

Lund 186 Pro Sport GL (2010-)

Brief Summary

There are a lot of things that be made in fiberglass that just can't be economically made from sheet aluminum. For that reason, several years ago Lund began building a multi-specie boats out of fiberglass, yet was still able to keep them relatively light. Today, we take a look at the 2010 model 186 Pro Sport GL equipped with an outboard engine, DF, trolling motor and trailer, that is selling at a package MSRP of \$29,995 – the same price as in 2009! Let's hear it for Lund for holding prices level.

Price

Base Price \$29995.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Specifications

Length Overall	18' 6" / 5.64 m
BEAM	98" 2.49 m
Dry Weight	1,750 lbs. 793.8 kg
Tested Weight	
Draft	N/A
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	N/A

Max Headroom	open
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	40 gal. 151 L
Water Capacity	none
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	

Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

Lund 186 Pro Sport GL

Several years ago Lund started building in fiberglass to appeal to multi-specie fishermen who want to move up.

Lund's new 186 Pro Sport GL package includes a Mercury 150XL EFI 2-stroke engine, a Lowrance X52 fish locator, a MotorGuide bow mounted trolling motor, and a bunk trailer with a swing tongue built specifically to for the 186 GL. The boat comes standard with everything you need to go fishing except, fuel, fishing gear and bait.

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The 186 is wide for the length which means added stability.

Important Considerations

The 186 Pro Sport GL comes standard with three pedestal chairs, any of which can be moved into mounting sockets located in six places around the boat, including the bow and stern platforms. This makes a long day of fishing comfortable. If you have ever had the pleasure of having to stand up all day, then you will appreciate these moveable seats.

The 186 Pro Sport GL has a slightly higher freeboard forward than many bass boats and that is good news for anglers who are planning on fishing in lakes with a long fetch where it can get rough and wet. A second design aspect of the Lund 186 is the higher than normal windscreen. This is also a “spray screen” was well, and you will be happy to have it and be able to stay dry when you have to punch into some snotty stuff getting home.

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Bow casting platform has plenty of storage.

Why Fiberglass?

Remember, this is a fiberglass Lund. There are several reasons why you don't see many fiberglass multi-specie boats, and foremost among those is weight. Traditional fiberglass construction by its very nature is thick and heavy. Fiberglass is also easily scratched. Fiberglass boats are more expensive to build, having said that, there are a lot of advantages to fiberglass. First, it can be made in nearly any shape, unlike rolled aluminum plate. As a result the entry, bottom shapes, chine, strakes, and topsides can all be easily made in shapes that will optimize both performance and appearance.

Second, it is far easier to install a complex interior because inner fiberglass structures can be easily bonded to the hull. Thirdly, it's colored gel coat holds color better than does paint on aluminum. Fourth, the most popular bass boats are fiberglass, and this has gotten freshwater multi-specie anglers wondering why they couldn't have a fiberglass boat, too.

For all of these reasons and others, there were enough freshwater multi-specie anglers asking Lund to make a fiberglass boat, that they decided to break with 60 years of tradition, and make them. Lund now builds five fiberglass models on three different hulls.

How Much Heavier?

So, the question begs, how much more does the Lund Pro Sport GL weigh than a comparable aluminum boat? The answer is that in class – same length and comparable amenities – the 186 Pro Sport is from 400 to 500 lbs. (181.81 kgs. to 227.27 kgs.) heavier. However, please note that among the boats we compared, the Lund was anywhere from 3” to 10” wider! This extra width, means extra weight. An aluminum boat with a 98” beam – with the added interior structures that would come with extra beam -- might easily weigh another 200 lbs. (90.90 kgs.), meaning the total weight difference is not that great – something on the order of 10%-

15% heavier.

We do not think an extra 200 lbs. is going to make that much difference in a person's buying decision, as the biggest issue is the capacity of the tow vehicle. Other considerations, such as scratching the boat's bottom on gravel and rocks when beaching the boat will probably be more of a determining factor for most people.

Then, there is cost. At \$30k for the package with 150-hp engine, you can compare that number to aluminum boats yourself.

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This is the 16 gal. livewell. There is also a 12 gallon one forward.

Stability is Very Important

There is nothing more important in a small boat than stability. More deaths by drowning caused by capsized boats under 20' (6.15 m) occur each year in the U.S. than from any other single reason. With a 98" or 8'2" (2.51 m) beam you are going to have more stability than other boats this size with only a 90" or 7'6" (2.30 m) beam. The beam at the chine is 82-1/2" (2.11 m), and again this will be greater than most other boats in class.

Further, the bottom is not a deep-V, and has a reverse chine, and these two elements, plus the added weight, also add to stability. All of these elements of design stability pay off when it is rough and you have two or three big men moving around the boat.

Max Horses

The max rated horsepower for this boat is 150-hp which is plenty for a 1750-lb. (795.49 kg.) boat. The package price of \$29,995 includes a Mercury 150XL EFI 2-stroke outboard. Since Brunswick owns both Mercury and Lund, black power is your only engine option for the package boat. However, the boat can be purchased separately.

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The helm has basic instruments and room for a fish finder.

Like all boats sold in the U.S. under 20' that have outboard engines over 2-hp, the Lund 186 Pro Sport GL is filled with enough foam under the deck to keep the boat floating level with the outboard attached, if it is swamped.

The Lund Story

In 1948 G. Howard Lund built his first aluminum duck boat in New York Mills, MN. It took him about a week to build it. The boat was on top of the family car along highway 10, and this unintentional advertising brought a boat salesman from Inland Marine Corporation to his doorstep. He inquired where he could get a boat like that. Howard explained that he had built it himself, and that he was willing to build more. The salesman put in an order for 50 boats, and with that Lund America was created.

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There is lockable rod storage in the cockpit sole.

The business started with three employees in his garage, and a year later he had moved to a new building, and hired 15 employees. Since then the company has expanded to take up 29 acres, and employ over 500 people.

Several years ago Brunswick bought the company from Genmar. Recently it has consolidated the construction of Lowe and Crestliner aluminum boats in the Lund plant in New York Mills, MN. As a result the three brands are able to reap efficiencies in production, inventory, and other aspects of boat building. Going forward, this should allow these three brands to be priced quite competitively.

Because the Lund name has been around longer than most any other aluminum fishing boat builder it is not surprising to find Lund boats all over North America and as far north as the most northerly Inuit villages on Ellesmere Island and on Greenland. Fish camps across Canada have long used Lund products. As a result of all of this, the resale value of Lund boats is relatively strong. Like a lot of well-made products, for many people, Lund's chief competition is simply a used Lund.

Recommendation

Will the great reputation and user satisfaction that has followed Lund's aluminum boats rub off on its fiberglass boats as well? Frankly, it is too soon to know for sure. But so far, so good. Last year another multi-specie fiberglass boat brand entered the market so our guess is that fiberglass is here to stay in multi-species boats just as it is in bass boats. Lund boats are probably the most expensive boats in class, but each one of the elements mentioned above, and others not mentioned, contribute to the quality, safety, utility, and reliability of Lund's products. As someone once said, "You get what you pay for."