

# The **Luhrs**Line

A Publication of Luhrs Corporation • 255 Diesel Road • St. Augustine, FL 32084 • Spring 2005

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**Introducing the New 28**

**Register For Our  
2005 Owners Tournaments**

**The New 41 Open is Coming**

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**On the Cover: The NEW Luhrs 28 Open** will be sure to please the hard core fisherman. Available in open or hardtop configurations.

We enjoy hearing from you, our customers.

Please send feedback and cruising stories to our marketing department via e-mail: [mblevins@luhrs.com](mailto:mblevins@luhrs.com) or fax: (904)827-2151

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## FromTheHelm



**David Taylor**

*Director of Sales and Marketing*

Major boat shows have come and gone, the long winter is coming to an end. All this means one thing, it's time to go boating and fishing again! By now you should have received your invitation to the 2005 Luhrs Owners' Tournaments. This year Luhrs will once again be sponsoring two owner tournaments. The first will be held at Lucaya on Grand Bahama Island June 9th through 12th and the other will be in San Diego, California September 16th and 17th. If your invitation has not caught up with you yet, please give us a call or visit [www.luhrs.com](http://www.luhrs.com) to get registration information.

The new Luhrs 28 prototype boats previewed at the Ft. Lauderdale, Annapolis, New York, Miami, Cleveland, Atlantic City, Washington and Palm Beach Boat Shows. The retail response was tremendous. Changes were made based on consumer input and the production models are now being shipped. If you haven't had the opportunity to see this exciting new model visit your local dealer and take a look. If there isn't one in stock (the backlog is several months long) go to [www.luhrs.com](http://www.luhrs.com) and check out the 7 minute video to learn all about one of the most exciting 28-footers to be introduced to the marine industry.

The 2005 Luhrs catalog and website provided you a sneak preview of the new Luhrs 41 Open that our team has been working on over the last 17 months. Well, the completion is in sight! In May, dealers from around the world will be gathering in St. Augustine to preview the New Luhrs 41 Open. This exciting new model will be arriving at dealerships this summer. If you're in the market to move up in the open fishing class, be sure to take a close look at this one.

We trust that you will find this spring issue of The Luhrs Line enjoyable. If your travels bring you through St. Augustine, please be sure to let us know in advance and we will arrange a factory tour. We would love to show you what's new at Luhrs.

Tight Lines!



# Letters to the Editor



## Sorry, Charlie

I thought you would find it interesting that I own and keep my Luhrs 36 Convertible at our house in Cape Coral. During hurricane Charley, I had the vessel tied up outside our home at the dock. The boat behaved like a champ. There were no leaks from the hatches, windows and no damage to the factory Rupp outriggers. Our house was subjected to 100 – 125 mile per hour winds. We lost our pool cage and were without electricity for six days. My wife, dog and myself lived aboard the vessel using the generator for A/C, cooking, television updates, and refrigeration.

We have loved this boat since we bought it, and we appreciate the reliability and livability of the boat now more than ever. Our Luhrs turned a terrible situation with unsafe and uncomfortable living conditions into a “mini vacation” aboard a lovely boat. The only damage sustained by the boat was a slightly off kilter anchor light up top. It fared far better than the house and the neighborhood.

—J.R., Cape Coral, FL

## The Core of the Balsa Issue

I am looking to buy a 1992 Luhrs Convertible. Does this boat have a balsa wood cored hull?

—P.L., Stuart, FL

*Luhrs fishing boats use Baltec coring only above the waterline. Below the waterline, our hulls are solid fiberglass. The benefits of hull fabrication using this method are well-proven in the marine industry.*

*Balsa coring in the hull sides makes for a stiffer, stronger, quieter hull. We isolate the areas where thru-hulls will be placed so that the balsa cannot absorb water when those thru-hulls are installed. A solid fiberglass bottom is used on our boats for added strength. We warranty our hulls for five years – and it's transferrable!*

## Its Touch-Up Time

The hull of my Luhrs 30 is painted Ice blue and was recently scratched. Do you have a touch-up paint available? Also, should I treat the hull with a Polymer coating, in lieu of waxing?

—M.S., Miami, FL

*We have touch-up paint available. When you are ready to order, we will need your hull ID number in order to be sure which paint manufacturer was utilized. We use both Imron® and Awlgrip® brands of paint. You might also choose to get these brands at a paint supply store, as long as you know the name of the color that was used on your boat. A clear coat polymer can be beneficial and can often protect the paint finish from surface scratches more effectively than wax.*

## Gas Pains

I have aluminum fuel tanks in my Luhrs and living in New York, the local gasoline contains 10% ethanol. How do you recommend that I winter-store my boat. Should I store it with the fuel tanks full or empty? I've always stored my boats with full fuel tanks, but this is the first year that my local region has the ethanol-gasoline mixture and some boaters are telling me that I should store the boat with empty tanks.

