit and 1 on the 6'8" long portside settee.

2. The handy drop leaf table seats four — 2 on each of the settees. And there's plenty of storage space — under both settees, on the shelves along hull sides and in all other suitable spaces — with no space wasted. The drop leaf table also doubles as a chart table and all exposed wooden surfaces of entire cabin interior are genuine mahogany for classic yacht elegance.

3. Privacy in the *Fairwinds* forward V-berth cabin is provided by the sliding door in the bulkhead between the forward V-berth cabin and the main salon. Windows on each side of the forward V-berth cabin provide plenty of natural light — and the large overhead hatch affords excellent ventilation. The forward V-berth cabin has full 5'10" standing headroom, a 6'3" long V-berth to sleep 2, handy storage in the forepeak locker, shelves along sides of the hull and in a huge compartment beneath the V-berth. Headroom above the V-berth is 30".

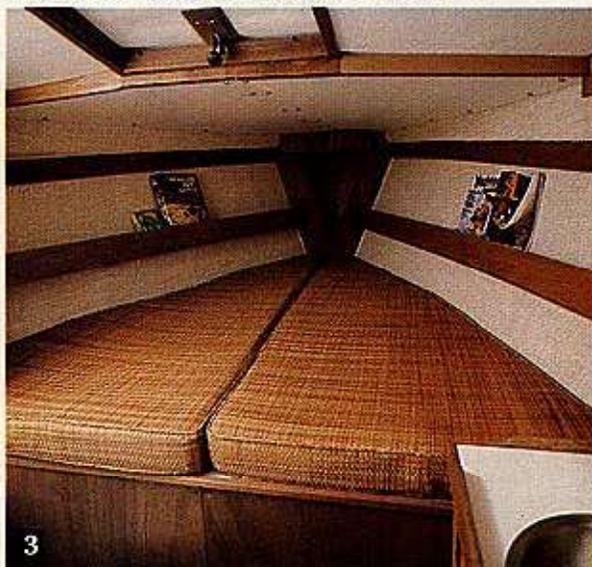
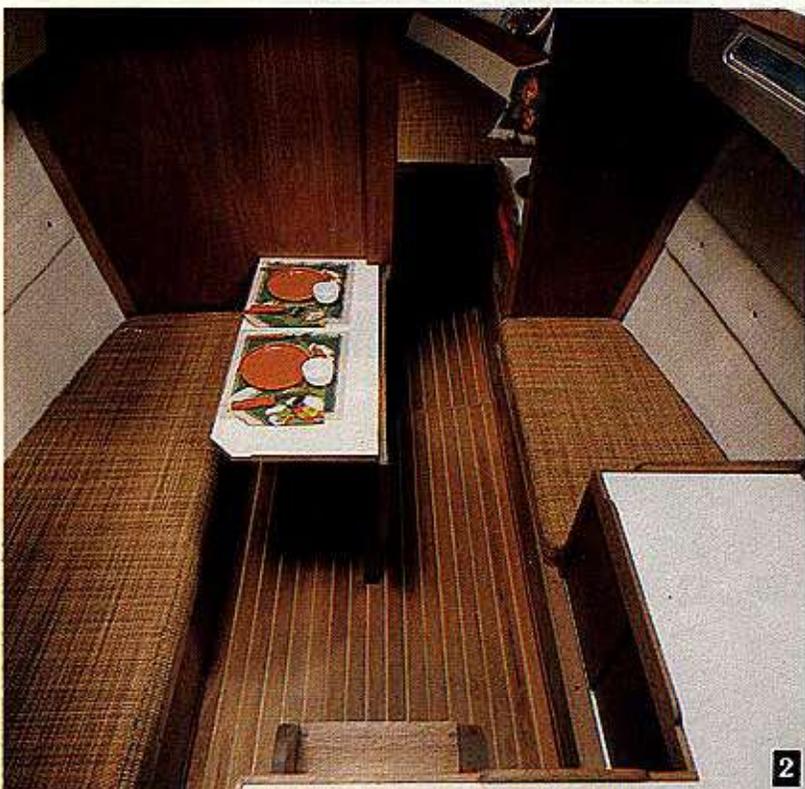
4. The *Fairwinds* 27 galley with its L-shaped counter extension is genuinely convenient for meal preparation. There's lots of counter space. And a drop leaf extension provides extra counter space when it's needed. Storage space located beneath the counter holds provisions for days and days of cruising and there's also plenty of space under the galley counter for an optional insulated icebox — plus room for all the utensils used to prepare and serve meals. Handy bins above the counter (alongside the hull) and under the counter top extension provide storage for much more!

Access to the insulated icebox is through a lift-out in the galley counter surface.

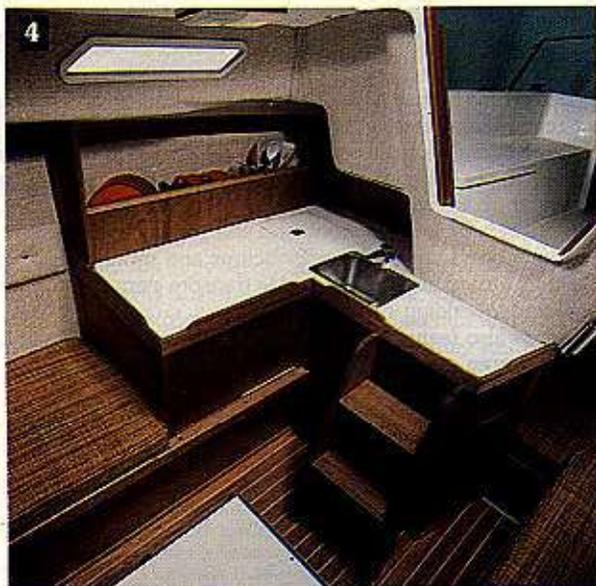
5. *Fairwinds*' convenient drop leaf table seats 2-4 and doubles as a chart table, too. The full length settee on the port side makes up as an extra bunk for a child or adult.

6. The spacious cuddy cabin (tucked away under the cockpit) has a spacious 48" x 72" double berth — to sleep 2. Adults — and especially kids — love this cozy area. There's plenty of storage space beneath and 29" of headroom above the double berth.

7. The settee on the starboard side of the *Fairwinds* provides additional seating for 2-3 persons at the drop leaf table and has lots of easily accessible storage under the seat.



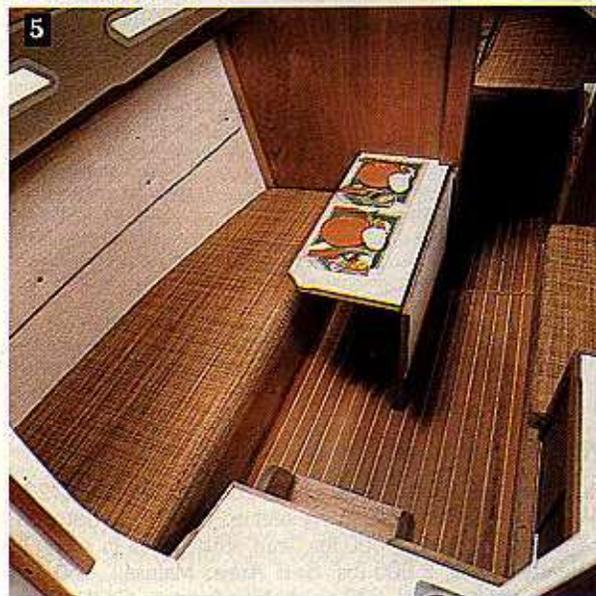
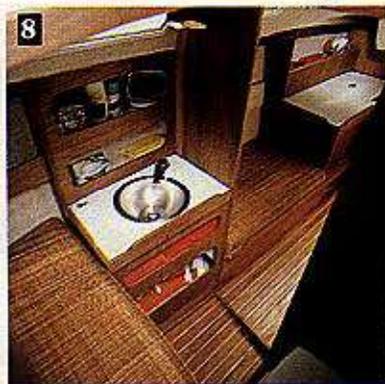
Fairwinds 27



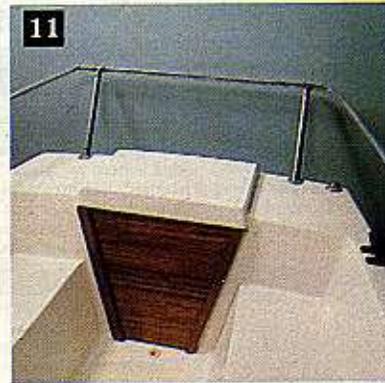
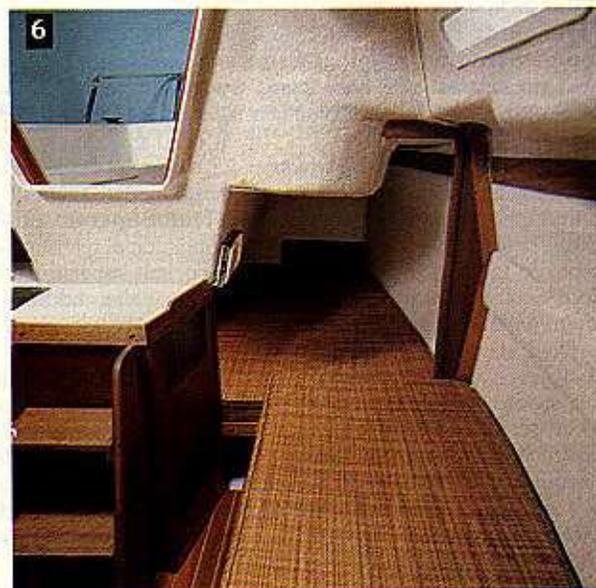
8. Complete privacy to the vanity/toilet compartment is provided by the sliding door in the bulkhead between forward cabin and main salon. The forward cabin has 5'10" headroom, plenty of natural light from windows on each side and good ventilation from the overhead hatch. The vanity has lots of storage in cabinet base and in bins behind and above the counter for linens and other toilet articles. The recirculating marine toilet is conveniently located across the aisle from the vanity - and there's a generous hanging locker in this area, too.



9. Keel raising/lowering winch is conveniently located (and concealed) under the fiberglass hatch in starboard cockpit seat. And there is a tremendous storage area, accessible through the hatch, for sail bags, anchor and other bulky gear.



10., 11. A 10-15 HP outboard is completely concealed in the Fairwinds lazarette engine compartment when No. 2712 optional outboard motor compartment (see Fairwinds accessories) is installed. The engine compartment is completely isolated from the Fairwinds hull interior by a water/fume tight bulkhead. Because the outboard's propeller is immediately ahead of the rudder, there is positive control - and when not in use the motor can be raised clear of the water on its sliding mount - to eliminate all drag and any chance of salt water corrosion. The engine compartment has shelves on both sides for batteries and fuel tanks. The motor can be operated through the hinged overhead hatch or with standard outboard motor manufacturer's remote throttle/shift control system. (Removable dropboards ahead of motor provide full access to motor.) The Fairwinds can also be inboard powered with engine under the cockpit - just aft of the companionway - in the conventional location. For more information on diesel engine installation in the Fairwinds - contact Luger factory.



For additional information — answers to questions about any Luger model — write or call Luger headquarters.

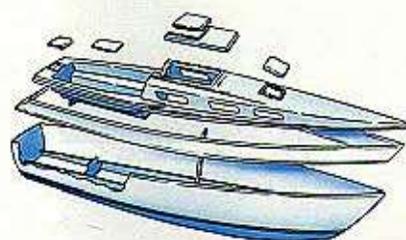
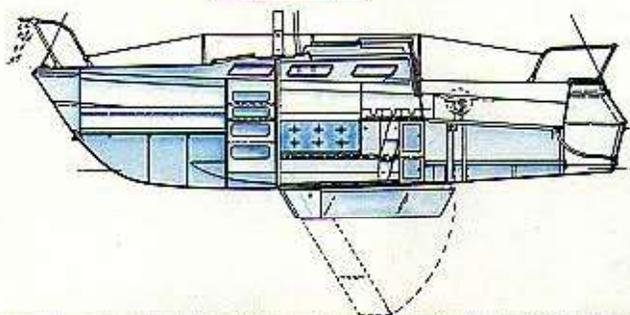
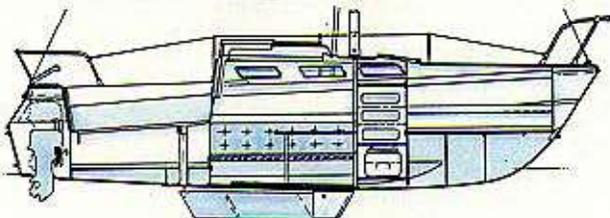
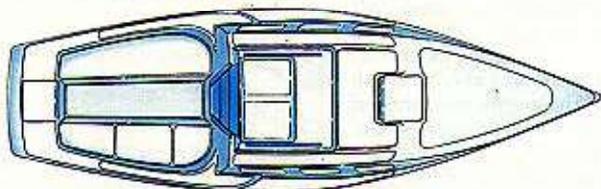
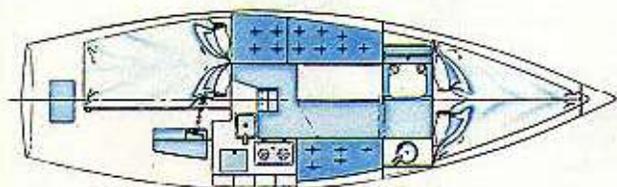
Fairwinds 27

An Easy Single-Handed Sailer

All lines controlling *Fairwinds* sails are led to quick acting cam cleats within easy reach when seated at the tiller. And the *Fairwinds* rudder, as explained in the completion manual, can be assembled to "tip-up" so, the rudder, like the ballasted swing keel, will automatically ride up and over underwater obstructions.

Luger's *Fairwinds 27* is self-righting and she's as stiff and resistant to heeling as many boats having broader beams and more ballast. The secret - a slightly turned bilge and her wide transom stern together with heavily ballasted low riding swing keel.

The *Fairwinds* also features roller reefing of the mainsail - enabling reduction of sail area quickly and safely.



The individual factory molded fiberglass component parts (hull, upper hull and deck/cabin/cockpit unit) are factory assembled using sufficient fasteners for safe, secure transport from the Luger manufacturing facility near you to your completion site. Your *Fairwinds 27* is loaded on her trailer end ready for you to "hook up and go" at the time of delivery.

Specifications

Length: Gunwale, 27'2"; Centerline, 26'11"; Waterline, 23'3".
Beam: (Width) 8'. **Draft:** With swing keel up, 27"; Fully down, 81".
Ballast: 800 lbs. - including 600 lbs. lead outside hull in swing keel.
Weight: Ready to sail, 2,800 lbs. **Sail Area:** Mainsail, 160 sq. ft.; Working jib, 75 sq. ft.; Total, 235 sq. ft. **Headroom:** Cockpit seat to boom, 57"; Cockpit footwell to boom, 72". **Bridge Clearance:** 33'3". **Freeboard:** Forward, 50"; Amidships, 44"; Stern, 42".
Mast, Boom, Standing Rigging: Extruded, anodized aluminum. Mast has hinged stainless steel base fitting, topping lift, molded-in sail slide slot. Shrouds, stays - 1 x 19 stainless steel. **Mast Length:** 28'.
Boom Length: 10'5". **Rudder:** 1½" thick solid mahogany construction with mahogany tiller. **Hardware:** All blocks, pulleys, trailer towing eye, cam and deck cleats, tiller straps, gudgeons, pintles, all bolts/nuts and other fasteners - stainless steel. **Hull/Superstructure Reinforcing:** Hull has 3/4" marine plywood longitudinal reinforcing from transom to forward V-berth. Deck-cabin-cockpit superstructure unit reinforced with fiberglass encased end grain balsa, additional reinforcement where railings, other equipment is thru-bolted. **Swing Keel:** Has fixed, stainless steel mount bolted to hull and lead ballasted, molded fiberglass swing keel which is raised/lowered with safety-brake winch. Hull rigidly reinforced in area surrounding swing keel. Keel ballasted with scrap lead available at low cost from local scrap metal dealers. Instructions provide information on sources of supply, installation procedure. **Auxiliary Power Recommendations:** Short shaft (15") outboard in No. 2712 Motor Compartment. 4-6 HP adequate for maneuvering in harbors, etc.; 7-10 HP for average use; 10-15 HP for strong wind, current, extensive power cruising.



Fairwinds 27

The *Fairwinds* is available as a 'Basic' kit. This gives you the interior completion options of: (1) design and install your own interior, (2) duplicate the Luger interior from plans and patterns we provide (using materials you purchase locally) or (3) purchase optional *Fairwinds* 'Interior' Kit No. 2704, described below.

Fairwinds 27 'Basic' No. 2703. Includes: 1-piece, factory molded, all fiberglass superstructure and upper hull section factory installed on 1-piece, factory molded, all fiberglass hull; factory molded fiberglass hatch covers for forward deck, cabin entrance, cockpit seat and lazarette; trailer towing eye; a complete set of drawings, dimensions and full size patterns for standard *Fairwinds* interior accommodations together with instructions for obtaining materials and making all wood interior parts - plus a complete set of assembly instructions for completion of the entire boat.

Optional Equipment For Your Fairwinds 27

None of the items listed below are included in the price of the *Fairwinds* 'Basic' kit and, if desired, order them separately.

No. 2704 Fairwinds 'Interior' Kit. Includes factory precut, preformed wooden parts to complete entire *Fairwinds* cabin interior; all cabinet hardware, fasteners and fiberglass bonding materials needed to install entire cabin interior. Also includes deck hardware and many other items. Completes the *Fairwinds* excepting for cushions, dining and cooking utensils and those items listed as "optional equipment".

No. 2705 Rudder System. Includes all metal and wooden parts for rudder, tiller and its installation (stainless steel tiller strap, gudgeons, pintles, bolts plus mahogany tiller, rudder stock and blade).

No. 2706 Standing Rigging. Includes anodized aluminum mast and boom, stainless steel chain plates, fasteners, shrouds and stays complete with tensioning hardware - hardware for running rigging (cam cleats, etc.) - the entire standing rigging system - everything "from the deck up".

No. 2707 Trim Molding. Includes polished, anodized aluminum molding with mounting fasteners for rub rails and white plastic trim molding for hatches, hatchway openings.

