



LUHRS 41 CONVERTIBLE

BUILT TO FISH OFFSHORE

MY FIRST OUTING ON A LUHRS WAS TO BE ON THE 41
CONVERTIBLE AND I WAS NOT DISAPPOINTED IN THE LEAST.



Unfortunately, time did not permit a trip out into the Gulf and we remained in the Inter Coastal Waterways for the duration of our run, attempting to find something a little more testing than a wake, but failing miserably in the glorious conditions that prevailed. Failing a good test of the 41's sea keeping abilities, I settled for a good look at what she offered instead.

The transom, as would be expected on a serious fishing vessel, is well kitted out for the purpose. There are two moulded fish wells with macerators built into the deck. The live well has a 37 gallon capacity and its own high capacity pump. The prep centre has a sink, freezer and bait tank, as well as a spray hose, cutting board, pressurised water and tackle drawers. Fender storage is provided in the coamings. There are four rod holders and lazarette rod storage. An aluminium plate is bonded into the sole for the installation of a fighting chair. Space abounds and it wasn't hard to see how, with nearly 9sqm, there'd still be room for others to move about if a fish was on. Access to the engine room is via a raised step that leads to the cockpit, with good all-round access to the engines and very easy access to the batteries. Access to the flybridge is by way of a set of external stairs.

Upon entering the saloon, one evolves from the world of fishing to the world of stylish cruising. The warm tones of wood are soothing, underfoot in the form of teak, with cherry hardwoods and veneers in the cabinetry and wall linings. Cedar louvre blinds blend in beautifully at the windows. Tinted mirror to the front of the galley's serving counter, rather than another flash of wood, creates the illusion of more depth and is a very elegant touch. The UltraLeather upholstered built in L-shaped lounge curves around the dining table. The seating is plush, and electronically opens to



convert to a double berth. Opposite the dining area are two barrel chairs as well as a handy wine storage cabinet. A neat addition is a pull out shelf on which to place a laptop, complete with internet connection and a power point. The main switchboard is concealed behind doors directly to portside as you enter the saloon. The Bose entertainment unit has its own cabinet, comprising a stereo, CD and DVD. A hidden 17" flatscreen TV is standard, with the option to upgrade to a 22". Air-conditioning vents indirectly above the top line of cabinets and is thus soft, yet very effective.

The open-plan style of the saloon has the galley on the same level, keeping the chef in constant contact with those onboard.



Corian benchtops provide ample work space and clean up is a breeze with the double stainless steel sink. Standard appliances include a microwave/convection oven and a coffeemaker fitted into a cabinet above the flush-mounted 3-burner stove. A stainless steel hood above extracts smoke and cooking smells. Cabinetry below the counter tops provides good storage and again the craftsmanship is exemplary. Tucked neatly away are three self-draining bins and separate fridge/freezer drawers. Lots of power points above the benchtops will cope with a variety of appliances like a toaster and kettle.

The four steps leading down to the accommodation zone raise on gas struts to reveal the Cruiseair air-conditioning unit and is also where you'll find the optional central vacuum. As you move forward, the head is immediately to port, with a guest room to starboard and master cabin forward. The head is accessible from both the companionway and directly from the master cabin,

thereby acting as an ensuite. A Corian countertop holds the basin and curves around the back of the toilet providing a handy ledge. The mirrored cabinet above the basin has a surround of wood, and further wood is found in the beautiful lines of the curved cabinet below. The shower area is tucked behind a glass screen with sliding door. This glass has been tinted and is, in my opinion, what should be a standard on all craft that only have one head. It provides a level of privacy to the bather in order that the toilet or basin could still be utilised by another person. The shower itself is spacious, with a bench seat tucked neatly to one side.

The guest cabin boasts a double bed with innerspring mattress, a large cedar-lined hanging locker, drawers beneath the bed, cabinets overhead and a bedside cabinet. Reading lights above the bed are in addition to the main recessed lighting. There is an optional flat screen television at the foot of the bed. In the main cabin, the queen island berth, again with innerspring mattress, sits centre stage. There are a good quantity of overhead lockers on both sides, as well as cedar-lined hanging and underbed storage which is accessed by raising the bed. The bedding is designer and includes a bedspread and pillow shams. Directional reading lights above the bed, a handy shelf that runs the length of the cabin on both sides, plush carpeting, and an overhead hatch with privacy and fly screen complete the picture.

Venturing back outside, I made my way to the flybridge via the

moulded stairway. Views from here are 360° with the clears providing fantastic shelter from wind and spray. The hardtop with spreaders provides good sun protection and the clears can be completely unzipped when required, leaving the entire area open to any breezes on a hot day. There's a huge locker for at least ten rods to fore, and a Corian table folds away when not needed. L-shaped seating provides storage both beneath the seat and behind the backrest. The helm has space for a good selection of electronics – Luhrs offer a range of packages when it comes to extras such as the VHF, GPS, multi-function displays, satellite receivers and the like. In terms of seating, the Murray Captain's chair can be accompanied either by a helm chair or helm bench. There also a jump seat on the portside. Outdoor speakers and lighting, as well as six rocket launchers finish off a well-rounded flybridge area. We had the clears up during our test and it was easy enough to make a cellphone call, such was the low noise emission from the vessel's engines.

The 41 Convertible has twin Cummins QSM-11 535hp as her powerhouse, with further options to up the horsepower to 635. With standard power onboard, she rose onto the plane very fast. With the sea flat and wind averaging 5 knots, the conditions certainly weren't testing at all. We flicked backwards and forwards through our own wake, and the flared Carolina-style bow ensured the transom remained dry. Hanging hard onto the wheel proved she could certainly turn about with ease. With the engines at full revs, I wandered into the main saloon and closed the sliding door – peace ... just a low rumble was audible and normal conversation levels sufficed. Vibration levels throughout the vessel were minimal.

Attention to detail is evident no matter where you cast your eye, from the craftsmanship that has gone into the cabinetry and finishing touches such as the designer window treatments, to the Baltek-cored

hull sides and deck and the moulded one-piece solid fibreglass hull bottom. Luhrs has invested heavily in both their facilities and their equipment. The introduction of CAD/CAM software and computerised mill routers enables moulds and patterns to be cut with precision. The in-house fabrication of metal rail systems and supporting metal structures ensures that only the best quality stainless steel or anodised aluminium is utilised. From cockpit arches to full tuna towers, precise jiggling makes each piece an exact fit.

Luhrs have an unwritten policy of not following trends, but setting them. Henry Luhrs was considered a pioneer when it came to production lines and affordability, and his sons and their design teams have continued his tradition. The Luhrs 41 is no exception. A serious boat for serious fishermen, yet capable of satisfying the demands of guests who simply want to cruise in style. Strong, good looking and a good ride, all in one streamlined package.

With thanks to Ken, Brad and Reid at Luhrs. For further information visit www.luhrs.com.