—P.L., Montauk, NY

*You should continue to keep the tanks between three quarters full to completely full. The effects of the ethanol on your fuel system hardware should be negligible. As a bonus, the ethanol in the fuel will stabilize water should any intrude into your tanks over the winter.*

*Even though ethanol is present in your fuel, you still want to be best prepared for the early spring-time extreme temperature ranges during the day. Happy boating!*





# CATCH

OUR 2005  
TOURNAMENTS



# Attention All Luhrs Owners

## Join Us For Some Tournament FUN!

### Bahamas Tournament

First, mark your calendars for June 9th through the 12th, when we'll be setting our course for the beautiful Lucayan Marina Village in Port Lucaya, Bahamas. The registration fee for the Bahamas tournament is \$165 per adult and \$75 for each child 12 and under, which includes three breakfasts, two dinners, three cocktail parties, a tournament hat and shirt, one captain's bag per boat registration, and lots of great free prizes!



For those who may wish to sleep on dry land during the weekend, the Pelican Bay Hotel across from Lucayan Marina Village offers first-class accommodations and the island charm of the Bahamas at special Luhrs Tournament rates. Regular guest rooms are \$100 per night for tournament attendees, and suites are available for \$170 per night. (Rates are based on single or double occupancy and do not include a flat tax and service charge of \$14 per person, per day.) Be sure to make your reservations early! Hotel Phone: (242) 373-9550

Please note that dockage fees are additional, and slip reservations are the responsibility of the owner. Marina Phone: (242) 373-8888.

### Southern California Tournament



In September, we'll head to the Pacific coast for a tournament September 16th and 17th at The Marlin Club on Shelter Island, San Diego. The registration fee for this tournament is just \$45 per person, which includes an event t-shirt and dinner on both Friday & Saturday night. Non-fishing guests of registered members can attend both dinners for \$25 per person.

There are a limited number of slips available at the Marlin Club and Compass Point, so you are encouraged to make your reservations early! Please e-mail Mark Rein or call at (602) 954-7217 (office) or (602) 999-9963 (cell) to reserve a slip.

**Don't Delay! Register Now!**

To register, please visit our Web site, [www.luhrs.com](http://www.luhrs.com), and print out a registration form to mail back to us with your check for the registration fees. If you do not have access to the Web, call Michele at (904) 829-0500 and request that a registration form be faxed or mailed to you.

Please send your checks (payable to: Luhrs Tournament) to:  
Luhrs Corporation • Attn: Michele • 255 Diesel Road • St. Augustine, FL 32084

# Meet The NEW 28 Open



Everything about our new Twenty Eight Hardtop says action. Whether you're talking fresh or salt water, Great Lakes or Gulf Stream, the Twenty Eight Open — with its downrigger and outrigger applications and big array of Luhrs standards — is ready to take it on. Offering a full-featured hardtop instead of an upper station, the Twenty Eight provides extra protection from the elements. All the features you need, from livewell to washdowns, come standard and are exactly where they should be. The athletic hull design allows for shallow draft fishing, but can still slice through offshore waters with ease. The raised deck provides for optimal visibility while twin gas or diesel power supplies responsiveness and maneuverability when you're in the thick of it. Available in bimini, hardtop, or open versions.

Salon



Galley



Rod Storage



Lazarette Storage



# Fish Tales

*Northside*  
MARINE Sales

The Northside Marine Sales Luhrs Tournament Team recently finished 7th place overall in the Treasure Coast Triple Crown, which includes the Stuart Light Tackle Tournament, the Pirates Cove Sailfish Classic and the Pelican Yacht Club Tournament 2005. In the Pelican Yacht Club Tournament, held from January 6-9, the Northside Team finished 3rd based on number of fish caught and 5th based on time, out of a total of 45 entries (mostly custom boats). Northside's own Jim Penix was tied for the Top Angler with a total of 4 releases, and finished just 1 minute and 59 seconds behind the winner! The Northside Team fishes from a 2004 Luhrs 38 Convertible, **Pre Caster**, owned by Mr. Bob Snowe, also a member of the tournament team.



*Northside Marine Luhrs Tournament Team: On the Bridge: Team Captain John Worton, Northside Marine; Below: (L-R) Jim Penix, Northside Marine; Dave Borak (angler); Bob Snowe, owner of Pre Caster; and an unidentified tournament participant.*

PRESIDENT  
YACHTS



It was a busy weekend on the island of Curacao from March 4-6, 2005, as 31 boats and their crews participated in the 39th Annual International Blue Marlin Release Tournament. President Yachts of the Caribbean, a Luhrs dealer based on Curacao, sponsored five teams that were fishing from Luhrs vessels. Participating Luhrs were: a 2000 36 Open, **Make My Day**; a 2001 40 Open, **Ja-Luhrs**; a 2005 41 Convertible, **Zipper**; another 2005 41 Convertible, **La Vida**; and a 2001 44 Convertible, **Makaira**. Angler Jan Wienk on Makaira won the White Marlin Trophy, while angler Herbert de Jongh on Zipper took home the prize for catching the largest dolphin. Only 18 of the 31 boats entered actually caught fish during the tournament, including all five of the Luhrs entries! Prior to the international tournament, the fishing team on the Luhrs vessel **Make My Day** won the Curacao Yacht Club's annual "Warm-Up Tournament 2005" in February. Special thanks to Mr. Gert Rusch, Director of President Yachts, for his ongoing support of Luhrs tournament fishing teams.