No. 2710 Swing Keel. Includes molded fiberglass swing keel, stainless steel swing keel mount, automatic "safety-brake" winch with cable for raising/lowering swing keel, all bolts and mounting fasteners, instructions, everything needed to install and operate. Swing keel is ballasted using locally obtained scrap lead obtained from scrap metal dealers and other local sources at very low cost. Instructions provide complete information on recommended sources of supply, materials to be used and method of installation.

No. 40878 Main and Working Jib Sail Set. Includes 75 sq. ft. working jib, 160 sq. ft. main, both of 4.5 oz. dacron sailcloth as pictured. Mainsail has battens and is equipped with nylon sail slides. Set includes sail bag and main and jib halyard and sheet lines. This sail set is all that's required for normal cruising.

No. 2631 Cabin Windows. Set of 6. Clear Plexiglas windows have factory installed frames and are supplied with water-tight gasket and all mounting fasteners. Note: *Fairwinds* is delivered with window openings uncut — cutouts are easily made with sabre or keyhole saw.

No. 1224 Running Lights. Includes stainless steel port and starboard running lights, 12 pt. stem light, 20 pt. forward light (mounts near top of mast), wire, switch, disconnect, wiring diagram and instructions. This 12-volt system meets International rules, is legal under power or sail on all U.S. inland waters and the high seas.

No. 2713 Cabin Interior Lights Group. Includes 5 fixtures with 12-volt bulbs, each with individual switch.

No. 40033 Bow Pulpit, No. 2616 Life Lines, No. 40034 Stern Rail. Bow pulpit, stern rail and life line stanchions are polished, anodized aluminum tubing. Life lines are white, plastic-covered stainless steel cable. All necessary fittings, hardware and mounting bolts are included. (Bow pulpit and stern rail can be used with or without life lines. Life lines, however, require bow pulpit and stern rail for mounting.)

No. 2712 Outboard Motor Compartment. Provides inboard appearance and performance using low cost outboard motor. Includes water and vapor tight bulkhead, shelves for mounting battery and fuel tanks, sliding motor mount, ventilation system, fiberglass bonding material and stainless steel bolts and screws — everything required for complete installation. Use with short shaft (15") outboard.

No. 2711 Galley/Vanity Group. Includes rectangular stainless steel sink for galley, round stainless steel vanity, two hand operated pumps, 18-gallon molded plastic fresh water tank and all plumbing needed to drain sinks overboard and to fill, drain and connect tank to pumps. Also includes all parts to install insulated top-loaded icebox.

No. 2632 Mast Raising/Lowering System. Enables single-handed raising/lowering of mast. Includes everything required for complete installation and operation. Requires no change or modification to standing rigging and can be installed at any time after *Fairwinds* is in use.

No. 40879 Genoa Jib Sail. 150 sq. ft. of 4 oz. dacron sailcloth. Equipped with bronze hanks for attachment to forestay. Includes sail bag, sheet lines — everything needed for installation. Use in place of working jib for more speed in light to moderate winds.

No. 1568 Marine Toilet. Self-contained marine toilet with built-in holding tank in base. Flushes by recirculation and provides approximately 60 uses before pumpout. Requires no electrical or water connection. Includes complete on-deck pumpout system. Maintenance free, all plastic construction. Includes everything required for installation and complies with all legal requirements for toilet installation in watercraft.



Fairwinds Trailer

The specially designed *Fairwinds* trailer makes "trailer-sailing" easy and convenient. Load and launch your *Fairwinds* at the same ramps used by outboard powered craft. Explore new boating waters at your convenience. With your *Fairwinds* on her trailer, you handle periodic maintenance in the security of your backyard — and save marina lay-up and maintenance fees, besides.

The *Fairwinds* trailer's low-slung, drop center axle places the center of gravity of trailer and *Fairwinds* as low as possible for best trailering, launching and loading. Heavy duty frame is carried by double axle running gear (2 axles with 4 wheels). The trailer's hull supporting system guides the *Fairwinds* keel while loading and automatically centers the *Fairwinds* in exact trailering position. Hydraulic surge brakes on all four wheels provide positive stopping.

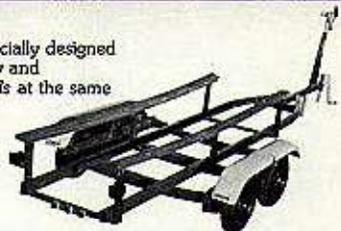
Combination tail and stoplights, turn signals, reflectors and clearance lights comply with U.S.D.O.T. safety standards and coupling on trailer accepts standard 2" diameter trailer ball. Standard equipment on trailer also includes winch with rope and hook and towing vehicle-trailer electrical connector. Your *Fairwinds* tows easily at freeway speeds behind a mid to full-sized automobile. Overall length, 23'3"; Overall width, 92"; Empty trailer weight, 800 lbs.; Track width, 80"; Tire size, L78 x 15, load range B (4-ply); Color, deep blue frame with light yellow fenders — baked on enamel finish.

No. 2720 Fairwinds Trailer, Semi-Assembled. Shipped to you in semi-assembled form. Using ordinary hand wrenches, you assemble the trailer in 3-4 hours. Tires are mounted and inflated, and springs, axles, hubs, bearings and brakes are fully assembled, lubricated and ready for installation. Order this trailer if you plan to tow it to the Luger manufacturing facility near you to pick up your *Fairwinds*.

No. 2722 Fairwinds Trailer, Factory-Assembled. Same as trailer 2720 except factory-assembled. Order this trailer if you intend to pick up both the trailer and your *Fairwinds* together at the Luger manufacturing facility near you.

No. 2625 Parking Jack with Caster Wheel. Raises, lowers trailer tongue for easy hook-up to towing vehicle. Makes it easier to move trailer when it's disconnected from towing vehicle.

No. 2721 Spare Tire and Wheel for Trailer. Mounted, inflated and includes a mounting bracket.



For additional information — answers to questions about the *Fairwinds* — write/call Luger headquarters.



Satisfied LUGER owner reports

Reproduced here are quotations from typical letters of genuine satisfaction - volunteered by Luger owners.

ADDED MUCH TO OUR LIVES IN THE PAST 3½ YEARS

"Our Leeward 16, THIRSTY, that I assembled in our garage 3½ years ago has given us many enjoyable experiences and has added much to our lives.

"Just yesterday, for example, I passed up three popular factory constructed boats of similar size - and try as they did to catch up, their efforts were to no avail."

W.H.
Warrington, PA



SOUTHWIND 21

Completed by
G.W.
Bella Vista, AR

A GREAT SOURCE OF ENJOYMENT

"I thoroughly enjoyed building our Southwind 21, the "Poltergeist". The fact that the boat is worth about twice what I spent on her is a happy thought, but to have people ask where I got that nice looking boat never ceases to make me feel real good. She's a great source of enjoyment."

F.E.B.
Bayville, NY



SHE SAILS GREAT!

"We worked on Luger Tradewinds 26, SACRIFICE, in our garage during the winter months. She's docked for the summer on Lake Erie and she sails great!"

M.F.K.
Upper Sandusky, OH



LUGER'S CLAIM THAT MOST ANYBODY CAN COMPLETE A LUGER BOAT IS TRUE

"Before beginning the project of completing my Tradewinds 26, my sailing exposure was zero. Because I had never sailed a boat before in my life I might have been an extreme case. The most frequent single comment I have gotten from people who have seen my boat is "I could never do that" whereas most people really could if they tried."

T.A.H.
De Pere, WI



FLORIDA KEYS CRUISING IN SEABREEZE 16

"When we launched our Seabreeze for the first time at Bahia Honda Park in the Florida Keys she looked able as she lay alongside the quay. And, later, bound for the Dry Tortugas, she skimmed beautifully through the waters of the Atlantic. Around sunset every evening we would anchor close to a Key and in five days of cruising and gunkholing we logged well over 100 miles. We are so pleased with our "back yard" built boat."

D.B.
Naranja, FL



A GREAT ALL AROUND BOAT

"I must say the plans and directions for assembling our Voyager 30 were just perfect. I cannot see how anyone can go wrong. I can honestly say we have found it safe, dry and a great all around boat. It was truly a pleasure to build and sail our "Sea Hawk", and we are proud to say, "Yes, it's a Luger Kit and we built it." For insurance purposes we had our boat surveyed by a Marine Survey Company and it was appraised at \$35,000 replacement. People ask "would you build one again?" My answer: "I sure would."

R.P.
North Royalton, OH

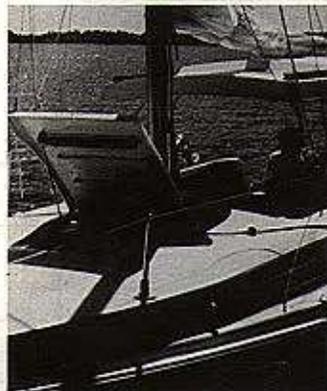


PREFERS LUGER KIT TO PREVIOUSLY OWNED FACTORY BUILT SAILBOAT

"I was very impressed by the high quality of the components of the Tradewinds kit and by the fine design. The boat sails beautifully, motors beautifully and is comfortable and excellent in every way.

"Before buying my Luger Kit, I owned a factory built sailboat. Since completing my Luger and comparing the quality with a factory built boat again. When I feel I need a larger boat, it would be another Luger."

A.J.
Jackson, MI



HAPPY WITH PERFORMANCE ON SAN FRANCISCO BAY

"I sail mainly on San Francisco Bay which, as you know, is unpredictable and can be the roughest body of water in these United States. I'm happy to report that I'm more than satisfied about the performance of my Leeward 16 in these waters."

A.E.R.
San Mateo, CA

TRADEWINDS 26

Completed by
A.C.
Galliano, LA



LARGE, WELL BALANCED CABIN AND COCKPIT

"Our Fairwinds 27 accommodates the five of us very nicely and she sure draws a lot of attention. At one point during an evening while we were rafted up with seven other boats, I noticed all the women were aboard our Luger - 13 in all! The Fairwinds certainly has a large, well balanced cabin and cockpit!"

M.J.D.
Sterling Heights, MI



A VERY WORTHWHILE PROJECT

"I like the Fairwinds 27 very much. Particularly I like its lovely interior, its appearance on the water and its maneuverability. The swing keel gives me access to small coves and shallow waters. Your economical kits are very worthwhile and they provide the opportunity to add a personal touch to the finishing and the interior."

G.G.
Perebonka, Quebec Canada

FANTASTIC FIRST 3 YEARS WITH OUR VOYAGER 30

"After the ballast, the cabin flooring and the framework for the V-berths were installed we couldn't wait any longer and took "MOBY JANE" sailing. She sailed perfectly! And we continued to sail her while we completed the interior.

"At our second annual "MOBY JANE" Party we took our friends out for short cruises. On the first ride we had 18 aboard, on the second 22 and on the third 27! Our first 3 years with our Voyager 30 have really been fantastic!"

S.K.
Fair Oaks, CA





LUGER FACTORY-DIRECT DISCOUNT PRICE LIST



16' SEABREEZE		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
1671	Seabreeze 16' Basic	\$1722.10
1637	O.B. Mr. Mt. Long Shaft	57.04
1638	O.B. Mr. Mt. Short Shaft	42.02
1672	Interior Kit	609.86
1673	Rudder Assembly	73.73
1674	Standing Rigging	315.57
1675	Trim Molding	40.77
1676	Cabin Interior Lights	12.15
1677	Cabin Windows	82.49
1679	Quarterberth Kit	85.13
1685	Bow Pulpit	98.81
16' LEEWARD		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
1691	Leeward Basic	\$1557.78
1566	Trim Molding	49.94
1567	Cockpit Cover	78.08
1637	O.B. Mr. Mt. Long Shaft	57.04
1638	O.B. Mr. Mt. Short Shaft	42.02
1692	Interior Kit	284.24
1693	Rudder Assembly	79.63
1694	Standing Rigging	308.24
21' SOUTHWIND		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
2103	Southwind Basic	\$3199.48
1561	Trim Molding	111.62
1563	Cabin Interior Lights	24.02
1569	Cabin Windows	230.55
2104	Interior Kit	571.00
2105	Rudder System	103.95
2107	Standing Rigging	483.43
2114	Mast Raising/Lowering System	73.31
2116	Life Lines	124.49
2122	Swing Keel	843.10
40033	Bow Pulpit	98.44
40034	Stern Rail	84.78
26' TRADEWINDS		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
2650	Tradewinds Basic	\$4354.55
2615	Swing Keel	746.13
2616	Life Lines	142.79
2619	Cabin Interior Lights	35.90
2630	Pop Top Conversion	339.73
2631	Cabin Windows	183.18
2632	Mast Raising/Lowering System	141.71
2648	Trim Molding	156.79
2647	Standing Rigging	629.78
2648	Rudder System	256.62
2649	Interior Kit	1280.61
40033	Bow Pulpit	98.44
40034	Stern Rail	84.78

27' FAIRWINDS		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
2703	Fairwinds Basic	\$5458.75
2616	Life Lines	142.79
2631	Cabin Windows	183.08
2632	Mast Raising/Lowering System	141.71
2704	Interior Kit	1959.25
2705	Rudder System	321.91
2706	Standing Rigging	629.78
2707	Trim Molding	265.42
2710	Swing Keel	769.92
2711	Galley/Vanity Group	416.02
2712	Outboard Motor Compartment	405.55
2713	Cabin Interior Lights	59.64
40033	Bow Pulpit	98.44
40034	Stern Rail	84.78
30' VOYAGER		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
3005	Voyager Basic	\$9885.00
3006	Interior Kit	3279.00
3007	Rudder System	244.48
3008	Standing Rigging Sloop	1839.36
3009	Standing Rigging Ketch	2311.20
3010	Centerboard System	1348.20
3011	Trim Molding	176.96
3013	Cabin Windows	160.21
3014	Cabin Interior Lights	83.37
3015	Galley Equipment	349.78
3016	Vanity/Head Equipment	264.36
3018	Hand Rails	83.36
3020	Bow Pulpit	104.40
3021	Stern Rail	96.14
3022	Life Lines	179.55
3023	Mast Raising/Lowering System	159.79
3027	Outboard Motor Compartment	511.85
30' ADVENTURER		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
3028	Adventurer	\$10742.00
3007	Rudder System	244.48
3008	Standing Rigging Sloop	1839.36
3009	Standing Rigging Ketch	2311.20
3010	Centerboard System	1348.20
3011	Trim Molding	176.96
3014	Cabin Interior Lights	83.37
3015	Galley Equipment	349.78
3016	Vanity/Head Equipment	264.36
3018	Hand Rails	83.36
3020	Bow Pulpit	104.40
3021	Stern Rail	96.14
3022	Life Lines	179.55
3027	Outboard Motor Compartment	511.85
3029	Interior Kit	3475.50
3055	Deck Hardware	54.71
3056	Running Lights	43.75
3062	Cabin Windows	800.74
3077	Pilot House Steering	563.44
3083	Mast Raising/Lowering System	184.89

POWERBOATS		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
2667	Powerboat Basic	\$9160.63
2153	Cabin Windows Pilot House	171.20
2659	Trim & Deck/Hdwe. Pilot House	196.77
2663	Standing Rigging Pilot House	320.21
2666	Steering System	244.65
2668	Interior Kit	1195.32
2669	Trim & Deck/Hdwe. Sport Fisherman	196.77
2671	Center Console Sport Fisherman	225.49
2672	Sport Fish Seat	179.50
2673	Pilot House Pilot	890.73
2674	Cuddy Cab Pilot House	330.75
2675	Running Lights Sport Fisherman	66.37
2676	Running Lights Pilot House	44.27
ALL BOATS		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
1224	Running Lights	\$ 51.05
1490	Fresh Water System	94.82
1568	Marine Toilet	104.78
10102	HL-Lo Outboard Motor Mount	131.84
SAILS		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
1427	Genoa Jib Sail 18'	\$ 190.40
10204	Genoa Jib Sails 21'	220.19
20357	Main Jib Sails 16'	393.59
40050	Main Jib Sails 21'	507.94
40878	Main Jib Sails 27' & 26'	711.59
40879	Genoa Jib Sails 27' & 26'	361.46
40990	Main Jib Sails 30' Sloop	1344.73
40991	Genoa Jib Sails 30'	772.28
41120	Main, Jib, Mizzen 30' Ketch	1556.42
TRAILERS		
CAT. NO.	DESCRIPTION	LUGER'S FACTORY DIRECT PRICE
1449	Sp. Tire/Whl. for #1680 & #1699	\$ 42.43
1548	Trailer Semi-Assembled 21'	1463.07
1549	Sp. Tire/Whl. for #1554 & #1548	107.92
1554	Trailer Assembled 21'	1539.46
2626	Trailer Semi-Assembled 26'	1762.59
2627	Sp. Tire/Whl. for #2626 & #2628	151.17
2628	Trailer Assembled 26'	1873.37
2720	Trailer Semi-Assembled 27'	2371.95
2721	Sp. Tire/Whl. for #2722 & #2720	109.89
2722	Trailer Assembled 27'	2658.70
3034	Trailer Assembled 30'	Call/Write
3035	Sp. Tire/Whl. for #3034	Call/Write

(FOR ORDERING/SHIPPING INFORMATION) ⇒

Prices subject to change without notice and orders are subject to acceptance by Luger. If Luger is unable to accept your order because of price increases, Luger will contact you. You then have the option of either authorizing the price increase — or cancelling your order. If you cancel, you will receive an immediate full and complete refund of all monies advanced to Luger.

1000's BUILT BY AMATEURS

LUGER BOATS
P.O. BOX 1398
3401 S. BELT HWY.
ST. JOSEPH, MISSOURI 64502
(816) 233-5116



Our 34th Year

OFTEN ASKED QUESTIONS ABOUT LUGER BOATS

Q. Do Luger boats look like factory built?

A. Yes, indeed! Luger kits are naval architect designed and each kit is professionally styled in the same manner as the most expensive factory built boats.

If we were builders of complete boats, rather than supplying kits, methods of construction and choice of parts and materials would be the same as furnished in Luger kits.

By following our simplified assembly instructions, your boat will be the same as "factory built". . . except it will cost you a lot less.

