

Introducing The New

JAGUAR 21 C/R



JAGUAR



Backstay tensioner for windward sailing performance

Stainless steel stanchions and bases. Strengthening buttresses for fastening tackle on bases

Anodised aluminium mast and boom by Z Spars

Stainless steel mast hinging tabernacle designed for raising and lowering the mast single handed

Forward well recessed 12" below deck level to allow for ease of sail changing and picking up mooring buoy's.

Stainless steel pushpits for cockpit safety

Top quality marine alloy Enkes winches

Protective hoop for navigation light

Advanced hull and deck chemical bonding, guaranteeing 100% water tight and joint integrity.

Stainless steel pushpits giving extra safety in open water sailing

Stainless steel pulpit providing security whilst standing in forward well

Anodised aluminium fore-hatch with protection bars. Clear plexiglass enables maximum light in forecabin.

Main/jib halyard and boom vang, lead direct to cockpit for ease of handling and for single handlers

Spacious 'honeymooners' forecabin, with head compartment. Fabric coverings to all cushions.

One piece complete interior module providing fully lined dry lockers in the cabin 4 cockpit

12" wide side decks allowing good access forward

Galley unit complete with water tank and pump, sink and 2 burner cooker

Fully retractable lifting rudder in anodised aluminium box with locking pin for variable setting

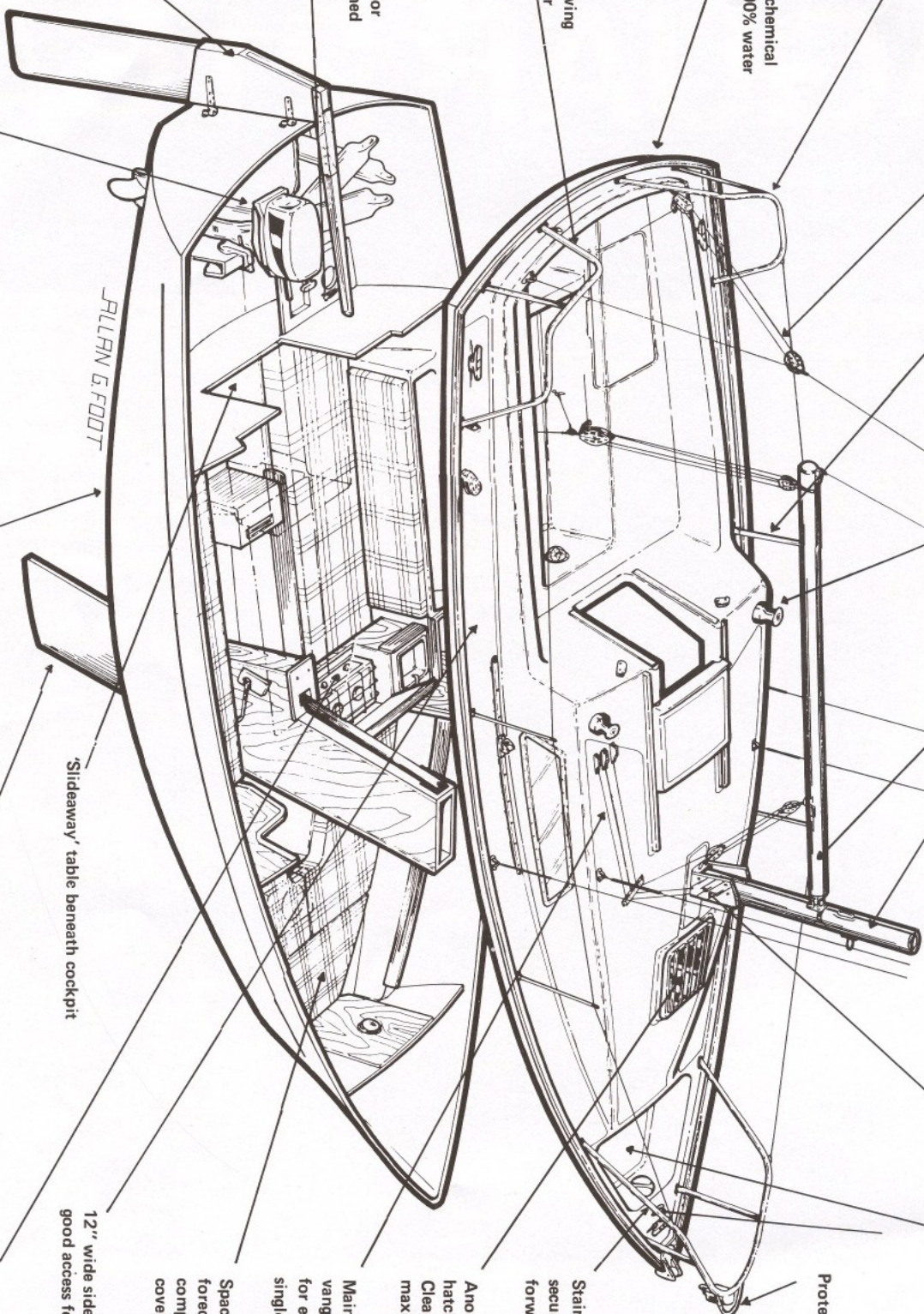
Built in outboard well for convenience of handling. Cockpit self drains also seats. Rec. motors 4hp - 6hp from Mariner, Yamaha, Tohatsu etc.