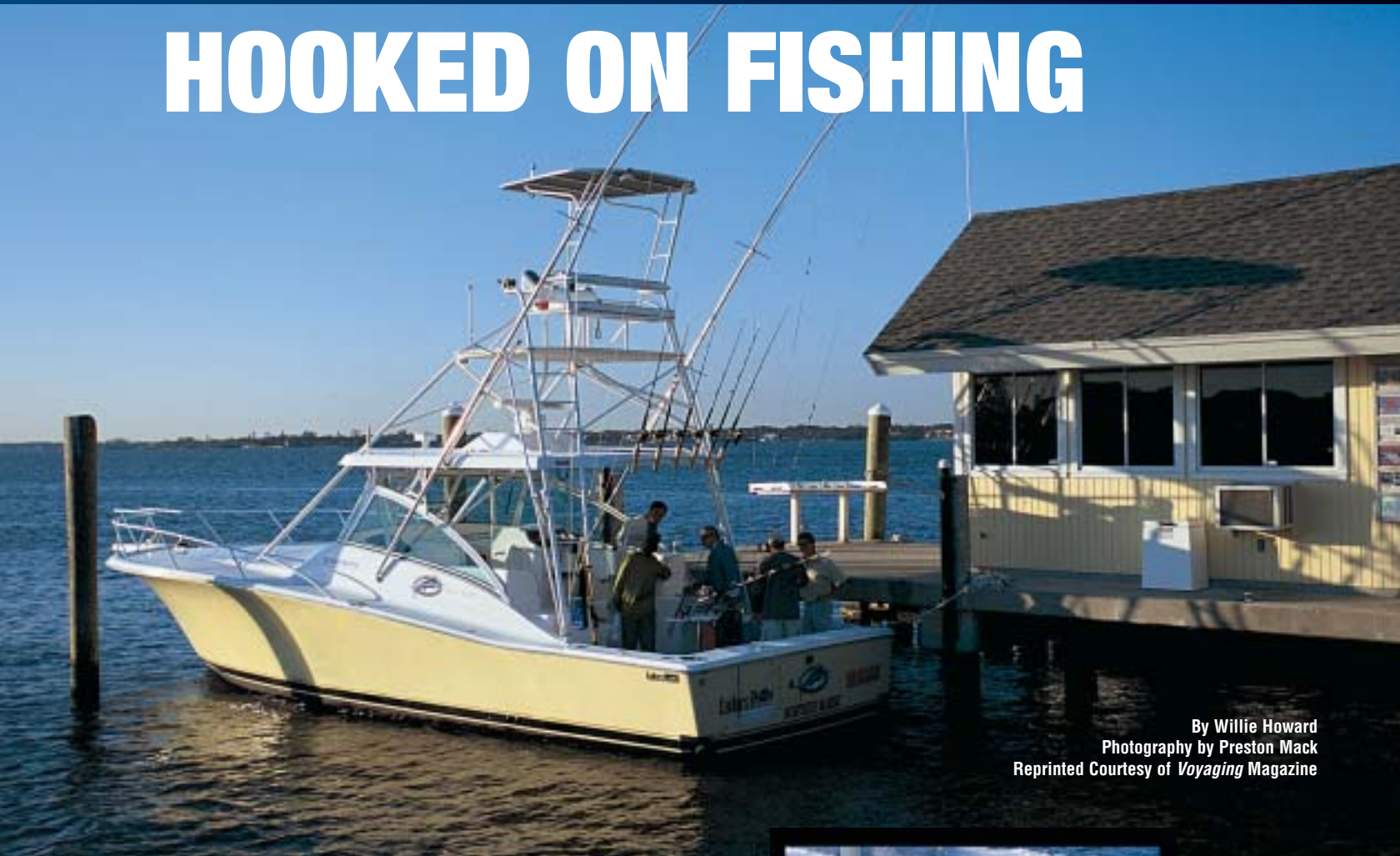
*Legendary*  
MARINE

The Legendary Marine Luhrs Tournament Team won \$27,000 in July 2004 in the Pensacola Big Game Fishing Club's 34th Annual Pensacola International Billfish Tournament. Anglers Ray Fulford and Brad Cole from Carrolton, Georgia along with Captain Billy Teems and Mate Tommy Swanson from Destin, Florida won the big money and were presented a check for \$27,000 at an awards ceremony held at the Officers Club at Pensacola Naval Air Station. Fishing from a Luhrs 38 Open, the team tagged a blue marlin and caught a 112 lb. yellow fin tuna, several 30 lb. class dolphins, and a 42 lb. wahoo, among others.