Q. How much will I save by buying a Luger kit?

A. Based upon the experiences of thousands of Luger boat owners, you will save about one-half the cost of a comparable factory finished boat.

Putting it another way, if the amount of money you wish to spend for your boat is limited, you can be sure of getting twice as much boat for your money.

Q. I read your guarantee — does it mean what it says?

A. Definitely! Our guarantee has been deliberately written in the plainest and simplest terms so there can be no mistake as to our intent. If you are dissatisfied with anything received from us, for any reason whatsoever, you may return it for a full refund. There will be no "ifs, ands or buts".

You may ask how can we make such a remarkable guarantee? The answer is — we have confidence in our products — and we are confident of your satisfaction, too.

The Luger guarantee (order blank) is the broadest guarantee in the entire marine industry. We know of no manufacturer or dealer — anywhere — who guarantees satisfaction — or your money back. This broad Luger guarantee has remained unchanged — for the past 33 years!

Q. I like Luger boat kits and the savings they offer. But I'm not sure I can assemble one — what are your comments?

A. Every Luger kit in our catalog is designed for assembly by persons with no previous experience in assembling kits or building boats. We concentrate on this one objective.

After many years of experience with kit buyers, young and old, we know we have achieved our goal. Many thousands of Luger boats have been successfully assembled by people who followed our simplified step-by-step directions.

If you have average mechanical aptitude and a desire to "do-it-yourself" you can assemble your Luger kit to your complete satisfaction.

Q. Are Luger boats seaworthy? By this I mean can they be used in waters such as Great Lakes or offshore in the ocean or gulf?

A. Yes, Luger kits are designed and constructed for safe, dependable, satisfactory operation in waters such as these.

Thousands of assembled Luger boats are in use along the coasts of the U.S., Hawaii, Alaska, as well as elsewhere in the world under all types of conditions. Luger files contain many letters from customers expressing complete satisfaction with Luger boats in offshore rough water conditions.

Luger does not claim, however, that its boats are recommended for the open sea under all conditions. Luger boats will give performance and service equal to or exceeding that expected from any other well designed, properly constructed boat of the same size under the same conditions of operation.

Q. What size and type space will I need in which to assemble my boat kit?

A. While it may be desirable to assemble your boat indoors, this is not essential. More than half of Luger boat owner-assemblers complete the assembly of their boats outside — in driveway, backyard, etc.

After all, your boat is of fiberglass construction — and it's just as well suited to being out in the open before it is completed — as it will be when finished and in operation. You will, of course, want to keep rain or snow from getting into your boat's interior — and this is prevented by installing the hatches first. Once they are in place, your boat's interior will remain snug and dry forever after.

If you would like, you can erect a temporary shelter from used lumber, covering it with inexpensive, transparent, polyethylene plastic available from most lumberyard/building supply centers. Such a shelter admits the light and will be remarkably warm even on the coldest days.

If you will be building your boat indoors, the minimum space you need is at least 3' longer than your boat's centerline length, 3' wider than its maximum beam and about 3' higher than its maximum height.

Q. How much help will I need to assemble my Luger kit?

A. This depends on the size of your boat. All Luger kits, however, can be almost entirely assembled by one person — without help from others.

In larger Luger models, you will need occasional assistance to position larger components. But once they are in position, no additional help is needed from then on.

Q. From the pictures and information in Luger's catalog, I can see that Luger boats equal factory finished models in styling and performance but I would like more details on construction. What can you tell me?

A. First of all, you should know that Luger boats are manufactured from the same materials — and by the same methods as all high quality, factory completed models.

And the methods and the materials you use in the assembly of your Luger kit are the same as in high quality, factory assembled boats — except for one very important exception. Factory assembly methods require shortcuts to reduce labor cost. This is one of the important reasons why most factory finished boats have "hull liners" and/or molded interiors — something you never find in a custom built yacht. Factory finished boats must have hull liners/molded interiors because this saves a lot of assembly time and does not require the employment of skilled labor. For the same reasons the hulls and decks of most production boats are stapled or riveted together — with no fiberglass bonding on the interior.

Your completed Luger boat will be built right — and you will know it to be so — because you will have done so by using the materials we provide and by following our step-by-step instructions.

Q. How is the hull-deck connection in Luger boats designed.

A. The hull and the deck have mating flanges — molded into them at the Luger factory. The deck fits over the hull and they are fastened to each other with stainless steel bolts spaced at intervals of 3" to 6" around the entire boat. The bolts have self-locking nuts and washers so there is no way they can ever become loose. The hull/deck joint is then fiberglass bonded — around the entire perimeter — on the interior. This reinforces the hull/deck joint and makes it absolutely watertight. This type construction is far superior to pop-riveted or stapled construction commonly used in production boats.

*FREE FREIGHT CONDITIONS

1. FREE FREIGHT applies to Luger Leeward and Seabreeze 16, all Luger trailers and all accessories and optional equipment for Luger Boats with the purchase of any Luger Boat.

2. FREE FREIGHT applies to destinations within the 48 contiguous United States. To Alaska, Hawaii, Canada or other export destination, Luger pays shipping charges to port of export — COLLECT beyond.

DELIVERY ARRANGEMENT PLANS — LUGER FACTORY ASSEMBLED HULL/DECK UNITS OF ALL 21', 26', 27' AND 30' SAILBOATS.

Because the factory assembled hull/deck units of all Luger 21', 26', 27' and 30' sailing models are too large and bulky to be economically shipped by common carrier truck, they must be delivered to you by either one of the following means:

A. BUYER PICK-UP PLAN — with this Plan, you pick up your new boat from the Luger Manufacturing/Warehousing facility nearest to you — either on a trailer purchased from Luger or on another conveyance provided by yourself. For your convenience, Luger Manufacturing/Warehousing facilities are strategically located throughout the United States. For nearest location information, call/write Luger headquarters in St. Joseph, MO.

If you purchase a Luger trailer, you have the option of (1) having the semi-assembled trailer shipped to you (you then complete the assembly and tow it with you when you come to pick up your boat); or (2) you can pick up your boat and factory assembled trailer at the same time (paying a slightly higher price for factory assembly of your trailer).

If you will be picking up your boat on a trailer or other conveyance obtained from another source, you can, upon request and at no charge, obtain from Luger a drawing with dimensions and other information necessary to adapt your trailer or conveyance to the Luger model you have ordered.

B. LUGER DELIVERY PLAN — with this Plan (and at nominal additional cost to you) Luger handles all delivery and transportation arrangements. The delivery charge depends on the size of boat you choose and the distance to your delivery site from Luger's nearest Manufacturing/Warehousing facility. Write/Call Luger headquarters in St. Joseph for a delivery cost quotation. (No obligation, of course.) If you order a factory assembled Luger trailer, your boat will be delivered on your trailer.

MONEY BACK GUARANTEED

Luger's Guarantee is Unequaled — By Anyone —
In the Entire Boating Industry!

We want you to be satisfied with everything you purchase from Luger. Upon, or within 15 days after delivery, if you are dissatisfied with your Luger boat — or anything purchased from Luger — just notify us within this 15-day period. We will then take back — or replace (at your option) any and all items with which you are dissatisfied. Luger will refund — in full — the amount you paid for all items returned.

In addition to Luger's Return Privilege and Money-Back Guarantee, Luger products also have the "standard" U.S. boatbuilder warranty to be free from defects in materials and workmanship for 1 year following delivery. Implied warranties, including any implied warranties of merchantability or fitness for a particular purpose are limited to 1 year from date of delivery. Thereafter, all such warranties are disclaimed and excluded. The Luger warranty does not apply to cracking, crazing, discoloration or blistering of gelcote.

Tradewinds 26

Sleek and Roomy Cruiser/Racer

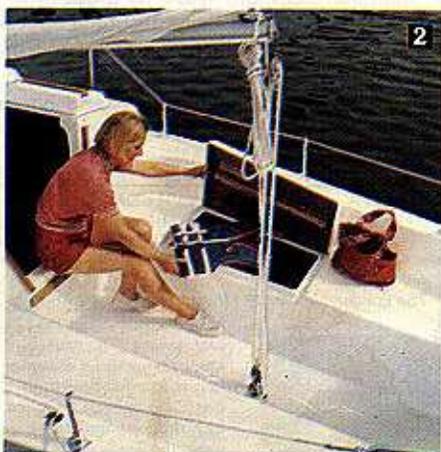
Enter the world of sailing with the sleek and roomy *Tradewinds*, a trailerable 26-foot yacht designed for both cruising comfort and racing speed. (*Tradewinds* qualifies for M.O.R.C. racing.) One of the most popular vessels on the market today, the all-fiberglass *Tradewinds* compares with like-sized sailing craft priced up to \$25,000, yet your quality-crafted *Tradewinds* saves you about half their cost.

What secret makes the *Tradewinds* so easy to own? It all goes back to the "Luger Concept" of designing and manufacturing top-grade pleasure craft, and marketing them factory-direct in easy-for-anyone-to-complete form. Successfully completing your new *Tradewinds* requires no previous boating or boat assembly experience. *Tradewinds* instruction manual is written in nontechnical language and is illustrated with clear, concise, pictorial line drawings.

When you take delivery of your *Tradewinds* at the Luger manufacturing/warehousing facility near you, the hull and superstructure are already joined by stainless steel bolts spaced at 4-foot intervals. You install the remaining bolts and then seal the hull-superstructure joint permanently with fiberglass bonding material supplied by Luger. All bonding is done inside the boat so it's completely concealed.

You then complete the cabin interior using Luger supplied precut, preformed component parts for bunks, dinette, galley and so on. After installation of the rudder and swing keel, deck hardware, mast and boom, you're ready for sailing fun.

Completion of your *Tradewinds* is easy, straight forward and saves you \$10,000 to \$15,000 against the price of a comparable factory-finished boat. Plus, when you proudly display your *Tradewinds* 26 to admiring friends, you do so with the added satisfaction of saying "And I built her myself."



Tradewinds self-bolling cockpit (1) has chair-height seating with deep, molded-in backrests, and its 6'9" length provides comfortable seating for 6 to 8. Rain and spray are carried overboard through drain in the cockpit footwell. All surfaces used for standing, sitting or walking have molded-in nonskid finish. Fiberglass hatch (2) in cockpit seat opens to stow sail bags and other bulky gear. Lazarett storage compartment (3) stows anchor, outboard fuel tank and battery.

Molded fiberglass sliding cabin entry hatch (4) provides easy access and seals cabin from the elements. Add the Pop-Top option, and your *Tradewinds* has 6'4" headroom over much of the cabin interior. Forward deck hatch (5) provides cabin ventilation and straight "up and out" exit/entry from the V-berth.



Tradewinds 26

Convenience in Motion, Quality of Construction,

Whether she's being skippered on a lake, offshore, or being towed to new sailing adventures, *Tradewinds 26* is convenience in motion.

Trailerability of your *Tradewinds* extends your cruising range far beyond that of marina-bound boats (not to mention the money you save on slip and mooring fees). And there's no need to worry about launching sites. The low-slung Luger trailer and the *Tradewinds* retracting swing keel make loading and launching a snap — even at ramps for fishing boats and outboard runabouts.

Once in the water, **rigging is quick and easy**. Your *Tradewinds* goes from trailer to "sail her" in less than 10 minutes — no tools required! Low bridge ahead? The Luger Mast Raising-Lowering System makes handling the mast an easy, one-man operation.

Open water is where it's at for your *Tradewinds*. A **single-handed sailer**, she's easily controlled from your seat at the tiller. All lines used to handle the main and jib sails are conveniently led to instant releasing cam cleats located at your fingertips on the cockpit coamings.

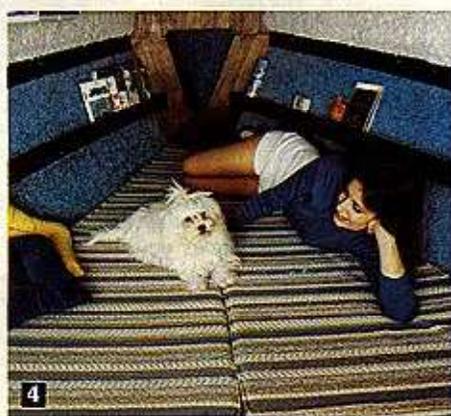
The **swing keel and tip-up rudder system** automatically ride up and over underwater obstructions. Your *Tradewinds* sails with her keel and rudder fully down, fully retracted, or at any intermediate setting. *Tradewinds* sails in just 26" of water!

The all-fiberglass hull and superstructure of your *Tradewinds* are manufactured using the same **hand-crafted lay-up** and the same materials used by manufacturers of other high quality (but more costly) factory-finished fiberglass boats. Above and below deck, inside and out, materials and construction of the Luger *Tradewinds* are virtually trouble-free in both fresh and salt water.

In areas of greatest stress, molded fiberglass sections of your *Tradewinds* have extra thickness for added strength. The **hull and superstructure are rigidly reinforced** with factory molded-in members. The superstructure is reinforced in all areas used for sitting, standing or walking and where standing rigging, railings and life line stanchions, deck hardware and other fittings are thru-bolted. The *Tradewinds* hull is reinforced with full length longitudinal, factory molded-in, reinforcing members which maintain correct hull shape during transport, completion and storage.

Only quality materials are used in the Luger *Tradewinds*. All metal parts are corrosion-resistant materials: All bolts and screws are stainless steel; all deck hardware is stainless steel or anodized aluminum; and all aluminum castings (such as those at the head of the mast and the ends of the boom) are ALMAG 35 — a high quality, corrosion-resistant alloy specifically developed for conditions of high stress. The mast and boom

(Continued next page)



The roomy *Tradewinds* cabin (1) sleeps five and has all the comfort and convenience you want for extended cruising. The portside quarters berth (2) sleeps one and has a huge storage compartment below. Located op-

posite the dinette, the quarters berth provides comfortable chair-height seating for two in this cozy conversation area.

The convertible dinette (3) sleeps two, seats four and

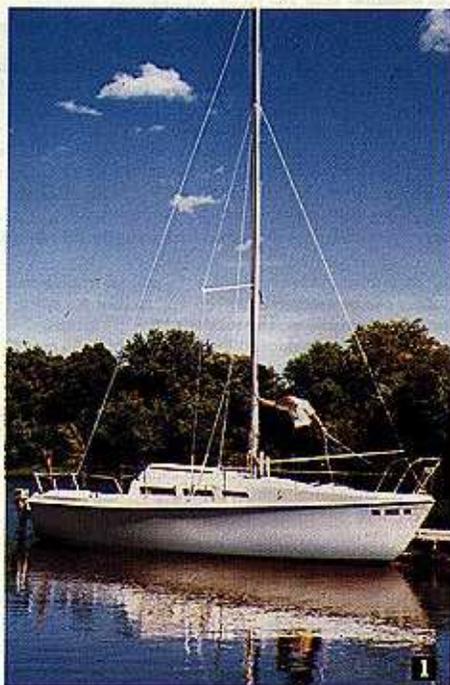
has generous under-the-seat storage. The table raises for spacious dining or lowers to a full double berth. Completely enclosed by a draw curtain for privacy, the *Tradewinds* head is located between the dinette and the V-berth.

The big 6'4" V-berth (4) sleeps two and has full sitting headroom. The huge storage space below is ideal for sail bags and other bulky items. For your smaller personal things, there's a forepeak locker and shelves along the sides of the hull. The *Tradewinds* convenient galley (5) has a spacious counter and generous storage space below. Space to hang clothes is located between the galley and the V-berth.



Tradewinds 26

Safety by Design



are extruded from high quality 6063-T5 aluminum alloy, widely accepted as the ideal alloy for sailboat spars.

Good sailing is safe sailing, and the Luger Tradewinds is designed with this important criterion in mind. For example, her **large uncluttered foredeck** permits ease of movement when handling the headsails, anchoring or mooring. **Nonskid surfaces** are factory molded into all surfaces of the foredeck, cabin top, cockpit seats and footwell for sure, safe footing whether conditions are wet or dry.

Your Tradewinds is as **stiff and resistant to heeling** as many boats with broader

beams and more ballast. The secret is the design of the Tradewinds — a broad hull with a slightly turned bilge and a broad transom stern. Stiffness is further increased by the Tradewinds low riding swing keel which places external ballast low in the water where it does the most good. Even if knocked down flat by extremely rough conditions, the **self-righting design** of the Tradewinds causes the boat to right herself immediately.

When the wind pipes up, **roller-reefing of the mainsail**, a standard Tradewinds feature, enables you to reduce sail area quickly and safely.

Because your Tradewinds is trailerable and launched at the same ramps used by fishing boats and outboard runabouts, your sailing horizons are almost unlimited. Launching procedure is the same used with smaller powerboats, and you can stand the rig before or after your Tradewinds is in the water.

