



Southwind 21

Compact Cruiser/Racer

Sailing is on the upswing, and there's no more practical cruising sloop than Luger's compactly designed *Southwind 21*. All the comfort, convenience and quality of larger, more costly sailing yachts are integrated into this 21-foot all-fiberglass sloop. (*Southwind* qualifies for M.O.R.C. racing.)

Southwind is trailerable and is launched at any runabout ramp. You're free to explore new boating horizons everytime you go out. *Southwind's* swing keel rides up and over underwater obstructions and retracts for beaching and trailering.

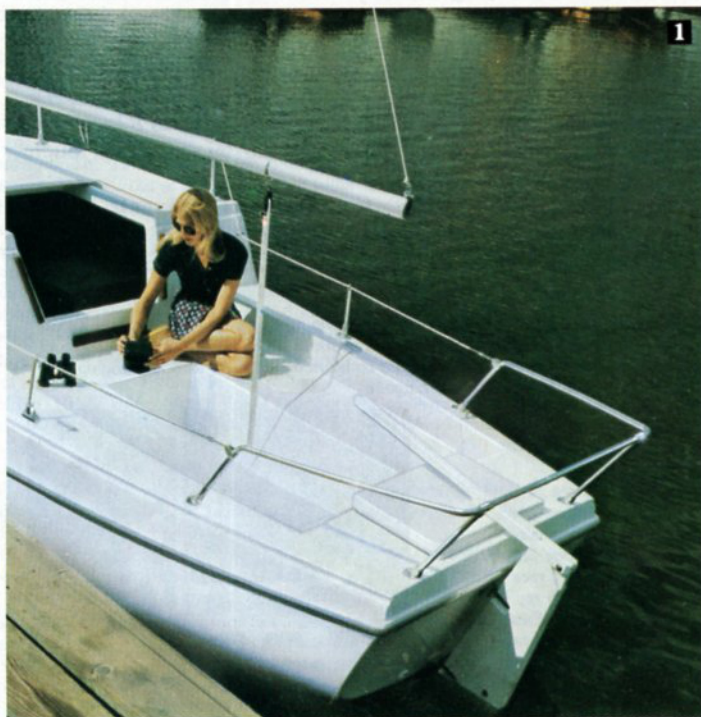
Rigging your *Southwind* is easy and fast. Two persons easily raise or lower the 30-lb. mast in just minutes. With Luger's Mast Raising-Lowering System, the mast is easily set by one person. The base of the mast is held securely in a hinged tabernacle fitting. Waves from wind or a passing boat are of no concern because the mast cannot sway from side to side.

Southwind's cabin interior utilizes the full width of her broad hull. Quarterberths and the V-berth provide comfortable sleeping for four, and the handy galley and dinette provide the type of sailing convenience you want.

The "Luger Concept" of boat completion makes owning the *Southwind* easier than you might think. You buy your *Southwind* factory-direct, saving the usual dealer/middleman mark-up of 25-35 percent. Because you perform the easy completion steps, you also save the high cost of factory labor and overhead involved in these operations.

Anyone with average do-it-yourself ability, using ordinary household hand tools, can complete the *Southwind* in surprisingly short time. Profusely illustrated with easily understood pictorial line drawings, the *Southwind* completion manual is written in nontechnical language. No previous boating or boat assembly experience is required to complete your *Southwind* as professionally as a marine factory assembler.

Your completed *Southwind* has the same high quality as factory-finished vessels priced at twice *Southwind's* cost. And, there's the Luger plus — you can proudly point to your *Southwind 21* and say, "And I built her myself."



Southwind's self-bailing cockpit (1) has chair-height seating with comfortable molded-in backrests. Rain and spray are automatically drained overboard through scuppers in the molded fiberglass footwell. *Southwind's* outboard rudder means more freedom of movement in the cockpit where there's roomy seating for six or more. All lines for controlling main and jib sails are led to the cockpit for easy, single-handed sailing.

Like *Southwind's* cabin top and forward deck, all surfaces in the cockpit used for sitting, standing or walking have molded-in, nonskid surfaces. Sliding, molded fiberglass, cabin entry hatch (2), like the forward deck hatch, provides excellent ventilation and seals below-decks from the elements. Lazarette storage compartment (3) locks securely and is ideal for storing auxiliary outboard fuel tank, anchor and other gear.