*Legendary Marine Luhrs Tournament Team: Standing: (L-R) Tournament Director Drew Wilson, Legendary Marine (Gulf Shores); anglers Brad Cole and Ray Fulford, both of Carrolton, Georgia; and Captain Billy Teems, Legendary Marine (Destin); In Front: Tommy Swanson, Legendary Marine (Destin).*

# HOOKED ON FISHING



By Willie Howard  
Photography by Preston Mack  
Reprinted Courtesy of *Voyaging Magazine*

Lots of people say they suffer from an insatiable fishing addiction, but few are as severely afflicted as Russ Conway. About ten years ago, he took two years off from earning an engineering degree to work as a mate on the *Queen Mary*, a party boat in Point Pleasant, New Jersey, that targeted bluefish and striped bass. He lived in a boarding house, read *Moby Dick*, and worked happily until 4 a.m.

after late-night runs in the Atlantic. His bags of dirty clothes reeked of chum and stale bluefish, but to him it was the smell of success.

The allure of the ocean was so strong that Conway almost traded his last years of school for a captain's license. Now in his mid-30s, Conway lives in Providence, Rhode Island, with his wife and their two-year-old

daughter, who fishes with him for crappie and white perch from the family canoe on the local pond. She has a Tigger the Tiger rod, and one of her first phrases was “daddy fishing.” It makes sense, since even Conway's closest friends can't separate him from his hobby. They call the information technology specialist “fish lips” because he never stops talking about saltwater dreams. In the back of his mind, Conway still thinks he might return to the water to earn a living someday. Until that time comes, Conway decided to sate his piscatorial passion by writing to *Voyaging Dream Come True* and requesting a ride on a luxury sportfisherman. The *Voyaging* crew did him one better—flying him from his Rhode Island home and his favorite fishing buddy from New Jersey's 40-degree December



dankness for an all-expense paid weekend in and around sunny West Palm Beach, Florida. There, Conway and

longtime pal Brian Kim were treated to chauffeured cars, a suite and fine dining at the Ritz-Carlton, and a warm, sunny day on the water aboard a skippered Luhrs 38 Tournament Edition. Little did the *Voyaging* squad know that Kim has long been Conway's Achilles' heel when it comes to catching fish—or that Conway wouldn't mind in the least that he would hook only one saltwater fish the entire weekend. For these two buddies, the *Dream Come True* was about rekindling their friendship while enjoying their favorite hobby aboard one of the sexiest sportfishermen they'd ever seen. “This is nicer than a lot of apartments in

“If you fish, you've got to be an optimist.”  
—Russ Conway



New York City,” Conway said as skipper Jim Hill welcomed them aboard after breakfast at the Hutchinson Island Marriott Beach Resort and Marina. The smell of fresh-from-the-factory teak lingered as the buddies toured the galley and cabins aboard the new Luhrs (800-882-4343, [www.luhrs.com](http://www.luhrs.com)). Hill throttled up the twin diesels and ran south through the Intracoastal Waterway, passing clusters of small islands and a commercial fisherman lifting live mullet in a net. Conway and Kim chatted nonstop as Hill ran out the St. Lucie Inlet and into the choppy seas off Stuart. The friends have known each other since grammar school. They graduated from the same high school. As adults, they live amazingly parallel lives. Both work in information technology. Both have young daughters. Before Conway moved to Rhode Island, they both lived in Jersey City, New Jersey, and fished together after work at Liberty State Park, reeling up fluke (a.k.a. flounder) with the glow of Manhattan’s lights as a backdrop. Since the birth of their daughters (Kim’s second arrived just a few weeks before the Dream Come True trip), the buddies haven’t had much chance to fish together, or even separately. Conway’s most recent outing was last fall, when he spent several days casting for stripers off a Narragansett Bay beach with his nineweight fly rod. “I’m a glutton for punishment,” he said. For both men, it’s not really about catching the fish,



anyway. “It’s about the second before the fish hits that keeps it so exciting,” Conway said. That second seemed to last all day during Conway’s Dream Come True weekend. The northwest wind created what are considered winter conditions in South Florida—clear skies and temperatures reaching the upper 70s—weather that typically triggers sailfish to move south, to the relatively warm Gulf Stream waters that sweep close to shore. The sailfish thrill anglers when they thrash baits in their bills and leap from the water after being hooked. Hill was ready. The Luhrs was outfitted well in keeping with its Tournament moniker. But Kim, with his self-proclaimed jinx, settled in all too knowingly beneath the late-morning sun. “I’m Russ’ bad-luck charm,” he joked. The last time Conway and Kim fished in Florida, during a 1994 trip to the Keys, the wind blew so hard the captain had to take the boat into the Gulf of Mexico

instead of fishing the Atlantic as planned. They eventually caught kingfish, but the fishing was dicey. The memory had come back to them both earlier on this morning, as they tried to catch live bait. They worked sabiki rigs (multihook jigs) off the bottom for a few minutes without a hint of a bite. They looked at each other and shrugged as if to say, “that’s not really what this weekend is about, anyway.” Hill, whose day job includes selling Luhrs boats at nearby Northside Marine Sales (772-692-3052, [www.northsidemarine.com](http://www.northsidemarine.com)), had plenty of trolling baits, primarily ballyhoo, a staple of

