



Tradewinds 26

Sleek and Roomy Cruiser/Racer

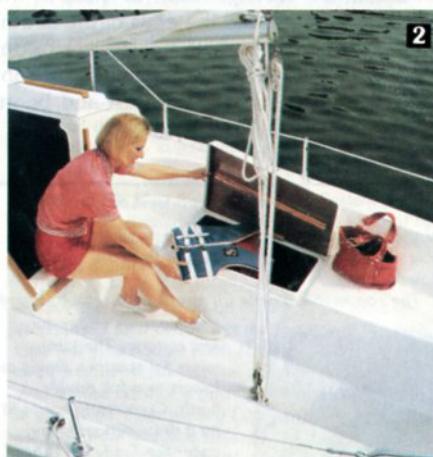
Enter the world of sailing with the sleek and roomy *Tradewinds*, a trailerable 26-foot yacht designed for both cruising comfort and racing speed. (*Tradewinds* qualifies for M.O.R.C. racing.) One of the most popular vessels on the market today, the all-fiberglass *Tradewinds* compares with like-sized 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-bailing 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. Lazarette 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 sailor**, 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

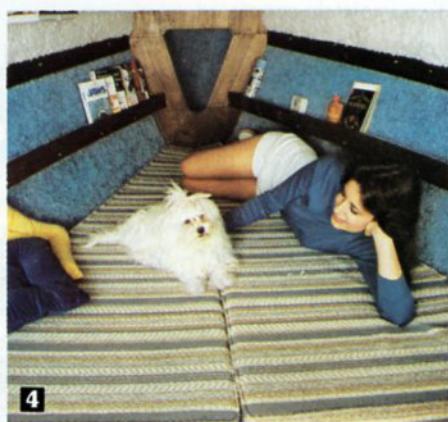
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The roomy *Tradewinds* cabin (1) sleeps five and has all the comfort and convenience you want for extended cruising. The portside quarterberth (2) sleeps one and has a huge storage compartment below. Located op-

posite the dinette, the quarterberth 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.



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 were 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.

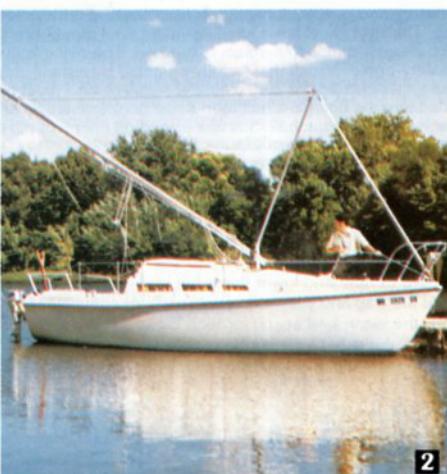
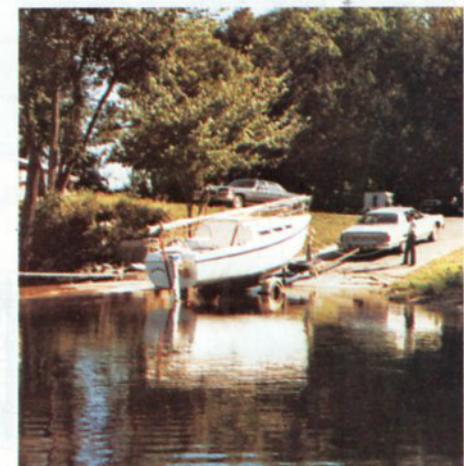
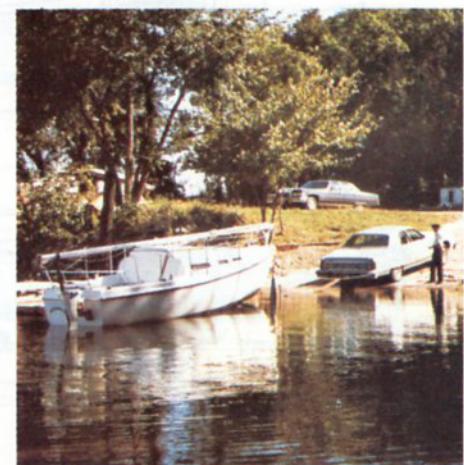
To launch, back the trailer down the ramp until the Tradewinds floats free (right). Using a line attached to the trailer towing eye, bring the boat to a nearby dock and pick up your crew. On launching ramps having gradual slopes, use of a trailer tongue extender facilitates loading and launching. Your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