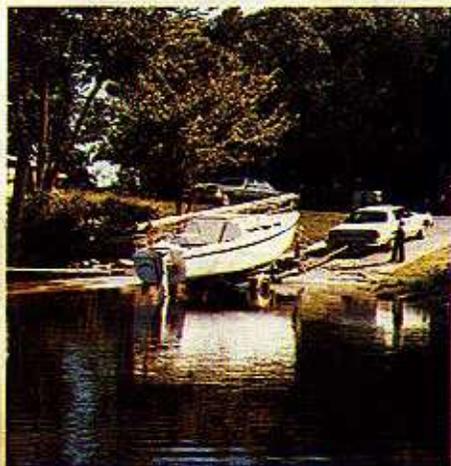
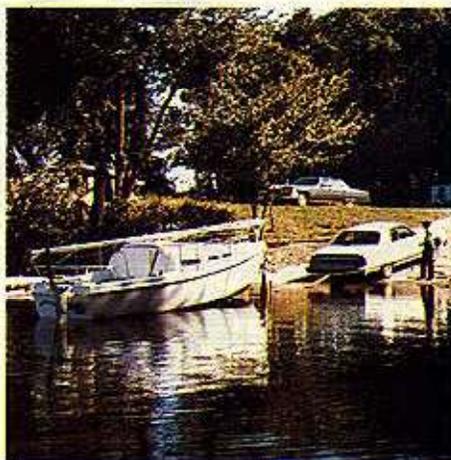
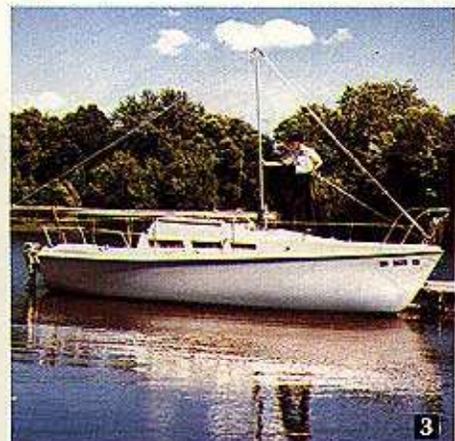
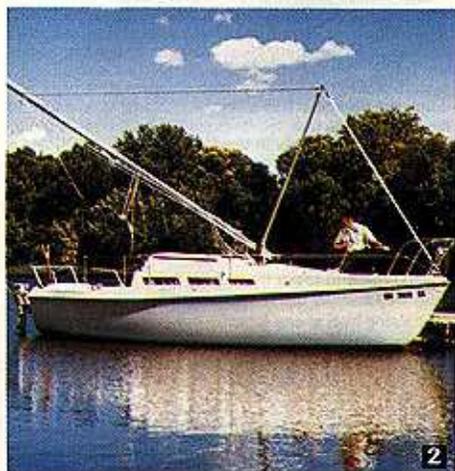
To launch, back the trailer down the ramp until the Tradewinds floats free (right). Using a line attached to the trailer towing eye, bring the boat to a nearby dock and pick up your crew. On launching ramps having gradual slopes, use of a trailer tongue extender facilitates loading and launching. Your Tradewinds manual has complete information on making and using a tongue extender.

To load your Tradewinds on her trailer, back the trailer into the water, and using your auxiliary outboard motor or a line affixed to the boat's bow, float the Tradewinds over and onto the trailer. Boat support system on the trailer automatically guides and centers the Tradewinds into exact trailering position. Secure the boat with the trailer winch and off you go. Your Tradewinds tows easily at freeway speeds with a mid to full-sized automobile.

Without the Mast Raising-Lowering System No. 2632, the Tradewinds mast is raised and lowered by two persons. But with this system, raising and lowering the mast is a one-man operation.

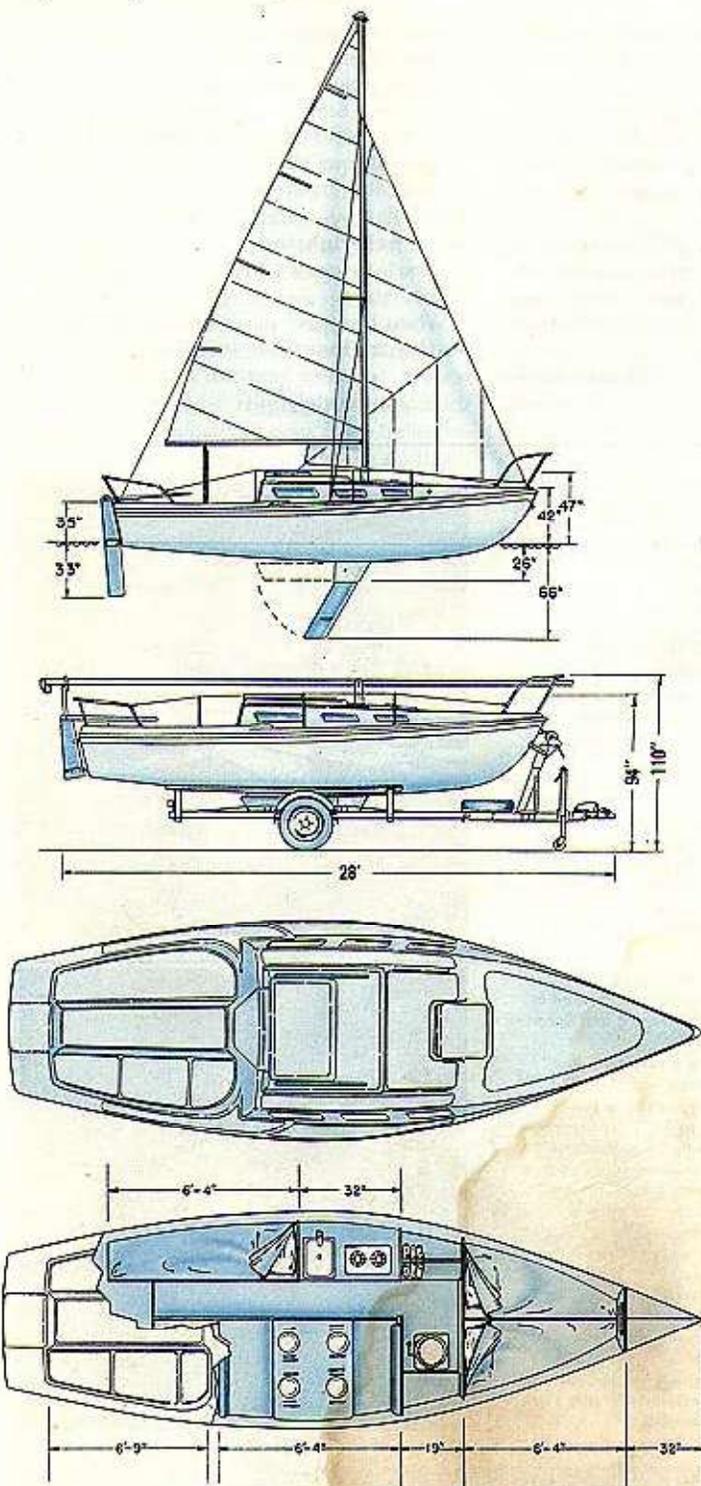
(Left) To lower the mast using this system, first remove the boom (takes an instant — no tools required) and then disconnect the forestay at the bow. Give the mast a slight push (1) to get it over center, and continue to pay out line as the mast descends (2). Waves from wind or a passing boat are of no concern to you as the Mast Raising-Lowering System stabilizes the mast from any side sway during the entire lowering range. The base of the mast is securely locked in the hinged tabernacle fitting on the cabin top. With the mast in the fully lowered position (3), it is moved forward into trailering position. The mast weighs only 55 lbs., so this too is easily accomplished by one person.

The Mast Raising-Lowering System also enables your Tradewinds to pass under bridges or other overhead obstructions. When raising-lowering the mast, only the forestay is disconnected. The backstay and side shrouds remain connected to the mast and boat.



Tradewinds 26

Specifications



Length: Gunwale, 26'5"; Centerline, 25'7". **Beam:** (Width) 7'11". **Draft:** With swing keel up, 26"; Fully down, 66". **Ballast:** 750 lbs. outside hull in swing keel, including 335 lbs. lead. **Weight:** Complete boat, ready to sail, including swing keel, 2,600 lbs. **Sail Area:** Mainsail, 160 sq. ft.; Working Jib, 75 sq. ft.; Total, 235 sq. ft.; Genoa Jib, 150 sq. ft. **Headroom:** Max. in cabin, 56"; Above dinette seats, 40"; Above quarterberth, 40"; Above V-berth, 37" at after end and 32" min. at forward end; Cockpit seat to boom, 56"; Cockpit footwell to boom, 70"; Cabin with Pop-Top accessory raised, 6'4". **Bridge Clearance:** Height from waterline to top of mast, 32'.

Mast and Boom, Standing Rigging: Mast and boom are extruded, anodized aluminum alloy 6063-T5, widely accepted as the ideal alloy for sailboat spars. Mast and boom retain their "like new" finish indefinitely even under conditions of severe exposure to salt water. Mast has hinged, stainless steel tabernacle base fitting and is equipped with topping lift and molded-in slot for sail slugs. Aluminum castings are ALMAC 35, a high quality, corrosion-resistant alloy specially developed for conditions of high stress. Boom is equipped with roller reefing to reduce sail area quickly and safely. Mechanism unlocks by pulling the boom away from the mast. Boom is rotated and the sail wraps around the boom like a window shade. Releasing the boom locks it back in place — no tools required. Shrouds, fore and backstay are 1 x 19 stainless steel and are furnished to exact length and ready for installation with stainless steel tangs, thimbles and tensioning hardware assembled to their ends. **Mast Length:** 28'. **Boom Length:** 10'5".

Rudder Construction: 1½" thick laminated construction (14 ply) for trouble-free service under all conditions. Rudder can be assembled to "tip-up" so (like the swing keel) it rides up and over underwater obstructions. The rudder's "tip-up" locking mechanism automatically releases to prevent damage to the rudder or hull. All metal parts used in the rudder system including tiller straps, gudgeons, pintles, bolts and screws are stainless steel and the tiller is solid oak.

Auxiliary Power Recommendations: Outboard power is ideal for the Tradewinds because of low cost, easy installation and readily available service. Luger recommends the use of No. 10102 Hi-Lo Motor Mount accessory for auxiliary outboard power. This mount raises the motor clear of the water when it's not in use, eliminating drag when under sail and exposure to salt water. Outboards with long shaft (20") are preferred, however, short shaft (15") are acceptable.

4-6 HP motors are recommended for maneuvering in harbors, docking, or approaching mooring or trailer and for short range cruising in calm and current-free waters. Speed: 4-5 mph.

7-10 HP motors are recommended for use in moderate wind and current conditions and for medium range cruising. Speed: 6-8 mph.

12-15 HP motors are recommended for strong wind and current conditions and extensive cruising under power. Speed 8-9 mph.

20 HP or larger motor not recommended as maximum hull speed is attained with 12-15 HP.

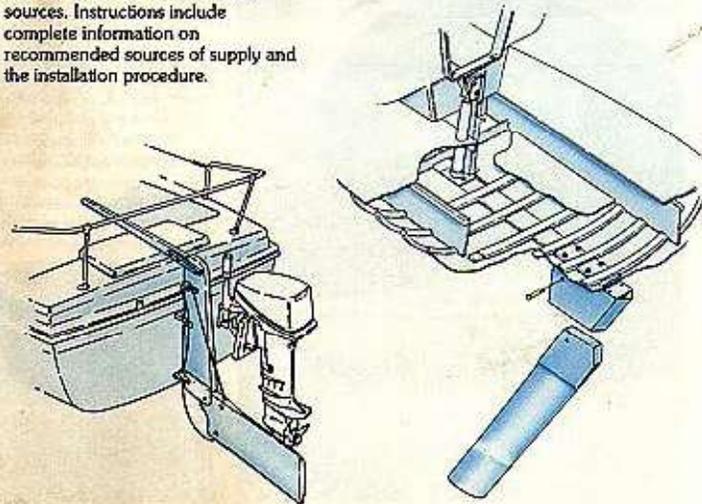
Swing Keel System: Rides up and over underwater obstructions and retracts for trailer transport and beaching. The swing keel has a fixed, stainless steel mount bolted solidly to the hull and a lead ballasted, molded fiberglass swing keel. The swing keel is raised and lowered with a "safety-brake" winch that's easily operated by a small child.

The Tradewinds swing keel system places the 3/4" diameter stainless steel pivot pin in the fixed mount (not molded into the fiberglass hull as in some boats) where wear of the pivot pin can never cause leakage into the hull. Stresses placed on the pivot pin are absorbed by the stainless steel mount — not directly in the fiberglass hull.

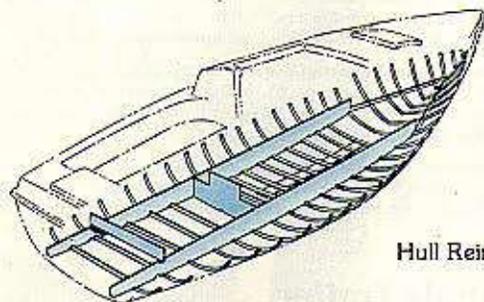
The mount is bolted to the hull with 1/2" diameter stainless steel bolts and the entire area surrounding the swing keel is rigidly reinforced with transverse and longitudinal molded-in reinforcing members to transmit forces on the keel throughout a wide area of the boat's hull. The mounting bolts and the reinforcing system are concealed in the bilge space beneath the cabin flooring and the marine sealant supplied eliminates any possibility of leakage.

The "safety-brake" winch used to raise and lower the swing keel is tucked under the cabin entrance. Here it's out of the way and yet within easy reach for convenient operation. The winch positions the swing keel at any location between fully retracted and fully lowered. Where desired, the swing keel can be converted to a fixed keel by bolting the swinging member permanently in place. Instructions are provided to explain this modification.

The swing keel is ballasted using scrap lead available at low cost from local scrap dealers or other local sources. Instructions include complete information on recommended sources of supply and the installation procedure.



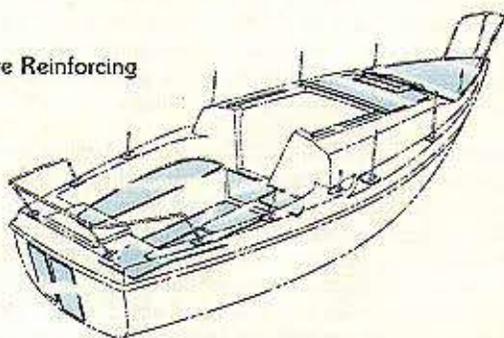
Tradewinds 26



Hull Reinforcing

Hull-Superstructure Reinforcing: Stronger than most factory-finished boats of the same size, the Tradewinds hull is longitudinally and transversely reinforced. Solid 3/4" marine plywood reinforcing members extend from the transom to the V-berth, keeping the hull in correct alignment during transport, completion and storage. Fiberglass encased, transverse reinforcing members provide great strength and rigidity to the en-

Superstructure Reinforcing



tire below the waterline surface of the Tradewinds hull. All reinforcing members are concealed from view in the completed boat by cabin accommodations and flooring.

The Tradewinds factory molded, one-piece, deck-cabin-cockpit superstructure unit is rigidly reinforced with end grain balsa in all areas used for sitting, standing or walking. The deck and cabin top have additional reinforcement in all areas where deck hardware, life line

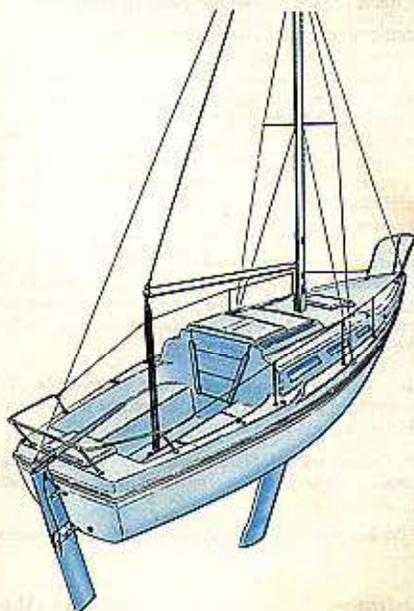
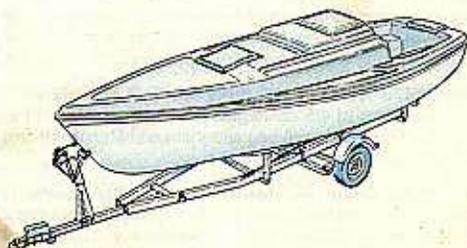
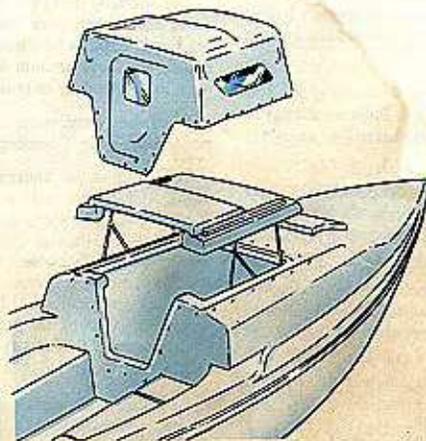
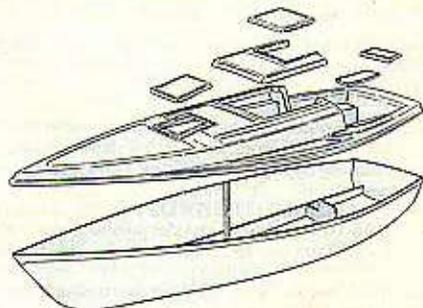
stanchions, railings and other equipment and accessories are thru-bolted.

The thickness of the fiberglass hull and superstructure varies from a minimum of approximately 1/4" up to 3/8" and 1/2" in areas where greater stress requires more strength. In the completed boat, the maximum thickness is approximately 2" where reinforcing members are located.

Completion Time: 70-90 hours. **Color:** Molded fiberglass hull, superstructure, hatches furnished in standard white only. **Hardware:** All blocks and pulleys, trailer towing eye, cam and deck cleats are stainless steel. **Fasteners:** All fasteners are stainless steel bolts or screws. No nails, pop-rivets or staples used. **Flotation:** May be installed in Tradewinds by owners who feel more secure with its presence. The required material is readily available at most lumberyards and building supply centers where expanded polystyrene and other closed cell, rigid foams are sold for insulation. Available in a variety of shapes and sizes, flotation is inexpensive and easily cut to fit under bunks and cockpit. Complete information on proper material to obtain, where to place it and how much is required is included in the Tradewinds completion manual.

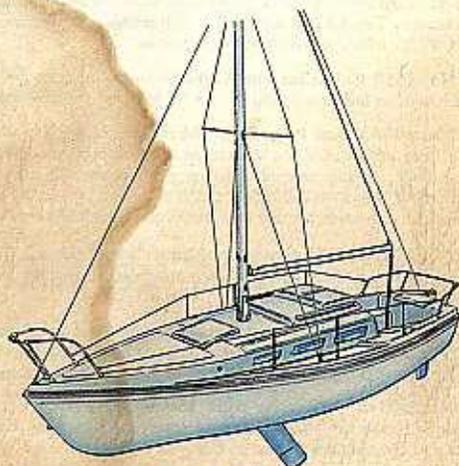
(In larger sailboats like the Tradewinds which are stable and self-righting, have self-balling cockpits and water-tight hatches, flotation is seldom used because it takes space otherwise needed for storage. Flotation is not a substitute for insurance.)

