Gooseneck detail
Single line reef detail
Scale 1:5

X-41

Webbing fitted to the sail, with e.g. a Wichard Allen Head Pin Shackle-D 10 mm, or a ring in the lower end. The shackle/ring must be fitted around the reef line, and must hit the padeye when you are tensioning the main sail luff after tensioning of reefline. The reef line tension must not have influence on the luff tension of the mainsail. Bear in mind where you position the cars or sliders, so that they are not pulled out of the luff grove or damaged while tensioning the reef line.

Pad eye on port side of the mast is for reef 2

Pad eye on starboard side of the mast is for reef 1

Cut up and back:
The tack shackle are moveable,

Main sail track stop

Mainsail cut up - cut back
Scale 1:5
Moveable shackle

X-41
For information only:
ORC International terms maximum measurements
P=16,250
E=5,500
IG=17,035
J=4,914
BAS=1,864
ISP-1=17,080 Fractional spinn halyard
ISP-2=18,200 Mast top spinn halyard

Class mark:
The surrounding black line is only for defining the extension of the colours.

PANTONE color code:
Red: 1945 C
Blue: 293 C
Gray: 7540 C

Letters in blue
Shaddow in grey
Numbers in red
Shaddow in grey

521
1249

X-41 ⊡D Sailplan:
All measurements in mm.
Measurements in accordance with ISAF Equipment Rules of Sailing.

In the case of any discrepancy between the text/measurement in the X-41 ⊡D Class Rules and the X-41 ⊡D Sailplan the X-41 ⊡D Class Rules shall apply.

The X-41 ⊡D Sailplan shows only some of the measurements written in the X-41 ⊡D Class Rules.

Mainsail upper point minus Mainsail lower point = maximum 16250
Boom outer point distance = maximum 5500
Fortriangle base = maximum 4914

Spinnakers
Symmetric around the centerline
Luff length same length as leech length maximum 17950
Half width maximum 8770
Foot length maximum 8540

Spinnaker pole length maximum 5106

Mast section luff groove track
scale 1:1

Main Sail Track :
Ronstan Serie 22
RC 1222

Harken Carbo Foil
Unit 2

Head Stay #22 - ø9,5 mm
Harken 7002 Carbo Racing Foil Profile
Unit 2
luff extrusion incl fittings 16524mm
Use luff tape diameter #6-3/16 (ø 5 mm)

Optional:
Profurl furling forstay scale 1:1
B35LS R42

R 42
1/1
42
R3
3

Finished luff tape diameter 5 mm
Head stay rod # 22 ø 9,5 mm

Boom detail:
Scale 1:10
Circumference measured around the boom 645 mm.
Mainsail to be fitted with velcro webbing around the boom, delivered by sailmaker

4110
5590
7500
9750
18043
Mainsail Leech length maximum 17150

Mainsail
Leech length maximum 17150
Quarter width maximum 4620
Half width maximum 3570
Three quarter width maximum 2100
Upper width maximum 1210
Top width maximum 210
Leech reefing point 1 minimum 1700 maximum 1950
Leech reefing point 2 minimum 3650 maximum 3900

Mainsail inside batten pocket length:
~~Top Inside Batten Pocket Length maximum 1300~~
Inside Batten Pocket Length # 2 from head maximum 1370
Inside Batten Pocket Length # 3 from head maximum 1820
Inside Batten Pocket Length # 4 from head maximum 2100
Inside Batten Pocket Length # 5 from head maximum 2420
The topbatten shal be positioned with minimum 2150 from headpoint of the mainsail, to the centerline of the battenpocket, at leech.

Reef lines, to be fixed around the boom with a bow line hitch

Mainsail with luff boltrope Exit slot
Mainsail with car batten system Removable part of track when fitting luff cars

Number 1 Jib
Luff length maximum 17180
minimum 16750
Luff perpendicular maximum 5250
Top width maximum 130
Three-quarter width maximum 1450
Half width maximum 2750
Quarter width 4020
Jib Inside Batten Pocket Length:
Top Inside Batten Pocket Length are full batten
Inside Batten Pocket Length #2 from head maximum 1370
Inside Batten Pocket Length #3 from head maximum 1520
Inside Batten Pocket Length #4 from head maximum 1820

ISAF ⊡RS Heavy weather jib
Luff length maximum 16500
minimum 16200
Luff perpendiculare maximum 4700
Half width maximum 2250
Top width maximum 130
Heavy weather Jib Inside Batten Pocket Length:
Top Inside Batten Pocket Length full batten
Inside Batten Pocket Length #2 from head maximum 770
Inside Batten Pocket Length #3 from head maximum 1070
Inside Batten Pocket Length #4 from head maximum 1370
Alternative attachement along the luff

Head Stay 17894 excluding strap toggle in top, and turnbuckle in mid position, turnbuckle adjustment +/- 54 mm
Headstay profile Harken Carbo Unit 2 length 16524
Luff length maximum 17180
16972 mm maximum luff furling genoa Profurl furling system
Head stay 17894 excluding strap toggle in top, including double jaw toggle in lower end

5106

X-41 Racing Head stay
racing turnbuckle with integrated genoa loop
Pin 19,1 mm
Cut up 41 mm
Cut back 44 mm from center HS

200
768
291
Approx 495 Standard turnbuckle length

Profurl furling system
Head stay rod # 22 ø 9,5 mm
Toggle C-C 59 mm

Note:
Genoa furling system
Port side of genoa are outside when furled.

Detail:
Racing foil

200
768
900
From loop to foil profile 900 when turnbuckle in standard position
44 cut back
Approx 495 Standard turnbuckle length

Detail:
Profurl Furling headstay
Profurl R 420 X-41

Profurl furling system
Head stay rod # 22 ø 9,5 mm
Toggle C-C 59 mm

5510 Jib barberhaul padeye, to headstay cut with fordeck
5288 mm 10,4 deg from genoacar in forward position, to headstay cut with fordeck
6273 mm 10,0 deg from genoacar in aft position, to headstay cut with fordeck
Note: Please remember the mainsheet from deck to boom

This X-41 deck drawing has been equiped with following extra equipment:
Race package, REEF 2, Furling Head stay, Anchor fitting, Wind measurer

Layer state: X Sailplan

X-Yachts WORLD CLASS SINCE 1979	Yacht: X-41		Description:
Notes:	Drawn by: ND	Scale:	Drawing number:
	Date: 27-03-2007	Paper size:	H 3 REV A

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