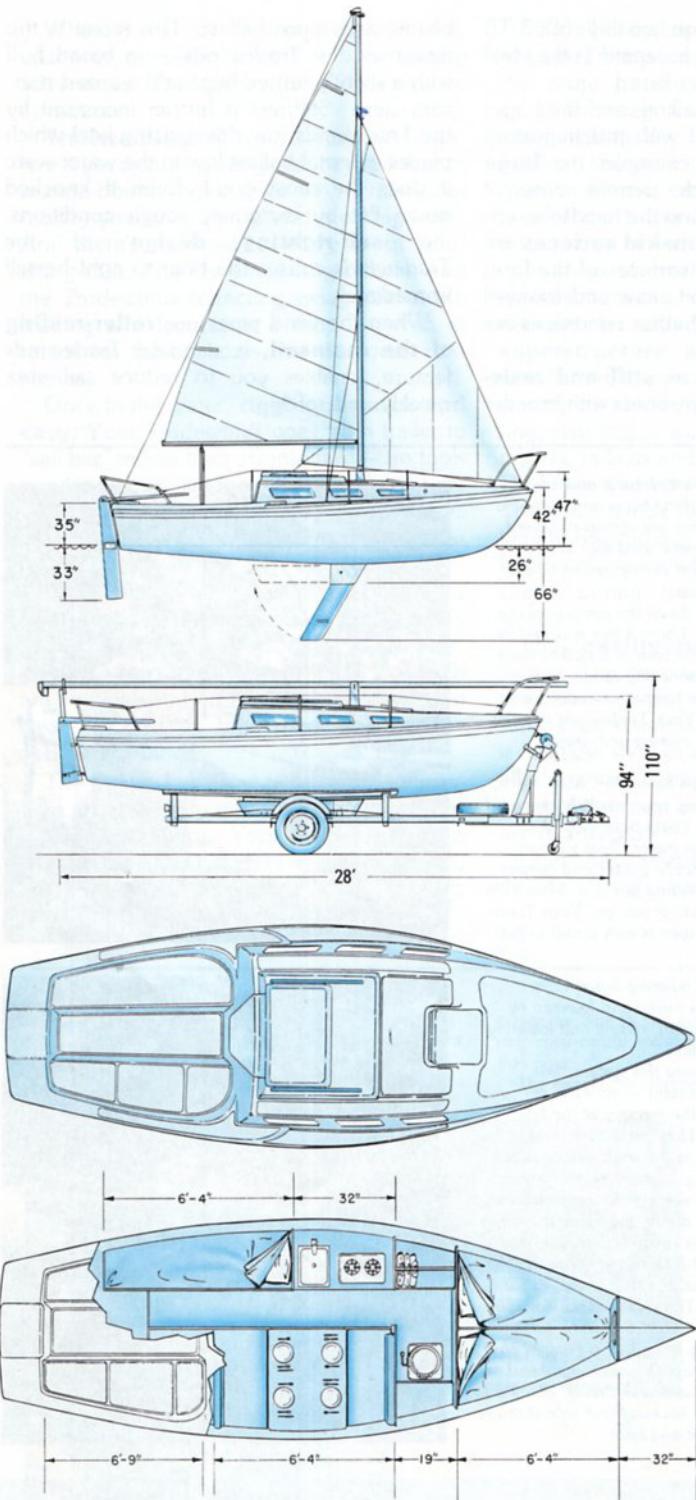
(Left) To lower the mast using this system, first remove the boom (takes an instant — no tools required) and then disconnect the forestay at the bow. Give the mast a slight push (1) to get it over center, and continue to pay out line as the mast descends (2). Waves from wind or a passing boat are of 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.



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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 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 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.

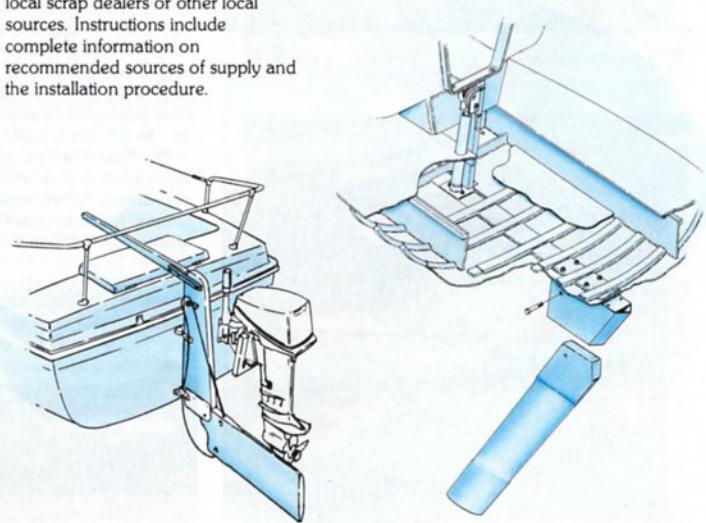
Swing Keel System: Rides up and over underwater obstructions and retracts for trailer transport and beaching. The swing keel has a fixed, stainless steel mount bolted solidly to the hull and a lead ballasted, molded fiberglass swing keel. The swing keel is raised and lowered with a "safety-brake" winch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

