

L

16

by Luders

OF
FIBREGLASS



WHY ENVY L-16 OWNERS

FAMOUS

The L-16 is the boat that has made molded plywood construction by LUDERS internationally famous. Now in response to popular demand we present it in fibreglass.

POPULAR

Over 200 L-16's all over the world, with a dozen active fleets in the United States and Bermuda sailing within the membership of the International L-16 Association attest the popularity of this smart and able class. As a racing class competition is keen. For day sailing they are safe, swift and simple for anyone in the family (from juniors up) to handle.

SPACIOUS

The L-16 has cockpit space for six and a pair of pipe berths in the cabin permits port-to-port cruising. If power is desired a Luders designed outboard motor bracket with long shaft motor does a good job.

Naturally we are prejudiced but here are excerpts from unsolicited letters by L-16 owners.

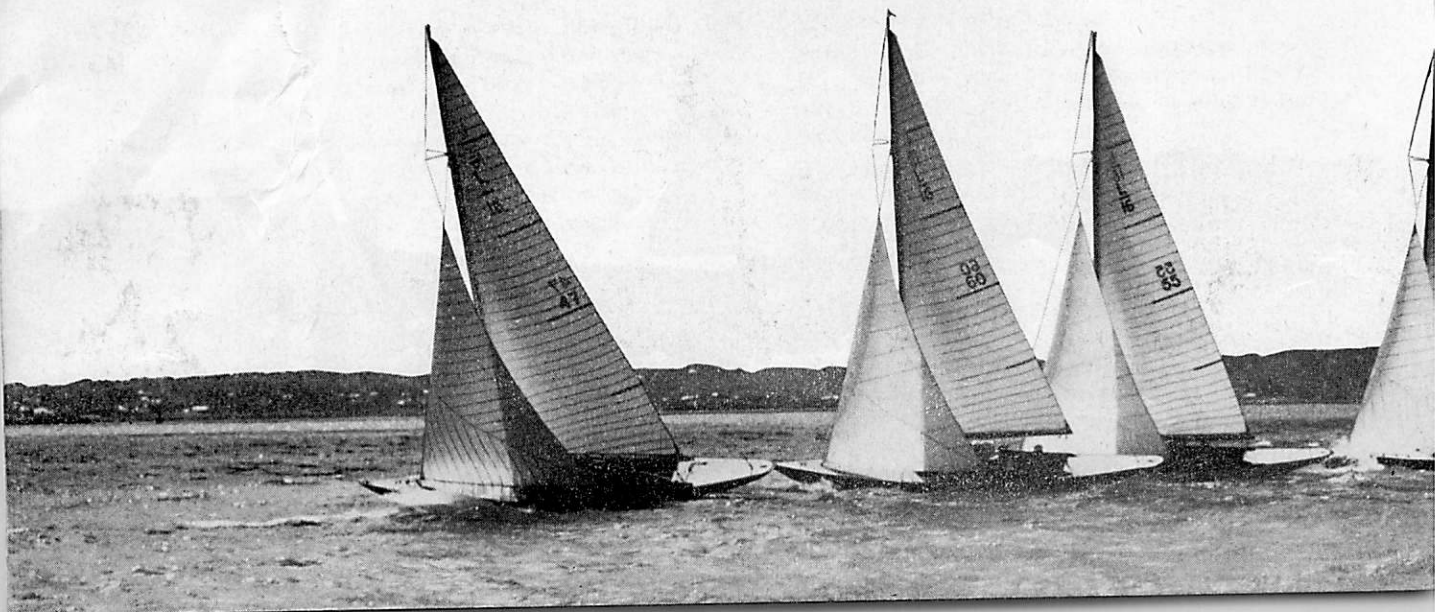
SMART

"The Luders L-16 is really "it". It behaves well when the Sound (Long Island) misbehaves".

RUGGED

"My L-16, built in 1945, is absolutely tight in hull, deck and cabin and is smooth as an egg after more than three 'round the calendar years of cruising, day sailing and racing on the Florida west coast — use which would punish a boat more than a dozen seasons on Long Island Sound".