Tradewinds hull and superstructure are factory assembled using sufficient fasteners for safe, secure transport from the Luger manufacturing facility near you to your completion site. Your Tradewinds is loaded on her trailer and ready for you to "hook up and go" at time of delivery. (Right)



Pop-Top Conversion: (No. 2630) Raises the cabin top to provide 6'4" headroom over most of the cabin interior. For protection from the elements, the sides are enclosed with a fitted canvas envelope snapped securely to the Tradewinds cabin. Raising-lowering takes only seconds — no tools required.

With the Pop-Top in raised position, a flap unzips on three sides to provide a door-like opening for easy access to the cabin. When not in use, the canvas enclosure (complete with clear plastic windows) folds neatly for storage. The cabin top raises and lowers easily without the use of tools, and there are no loose parts to assemble which could be lost overboard. The top raises vertically and does not swing forward or aft as in some pop-top designs.



Tradewinds 26

Completion Fast, Easy For Anyone

The Tradewinds is available as a 'Basic' kit. This gives you the interior completion options of: (1) design and install your own interior, (2) duplicate the Luger interior from plans and patterns we provide (using materials you purchase locally) or (3) purchase optional Tradewinds 'Interior' Kit No. 2649, described below.

Tradewinds 26 'Basic' No. 2650. Includes: 1-piece, factory molded, all fiberglass superstructure factory installed on a 1-piece, factory molded, all fiberglass hull; factory molded fiberglass hatch covers for forward deck, cabin entrance, cockpit seat and lazarette; trailer towing eye; a complete set of drawings, dimensions and full size patterns for standard Tradewinds interior accommodations together with instructions for obtaining materials and making all wood interior parts - plus a complete set of assembly instructions for completion of the entire boat.

Optional Equipment For Your Tradewinds

None of the items listed below are included in the price of the Tradewinds 'Basic' kit and, if desired, order them separately.

No. 2649 Tradewinds 'Interior' Kit. Includes factory pre-cut, preformed wooden parts to complete entire Tradewinds cabin interior; all cabinet hardware, fasteners and fiberglass bonding materials needed to install entire cabin interior. Also includes deck hardware and many, many other items. Completes the Tradewinds excepting for cushions, stove, dining utensils, carpets and those items listed as "optional equipment".

No. 2648 Rudder System. Includes all metal and wooden parts for rudder, tiller and its installation (stainless steel tiller straps, gudgeons, pintles, bolts, plus mahogany tiller and rudder).

No. 2647 Standing Rigging. Includes anodized aluminum mast and boom, stainless steel chain plates, fasteners, shrouds and stays complete with tensioning hardware; hardware for running rigging (cam cleats, etc.) - the entire standing rigging system - everything "from the deck up".

No. 2646 Trim Molding. Includes polished, anodized aluminum molding with mounting fasteners for rub rails and white plastic trim molding for hatches, hatchway openings.

No. 2615 Swing Keel. Retracts for trailering and beaching. Includes a "safety-brake" winch for raising and lowering, stainless steel fixed mount, molded fiberglass swing keel, everything needed to install and operate excepting only scrap lead ballast obtained at low cost from local scrap metal dealers or other sources. Instructions include complete information on sources of supply and installation method.

No. 40878 Main and Working Jib Sail Set. Includes 75 sq. ft. working jib, 160 sq. ft. main, both of 4.5 oz. dacron sailcloth as pictured. Mainsail has battens and nylon sail slides. Set includes sail bag and main and jib halyard and sheet lines. This sail set is all that's required for normal cruising.

No. 2631 Cabin Windows. Set of six (three for each side as pictured). Clear Plexiglas windows have factory installed frames and are supplied with water-tight gasket and all mounting fasteners. Note: Tradewinds is delivered with window openings uncut - cutouts are easily made with a sabre or keyhole saw.

No. 1224 Running Lights. Includes stainless steel port and starboard running lights, 12 pt. stern light, 20 pt. forward light, wire, switch, disconnect, wiring diagram and instructions. This 12-volt system meets international rules and is legal under power or sail on all U.S. inland waters and the high seas.

No. 2619 Cabin Interior Lights Group. Includes three fixtures with 12-volt bulbs, each with an individual switch.

No. 40033 Bow Pulpit, No. 2616 Life Lines, No. 40034 Stern Rail. Bow pulpit, stern rail and life line stanchions are polished, anodized aluminum tubing. Life lines are white, plastic-covered stainless steel cable. All necessary fittings, hardware and mounting bolts included. (Bow pulpit and stern rail can be used with or without life lines. Life lines, however, require bow pulpit and stern rail for mounting.)

No. 10102 Hi-Lo Outboard Motor Mount. Ideal for up to 15 HP outboard motor. Long shaft (20") outboard is recommended, but short shaft (15") acceptable. Mount raises motor clear of water when not in use.

No. 1490 Fresh Water System. Includes five-gallon plastic water tank, stainless steel galley sink, galley pump and all parts and fittings required to connect tank to pump and drain sink overboard. Tank installs under galley or bunk.

No. 40879 Genoa Jib Sail. 150 sq. ft. — 4 oz. dacron sailcloth. Equipped with bronze hanks for attachment to forestay. Includes sail bag, sheet lines — everything needed for installation. Use in place of working jib for more speed in light to moderate winds.

No. 1568 Marine Toilet. Self-contained marine toilet with built-in holding tank in base. Flushes by recirculation and provides approximately 60 uses before pumpout. Requires no electrical or water connection. Includes complete on-deck pumpout system. Maintenance free, all plastic construction. Includes everything required for installation and complies with all legal requirements for toilet installation in watercraft.

No. 2632 Mast Raising-Lowering System. Enables single-handed raising-lowering of the mast. For description, see page 23. Includes everything required for complete installation and operation. Requires no change or modification to standing rigging, and can be installed any time after Tradewinds is in use.

No. 2630 Pop-Top Conversion. Includes everything needed to enable raising hatch on cabin top to provide 6'4" headroom. See page 25 for description. Includes polished, anodized aluminum pop-top mechanism, all mounting hardware and canvas enclosure.

Tradewinds Trailer



The specially designed Tradewinds trailer makes "trailer-sailing" easy and convenient. Load and launch your Tradewinds at the same ramps used by smaller, outboard powered craft. Explore new boating waters at your convenience. With your Tradewinds on her trailer, you save marina lay-up and maintenance fees and handle periodic maintenance in the security of your backyard.

The heavy duty, drop center axle has 10" hydraulic surge brakes on both wheels for positive stopping. Coupling on the trailer accepts standard 2" diameter trailer ball.

The Tradewinds trailer's low-slung, drop center axle places the center of gravity of trailer and Tradewinds as low as possible for best trailering, launching and loading. Tradewinds tows easily at freeway speeds behind mid to full-sized automobiles. While loading your Tradewinds, the trailer's hull support system guides the Tradewinds keel and automatically centers the boat in exact trailering position. Trailer includes winch with rope and hook, combination tail and stoplights, turn signals, reflectors and clearance lights (all comply with U.S.D.O.T. safety standards) and towing vehicle-trailer electrical connector. Overall length, 23'3"; Overall width, 92"; Empty trailer weight, 800 lbs.; Track width, 80"; Tire size, L78 x 15, load range B (4-ply); Color, deep blue frame with light yellow fenders — baked-on enamel finish.

No. 2626 Tradewinds Trailer, Semi-Assembled. Shipped to you in semi-assembled form. Using ordinary hand wrenches, you assemble the trailer in 2-3 hours. Tires are mounted and inflated, and spring, axles, hubs, bearings and brakes are fully assembled, lubricated and ready for installation. Order this trailer if you plan to tow it to the Luger manufacturing facility near you to pick up your Tradewinds.

No. 2628 Tradewinds Trailer, Factory-Assembled. Same as trailer No. 2626 except factory-assembled. Order this trailer if you intend to pick up both the trailer and your Tradewinds together at the Luger manufacturing facility near you.

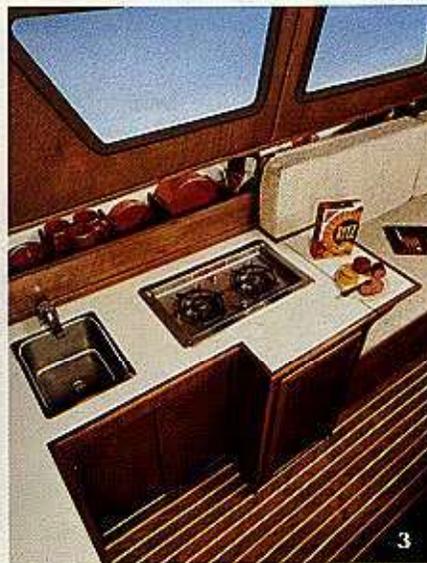
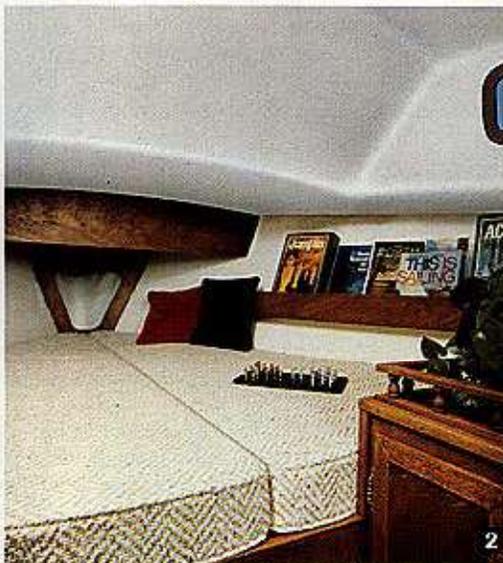
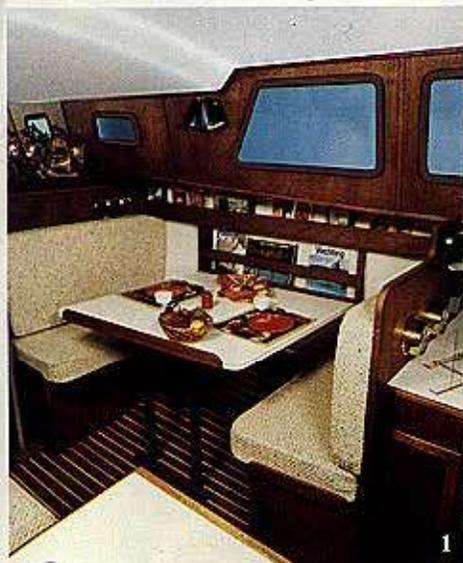
No. 2625 Parking Jack with Caster Wheel. Raises and lowers trailer tongue for easy hook-up to towing vehicle. Makes it easier to move trailer when it's disconnected from the towing vehicle.

No. 2627 Spare Tire and Wheel for Trailer. Mounted, inflated and, includes mounting bracket.

For Additional Information — Answers To Questions About The Tradewinds 26 — Write/Call Luger Headquarters

30' Adventurer

Complete Live Aboard/Cruising Accommodations



The *Adventurer* is available as a 'Basic' kit. This gives you the interior completion options of: (1) design and install your own interior, (2) duplicate the Luger interior from plans and patterns we provide (using materials you purchase locally) or (3) purchase optional *Adventurer* 'Interior' Kit No. 3029, described at right.

Adventurer 30 'Basic' No. 3028. Includes: 1-piece, factory molded all fiberglass superstructure factory installed on 1-piece, fiberglass hull; factory molded pilothouse cabin; fiberglass hatch covers for anchor locker, forward cabin, cabin entrance, sea hood, seat locker, lazarette; trailer towing eye; a complete set of drawings, dimensions and full size patterns for standard *Adventurer* interior accommodations together with instructions for obtaining materials and making all wood interior parts - plus a complete set of assembly instructions for completion of the entire boat.

Specifications

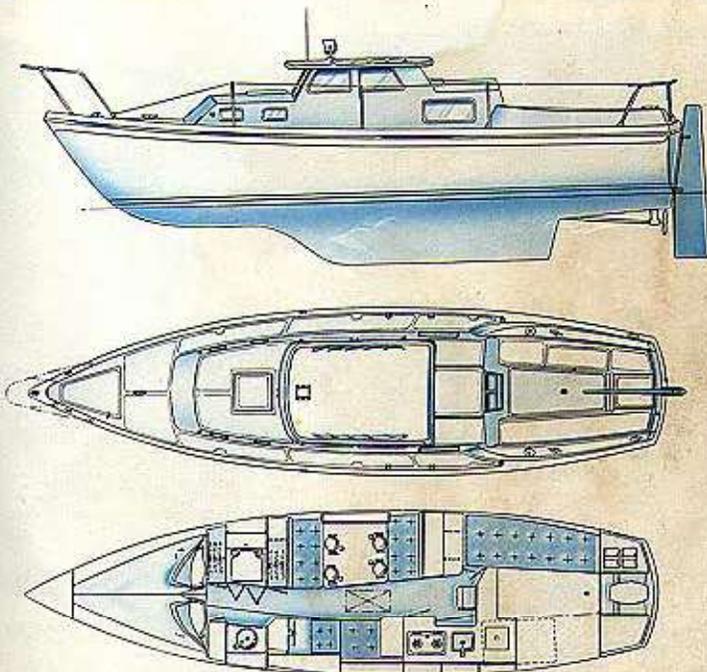
Length: Gunwale, 30'3"; Centerline, 29'9"; Waterline, 26'3". **Beam:** (width) 8'0". **Draft:** 3'0". **Weight:** 7,300 lbs. **Freeboard:** At bow, 56"; Amidships, 41"; Stern, 44". **Completion Time:** Approx. 150-170 hours. **Headroom:** Pilothouse, 6'4"; Forward V-birth cabin, 6'2". **Bridge Clearance:** 7'0". See Luger *Voyager 30* for specifications of hardware, fasteners, hull and deck construction, ballast, color of molded sections, etc. **Auxiliary Power Recommendations:** Speed with 22½ HP inboard diesel installed under cockpit or with 10-15 HP outboard using optional Motor Compartment No. 3027 — approx. 8½ mph.

Optional Equipment For Adventurer 30

None of the items listed below are included in the price of the *Adventurer* 'Basic' kit and, if desired, order them separately. (For more detailed description of these items, see optional equipment for Luger *Voyager 30* or write/call Luger factory).

No. 3029 Adventurer 'Interior' Kit. Includes factory precut, preformed wooden parts to complete entire *Adventurer* cabin interior; all cabinet hardware, fasteners and fiberglass bonding materials needed to install entire cabin interior. Also includes deck hardware and many other items. Completes the *Adventurer* excepting for cushions, stove, dining and cooking utensils, mirror, radio and navigation instruments and items listed as "optional equipment".

- No. 3007 Rudder System.**
- No. 3008 Standing Rigging - Sloop.**
- No. 3009 Standing Rigging - Ketch.**
- No. 3011 Trim Molding.**
- No. 3010 Centerboard System.**
- No. 40990 Main, Working Jib Sail Set - Sloop.**
- No. 41120 Main, Working Jib, Mizzen Sail Set - Ketch.**
- No. 3027 Outboard Motor Compartment.**
- No. 3062 Cabin Windows.**
- No. 3056 Running Lights.**
- No. 3014 Cabin Interior Lights Group.**
- No. 3015 Galley Group.**
- No. 3016 Vanity/Head Group.**
- No. 3018 Hand Rails.**
- No. 3020 Bow Pulpit, No. 3021 Stern Rail, No. 3022 Life Lines.**
- No. 3083 Mast Raising-Lowering System.**
- No. 40991 Genoa Jib Sail.**
- No. 3055 Deck Hardware.** Includes all mooring cleats with fasteners.
- No. 3077 Pilothouse Steering.** Includes everything for complete steering installation in pilothouse.
- Diesel Power.** Call/write Luger for details.
- No. 3034 Adventurer Trailer.**
- No. 3035 Spare Wheel and Tire for Trailer.**



For Additional Information — Answers To Questions About The 30' Adventurer — Write/Call Luger Headquarters





Southwind 21

Compact Cruiser/Racer

Sailing is on the upswing, and there's no more practical cruising sloop than Luger's compactly designed *Southwind 21*. All the comfort, convenience and quality of larger, more costly sailing yachts are integrated into this 21-foot all-fiberglass sloop. (*Southwind* qualifies for M.O.R.C. racing.)

Southwind is trailerable and is launched at any runabout ramp. You're free to explore new boating horizons everytime you go out. *Southwind's* swing keel rides up and over underwater obstructions and retracts for beaching and trailering.

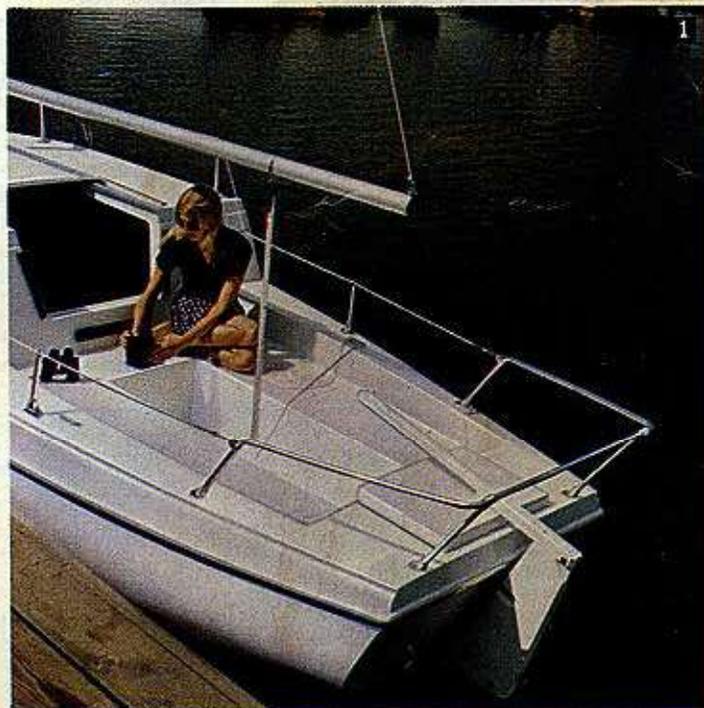
Rigging your *Southwind* is easy and fast. Two persons easily raise or lower the 30-lb. mast in just minutes. With Luger's Mast Raising-Lowering System, the mast is easily set by one person. The base of the mast is held securely in a hinged tabernacle fitting. Waves from wind or a passing boat are of no concern because the mast cannot sway from side to side.