**For Additional Information —
Answers To Questions About Any Luger Model
— Write/Call Luger Headquarters**

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Quality Construction – Inside and Out



Because Southwind's cabin (1) utilizes the full width of the hull, you get the comfort and convenience you'd expect only in a much larger craft. Southwind sleeps four — two on the V-berth, one on the starboard quarterberth (2) and one on the portside quarterberth formed by lowering the convertible dinette. The chair-height quarterberths have full sitting headroom and make a cozy conversation area when admirers come aboard to inspect your Southwind.

Southwind has plenty of storage space under the cockpit, the quarterberths, the V-berth and in the galley and forepeak locker. The optional marine toilet installs under the V-berth.

Pride of accomplishment. It's a little something extra you get with a Luger boat — the special feeling of knowing you completed your Southwind with your own two hands. Remember, Luger does all the difficult designing, engineering and precision fiberglass molding. You do the easy-for-anyone completion steps.

When you take delivery of your Southwind at the Luger manufacturing/warehousing facility near you, the hull and superstructure are already joined by stainless steel bolts at 4-foot intervals. You install the remaining bolts and then seal the hull-superstructure joint permanently with fiberglass bonding material supplied by Luger. All bonding is done inside the boat where it's completely concealed.

You then complete the cabin interior using Luger supplied precut and preformed component parts for bunks, dinette, galley and quarterberth. After installation of the rudder and swing keel, deck hardware, mast and boom, you're ready for adventure on the open water.

The all-fiberglass hull and superstructure of your Southwind are manufactured using the same **hand-crafted lay-up** and the same materials used by manufacturers of other high quality (but more costly) factory-finished fiberglass boats. Your Southwind's hull is **rigidly reinforced** with factory molded-in longitudinal and transverse reinforcing members which maintain correct hull shape during storage, transport and completion. The Southwind superstructure is rigidly reinforced with factory installed end grain balsa in the cabin top, the forward deck and the cockpit seats and footwell.

Only **quality materials** are used in the Luger Southwind. All fasteners are stainless steel bolts or screws. No nails, pop-rivets or staples in your quality Southwind. All deck hardware is stainless steel or anodized aluminum and aluminum castings (such as those at the head of the mast and at the ends of the boom) are ALMAG 35 — a high quality, corrosion-resistant alloy specifically developed for conditions of high stress. The mast and boom are extruded from high quality 6063-T5 aluminum alloy, widely accepted as the ideal alloy for sailboat spars.

Your Southwind is designed for safe, secure sailing. She is as **stiff and resistant to heeling** as many boats with broader beams and more ballast. The secret lies in Southwind design — a broad hull with a slightly turned bilge and a broad transom stern. Stiffness is further increased by Southwind's optional swing keel which places external ballast low in the water where it does the most good. Southwind's **self-righting design** means she immediately returns to a level and upright position — even if knocked down flat by extremely rough conditions.

When the wind pipes up, **roller reefing of the mainsail**, a standard Southwind feature, enables you to reduce sail quickly and safely.

Join the Southwind Fleet



— R.J.M., Dearborn Heights, Mich.

I enjoy sailing my 21-foot on local lakes and camping and sailing on Kentucky Lake and Lake Michigan. This is one of the few boats under 23 feet that will allow you to sit up on the V-bunks or use the hull sides as a comfortable backrest without banging your head. As a custom boat she is a bargain!

— C.L.B., Terre Haute, Ind.

In this fall's series of West Shore Sail Club Races on Lake Erie — under "performance handicap" rules — I finished ahead of a Monterey 24, an O'Day 22 and one of the Gramplan 23's in every race on an actual finish position basis. With my 21-foot Luger, I was able to beat a Santana 22, a Seafarer 24, a Clipper 21 and two other Gramplan 23's at least half the time.



Southwind 21

Specifications

Length: Gunwale, 21'; Centerline, 20'; Waterline, 17'6". **Beam:** (Width) 84". **Draft:** With swing keel up, 22"; Fully down, 61". **Ballast:** 440 lbs. of which 150 lbs. is installed in swing keel during completion using inexpensive, locally obtained scrap lead. **Weight:** Completed boat, ready to sail, 1850 lbs. **Sail Area:** Mainsail, 134 sq. ft.; Working Jib, 66 sq. ft.; Total 200 sq. ft.; Genoa Jib, 102 sq. ft. **Headroom:** Max. in cabin, 56"; Above quarterberths, 39"; Above V-berth, 33". Cockpit seat to boom, 42"; Cockpit footwell to boom, 54". **Bridge Clearance:** Height from waterline to top of mast, 28'.