"I certainly am extremely pleased with the little ship. She is very stiff which is exactly what we need in Bermuda".



WINNERS - BE ONE

DRY

"The L-16's have more than lived up to every expectation. They are fast in light airs — yet can take it in a breeze and are driest of all the racing fleet up to the "Q's" in a chop or sea". (Chicago)

"No words match my impressions. Suffice to say I was thrilled. She handles with amazing ease, stands up to gusty blasts with the poise of a duchess." (Rochester)

"My L-16 is surpassing my expectations in every way". (New York)

SEAWORTHY

"Let us offer to supply any recommendations that might be asked concerning the seaworthiness of the L-16. I sailed our boat — in one of the worst blows of the summer — tide running one way — wind blowing the other — the waves swept right across the entire boat — two or three feet up into the mainsail. To my delight (she) just took them in her stride. The pounding had absolutely no effect on the hull". (Maine)

"— in Honolulu — sailing — is far from easy going — somewhat on the rugged side — in long races it has really taken a beating — I was very well pleased".

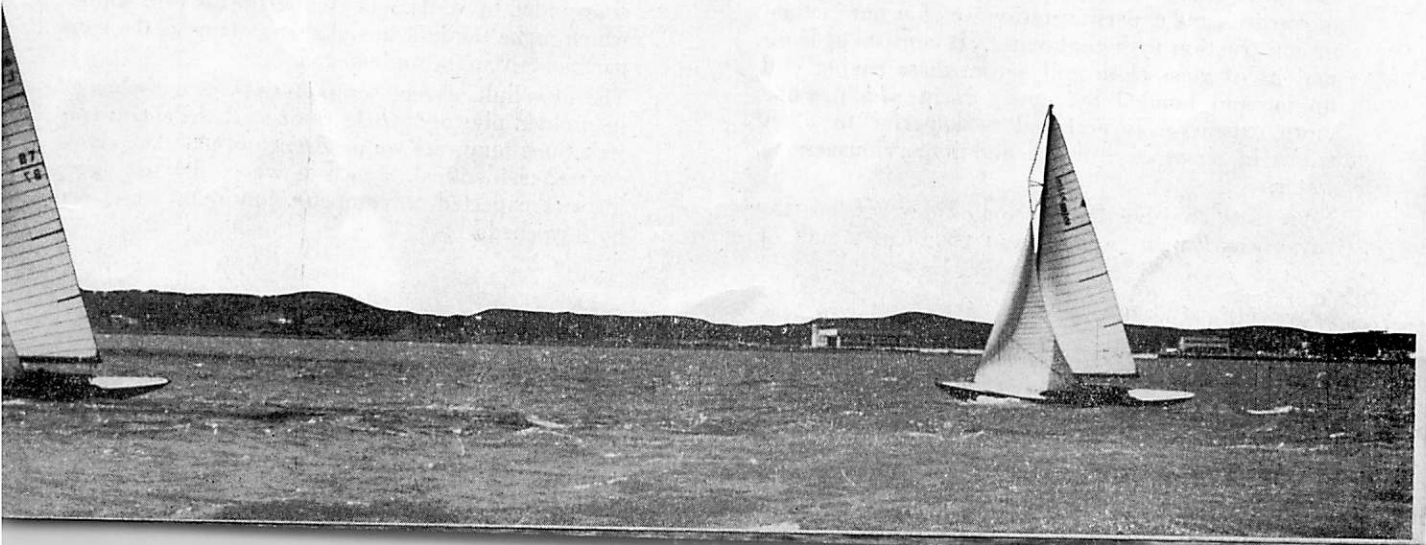
BEAUTIFUL

"— the boat is certainly a beauty and she handles very well". (Seattle)

"— we *are* thrilled —. She is a beautiful boat". (Detroit)

"You would have been mighty proud of your boat yesterday if you could have seen her sailing in a 30 mile breeze . . .". (Cleveland)