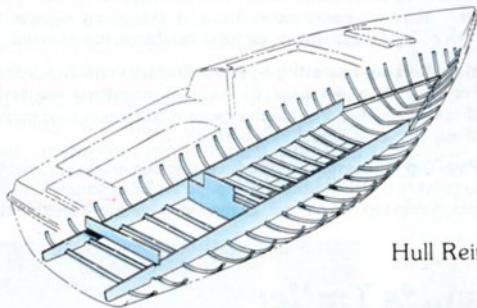
The *Tradewinds* swing keel system places the 3/4" diameter stainless steel pivot pin in the fixed mount (not molded into the fiberglass hull as in some boats) where wear of the pivot pin can never cause leakage into the hull. Stresses placed on the pivot pin are absorbed by the stainless steel mount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

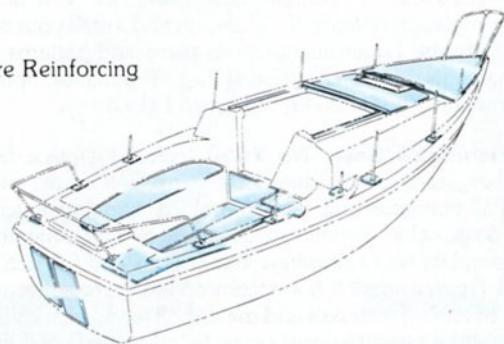




Hull Reinforcing

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

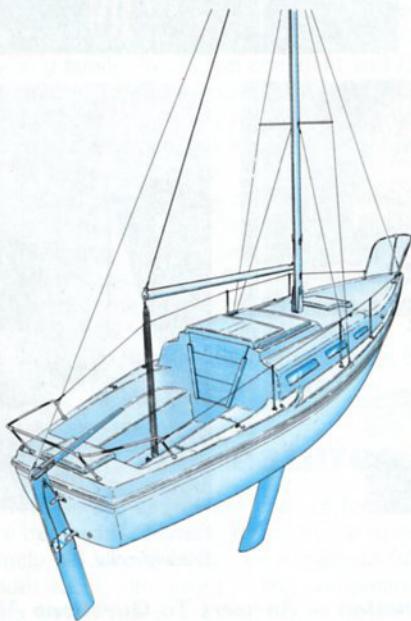
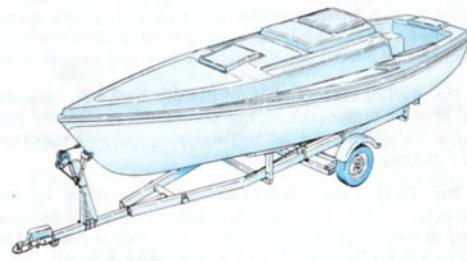
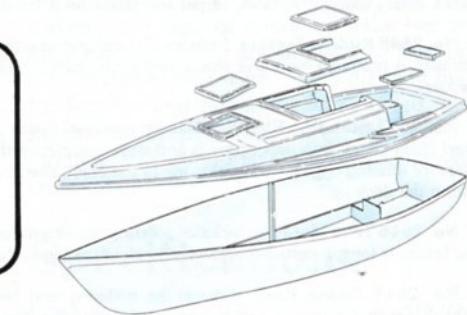
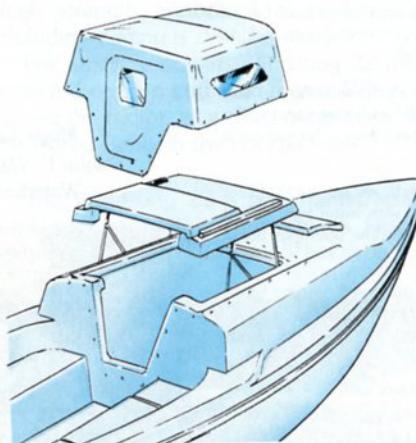
stanchions, railings and other equipment and accessories are thru-bolted.

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 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-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.)

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 precut, 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, curtains, carpet 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

No. 2628 Tradewinds Trailer. Factory assembled, single axle with hot dipped galvanized frame standard.

No. 2627 Spare Tire & Wheel. Mounted and inflated.

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. 2629 Surge Brakes. Hydraulic surge brakes on all wheels provide positive stopping.

Tire size	B78 X 13 B
OAL	23'6"
OAW	95"
Tongue coupler	2"
Load capacity	2800 lbs.



Magic Carpet
John E. Williams
Waterford, MI



Earl Thompson
Redmond, OR



Robert Morgan
Grand Rapids, MI



David E. Urban
Baldwinsville, NY

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