Southwind's cabin interior utilizes the full width of her broad hull. Quarterberths and the V-berth provide comfortable sleeping for four, and the handy galley and dinette provide the type of sailing convenience you want.

The "Luger Concept" of boat completion makes owning the *Southwind* easier than you might think. You buy your *Southwind* factory-direct, saving the usual dealer/middleman mark-up of 25-35 percent. Because you perform the easy completion steps, you also save the high cost of factory labor and overhead involved in these operations.

Anyone with average do-it-yourself ability, using ordinary household hand tools, can complete the *Southwind* in surprisingly short time. Profusely illustrated with easily understood pictorial line drawings, the *Southwind* completion manual is written in nontechnical language. No previous boating or boat assembly experience is required to complete your *Southwind* as professionally as a marine factory assembler.

Your completed *Southwind* has the same high quality as factory-finished vessels priced at twice *Southwind's* cost. And, there's the Luger plus — you can proudly point to your *Southwind 21* and say, "And I built her myself."



Southwind's self-bailing cockpit (1) has chair-height seating with comfortable molded-in backrests. Rain and spray are automatically drained overboard through scuppers in the molded fiberglass footwell. *Southwind's* outboard rudder means more freedom of movement in the cockpit where there's roomy seating for six or more. All lines for controlling main and jib sails are led to the cockpit for easy, single-handed sailing.

Like *Southwind's* cabin top and forward deck, all surfaces in the cockpit used for sitting, standing or walking have molded-in, nonskid surfaces. Sliding, molded fiberglass, cabin entry hatch (2), like the forward deck hatch, provides excellent ventilation and seals below-decks from the elements. Lazarette storage compartment (3) locks securely and is ideal for storing auxiliary outboard fuel tank, anchor and other gear.

**For Additional Information —
Answers To Questions About Any Luger Model
— Write/Call Luger Headquarters**

Quality Construction – Inside and Out



Because Southwind's cabin (1) utilizes the full width of the hull, you get the comfort and convenience you'd expect only in a much larger craft. Southwind sleeps four — two on the V-berth, one on the starboard quarterberth (2) and one on the portside quarterberth formed by lowering the convertible dinette. The chair-height quarterberths have full sitting headroom and make a cozy conversation area when admirers come aboard to inspect your Southwind.

Southwind has plenty of storage space under the cockpit, the quarterberths, the V-berth and in the galley and forepeak locker. The optional marine toilet installs under the V-berth.

Pride of accomplishment. It's a little something extra you get with a Luger boat — the special feeling of knowing you completed your *Southwind* with your own two hands. Remember, Luger does all the difficult designing, engineering and precision fiberglass molding. You do the easy-for-anyone completion steps.

When you take delivery of your *Southwind* at the Luger manufacturing/warehousing facility near you, the hull and superstructure are already joined by stainless steel bolts at 4-foot intervals. You install the remaining bolts and then seal the hull-superstructure joint permanently with fiberglass bonding material supplied by Luger. All bonding is done inside the boat where it's completely concealed.

You then complete the cabin interior using Luger supplied precut and preformed component parts for bunks, dinette, galley and quarterberth. After installation of the rudder and swing keel, deck hardware, mast and boom, you're ready for adventure on the open water.

The all-fiberglass hull and superstructure of your *Southwind* are manufactured using the same **hand-crafted lay-up** and the same materials used by manufacturers of other high quality (but more costly) factory-finished fiberglass boats. Your *Southwind's* hull is **rigidly reinforced** with factory molded-in longitudinal and transverse reinforcing members which maintain correct hull shape during storage, transport and completion. The *Southwind* superstructure is rigidly reinforced with factory installed end grain balsa in the cabin top, the forward deck and the cockpit seats and footwell.

Only **quality materials** are used in the Luger *Southwind*. All fasteners are stainless steel bolts or screws. No nails, pop-rivets or staples in your quality *Southwind*. All deck hardware is stainless steel or anodized aluminum and aluminum castings (such as those at the head of the mast and at the ends of the boom) are ALMAG 35 — a high quality, corrosion-resistant alloy specifically developed for conditions of high stress. The mast and boom are extruded from high quality 6063-T5 aluminum alloy, widely accepted as the ideal alloy for sailboat spars.

Your *Southwind* is designed for safe, secure sailing. She is as **stiff and resistant to heeling** as many boats with broader beams and more ballast. The secret lies in *Southwind* design — a broad hull with a slightly turned bilge and a broad transom stern. Stiffness is further increased by *Southwind's* optional swing keel which places external ballast low in the water where it does the most good. *Southwind's* **self-righting design** means she immediately returns to a level and upright position — even if knocked down flat by extremely rough conditions.

When the wind pipes up, **roller reefing of the mainsail**, a standard *Southwind* feature, enables you to reduce sail quickly and safely.

Join the Southwind Fleet



— R.J.M., Dearborn Heights, Mich.

I enjoy sailing my 21-foot on local lakes and camping and sailing on Kentucky Lake and Lake Michigan. This is one of the few boats under 23 feet that will allow you to sit up on the V-bunks or use the hull sides as a comfortable backrest without banging your head. As a custom boat she is a bargain!

— C.L.B., Terre Haute, Ind.

In this fall's series of West Shore Sail Club Races on Lake Erie — under "performance handicap" rules — I finished ahead of a Monterey 24, an O'Day 22 and one of the Grampian 23's in every race on an actual finish position basis. With my 21-foot Luger, I was able to beat a Santana 22, a Seafarer 24, a Clipper 21 and two other Grampian 23's at least half the time.



Southwind 21

Specifications

Length: Gunwale, 21'; Centerline, 20'; Waterline, 17'6". **Beam:** (Width) 8'4". **Draft:** With swing keel up, 22"; Fully down, 6'1". **Ballast:** 440 lbs. of which 150 lbs. is installed in swing keel during completion using inexpensive, locally obtained scrap lead. **Weight:** Completed boat, ready to sail, 1850 lbs. **Sail Area:** Mainsail, 134 sq. ft.; Working Jib, 66 sq. ft.; Total 200 sq. ft.; Genoa Jib, 102 sq. ft. **Headroom:** Max. in cabin, 56"; Above quarterberths, 39"; Above V-berth, 33"; Cockpit seat to boom, 42"; Cockpit footwell to boom, 54". **Bridge Clearance:** Height from waterline to top of mast, 28'.

Mast and Boom, Standing Rigging: Mast and boom are extruded, anodized aluminum alloy 6063-T5, widely accepted as the ideal alloy for sailboat spars. Mast and boom retain their "like new" finish indefinitely even under conditions of severe exposure to salt water. Mast has hinged tabernacle base fitting and is equipped with topping lift and molded-in slot for bolt rope of sail. Aluminum castings are ALMAG 35, a high quality, corrosion-resistant alloy specially developed for conditions of high stress. Boom is equipped with roller reefing to reduce sail area quickly and safely. Mechanism unlocks by pulling the boom away from the mast. Boom is rotated and the sail wraps around the boom like a window shade. Releasing boom locks it back in place — no tools required. Shrouds and forestay are 1 x 19 stainless steel and are furnished to exact length and ready for installation with stainless steel tangs, thimbles and tensioning hardware factory assembled to their ends. **Mast length:** 24'5". **Boom Length:** 10'10".

Completion Time: 40-50 hours. **Color:** Molded fiberglass hull, superstructure, hatches furnished in standard white only. **Hardware:** All blocks and pulleys, trailer towing eye and deck cleats are stainless steel. **Fasteners:** All fasteners are stainless steel bolts or screws. No nails, pop-rivets or staples used. **Flotation:** May be installed in Southwind by owners who feel more secure with its presence. The required material is readily available at most lumberyards and building supply centers where expanded polystyrene and other closed cell, rigid foams are sold for insulation. Available in a variety of shapes and sizes, it is inexpensive and easily cut to fit under bunks and cockpit. Complete information on proper material to obtain, where to place it and how much is required is included in the Southwind completion manual.

In larger sailboats like the Southwind which are stable and self-righting, have self-bailing cockpits and water-tight hatches. Flotation is seldom used because it takes space otherwise needed for storage. Flotation is not a substitute for insurance.)

Swing Keel and Rudder: Southwind operates with her swing keel fully up, fully down or at any intermediate position. Your Southwind's rudder can be assembled to "tip-up", so like the swing keel, it rides up and over underwater obstructions. The rudder's "tip-up" locking mechanism automatically releases to prevent damage to the rudder or hull. All metal parts used in the rudder system including tiller straps, gudgeons, pintles, bolts and nuts are stainless steel. The tiller is oak, and the rudder stock and blade are laminated wood.

Swing Keel System: Rides up and over underwater obstructions and retracts for trailer transport and beaching. The swing keel has a fixed stainless steel mount bolted permanently to the hull and a lead ballasted, molded fiberglass swing keel. The keel is raised and lowered with a "safety-brake" winch that's easily operated by a small child.

The Southwind's swing keel system places the 3/4" diam. stainless steel pivot pin in the fixed mount (not molded into the fiberglass hull as in some boats) where wear of the pivot pin can never cause leakage into the hull. Stresses placed on the pivot pin are absorbed by the stainless steel mount — not directly in the fiberglass hull.

The mount is bolted to the hull with 1/2" diam. stainless steel bolts and the entire area surrounding the swing keel is rigidly reinforced with transverse and longitudinal molded-in reinforcing members to transmit forces on the keel throughout a wide area of the boat's hull. The mounting bolts and the reinforcing system are concealed in the bilge space beneath the cabin flooring and the marine sealant supplied eliminates any possibility of leakage.

The "safety-brake" winch used to raise and lower the swing keel is tucked under the cabin entrance. Here it's out of the way and yet within easy reach for convenient operation. The winch positions the swing keel at any location between fully retracted and fully lowered. Where desired, the swing keel can be converted to a fixed keel by bolting the swinging member permanently in place. Instructions provided explain this modification.

The swing keel is ballasted using scrap lead available at low cost from local scrap metal dealers or other local sources. Instructions include complete information on recommended sources of supply and installation procedure.

Auxiliary Power Recommendations: Outboard power is ideal for the Southwind because of low cost, easy installation and readily available service. Luger recommends the use of No. 10102 Hi-Lo Motor Mount accessory for auxiliary outboard power. This mount raises the motor clear of the water when it's not in use, eliminating drag when under sail and exposure to salt water. Outboards with long shaft (20") are preferred, however, short shaft (15") are acceptable.

4-6 HP motors are recommended for maneuvering in harbors, docking, or approaching mooring or trailer and for medium range cruising under power in moderate wind and current conditions. Speed: 5-6 mph.

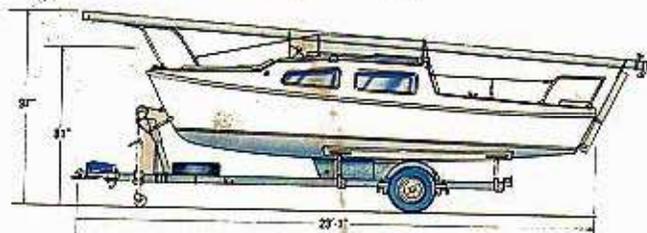
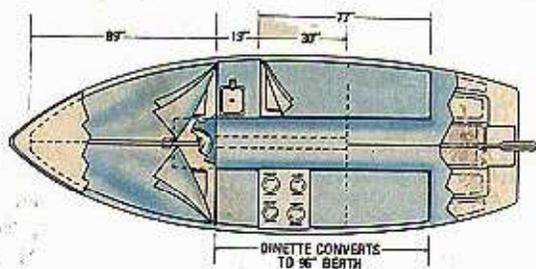
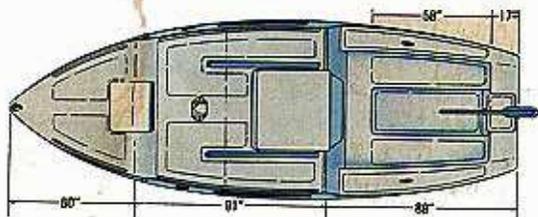
7-10 HP motors are recommended for strong wind and current conditions and extensive cruising under power. Best size for all around use. Speed 7-9 mph.

12 HP not recommended as maximum hull speed attained with 10 HP.

Hull-Superstructure Reinforcing: Southwind's hull is longitudinally and transversely reinforced. Solid 3/4" marine plywood reinforcing members extend from the transom to the V-berth, keeping the hull in correct alignment during transport, completion and storage. All reinforcing members are concealed from view in the completed boat by cabin interior accommodations.

The Southwind's factory molded, one-piece, superstructure is rigidly reinforced with end grain balsa in all areas used for sitting, standing or walking. The deck and cabin top have additional reinforcement in all areas where deck hardware, life line stanchions, railings and other equipment are thru-bolted.

The thickness of the fiberglass hull and superstructure varies from a minimum of approximately 1/4" up to 3/8" and 1/2" in areas where greater stress requires more strength. In the completed boat, the maximum thickness is approximately 2" where reinforcing members are located.

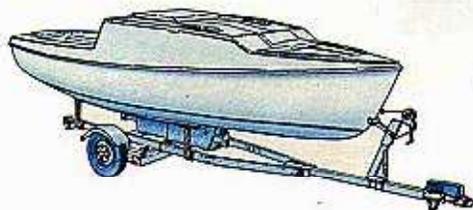
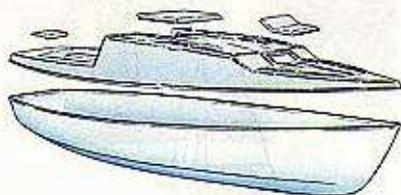


For Additional Information — Answers To Questions About The Southwind 21— Write/Call Luger Headquarters

Southwind 21

The *Southwind* is available as a 'Basic' kit. This gives you the interior completion options of: (1) design and install your own interior, (2) duplicate the Luger interior from plans and patterns we provide (using materials you purchase locally) or (3) purchase optional *Southwind* 'Interior' Kit No. 2104, described below.

Southwind 21 'Basic' No. 2103. Includes: 1-piece, factory molded, all fiberglass superstructure factory installed on a 1-piece, factory molded, all fiberglass hull; factory molded fiberglass hatch covers for forward deck, cabin entrance and lazarette; trailer towing eye; a complete set of drawings, dimensions and full size patterns for standard *Southwind* interior accommodations together with instructions for obtaining materials and making all wood interior parts — plus a complete set of assembly instructions for completion of the entire boat.



The hull and superstructure of your *Southwind* are factory assembled using sufficient fasteners for safe transport from the Luger manufacturing facility near you to your completion site. Your *Southwind* is loaded on her trailer and is ready for you to "hook up and go" at time of delivery.

Optional Equipment For Your Southwind

None of the items listed below are included in the price of the *Southwind* 'Basic' kit and, if desired, order them separately.

No. 2104 *Southwind* 'Interior' Kit. Includes factory precut, preformed wooden parts to complete entire *Southwind* cabin interior, all cabinet hardware, fasteners and fiberglass bonding materials needed to install entire cabin interior. Also includes deck hardware and many, many other items. Completes the *Southwind* excepting for cushions, stove, dining utensils, curtains, carpet and those items listed as "optional equipment".

No. 2105 Rudder System. Includes all metal and wooden parts for rudder, tiller and its installation (stainless steel, gudgeons, pintles, bolts, plus oak tiller and laminated wood rudder core).

No. 2107 Standing Rigging. Includes anodized aluminum mast and boom, stainless steel chain plates, fasteners, shrouds and stays complete with tensioning hardware - hardware for running rigging (cam cleats, etc.) - the entire standing rigging system - everything "from the deck up".

No. 1561 Trim Molding. Includes polished, anodized aluminum molding with mounting fasteners for rub rails and white plastic trim molding for hatches, hatchway openings.

No. 2122 Swing Keel. Retracts for trailering and beaching. Includes a "safety-brake" winch for raising and lowering, stainless steel fixed mount and molded fiberglass swing keel, everything needed to install and operate excepting only scrap lead ballast obtained at low cost from local scrap metal dealers or other sources. Instructions provide complete information on sources of supply and installation method.

No. 40050 Main and Working Jib Sail Set. Includes 66 sq. ft. work: jib, 137 sq. ft. main, both of 4 oz. dacron sailcloth as pictured. Mainsail has battens; set includes sail bag and main and jib halyard and sheet lines. This sail set is required for normal cruising.

No. 1569 Cabin Windows. Set of 4. Clear Plexiglas windows have factory installed frames and are supplied with water-tight gasket and all mounting fasteners. Note: *Southwind* is delivered with window openings uncut — cutouts are easily made with a sabre or keyhole saw.

No. 1224 Running Lights. Includes stainless steel port and starboard running lights, 12 pt. stern light, 20 pt. forward light, wire, switch, disconnect, wiring diagram and instructions. 12-volt system. Meets International rules, is legal under power or sail on U.S. inland waters and the high seas.

No. 40033 Bow Pulpit, No. 2116 Life Lines, No. 40034 Stern Rail. Bow pulpit, stern rail, life line stanchions — polished, anodized aluminum tubing. Life lines — white, plastic-covered, stainless steel cable. All necessary fittings, hardware and mounting bolts included. (Bow pulpit and stern rail can be used with or without life lines. Life lines, however, require bow pulpit and stern rail for mounting.)

No. 10102 Hi-Lo Outboard Motor Mount. Ideal mounting for up to 15 HP outboard motor. Long shaft (20") outboard motor recommended, short shaft (15") acceptable. Mount raises motor clear of the water when not in use.

No. 1563 Cabin Interior Lights Group. Includes two fixtures with 12-volt bulbs, each with an individual switch.

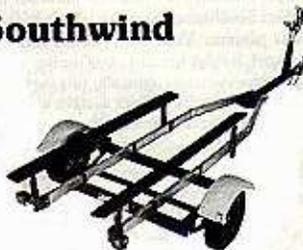
No. 1568 Marine Toilet. Self-contained marine toilet with built-in holding tank in base. Flushes by recirculation and provides approximately 60 uses before pumpout. Requires no electrical or water connection. Includes complete on-deck pumpout system. Maintenance free, all plastic construction. Includes everything required for installation and complies with all legal requirements for toilet installation in watercraft.