South Florida’s bluewater anglers because they entice a wide variety of fish. After deploying the outriggers, Hill and his mate began the morning’s effort by securing the lines in release clips. Some of the ‘hoo were trolled far behind the boat, others close in the

prop wash with attention-getting teasers. Nothing. The mate next deployed Hill’s most reliable offshore fish producer: a bent-butt rod fitted with heavy wire line linked to a two-pound cigar weight, stout monofilament leader, and a ballyhoo—a rig that runs deep and is often trolled at high speed for wahoo. But still, for the first few hours, the only action in the cockpit was Conway and Kim catching up like long-lost brothers. Hill steered the boat behind a shrimp trawler that had attracted frigate birds, which follow marlin, sailfish, and dolphin, waiting for them to chase baitfish to the surface. For anglers, frigate birds are like fishing billboards in the sky. Conway and Kim watched them anxiously, but still nothing happened. Then they looked at each other and shrugged. No problem. The afternoon might bring better luck. Finally, around 2 p.m., the reel on the wire-line rod started clicking. Conway pulled up a small kingfish



after not much of a fight, but it was a start. “There’s something about breaking the ice,” Conway said. “If you fish, you’ve got to be an optimist.” He and Kim spent the rest of the afternoon telling stories from previous

adventures, such as the one about the New Orleans fishing guide who pulled out a revolver and started shooting

snakes. “It’s slower than maple syrup out here guys,” Hill said as the sun began to arc downward. He steered the Luhrs back toward St. Lucie Inlet. Despite the limited catch, Conway was all smiles. “If you do it because you love being out on the water,” he said, “every day’s a good day.” And the curse of Brian Kim? “We’ll break it one of these days,” Conway proclaimed. There’s something to be said for optimism. For the very next day, on Lake Ida in nearby

Delray Beach, the fishing buddies of 23 years caught and released 160 largemouth and peacock bass — by mid-afternoon. They were tired and their hands were roughened when their Dream Come True chauffer greeted them with a clean white Lincoln limousine and a big smile. Conway and Kim were smiling, too.

They couldn’t wait for their next fishing trip, no matter how many fish it would bring.

*“If you do it because you love being out on the water, every day’s a good day.”  
-Russ Conway*



# Luhrs Jersey Skiffs



By: David Engebretson

Right after the soybeans were harvested on my parent's farm in 1955, I began to look for work. The farm work was finished and it was time to find a job. A friend of mine told me that there might be an opening at Morgan Yacht Basin, which was owned by a man named Henry Luhrs.

I arrived at the boat yard at 8:00 a.m., expecting to be early and make a good impression on Mr. Luhrs. Much to my surprise, when I asked what time the owner would come in, the worker pointed out a tall lanky man dressed in khaki pants, a plaid shirt, a weathered coat, and a baseball-type cap perched on his head. This was the owner of a multimillion-dollar company!

When I regained my composure, I walked over to Mr. Luhrs and asked, "Mr. Luhrs?" He turned to me and said, "I'm Henry Luhrs. Can I help you?"

I told him that I was looking for work and heard that there might be an opening. He studied my face and asked if I was handy with woodworking tools. Yes, I replied, being brought up on a farm it was necessary for me to use both woodworking and mechanics tools. I also mentioned that while going to Matawan High School, one of the courses that was part of my electives was wood shop.

His next question caught me off guard, "Why do you want to work here?"

I answered without hesitation, "I heard you were fair, paid a decent wage and, although the work is supposed to be hard, a person could learn about boat building."

Apparently my answer satisfied Henry (he preferred to be called Henry), because he took me around and showed me the templates for the planks and how they were used, the jig (called the

hull frame), and the long steam box in one building in which I would later work.

We then went over to a larger building and met some of the specialty workers. There was Hans Thompson, a planker who would later become my planking partner, and Peter Petersen, an old Dane who operated the table saw and the router. I shook his hand and noticed that three fingers were missing. If he was to teach me about using the table saw, certain instructions would have to be carefully evaluated if all of my fingers were to stay attached to my hand. I'm sure he was an excellent wood worker, and probably had a bad day when he lost his fingers. He was one of the persons who sawed all of the cedar planks, which would later be used by Hans and me to plank the boat.

Next Henry took me to another building where I met Tony, who installed the inboard engines, mounted the propeller shaft and the propeller (also called a screw). There were two ladies, one was named Fritzie and the other named Mary, who did all of the painting and varnishing. They dressed in plaid shirts and jeans. The work they did was outstanding. The paint on the boats fairly glistened and you could see your reflection in the varnish on the transom. The next person I was introduced to was Joe Bond, whose job was to fasten the curved pieces, called shear clamps, from portside to the starboard side of the boat. These would form the framework upon which the roof would be made to protect the cabin below. The roof extended from the bow and ended about amidships. Another person who was working on the boat was Homer Ketcham, a machinist, who fabricated any parts that were not readily available from the nautical parts distributors. He installed the inside stringers which would support the deck

and upon which the head (toilet), the bunks, galley, and the engine would rest.