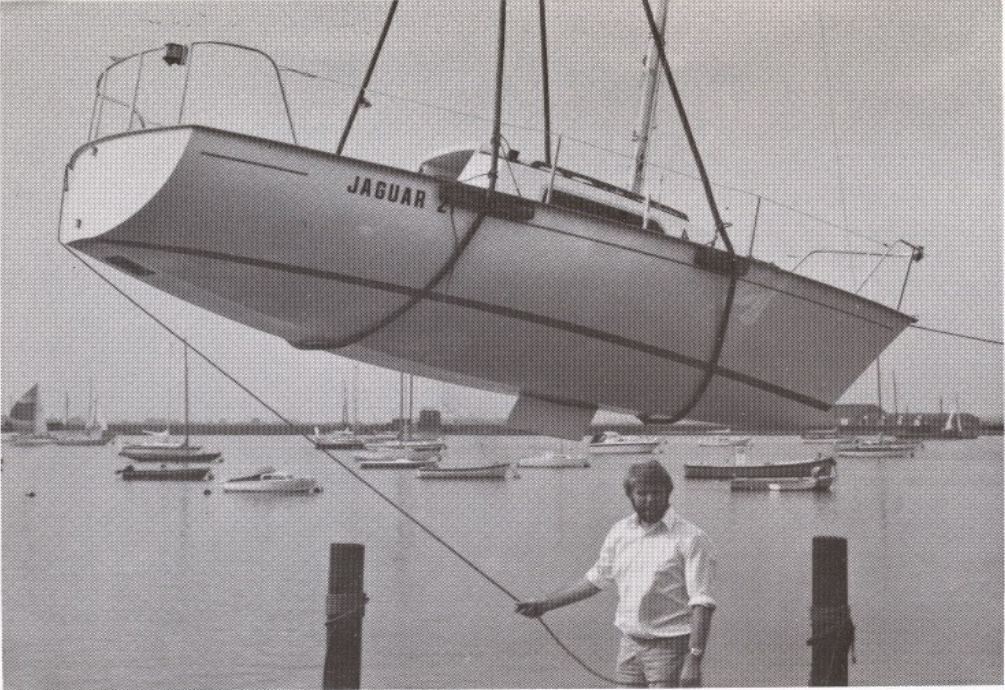
Low drag coefficient underbody with centre flat bottom, ideal for beaching and downwind planing performance.

Fully retractable and variable fin keel (Pat. appl. for) providing 4'0" draft when down and 10" draft retracted

'Slideaway' table beneath cockpit

J/ALLEN 6 FOOT





Design Highlights

Advanced grp engineering techniques provide genuine value for money

Comfort for four both above and below decks

Exciting performance on hand for trophy hunters

Flattened centre area ensures excellent off wind planing ability

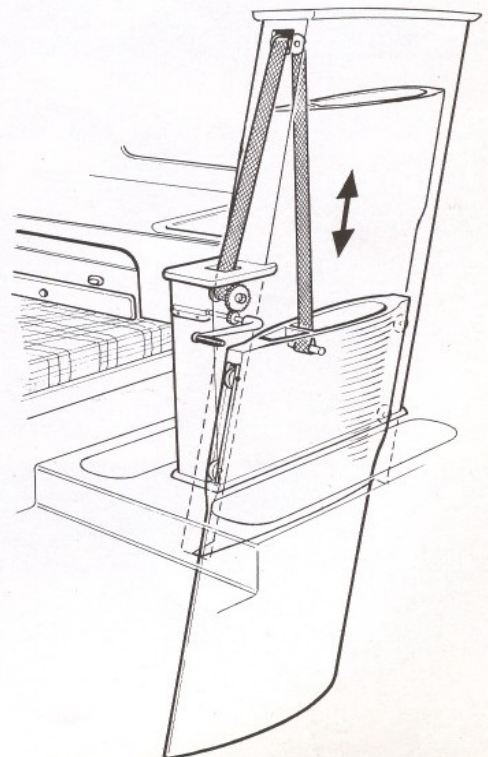
Design and construction integrity to provide a safe and very sound sailing craft