Mast and Boom, Standing Rigging: Mast and boom are extruded, anodized aluminum alloy 6063-T5, widely accepted as the ideal alloy for sailboat spars. Mast and boom retain their "like new" finish indefinitely even under conditions of severe exposure to salt water. Mast has hinged tabernacle base fitting and is equipped with topping lift and molded-in slot for bolt rope of sail. Aluminum castings are ALMAG 35, a high quality, corrosion-resistant alloy specially developed for conditions of high stress. Boom is equipped with roller reefing to reduce sail area quickly and safely. Mechanism unlocks by pulling the boom away from the mast. Boom is rotated and the sail wraps around the boom like a window shade. Releasing boom locks it back in place — no tools required. Shrouds and forestay are 1 x 19 stainless steel and are furnished to exact length and ready for installation with stainless steel tangs, thimbles and tensioning hardware factory assembled to their ends. **Mast length: 24'5". Boom Length: 10'10"**

Completion Time: 40-50 hours. **Color:** Molded fiberglass hull, superstructure, hatches furnished in standard white only. **Hardware:** All blocks and pulleys, trailer towing eye and deck cleats are stainless steel. **Fasteners:** All fasteners are stainless steel bolts or screws. No nails, pop-rivets or staples used. **Flotation:** May be installed in *Southwind* by owners who feel more secure with its presence. The required material is readily available at most lumberyards and building supply centers where expanded polystyrene and other closed cell, rigid foams are sold for insulation. Available in a variety of shapes and sizes, it is inexpensive and easily cut to fit under bunks and cockpit. Complete information on proper material to obtain, where to place it and how much is required is included in the *Southwind* completion manual.

(In larger sailboats like the *Southwind* which are stable and self-righting, have self-bailing cockpits and water-tight hatches, flotation is seldom used because it takes space otherwise needed for storage. Flotation is not a substitute for insurance.)

Swing Keel and Rudder: *Southwind* operates with her swing keel fully up, fully down or at any intermediate position. Your *Southwind's* rudder can be assembled to "tip-up", so like the swing keel, it rides up and over underwater obstructions. The rudder's "tip-up" locking mechanism automatically releases to prevent damage to the rudder or hull. All metal parts used in the rudder system including tiller straps, gudgeons, pintles, bolts and nuts are stainless steel. The tiller is oak, and the rudder stock and blade are laminated wood.

Swing Keel System: Rides up and over underwater obstructions and retracts for trailer transport and beaching. The swing keel has a fixed stainless steel mount bolted permanently to the hull and a lead ballasted, molded fiberglass swing keel. The keel is raised and lowered with a "safety-brake" winch that's easily operated by a small child.

The *Southwind's* swing keel system places the 3/4" diam. stainless steel pivot pin in the fixed mount (not molded into the fiberglass hull as in some boats) where wear of the pivot pin can never cause leakage into the hull. Stresses placed on the pivot pin are absorbed by the stainless steel mount — not directly in the fiberglass hull.

The mount is bolted to the hull with 1/2" diam. stainless steel bolts and the entire area surrounding the swing keel is rigidly reinforced with transverse and longitudinal molded-in reinforcing members to transmit forces on the keel throughout a wide area of the boat's hull. The mounting bolts and the reinforcing system are concealed in the bilge space beneath the cabin flooring and the marine sealant supplied eliminates any possibility of leakage.

The "safety-brake" winch used to raise and lower the swing keel is tucked under the cabin entrance. Here it's out of the way and yet within easy reach for convenient operation. The winch positions the swing keel at any location between fully retracted and fully lowered. Where desired, the swing keel can be converted to a fixed keel by bolting the swinging member permanently in place. Instructions provided explain this modification.

The swing keel is ballasted using scrap lead available at low cost from local scrap metal dealers or other local sources. Instructions include complete information on recommended sources of supply and installation procedure.

Auxiliary Power Recommendations: Outboard power is ideal for the *Southwind* because of low cost, easy installation and readily available service. Luger recommends the use of No. 10102 Hi-Lo Motor Mount accessory for auxiliary outboard power. This mount raises the motor clear of the water when it's not in use, eliminating drag when under sail and exposure to salt water. Outboards with long shaft (20") are preferred, however, short shaft (15") are acceptable.

4-6 HP motors are recommended for maneuvering in harbors, docking, or approaching mooring, or trailer and for medium range cruising under power in moderate wind and current conditions. Speed: 5-6 mph.