The foreman was Frank Evaldi, who has recently passed away. His job was to make sure that all supplies were on hand, and that the production was on time. If there was a delay in the boat construction, he would assist or assign a person to help out with the problem.

Joe Berbrick was an employee who jumped in to assist whenever needed, and also drove the truck and a trailer, which was used to deliver the boats to the dealers in Long Island and along the Jersey shore. He would also pilot the newly purchased boats to the owner's docks in nearby marinas. He also delivered the boats as far north as Fall River, Massachusetts. Joe could cut the cedar planks in case Peter Petersen was out sick, and Joe was able to plank the boats if needed. He was Henry's jack-of-all-trades and today we would consider him to be cross-trained; he could be called upon to do many jobs if needed.

Another person I met was Hank Contantineau. He painted the required Coast Guard numbers and letters on the sides of the boats and lettered the name of the boat on the transom.

Before I go any further, Henry asked me if I wanted to work as a planker. If so, it was my responsibility to provide tools for myself. I needed to buy a good crosscut handsaw, a one-quarter-inch wood chisel and a one-inch wood chisel, a rabbet plane, and a good carpenter's hammer. The rest of the tools would be provided by the boat yard. It seemed to me that it was his intention to make the employee feel as though he was a skilled person who owned the tools of his craft. I told him these tools would be bought that evening. "Fine," he said. "You'll start at 8:00 in

the morning. I'll show you what to do and stay with you for a while."

I have left the most important person until last because without Henry Luhrs there would never have been the Luhrs Jersey Sea Skiff. He had a work ethic that few men had. He would return to the boatyard after supper, put the oak ribs for the 24-footer in the steam box so they would be ready to bend the next day, remove the precut planks from the steam box for the 21-footer, and, using the Jorgensen wood clamps, fasten them to the jig he made to form the planks which would be fastened to the stem in the bow. The way he bent the cedar planks required only a slight trimming with the block plane to make a tight fit.

The following is the work routine that Hans Thompson and I followed:

### DAY ONE

Fasten the stem, already precut and routed to be bolted to the keel. Cut the transom, using a template, and bolt it to the keel (it had been previously glued and clamped the night before).

The jig, or hull frame (see it hanging from the ceiling), was then lowered in place on the keel and bottom. It was temporarily fastened in place. This provided the framework for the cedar planks, which would soon allow the cedar planks to be fastened to each other with screws, using the framework as a guide. As the planking proceeded from the bottom, the planks were bent around the hull frame, were clamped to the segments of the frame using bar clamps, and were then screwed to each other.

These cedar planks were completely free from knots and checks (splits) and were of the same thickness. They were examined to see if there were any that needed planing for a better fit on the routed area on the stem. Most of the time, the curvature of the boards was precise and did not need any planing. The next step was to fasten the planks to the bow stem with bronze screws. I believe they were number 6s, about one and a half inches long.

The planks, having been rabbeted, were then clamped to the jig overlapping the plank below it. Now we would countersink holes in the top board and fasten bronze screws into both the board below and the overlapping board. (Maybe this is how the word lapstrake came about.)

You may be wondering if one whole plank reached from the stem at the bow to the transom. No. A short plank was joined to a longer plank. The boards being joined together would be placed so they would overlap each other. A fine crosscut saw would then saw both so there was a tight fit. Then a butt block about six inches by six inches would be placed on the inside of the boat. Both planks would be fastened by "C" clamps and countersunk holes would be drilled into both ends of the planks. Bronze screws would be used

to join both boards at the butt block. The butt block was appropriately named because the butts of the planks were fastened together to make a longer plank. The end of the extended plank was then fastened to the transom, where the excess wood was cut off with a handsaw.

### DAY TWO

This was the day during which the lines would be drawn inside the boat for the ribs. The distances between the ribs were marked on the framing jig and were also marked on the floor of the boat. The lines would start at the keel and extend to the top of the top planks. Once these lines were drawn, holes were drilled on the overlapping planks and through the boards until the holes reached the outside of the boat (there were hundreds of holes by the time we were finished drilling). The next step was to hammer copper nails in all of the holes, being careful not to drive them completely through to the inside of the boat. Now we were ready to rib the boat. (Notice the boat by the front of the door, on the right side. It has been ribbed and the excess length of the planks is being cut by a cross cut saw. In front of the doorway a boat is ready to be moved to another building to have all the finishing work done to it.)

The oak ribs, which were in the steam box overnight, were taken out and ready to be installed inside the boat as ribs. Starting at the bow, each rib was held against the planks by a bar called a "bucking iron." The next step was a bit tricky. The person holding the bucking iron also had to hold the bottom of the rib with his foot against the plank. Outside the boat, my partner would start driving the copper nails into the planks and through the rib. Whack, whack, whack would go the hammer, hitting the copper nails. Usually it took only one hit to drive the nail completely through the plank and the rib. The person inside the boat would tell his partner which rib he was holding and the nail driver was to start at the bottom and work toward the top of the plank.

After all the nails were driven through the planks and through the ribs, the inside of the boat looked like a copper pincushion. The next step was to put a small copper washer on the nails. When the hundreds of copper washers were in place, a nipper was used to pull the copper nails into the cedar planks and, with a sharp twist of the pliers, the nails would be cut off at the washer, leaving a burr, which held the washers on.