Small car trailerability due to weight being below 2600lbs

Can be launched in 10" depth of water

Low drag coefficient design

Retracting keel offers superior windward performance against swing keel designs



JAGUAR – A Fast new breed from an Old Stable....

It is hard to admit but we could have made the 1985 model Jaguar 21 a little quicker . . . But — the majority of our owners buy the yacht for it's superior performance **coupled** to 'cruisability'. The Jaguar 21 must surely represent the *ultimate* in speed with comfort afloat.

How do we achieve this? For example, since the fuel crisis car makers have discovered what the yacht designers have known for years — the need for a low coefficient of drag or CD factor i.e. the ability to slip through the air with the minimum of drag or resistance. We have **also** had to slip through the waters with minimal drag so have had to handle two differing environments. For example, we have 5'0 headroom under the main hatch — reducing the cabin headroom to say 4'0 i.e. minimal sitting headroom would have gained us about 5% on the wind or around 0.2 knots. We maintained our headroom and gained more than the 0.2 knots by the drag efficient superstructure.

Firstly — study the above waterline exposed feature of the Jaguar 21 — you will immediately be aware of the very slippery shape that really offers little wind resistance then note the underbody shape — how the design increases it's waterline at the optimum full speed angle of 16° by about 10%. 30% of races are won when 'running' — the Jaguar 21 has the absolute minimum of wetted (drag) surface and has planed at 10 knots. Laser and Hobie owners will appreciate this important factor.

One can evaluate space and comfort in yachts as it is there to be seen. Performance is vital *even to a non racing owner* as it means that many aspects are built into your craft that are missed out by the average non performance craft builder. The integrity of construction is essential to permit hard windward work, fittings, sails, rigging has to be that more efficient and take more stress. The builder of the performance yacht must ensure the durability of all components in the same way that car racing breeds better domestic options and performance.

The Jaguar 21 represents advanced design and manufacturing ideas — it also represents excellent value for money when you consider the experience, equipment and construction that are incorporated.

Even if you are buying the Jaguar 21 just to have fun in at weekends etc., isn't it reassuring to know that your yacht has the ability to take unexpected and tough conditions at sea and to do so with panache and safety.

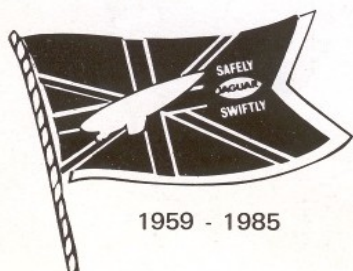
'*Safely and Swiftly*' have always been in our corporate logo and your investment is secure with that philosophy.

Finally

For your guidance our company was established in 1959 and over the years we have delivered more than 6,000 yachts. Our operation in North America is being supported by a company controlled depot in Florida with a dealer network ensuring craft service/spares back up with minimal delay to our clients.

A 4 berth lifting keel design by John Mullins.

LOA	6.50m (21' 4½")	Displacement	1140kg (2550lbs)
LWL	5.14m (16' 10½")	Keel	250kg (550lbs)
WL Beam	1.80m (6' 0")	Internal Ballast	114kg (230lbs)
Beam	2.49m (8' 2")	Sail Area	19.50sq.m. (200sq.ft.)
Draft - Keel up	0.25m (0' 10")	Height of mast above deck	8.55m (28' 0")
Keel down	1.20m (4' 0")	Genoa	12.00sq.m. (130sq. ft.)
Headroom under main hatch	1.50m (5' 0")	Spinnaker	25.3sq.m. (275sq. ft.)



JAGUAR YACHTS

(Florida Sail America Inc.)

P.O. Box 1068

Punta Gorda, FL. 33950

Telephone: (813) 625 - 9570 / (813) 629 - 4996

JAGUAR YACHTS U.S.A.
BOX 1068
PUNTA GORDA FL 33950
(813) 629-4996/425-9570