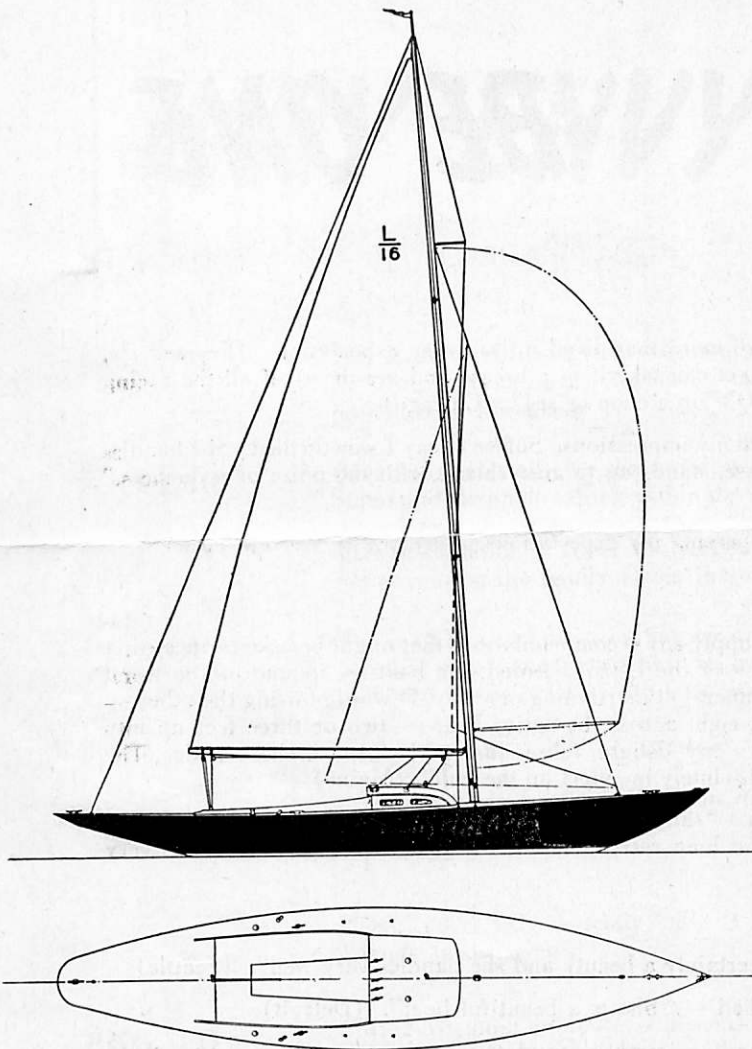
AND FROM A COVETOUS PROSPECT: For quite some time I have been meeting satisfied owners of L-16's. They like them, they swear by them, in any kind of weather — (consequently) — I find myself looking with covetous eyes toward the L-16.



L-16

SPECIFICATIONS

Molded fibreglass hull, deck, cabin top and coamings. Bronze fittings throughout. Spars; Sitka spruce. Rigging; Stainless steel. Ballast; 1,600 pounds lead on keel. Rudder and deadwood are wood.



DIMENSIONS

L.O.A. — 26'4" Beam — 5'9".

L.W.L. — 16'4" Draft — 4'.

Sail area — 207 sq. ft.

Displacement 3,200 lbs.

(All above same as
molded plywood hull)

PRICE

F.O.B. yard for standard boat
without sails.

GENERAL

Luders believes that for hulls of this size, fibreglass has come of age when properly laid up. After years of research and experimentation we offer our method of construction with confidence. It consists of laminations of glass cloth and woven glass roving laid up in, and bonded by, epoxy resin which, while more expensive is accepted as superior to other resins in terms of strength and imperviousness to water.

Fibreglass banishes the specter of dry rot and the ravages of worms forever and produces a hull of

great strength with minimum upkeep.

Safety, particularly where youngsters are concerned, is provided by watertight compartments fore and aft which make the hull unsinkable as long as the compartments remain undamaged.

The new hull, except for materials, is a replica of its molded plywood predecessor so that the two constructions may race on an even footing. The rig of course, is identical. In cases where the two types are not expected to compete aluminum masts can be furnished.

LUDERS MARINE CONSTRUCTION COMPANY
STAMFORD CONNECTICUT U. S. A.