Riveting the ribs was the last step. Remember the bucking iron? This same iron bar that was used to

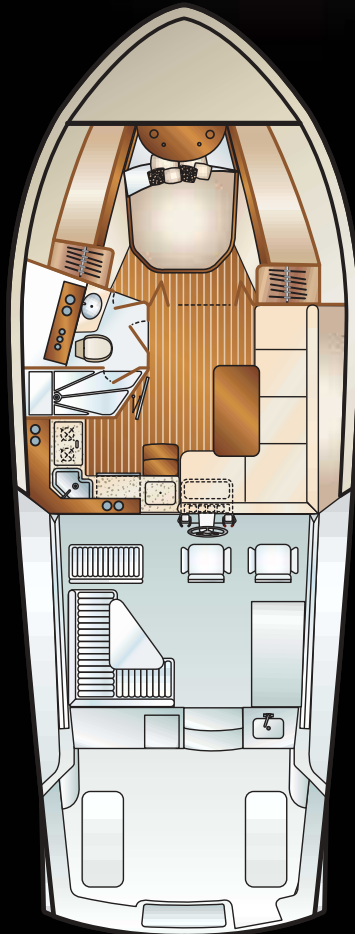
hold the ribs against the boards on the inside of the boat would now be used on the outside of the boat. One person would be inside the boat with an air-operated rivet gun to round off the copper nail end over the washer. His partner would now hold the bucking iron (which had a protrusion of about one and a half inches long), and place it in the nail hole where the riveter told him he was going to start. Brap, brap, brap was the constant sound of the rivet gun as it flattened out the copper ends over the copper washer. The riveting had to be coordinated because if the bucking iron was in the wrong place and the riveter hit the wrong spot, the force of the gun hitting the wrong rib would make the washers jump off the copper nail stubs. This was not good, because they would have to be placed on the stubs and this would throw us off schedule.

When the boat on which we were working was completed, we would open the overhead door in our building. We would then push our finished hull (resting on a dolly) across the street to the finishing building. This is where Mary, Fritzie, Homer, Tony and the other workers would start their steps toward the finishing of the boat that was accomplished in two days.

The efficient operation was made possible by the standardization of parts and supplies. The glue that held everything together was Henry Luhrs, who by his example provided a model that his workers tried to follow. Warren Luhrs, his son, told me that Henry enjoyed going to the movies when a John Wayne movie was playing. He would take his children, Warren and Linda, with him. On the way home, Henry would stop at the boatyard and take the planks out of the steam box and clamp them on the jig so they would be ready for the plankers the next day. Meredith, Henry's oldest daughter, stated that when her father finished eating supper, he would lie down on the floor next to the fireplace, take a half-hour nap, and then go back to the boatyard and work for several hours, returning home to retire, ready for another day's work.



# Introducing The NEW 41 Open



Introducing the new Luhrs Forty One Open, the latest in our ongoing collaborative effort with our owners and prospective owners to create the most inclusive tournament-level sportfishing value available. This is the boat you asked for, designed and engineered to utilize every inch of exterior and interior space to its maximum potential. Now arriving, the Forty One Open offers you the best in performance, functionality, versatility, strength, comfort and – of course – the same amazing list of standards that's become the signature of a Luhrs.

## SPECIFICATIONS

|                           |           |            |
|---------------------------|-----------|------------|
| Overall Length            | 44'6"     | 13.56 m    |
| Length Less Pulpit        | 42'3"     | 12.88 m    |
| Beam                      | 15'9"     | 4.80 m     |
| Draft                     | 42"       | 1.07 m     |
| Headroom                  | 6'3"      | 1.90m      |
| Displacement (Dry)        | 32,500 lb | 14,755 kg  |
| Fuel Capacity             | 600 gal   | 2,271 L    |
| Water Capacity            | 100 gal   | 379 L      |
| Holding Tank Capacity     | 40 gal    | 151 L      |
| Clearance Height in Water | 21'0"     | 6.40 m     |
| Sleeping Capacity         |           | 7          |
| Deadrise at Transom       |           | 18 degrees |
| Standard Power - Diesel   |           |            |
| T - Cummins QSC 8.3       | 540 HP    | 403 kw     |
| Power Options - Diesel    |           |            |
| T - Volvo D9              | 575 HP    | 429 kw     |
| T - Cummins QSM 11        | 610 HP    | 455 kw     |
| T - Cummins QSM 11        | 645 HP    | 481 kw     |
| T - Yanmar 6SY-STP        | 645 HP    | 481 kw     |

# TechTalk

## Cummins MerCruiser QSB & QSC Quantum Marine Engine Series

Cummins MerCruiser Diesel's latest full authority electronic engines, called the Quantum Series, are now available and in production. Our new power options deliver dramatic reductions in smoke, (no visible smoke) and noise (83% reduction at idle and cruise noise), plus provides more power density (up to 540 horsepower). In addition, the Quantum Series engine is standard with Smart Craft technology; this allows vessel systems integration along with extensive information management capability.



