



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 precut, 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.

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Voyager Live-Aboard Luxury



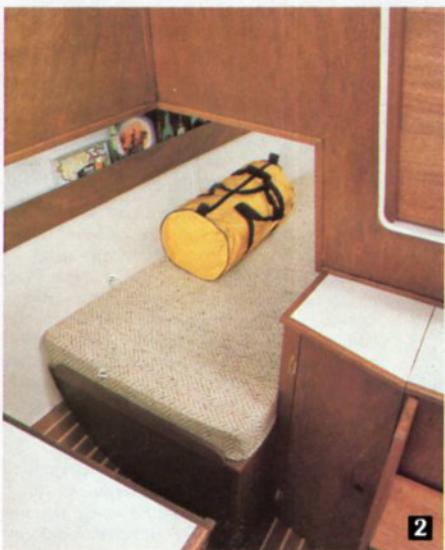
To live aboard. It's a goal of many who handle the tiller of a sailing vessel. The "Luger Concept" of low cost, do-it-yourself boat completion plus the trailerability of your *Voyager* make the dream of extended cruising an affordable reality for you, your family and friends. Cruise and live aboard your *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 6'4" 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



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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 quarter-berth.

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.

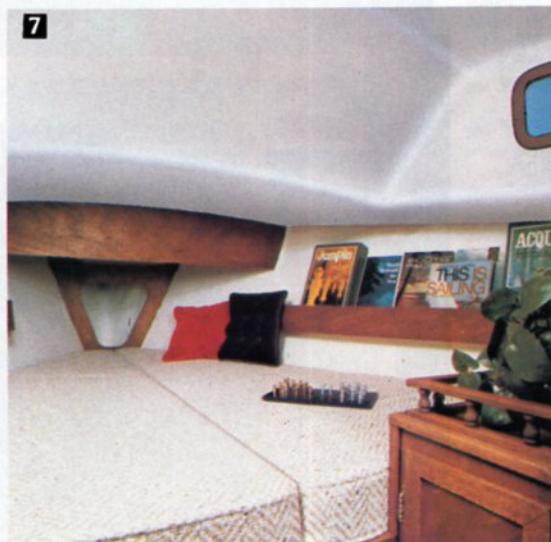
The head (8) has extra storage space below the toilet, in a lift-out bin behind the toilet, and in lockers under the walk-around side deck. Voyager toilet accessory has on-deck pumpout system which meets all legal requirements for discharge from watercraft. The vanity (9) has substantial storage in its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



5



6



7



8



9

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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 precut, 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 precut, 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



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.

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.

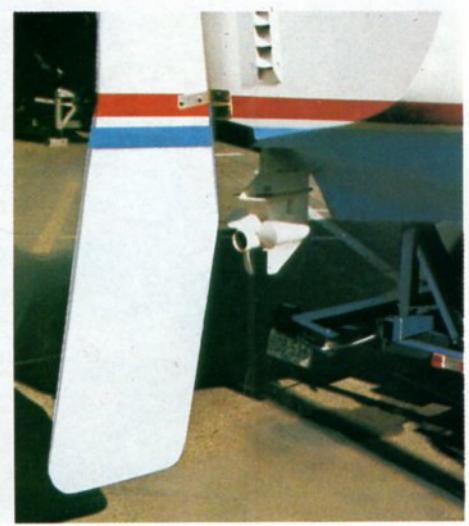
The lateral area of the *Voyager*'s molded-in keel is greater than many boats of the same length. This provides straight tracking, easy handling in any sea and virtually eliminates a need for the optional centerboard. The draft of the *Voyager* without the centerboard (or with centerboard in raised position)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

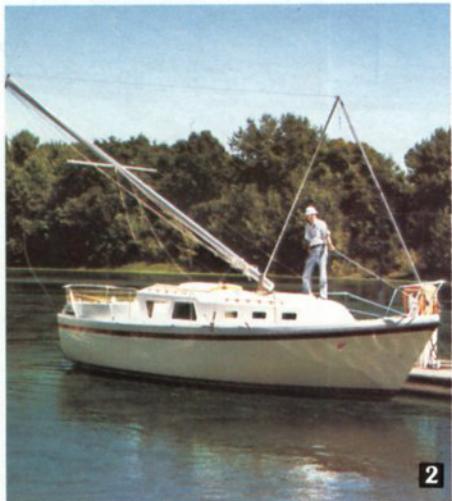
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1



2



3

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 boat, and they require no readjustment to resume sailing.) Give the mast a slight push (1) to get 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.