No. 1490 Fresh Water System. Includes five-gallon plastic water tank, stainless steel galley sink, galley pump, and all parts, fittings required to connect tank to pump and drain sink overboard. Tank installs under galley or bunk.

No. 2114 Mast Raising-Lowering System. Enables single-handed raising-lowering of mast. Operation similar to mast raising-lowering system used on *Tradewinds 26* and *Voyager 30* (see pages 9 and 23). Includes everything required for complete installation and operation. Requires no change or modification to standing rigging, can be installed any time after *Southwind* is in use.

No. 10204 Genoa Jib Sail. 102 sq. ft. of 3.5 oz. dacron sailcloth. Equipped with nylon hanks for attachment to forestay. Includes sail bag, sheet lines — everything needed for installation. Use in place of working jib for more speed in light to moderate winds.

Trailer for Southwind



The specially designed *Southwind* trailer makes "trailer-sailing" easy and convenient. Load and launch your *Southwind* at the same ramps used by smaller outboard powered craft. Save on mooring and docking fees and handle periodic maintenance in your backyard or driveway.

The trailer's low-slung, drop center axle places the center of gravity of trailer and *Southwind* as low as possible for best trailering, launching and loading. *Southwind* tows easily at freeway speeds behind a compact, mid or full-sized automobile. During loading, trailer's hull support system guides *Southwind*'s keel and automatically centers the boat in exact trailering position. Trailer has hydraulic surge brakes and includes a winch with rope and hook, combination tail and stoplights, turn signals, reflectors and clearance lights (complies with U.S.D.O.T. standards) and towing vehicle-trailer electrical connector. Overall length, 18'8"; Overall width, 91"; Empty trailer weight, 550 lbs.; Track width, 81"; Tire size, 6.50 x 13, load range B (4 ply); Accepts standard 2" trailer ball; Color, deep blue frame with light yellow fenders — baked-on enamel finish.

No. 1548 *Southwind* Trailer, Semi-Assembled. Shipped in semi-assembled form. Using ordinary hand wrenches, you assemble trailer in 2-3 hours. Tires are mounted and inflated, and springs, axles, hubs, bearings and brakes are fully assembled, lubricated and ready for installation. Order this trailer if you plan to tow it to the Luger manufacturing facility near you to pick up your *Southwind*.

No. 1554 *Southwind* Trailer, Factory-Assembled. Same as trailer No. 1548 except it is factory-assembled. Order this trailer if you intend to pick up trailer and *Southwind* together at the Luger manufacturing facility near you.

No. 2625 Parking Jack with Caster Wheel. Raises, lowers trailer tongue for easy hook-up to towing vehicle. Makes it easier to move trailer when disconnected from towing vehicle.

No. 1549 Spare Tire and Wheel for Trailer. Mounted, inflated and includes mounting bracket.

For Additional Information — Answers To Questions About The *Southwind 21* — Write/Call Luger Headquarters

26' Sport Fisherman and Pilothouse

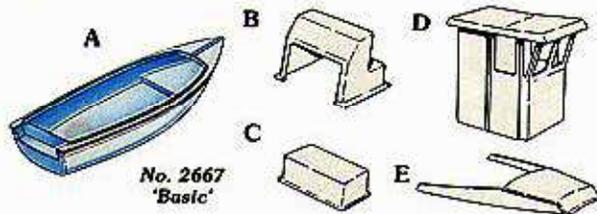


These 26 footers put the purchasing power back into your boating dollar. They're inexpensive to buy — and economical to operate, too. Their semi-planing hulls are easily driven with low to modest horsepower outboards — using only a tiny fraction of the fuel used by high powered gas-guzzlers.

No-nonsense, all fiberglass construction means trouble-free service in fresh and salt water. They're easily trailered anywhere.

Specifications

Length: Gunwale, 26'4"; Centerline, 25'6". **Beam:** (Width) 8'. **Draft:** Hull only, 12"; w/O.B. motor, 26". **Freeboard:** At bow, 39"; Amidships, 31"; Stem, 29". **Weight:** (less power) 1,700 to 1,850 lbs., depending on model, equipment installed. **Power Recommendations:** Single 10-15 HP outboard, 7-9 mph . . . 30-40 HP outboard, 14-18 mph . . . 50-60 HP outboard, 20-25 mph. **NOTE:** Both models take single or twin outboards in shaft lengths of 15", 20" or extra long 25". **Headroom:** In pilothouse 6'4".



26' SPORT FISHERMAN —

Takes You Out To Where The Big Ones Are Striking!

Go in style — at half the cost. Luger's 26' Sport Fisherman has a self-bailing cockpit, self-bailing motorwell, forward casting platform and a huge walk-around cockpit. The center console and sport fisherman seat have huge storage space for fuel tanks, batteries and other gear.

Luger's 26' Sport Fisherman's cockpit has room for fighting chairs and the side decks accommodate rod holders and trolling outriggers.



26' PILOTHOUSE

Great For Family Outings and Small Commercial Ventures!

The 26' Pilothouse's huge cockpit, all weather pilothouse (with facilities) and optional cuddy cabin provide everything needed for outings with friends and family.

Patterned after the durable workboats used by professional fishermen, your pilothouse can have an optional mast and boom to make hauling of heavy traps and nets easier.

Start With Factory Molded Fiberglass 26' Powerboat 'Basic' No. 2667 — And Then Add Components To Complete It As A Sport Fisherman Or Pilothouse.

A. No. 2667 Powerboat 'Basic'. Includes: 1-piece, factory molded fiberglass hull and deck; trailer towing eye; complete drawings, dimensions, patterns and instructions to obtain materials and make all wood parts for cockpit flooring, hull reinforcement, casting platform, self-bailing motorwell. Includes assembly instruction to complete a large no-nonsense open boat — as shown in "A".

Optional Components — For 26' Powerboat 'Basic' No. 2667.

None of the items listed below are included in the price of the 26' 'Basic' Kit No. 2667. If desired, order separately to complete it as Sport Fisherman or Pilothouse.

No. 2668 'Interior' Kit. (For Sport Fisherman and Pilothouse): Includes factory precut wood parts for installation and reinforcement of cockpit flooring, forward casting platform, self-bailing motorwell. Also includes stainless steel fasteners, fiberglass bonding materials and many other items. Completes the "Basic" as in "A" above. (Does not include any of the following.)

B. No. 2671 Center Console. (For Sport Fisherman): Includes 1-piece, molded fiberglass center console, mounting fasteners.

C. No. 2672 Sport Fisherman Seat. (For Sport Fisherman): Includes 1-piece, molded fiberglass seat, mounting fasteners.

D. No. 2673 Pilothouse. (For Pilothouse): Includes all precut wood parts to assemble pilothouse as shown — including sliding doors, interior bulkhead, helm station, screws.

E. No. 2674 Cuddy Cabin. (For Pilothouse): Encloses area forward of pilothouse and provides sleeping for 2. Includes molded fiberglass cuddy cabin top, bulkhead, cockpit coamings, screws.

Running Lights. 12-volt, No. 2675 for Sport Fisherman; No. 2676 for Pilothouse.

Trim and Deck Hardware. Includes mooring cleats, aluminum and vinyl trim molding, fasteners. No. 2669 for Sport Fisherman; No. 2659 for Pilothouse.

No. 10102 Hi-Lo Outboard Motor Mount (For Sport Fisherman and Pilothouse). For short or long shaft trolling motor on transom alongside main engine, raises motor clear of water.

No. 2666 Steering System (For Sport Fisherman and Pilothouse). Complete pulley/cable steering system for single outboard motor. Includes 14" diameter wheel, everything needed.

No. 2663 Mast, Boom, Standing Rigging. (For Pilothouse). Includes anodized aluminum mast and boom, everything needed "from the deck up". Mast has hinged base fitting for easy raising/lowering.

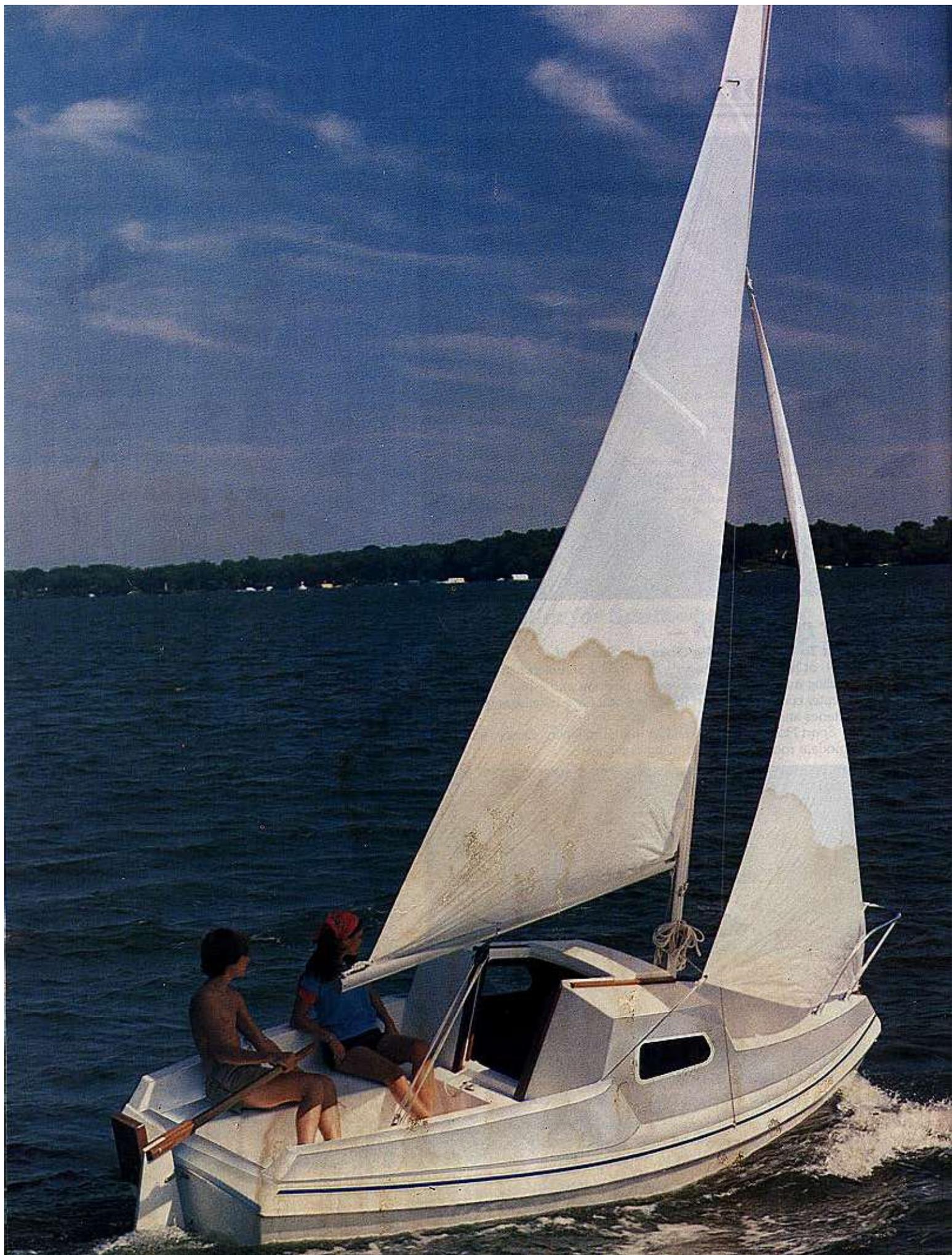
No. 2153 Cabin Windows (For Pilothouse). Set of six clear Plexiglass windows with mahogany frames.

Trailer (For Sport Fisherman and Pilothouse). Order same trailer as used for Luger Tradewinds 26 sailboat — see "optional equipment" for Tradewinds 26 — described elsewhere in this catalog. Choose between semi-assembled No. 2626 and factory assembled No. 2628.

No. 2625 Parking Jack for Trailer.

No. 2627 Spare Tire/Wheel for Trailer.





Seabreeze 16

Affordable Compact Cruiser/Racer

Ideal for daysailing and racing, Luger's *Seabreeze 16* is great for overnighting and extended cruising, too.

The *Seabreeze* has a feel of a much larger yacht, she's safe, stable and easily single-handed — whether you're a novice or an experienced sailor. She rides on her bottom so she's dry in choppy seas and her semi-planing hull delivers top performance for many years of sailing excitement. You'll find your *Seabreeze* to be as much fun (or maybe even more) than a much larger, more expensive craft.

Trailer-sailing of the *Seabreeze* is especially convenient and the *Seabreeze* has roller reefing of mainsail as standard equipment. Her lightweight aluminum mast (just 25 lbs.) is easily raised/lowered by one person. Only the forestay is disconnected when lowering/raising the mast and no tools are required. The hinged mast base fitting on cabin top holds the mast securely at all times.

Seabreeze's ballasted swing keel rides up and over underwater obstructions and retracts almost completely within the hull for beaching and trailering. When sailing, the swing keel can be positioned at any setting — from full up to full down thus allowing you to adjust the trim of your craft. *Seabreeze's* rudder is instantly removable (no tools needed) for beaching or trailering. Or, if you prefer, you can assemble the rudder to "tip-up" — completion manual has all details for this simple modification. *Seabreeze* sails safely in the shallowest water.

If you have average do-it-yourself skills, a set of common household hand tools and a weekend or so of spare time, that's all it takes to professionally complete your *Seabreeze*. No previous boatbuilding or boat assembly experience is required. The *Seabreeze* completion manual is written in straight forward, non-technical language with all illustrations as easily understood, pictorial line drawings (no blueprint reading involved). The "Luger Concept" of boat completion has resulted from 30 years of concentration by Luger on a single objective — that of producing top quality boats in easy-for-anyone-to-complete form. The result — you save about half the cost of a factory finished boat and enjoy the pride and satisfaction of creating a useful and beautiful craft besides.

Like all Luger boats, the *Seabreeze* is manufactured using the same handcrafted layup methods and the same materials used by all manufacturers of high quality factory finished boats. Your completed *Seabreeze* will be strong and safe. Chain plates, stemhead fitting, trailer towing eye, cleats, deck hardware and other fittings are all thru-bolted just like all quality built boats. *Seabreeze's* cabin top is rigidly reinforced to support "top-side" sailors and her low maintenance, all fiberglass construction takes lots of abuse and lasts indefinitely.

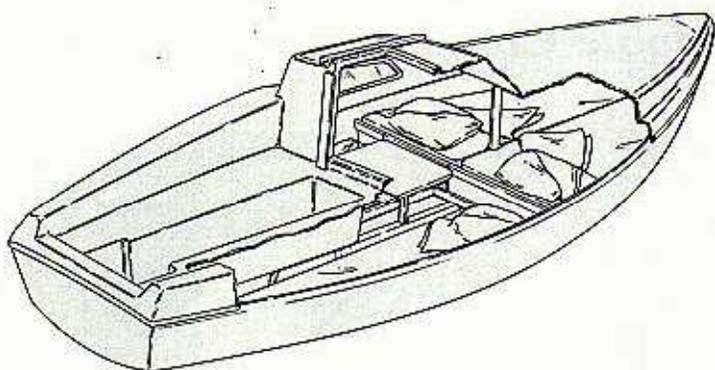


Seabreeze's cockpit has comfortable stretch-out room for 4-6 adults, is self-bailing and has a special built-in area near the stern to accommodate standard 6-gallon outboard fuel tank or a portable cooler/ice chest. Chair-height cockpit seats have form fitting backrests and, like the cockpit footwell, the side decks, foredeck and cabin top, all have molded-in, non-skid surfaces for sure footing whether wet or dry. All lines for handling main and jib sails and swing keel are led to the cockpit so it's never necessary to go forward when single-handed sailing.



For Additional Information — Answers To Questions About Any Luger Model — Write/Call Luger Headquarters

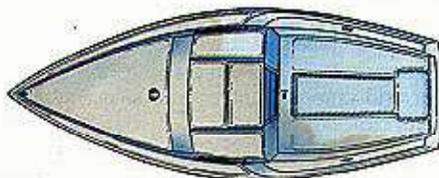
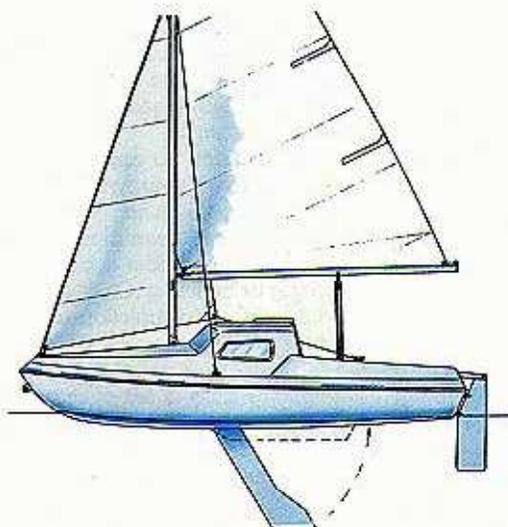
Seabreeze 16



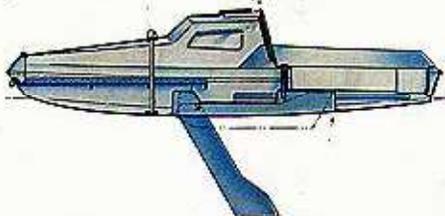
Compact, lightweight Seabreeze tows easily at highway speeds — to near or distant cruising grounds — with compact and sub-compact cars.

Live-aboard Seabreeze accommodations are compact, yet large enough to accommodate up to 4 persons. Full length (6'6") forward V-berth sleeps 2 and there is space under the V-berth for a portable toilet and an ice chest/cooler.

The optional 6'4" quarterberths on each side of the cabin sleep 2 more with full (37") sitting headroom above the quarterberths. And there's an optional folding drop leaf table between the quarterberths. Seabreeze's compact cabin has storage for cooking/eating utensils, bedding, cooking stove, ice chest, provisions and other gear . . . everything for overnight and extended cruising.



Seabreeze stability is the natural result of her wide beam and the inherent stability of her hull design. A 165 lb. teenager heels the Seabreeze only a very few degrees.