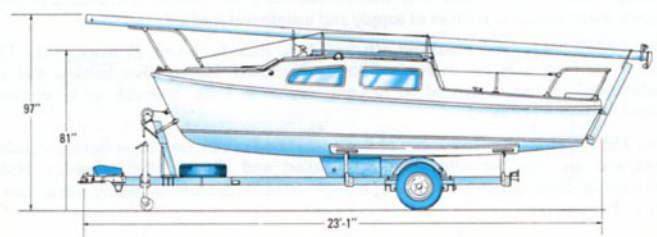
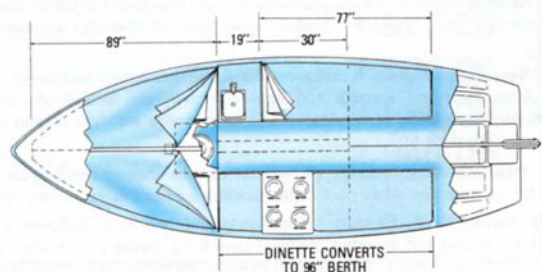
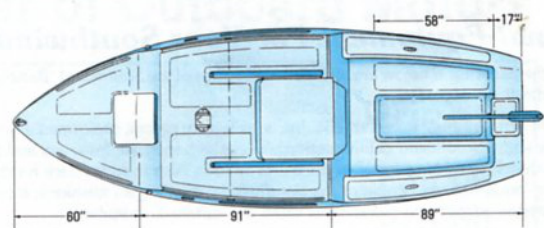
7-10 HP motors are recommended for strong wind and current conditions and extensive cruising under power. Best size for all around use. Speed 7-9 mph.

12 HP not recommended as maximum hull speed attained with 10 HP.

Hull-Superstructure Reinforcing: *Southwind's* hull is longitudinally and transversely reinforced. Solid 3/4" marine plywood reinforcing members extend from the transom to the V-berth, keeping the hull in correct alignment during transport, completion and storage. All reinforcing members are concealed from view in the completed boat by cabin interior accommodations.

The *Southwind's* factory molded, one-piece, superstructure is rigidly reinforced with end grain balsa in all areas used for sitting, standing or walking. The deck and cabin top have additional reinforcement in all areas where deck hardware, life line stanchions, railings and other equipment are thru-bolted.

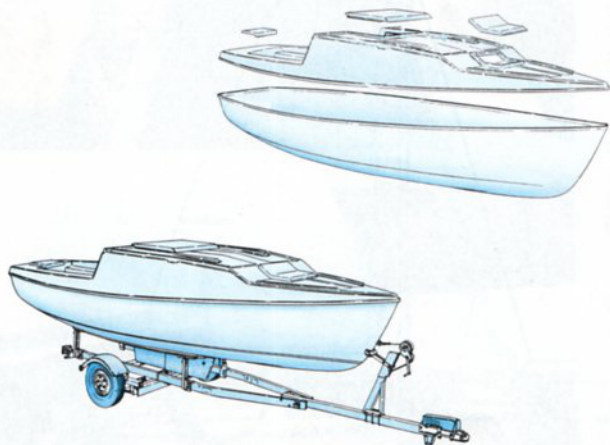
The thickness of the fiberglass hull and superstructure varies from a minimum of approximately 1/4" up to 3/8" and 1/2" in areas where greater stress requires more strength. In the completed boat, the maximum thickness is approximately 2" where reinforcing members are located.



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The *Southwind* is available as a 'Basic' kit. This gives you the interior completion options of: (1) design and install your own interior, (2) duplicate the Luger interior from plans and patterns we provide (using materials you purchase locally) or (3) purchase optional *Southwind* 'Interior' Kit No. 2104, described below.

Southwind 21 'Basic' No. 2103. Includes: 1-piece, factory molded, all fiberglass superstructure factory installed on a 1-piece, factory molded, all fiberglass hull; factory molded fiberglass hatch covers for forward deck, cabin entrance and lazarette; trailer towing eye; a complete set of drawings, dimensions and full size patterns for standard *Southwind* interior accommodations together with instructions for obtaining materials and making all wood interior parts — plus a complete set of assembly instructions for completion of the entire boat.



The hull and superstructure of your *Southwind* are factory assembled using sufficient fasteners for safe transport from the Luger manufacturing facility near you to your completion site. Your *Southwind* is loaded on her trailer and is ready for you to "hook up and go" at time of delivery.

Optional Equipment For Your Southwind

None of the items listed below are included in the price of the *Southwind* 'Basic' kit and, if desired, order them separately.

No. 2104 *Southwind* 'Interior' Kit. Includes factory precut, preformed wooden parts to complete entire *Southwind* cabin interior; all cabinet hardware, fasteners and fiberglass bonding materials needed to install entire cabin interior. Also includes deck hardware and many, many other items. Completes the *Southwind* excepting for cushions, stove, dining utensils, curtains, carpet and those items listed as "optional equipment".

