

**IN THIS AGE OF THE MAKEOVER, WHY SHOULDN'T** an established builder like **Luhrs** opt for an image change? Generations of offshore fishermen have cut their first baits aboard boats from this company, but the brand has been lesser known for its cruising comforts. That rough-and-ready reputation is about to change. The new **35** Convertible is as much about designer fabrics and mood lighting in the cherry-paneled salon as it is about chunking for tuna.

The **35** has features designed for comfort and style, which I'll get to shortly, but it is in no way the first in a softer generation of **Luhrs** boats. It too is built with the features serious anglers demand, including a big, 84-square-foot cockpit with in-deck fish boxes, a 30-gallon transom live well with high-capacity pump and a bait-prep center with sink. **Luhrs** goes the extra yard by putting another live well at the bait-prep station, and it's located on centerline so water won't slop out easily.

Yet there's evidence of the boat's softer side in the cockpit. A wide, weather-protected stairway climbs up to the flybridge. There's no ladder to scale, nor is there a hatch at the top of a ladder to bang your noggin on.

The ever-practical builder also put a stowage area under the first step on the stairway, which, as it turns out, is a pleasant place from which to watch the wake.

On the flybridge the skipper has his own adjustable chair. Two more single seats are arranged just aft of the captain, so passengers can talk without distracting the driver, who will always run the boat from here since the **35** is offered with this one helm station. A forward bench seats two more passengers. The workmanship of the stainless-steel hardtop supports, which are made in-house, is very impressive. The hardtop itself is a strong, lightweight plastic instead of molded fiberglass; it's both attractive and practical as it creates less weight up top.

The new, updated style of this **Luhrs** is most evident in the cabin, which sleeps four in two staterooms. My favorite feature in the forward master is the island berth. I prefer this pedestal style over an angled type because it creates room on either side so the berth is easier to make up, and simpler to get in and out of.

The guest cabin has two single berths, plenty of stowage and a cedar-lined hanging locker. Across the companionway is one of the largest and best-designed

- NOT**
- 1 A 46-degree hull entry is good for wave-busting offshore while the 15-degree transom deadrise guarantees a stable ride.
  - 2 With many standards, including a genset, you can drive the **35** away for the base price.
  - 3 The engine room is unusually spacious. We like the extra battery compartment/stowage area under the cockpit.
  - 4 Battery support strips need beefing up to prevent excessive movement in seas.
  - 5 Why are there no grabrails in the salon?
  - 6 Hinges on the forward anchor locker hatch could be sturdier.
- NOT**



**INS AND OUTS:** There's Hynatic hydraulic steering and Glendinning electronic controls at the helm (left); the L-shaped galley is located up and integrated into the salon (above), where a settee converts to a berth.



heads I've seen on a 35-footer. The shower stall is made private with a sliding frosted-glass door and the vanity would be at home in a nice hotel.

I ran the 35 in the ICW inside the St. Augustine Inlet due to the first named gale of the season that was terrorizing the northern Florida coast with 12- to 15-foot seas. In the more open stretches of the waterway there were closely spaced three- and four-footers,

which the 35 handled quite well. The Hynautic hydraulic steering was flawless and the Glendinning electronic controls smooth. When she backed hard into wind and sea, no water came over the

transom or through the transom door, which wasn't surprising considering the doors' hefty, gasketed construction and positive-locking latch.

When I ran the boat on just one engine, the 35 turned quickly away from the dead prop, even when bucking wind and sea. That told me this boat has the power necessary to get home if an engine goes down. But run carefully on that single prop as there are no crossover cooling hoses from one dripless gland to the other. You'll have to ensure that the prop on the dead engine doesn't spin on the shaft.

Inshore and offshore, the new Luhrs 35 Convertible should handle whatever it encounters. As far as those amenities go, enjoy them while the wine is cooling and the fish are cooking. »

## LUHRS 35

### SPECIFICATIONS

BASE PRICE (W/TEST POWER)

\$405,623

LOA: 35'8"

BEAM: 14'6"

DRY WEIGHT: 23,500 lbs.

DRAFT: 3'0"

WATER: 100 gals.

FUEL: 400 gals.

TEST POWER: 2x180-hp Yan-

mar 6073A-DTH diesel inboard/s.

### PERFORMANCE

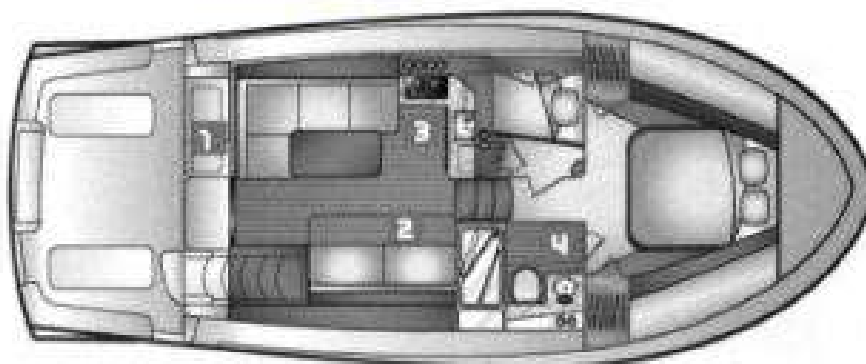
RPM	KNOTS	GPH	CG-A
900	6.9	19	74
1000	8.4	17	79
1500	17	49	80
2000	18.7	63	81
2300	22.0	80	82
2400	23.5	210	83
2700	25.6	25.5	85
3000	28.4	34.2	87
3200	30.7	38.7	88
3600	33.6	42.3	89

Speeds measured by GPS in the ICW off St. Augustine, Fla., in 25-mph winds and a four-foot chop with three people aboard, 3/4 fuel and no water. Sound levels were measured at the helm in dB-A.

Luhrs Corp.

www.luhrs.com

## PLAN LAYOUT LUHRS 35



**1** One section of the bait-prep station is covered with a cold plate that will keep bait fresh until it's ready to be used. **2** In the salon, an Ultraleather settee pulls out to sleep two. **3** The practical, L-shaped galley with Corian counter is designed to be used under way. **4** The oversized head compartment can be accessed from the master stateroom forward or from the guest room across the companionway.