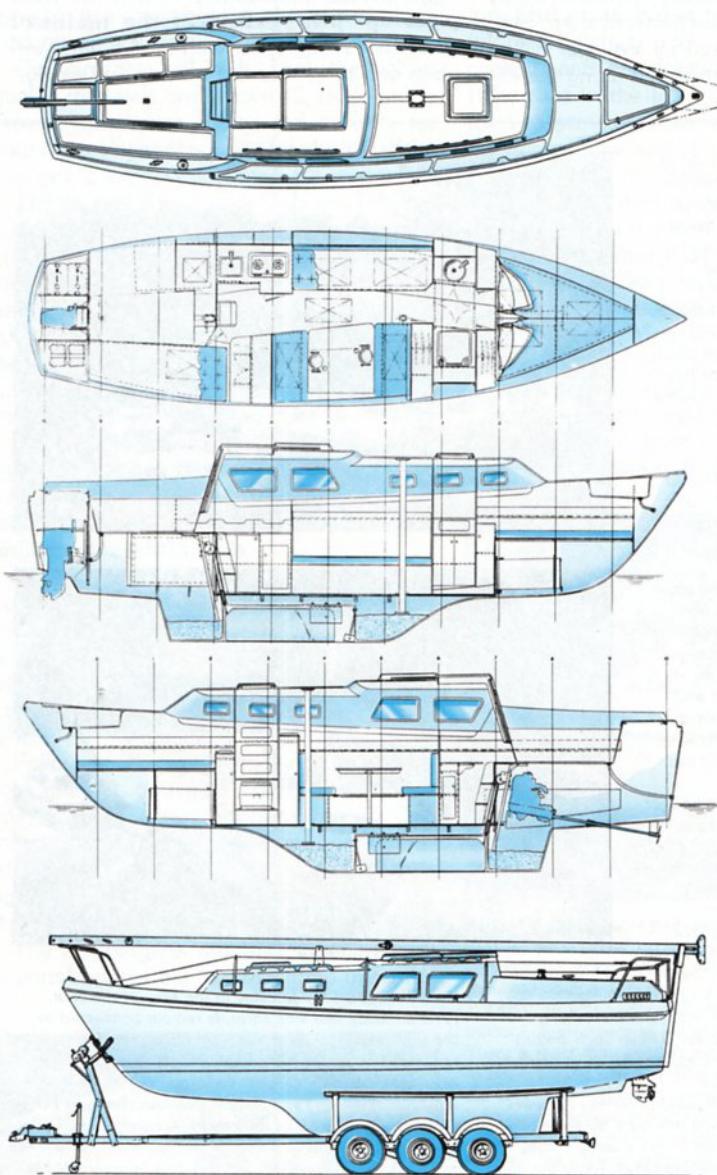
With the ketch rig, a second person is required to steady the mizzenmast.



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Specifications

Deck and Interior Plan — Sloop or Ketch



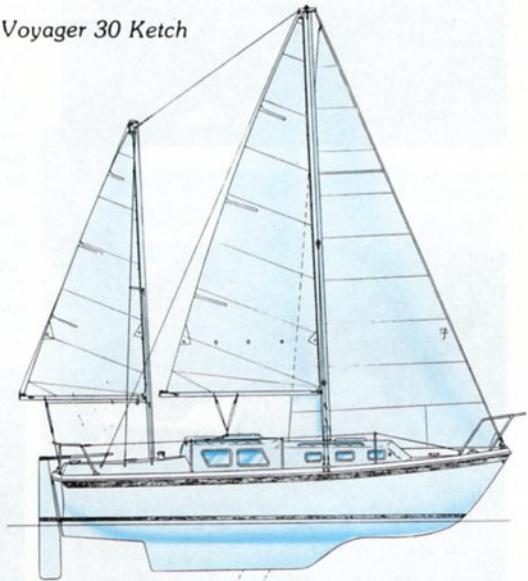
Length: Gunwale, 30'6"; Centerline, 29'11"; Waterline, 26'2". **Beam:** (Width) 8'.
Draft: 3'0" to 6'0" with optional centerboard full down. **Ballast:** 3,300 lbs. in molded-in keel cavity or 2,500 lbs. in keel cavity, 800 lbs. in optional centerboard - using inexpensive, locally obtained scrap lead 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, anodized 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 ALMAG 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".