No. 2105 Rudder System. Includes all metal and wooden parts for rudder, tiller and its installation (stainless steel, gudgeons, pintles, bolts, plus oak tiller and laminated wood rudder core).

No. 2107 Standing Rigging. Includes anodized aluminum mast and boom, stainless steel chain plates, fasteners, shrouds and stays complete with tensioning hardware - hardware for running rigging (cam cleats, etc.) - the entire standing rigging system - everything "from the deck up".

No. 1561 Trim Molding. Includes polished, anodized aluminum molding with mounting fasteners for rub rails and white plastic trim molding for hatches, hatchway openings.

No. 2122 Swing Keel. Retracts for trailering and beaching. Includes a "safety-brake" winch for raising and lowering, stainless steel fixed mount and molded fiberglass swing keel, everything needed to install and operate excepting only scrap lead ballast obtained at low cost from local scrap metal dealers or other sources. Instructions provide complete information on sources of supply and installation method.

No. 40050 Main and Working Jib Sail Set. Includes 66 sq. ft. working jib, 137 sq. ft. main, both of 4 oz. dacron sailcloth as pictured. Mainsail has battens and set includes sail bag and main and jib halyard and sheet lines. This sail set is all that's required for normal cruising.

No. 1569 Cabin Windows. Set of 4. Clear Plexiglas windows have factory installed frames and are supplied with water-tight gasket and all mounting fasteners. Note: *Southwind* is delivered with window openings uncut — cutouts are easily made with a sabre or keyhole saw.

No. 1224 Running Lights. Includes stainless steel port and starboard running lights, 12 pt. stern light, 20 pt. forward light, wire, switch, disconnect, wiring diagram and instructions. 12-volt system. Meets international rules, is legal under power or sail on U.S. inland waters and the high seas.

No. 40033 Bow Pulpit, No. 2116 Life Lines, No. 40034 Stern Rail. Bow pulpit, stern rail, life line stanchions — polished, anodized aluminum tubing. Life lines — white, plastic-covered, stainless steel cable. All necessary fittings, hardware and mounting bolts included. (Bow pulpit and stern rail can be used with or without life lines. Life lines, however, require bow pulpit and stern rail for mounting.)

No. 10102 Hi-Lo Outboard Motor Mount. Ideal mounting for up to 15 HP outboard motor. Long shaft (20") outboard motor recommended, short shaft (15") acceptable. Mount raises motor clear of the water when not in use.

No. 1563 Cabin Interior Lights Group. Includes two fixtures with 12-volt bulbs, each with an individual switch.

No. 1568 Marine Toilet. Self-contained marine toilet with built-in holding tank in base. Flushes by recirculation and provides approximately 60 uses before pumpout. Requires no electrical or water connection. Includes complete on-deck pumpout system. Maintenance free, all plastic construction. Includes everything required for installation and complies with all legal requirements for toilet installation in watercraft.

No. 1490 Fresh Water System. Includes five-gallon plastic water tank, stainless steel galley sink, galley pump, and all parts, fittings required to connect tank to pump and drain sink overboard. Tank installs under galley or bunk.

No. 2114 Mast Raising-Lowering System. Enables single-handed raising-lowering of mast. Operation similar to mast raising-lowering system used on *Tradewinds 26* and *Voyager 30* (see pages 9 and 23). Includes everything required for complete installation and operation. Requires no change or modification to standing rigging, can be installed any time after *Southwind* is in use.

No. 10204 Genoa Jib Sail. 102 sq. ft. of 3.5 oz. dacron sailcloth. Equipped with nylon hanks for attachment to forestay. Includes sail bag, sheet lines — everything needed for installation. Use in place of working jib for more speed in light to moderate winds.

Trailer for Southwind

No. 1554 *Southwind* Trailer. Factory assembled with hot dipped galvanized tilt frame.

No. 1549 Spare Tire & Wheel. Mounted and inflated.

No. 2625 Parking Jack with Caster Wheel. Raises & lowers trailer tongue for easy hook-up to towing vehicle. Makes it easier to move trailer when it's disconnected from towing vehicle.

Tire size	B78 13 C
OAL	19'6"
OAW	77"
Tongue coupler	2"
Load capacity	2,100 lbs.



Coroma
Harry House
Corner Brook, Canada



Gene LeRoy Walter
Las Vegas, NV

For Additional Information — Answers To Questions About The *Southwind* 21— Write/Call Luger Headquarters