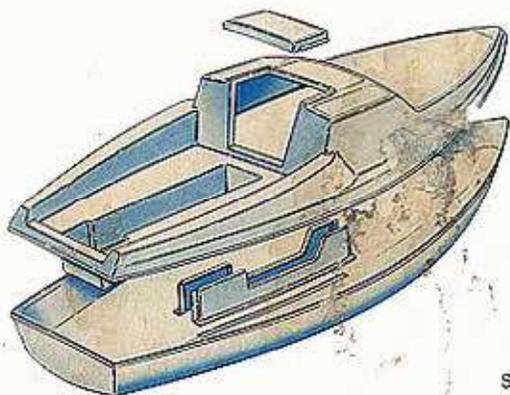
Seabreeze 16

The *Seabreeze* is available as a 'Basic' kit. This gives you the interior completion options of: (1) design and install your own interior, (2) duplicate the Luger interior from plans and patterns we provide (using materials you purchase locally) or (3) purchase optional *Seabreeze* Interior Kit No. 1671, described at right.

Seabreeze 16 'Basic' Model No. 1671. Includes: 1-piece, factory molded, fiberglass hull; 1-piece, factory molded, fiberglass deck/cabin/cockpit unit; molded fiberglass hatch; trailer towing eye; a complete set of drawings, dimensions and full size patterns for standard *Seabreeze* interior accommodations together with instructions for obtaining materials and making all wood interior parts - plus a complete set of assembly instructions for completion of the entire boat.

Specifications

Length: Gunwale, 16'11"; Centerline, 16'1½"; Waterline, 15'2".
Beam: (Width) 76". **Draft:** Keel up, rudder off (or tilted), 10"; Rudder only, 19"; Keel full down, 50". **Sail Area:** 95 sq. ft. main; 45 sq. ft. jib - Total, 140. **Weight:** Ready to sail, 700 lbs. **Ballast:** 100 lbs. - installed in swing keel during completion using inexpensive, locally obtained scrap lead (from scrap metal dealers, used automotive wheel balancing weights, etc.). **Headroom:** Cockpit seats to boom, 45"; Inside cabin, max. 44". **Bridge Clearance:** 21'10". **Mast and Boom:** Extruded, anodized aluminum - will retain "like new" lustre indefinitely. Mast has hinged base for easy raising/lowering and boom has roller reefing. **Mast Length:** 20'2". **Boom Length:** 10'. **Standing Rigging:** 1 x 19 shrouds, forestay come with tangs, thimbles, tensioning hardware factory assembled. **Completion Time:** 30-35 hours. **Color:** White hull and deck. **Hardware:** Rigging, pulleys, cleats, fasteners (bolts, screws, etc.), bow eye, etc. stainless steel or anodized aluminum. **Thickness of Fiberglass Sections:** Approx. 3/16" to 3/8" (to 1" at reinforcement locations). **Power:** Outboard on optional Luger mount - either short (15") or long (20"). 2-4 HP for docking, moderate wind, current conditions; 5-7 HP for speeds to 7 mph. **Flotation:** If desired, install inside hull under V-berth, quarterberth, cockpit seats to make *Seabreeze* self-rescuing/unsinkable. Instructions have all information on what to use, installation, etc. (inexpensive expanded polystyrene foam sold at lumberyard/building supply centers for insulation, floating docks, packaging, etc.)



Seabreeze unitized deck/cabin/cockpit, hull, hatch and swing keel are factory molded in 1-piece. Surfaces are beautifully contoured, smooth, highly polished with colors molded-in and are ready for final assembly without additional finishing work of any kind.

Optional Equipment For Seabreeze

None of the items listed below are included in *Seabreeze* model No. 1671. If desired, order the following items separately.

No. 1672 Seabreeze 'Interior' Kit. Includes factory pre-cut, preformed wooden parts to complete entire *Seabreeze* cabin interior; laminated wood core for swing keel; hull reinforcing; all hardware, fasteners and fiberglass bonding materials needed to install entire cabin interior. Also includes deck hardware and many other items. Completes the *Seabreeze* as pictured excepting for those items listed as "optional equipment".

No. 1673 Rudder Assembly. Includes all wooden parts (tiller and rudder) plus all metal parts for rudder and its installation (stainless steel tiller straps, gudgeons, pintles, bolts, nuts, washers).

No. 1675 Trim Molding. Includes polished, anodized aluminum molding for rub rails with stainless steel screws and decorative, plastic trim molding for cabin hatch/hatchway opening.

No. 1674 Standing Rigging. Includes anodized aluminum mast and boom, stainless steel chain plates, fasteners, shrouds and stays with hardware; hardware for running rigging (cam cleats, etc.) - the complete standing rigging system - everything "from the deck up".

No. 20357 Main and Working Jib Sail Set. Includes 95 sq. ft. main, 45 sq. ft. jib, both 4 oz. dacron as illustrated. Set includes battens for mainsail, sail bag and main and jib sheet line. This sail set is all that's required for normal sailing.

No. 1224 Running Lights. Includes 2 stainless steel running lights, 12 pt. stern light, 20 pt. forward light, wire, switch, disconnect and instructions. This 12-volt system meets U.S. and international rules.

Outboard Motor Mount. For motors up to 7½ HP. Solid oak construction - includes stainless steel mounting bolts, instructions. **No. 1637** for short (15") shaft motor; **No. 1638** for long (20") shaft motor.

No. 1427 Genoa Jib Sail. 73 sq. ft., 3.25 oz. dacron with nylon hanks for forestay attachment. Includes sail bag, sheet lines - ready to use. (Use in place of working jib for more speed in light winds.)

No. 1685 Bow Pulpit. Polished, anodized aluminum tubing with all accessory fittings, hardware and mounting bolts included.

No. 1676 Cabin Interior Light. Includes 1 fixture with individual switch and 12-volt bulbs.

No. 1677 Cabin Windows. Set of 2 includes clear plexiglass windows with factory installed frames, watertight gasket and mounting fasteners. (Note: *Seabreeze* comes to you with window openings not cut out. Window openings easily cut with sabre saw.)

No. 1679 Quarterberth Kit. Includes all pre-cut wood parts, fasteners and bonding materials to install 2 quarterberths under cockpit - increases sleeping accommodations to 4.

Seabreeze Trailer

Trailer-sailing your *Seabreeze* is easy with this special Luger *Seabreeze* trailer - even with sub-compact cars. Trailer-sailing saves marina and dockage fees, too.

Trailer has tilting tongue, coil springs, hydraulic shocks, rubber rollers and comes to you with tires mounted and inflated. Springs, axle, hubs and bearings are fully assembled, lubricated and ready for final assembly to trailer frame. Using ordinary hand wrenches, assembly requires 1-2 hours. Trailer includes tail/stop lights/turn signals, clearance lights, reflectors (complies with U.S.D.O.T. standards), 3:1 winch, safety chains and trailer/tow vehicle electrical connector. Length, 16'8"; Width, 62"; Weight, 220 lbs.; Track width, 56"; Tires 4.80 x 8, Load range B (4-ply); Fits 1½" trailer ball. Blue frame and yellow fenders in baked-on enamel.

No. 1680 Seabreeze Trailer. Complete as pictured and described above. Shipped in semi-assembled form and ready for the road in 1-2 hours assembly time.

No. 1449 Spare Tire and Wheel for Trailer. Mounted, inflated and includes a mounting bracket.

For Additional Information — Answers To Questions About The Seabreeze — Write/Call Luger Headquarters.





Leeward 16

Sailing Excitement At Mutinous Savings

If you're willing to invest a weekend of your time, you can own the roomy, trailerable *Leeward 16* at about half the cost of a comparable factory built sloop.

Luger's *Leeward* is one of the most popular sailboats ever built. She's been in continuous production for over 20 years and has been successfully completed by thousands of owners. And no sailing, boating, boatbuilding or even kit assembly experience is required. Luger's years of concentrating on the single objective of producing top quality boats in easy-for-anyone-to-complete form has refined the *Leeward* to where it can be completed in just a weekend of spare time. The completion manual is written in straight forward, nontechnical language with all illustrations as easily understood pictorial drawings. If you have average do-it-yourself skills and the simple tools commonly found in household hand tools, you will complete your *Leeward* personally as an experienced marine assembler.

Leeward's semi-planing hull (identical to the *Seacraft*) is exceptionally stable and gives top performance on the open water. The cockpit seats 6 on chair height seats with form fitting backrests. The side seats, like side and forward deck, have molded-in, non-slip surfaces. *Leeward's* cabin top is rigidly reinforced to support the top-side sailors.

With your *Leeward's* specially designed trailer, you can be launched and loaded as easily and quickly as the smallest outboard fishing boat... and she tows easily at expressway speeds with a full-size or sub-compact auto. *Leeward's* lightweight aluminum mast (25 lbs.) is easily raised/lowered by one person - and no tools needed. Hinged mast base fitting on cabin top holds the mast securely at all times - only the forestay is disconnected when lowering/raising for transport.

For easy single-handed sailing, all lines controlling main and jib sails and the raising/lowering of centerboard are within easy reach while seated at the tiller. And when the wind pipes up, roller reefing of the mainsail enables quick reduction of mainsail area. *Leeward's* centerboard swings up and over underwater obstructions, retracts completely within the fully enclosed centerboard trunk - for beaching and trailering.

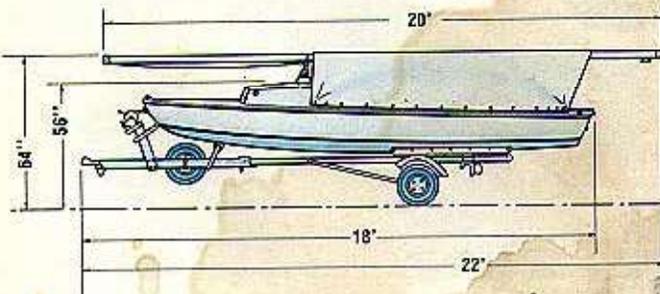
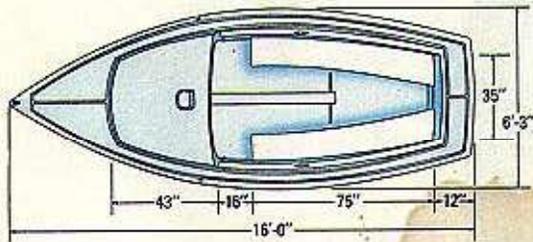
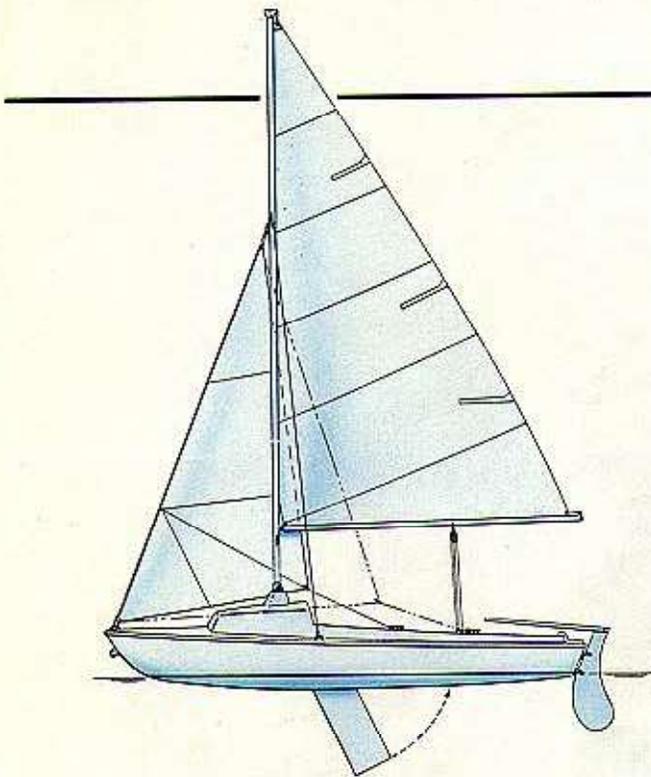
Centerboard positions at any setting - from fully retracted to full down - giving draft from 4" to 35". The rudder is instantly removable (optional) and you can assemble the rudder to "tip-up" to further simplify trailering. (The completion manual includes all de-up feature.)

(Recommended by Luger) installs under seats and in the hull. *Leeward's* self-rescuing and unsinkable, expanded polystyrene foam from local lumberyards and install according to the instruction



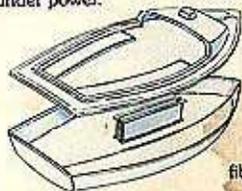
Optional cockpit cover No. 1567, supported by boom, keeps the cockpit clean and because it's open at both ends, provides good ventilation. Optional outboard motor mount for either short (15") or long (20") shaft outboards accommodates a 2-7½ HP motor. Mount raises motor clear of water when sailing, provides safe transport when trailering.

Leeward 16



Specifications

Length: Gunwale, 16'8"; Centerline, 16'. **Beam:** (Width) rudder off, 4"; Rudder on, 18"; Centerboard down, 45" (45 sq. ft.); Total, 140 sq. ft. **Weight:** 650 lbs. **Headroom:** 46"; Under cabin top, 28". **Bridge Clearance:** Waterline to extruded, anodized aluminum will retain "like new" finish. **Boom Length:** 9'11". **Hardware:** All pulleys, cleats, other hardware - stainless steel or anodized aluminum. **Construction:** molded fiberglass with bonded-in-place reinforcement. **Power Recommendations:** moderate wind/current conditions... 5-7 HP for strong current and extensive cruising under power.



permanent, will not leak, cannot come apart. Leeward is shipped direct to your door by fast, motor truck freight (approx. 7 days max. to any U.S. destination).

Factory molded, 1-piece, fiberglass hull and deck have smooth, polished surface. Molded in (all white only - not available in blue deck/cabin/seats as pictured) are ready for assembly without additional finish work. Preformed molded flanges fit perfectly, are fastened with stainless screws, reinforced (and watertight sealed) with fiberglass bonding strips on the inside (hidden from view in the finished boat). Assembly is quick, easy and joint is

The *Leeward* is available as a 'Basic' kit. This gives you the interior completion options of: (1) design and install your own interior, (2) duplicate the Luger interior from plans and patterns we provide (using materials you purchase locally) or (3) purchase optional *Leeward* 'Interior' Kit No. 1692, described below.

Leeward 16 'Basic' Model No. 1691. Includes: 1-piece, factory molded, fiberglass hull; 1-piece, factory molded, fiberglass deck/seats/cabin unit; molded fiberglass centerboard enclosure; trailer towing eye; a complete set of drawings, dimensions and full size patterns for the standard *Leeward* interior accommodations together with instructions for obtaining materials and making all wood interior parts - plus a complete set of assembly instructions for completion of the entire boat.

Optional Equipment For Your Leeward

None of the items listed below are included in *Leeward* model No. 1691. If desired, order the following items separately.

No. 1692 Leeward 'Interior' Kit. Includes factory precut, preformed wooden parts for seat supports, mast support system, bulkhead near bow, hull reinforcement, centerboard; all hardware, fasteners and fiberglass bonding materials. Also includes deck hardware and many other items. Completes the *Leeward* as pictured excepting for those items listed as "optional equipment".

No. 1693 Rudder Assembly. Includes all wooden parts (tiller and rudder) plus all metal parts for rudder and its installation (stainless steel tiller straps, gudgeons, pintles, bolts, nuts, washers).

No. 1694 Standing Rigging. Includes anodized aluminum mast and boom, stainless steel chain plates, fasteners, shrouds and stays with hardware; hardware for running rigging (cam cleats, etc.) - the complete standing rigging system - everything "from the deck up".

No. 1566 Trim Molding. Includes polished, anodized aluminum molding with stainless steel screws for rub rails and decorative, plastic trim molding for edges of seats, deck and rear of cabin top.

No. 20357 Main and Working Jib Sail Set. Includes 95 sq. ft. main, 45 sq. ft. jib, both 4 oz. dacron as pictured. Set includes battens for mainsail, sail bag and main and jib sheet lines. This sail set is all that's required for normal sailing.

No. 1224 Running Lights. Includes 2 stainless steel running lights, 12 pt. stern light, 20 pt. forward light, wire, switch, disconnect and instructions. This 12-volt system meets U.S. and international rules.

Outboard Motor Mount. For motors up to 7½ HP. Solid oak construction - includes stainless steel mounting bolts, instructions. **No. 1637** for short (15") shaft motor, **No. 1638** for long (20") shaft motor.

No. 1567 Cockpit Cover. Sturdy, polyester fabric construction, includes fittings and ties for quick, easy installation.

No. 1427 Genoa Jib Sail. 73 sq. ft. of 3.25 oz. dacron, has nylon hanks for forestay attachment and includes sail bag, sheet lines - everything needed for use. Use in place of working jib for more speed in light to moderate winds.

Leeward 16 Trailer

No. 1699 Leeward Trailer. Trailer-sailing your *Leeward* is easy with this special Luger *Leeward* trailer - even with sub-compact cars. Trailer-sailing saves marina docking fees, too.

Trailer has springs, galvanized frame and comes to you with tires mounted and inflated, springs, axle, hubs and bearings fully assembled and ready for final assembly to trailer frame. Using ordinary hand wrenches requires 1-2 hours. Trailer includes tall/step lights/tum signals, reflectors (meets U.S.D.O.T. standards), and safety chains. Length, 15'; Width, 54"; Weight, 400 lbs.; Tires 4.80 x 8, Load range B (4-ply); Fits 1½" trailer ball and fenders, baked-on enamel painted axle, wheels.

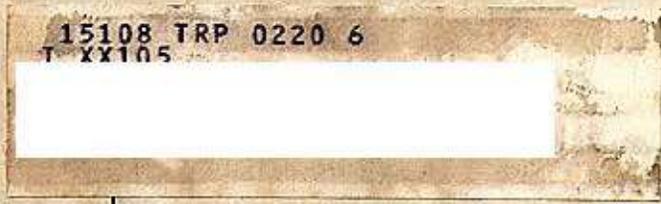
Spare Tire and Wheel for Trailer. Mounted, inflated and includes mounting hardware.





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P.O. BOX 1398
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Telephone (816) 233-5116

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