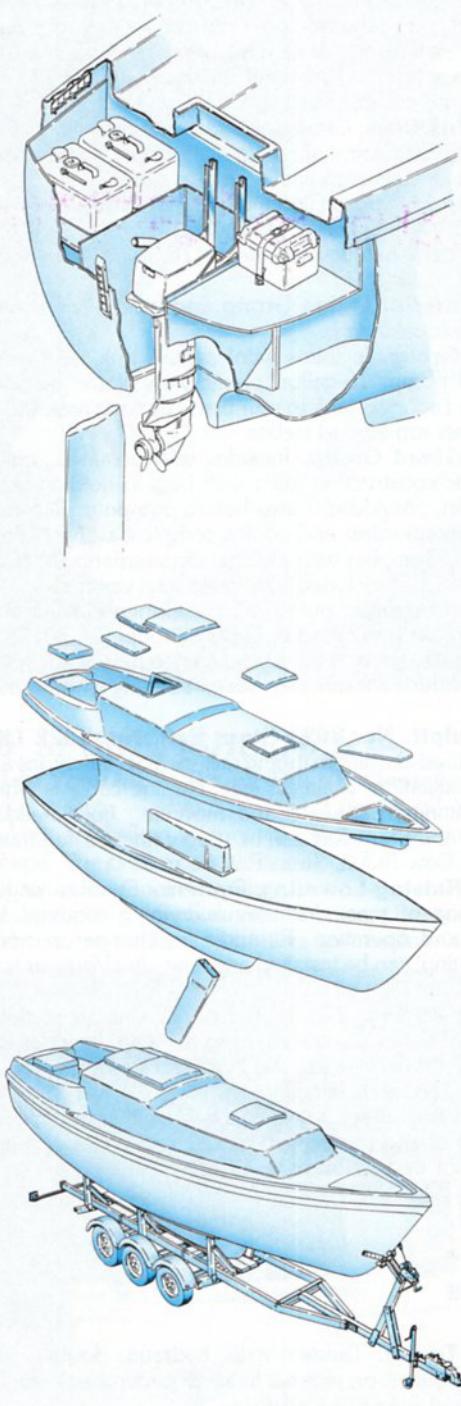
Voyager 30 Sloop



Voyager 30 Ketch



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



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 seat.

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.

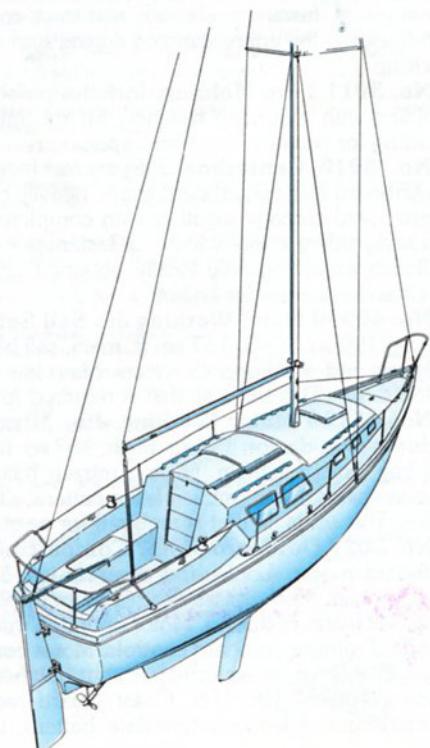
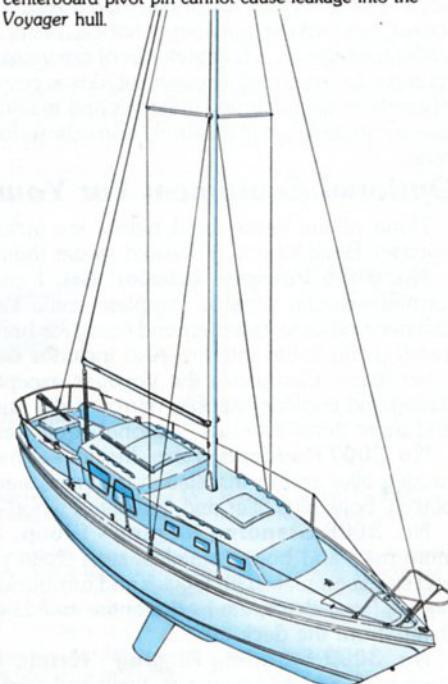
Completion time: 140-160 hours. **Color:** Molded fiberglass hull, superstructure, hatches furnished in standard white only. **Hardware:** All blocks and pulleys, trailer towing eye, cam and deck cleats are stainless steel. **Fasteners:** All fasteners are stainless steel bolts or screws. No nails, pop-rivets or staples used. **Hull Construction:** One-piece, molded fiberglass using alternate layers of fiberglass matt 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 single unit using alternate layers of fiberglass matt 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 (tiller 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 rides 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.

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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 molded, 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 for installation of 9, 18 & 27 H.P.

Trailerability — A Voyager Plus

No. 3034 Voyager Trailer. Tandem axle, hydraulic double axle brakes, whitewall tires, baked-on enamel finish & parking jack standard. Optional hot dipped galvanized available.

Tire size	8 x 14.5 LRF
Load capacity	8,000 lbs.
OAL	31'5"
OAW	8'0"
Towing coupler	2 5/16"
Frame size	3" X 5"

No. 3035 Spare Wheel & Tire. Tire is mounted and inflated.

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