Quantum Series Engines are Tier II certified. All these features are now available in the most thoroughly tested and reliable marine diesels Cummins has ever produced. The introduction of the Cummins Quantum products in January 2004 was a full two years ahead of EPA mandatory reductions in exhaust emissions scheduled to go into effect in January 1, 2006 for all recreational boats. Quantum Series Engines are Tomorrow's engines available today.

Inaugurated in 2000 with the QSM11, the Quantum Series was introduced with ratings of 580, 635, and 660 horsepower. Quantum Series Engine design is based upon customer input regarding performance,

sociability, reliability, durability and information management for diesel marine products. Proven performance and virtual elimination of smoke has led to popular demand for the QSM 11 in the Luhrs 41' Convertible.



Beginning in 2004, the Quantum concept as it was applied originally to the QSM11 Series is now being engineered into the less than 600 horsepower marine recreational markets by Cummins MerCruiser Diesel with two new enhancements – Common-rail fuel system and Smart Craft information management and vessel integration systems for our QSB and QSC Engines. Again, there is no visible smoke at idle or at cruise. Power and torque are increased substantially; and engine noise is dramatically lowered to provide the quietest, most comfortable fishing your customers can experience.

The Quantum QSB and QSC ratings begin at 330 horsepower go all the way up to 540 horsepower, in the familiar 5.9 and 8.3 liter displacements (HO = High Output recreational ratings).

The QSB and QSC diesels incorporate key design changes to the cylinder blocks; four valve cylinder heads; stronger power cylinder design; and a common-rail fuel system for higher injection pressures and lower emissions. There is a more precise control of governing and fuel-injection through electronics. As a result, we are seeing an 83% reduction in engine noise at idle, when measured in the test cell. This is a truly remarkable achievement!

For 2005, Cummins MerCruiser Diesel continues to add more value to the Quantum Series engines for our customers.

■ Quantum recreational warranty coverage improvements – the Quantum Series warranty coverage now provides coverage up to 500 hours per year for recreational boats; base coverage 2 yrs/1000 hours - extended components 6 yrs / 3000 hours for the QSB, QSC and the QSM11 products. The Quantum coverage is transferable.

■ For you, our customers – Cummins MerCruiser Diesel provides an onboard Captain's Briefing upon delivery of the new boat. Wherever the boat is located in North America, you may select from any Authorized Cummins MerCruiser Diesel Distributor for your Captain's Briefing. It's a great way for you to understand the Cummins power options, and the operational and maintenance requirements of ownership. Just fax us the customer contact information and Cummins MerCruiser Diesel will coordinate the Captain's Briefing at no charge. You may contact your Cummins MerCruiser location on-line at: [www.cmdmarine.com/unitedstates.html](http://www.cmdmarine.com/unitedstates.html).

■ Cummins MerCruiser provides optional Extended Service Coverage up to 6 years or 3000 hours. The Quantum Extended Service Coverage plan also includes on-water towing membership with Sea Tow. You may purchase the Quantum Extended Coverage up to two years after delivery, but a late fee charge will apply if purchased after 180 days from delivery.

The advantages of the QSB, QSC and the QSM are real, with Increased Power Density, No Visible Smoke at Idle or Cruise, Very Low Noise, Tier II Emissions Certified and Enhanced Fuel Performance. We know you are going to be delighted with the Cummins MerCruiser Quantum Series engines.



*Smart Craft gauge*

# CAPTAIN'S BRIEFING



**To Maximize your ownership experience -** the Luhrs and Cummins MerCruiser Diesel marine team would like to introduce you to your new cummins propulsion engines and Onan generator set by offering a complete and complimentary **Captain's Briefing!**

You received a level of professionalism that comfortably guided you through your boat selection process. Your decision to select a Luhrs Premium Brand boat acknowledges that quality is a very important part of your decision process.

**Wherever your boat is located in North America** you may select from any authorized Cummins MerCruiser Diesel Distributor for your Captain's Briefing.

During our two to three hour review, A Cummins MerCruiser Diesel Marine professional will **schedule a sit-down discussion** to focus on:

- General Engine Information
- Start Up Procedures
- Orientation of Operation and Maintenance Manual
- Basic Engine Maintenance Procedures
- Hands-On Engine Orientation
- Warranty Coverage
- Instructions On Customer Support Locations
- Engine Registration

Our Captain's Briefing is offered at no charge and can be arranged by calling your local Cummins MerCruiser Distributor. If you are unsure about your closest location, you may contact your selling Luhrs dealer for information, or go to <http://www.cmdmarine.com/unitedstates.html> to find the name and number of your Cummins representative.

In keeping with the tradition of Maximizing your ownership experience, **our focus is on owner satisfaction!**

The Luhrs and Cummins MerCruiser Diesel Marine Team want to make it happen for you!



4/05 - 6K

The **LuhrsLine**

Luhrs Corporation  
P.O. Box 1346  
Alachua FL 32616

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Standard  
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Alachua, FL  
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