

UNVEILING THE NEXT CHAMPION
WHERE PERFORMANCE
MEETS INNOVATION

We are back in racing!

The XR 41 marks a serious return to the X-Yachts DNA and more than 45 years of racing history

Designing successful race winners under ORC and IRC is not new to X-Yachts. Take for example the Xp 44, X-41, IMX 38, IMX 40 and IMX 45, that were all dominating on the race course for years - and still are. Just like these legendary models, the XR design will also allow a certain degree of cruising inheritance for the sporty family.

Designed with input from leading design teams, crafted from the finest material, and produced using the most advanced technologies to offer an unmatched racing experience. Optimized for ORC, the XR 41 is built to turn every breeze into speed!

The visions and ambitions are clear: The XR shall be a winner, and therefore the X-Yachts in-house design team has proudly made partnership with some of racing world's most experienced designers and racers, and together they design and build a race boat with winning potential for all major championships and regattas in ORC and potentially IRC.

X-YACHTS PROUDLY PRESENTS
THE XR DESIGN PARTNERS:

MIELEC ENGINEERING & NAVAL ARCHITECTURE

BOUWE BEKKING

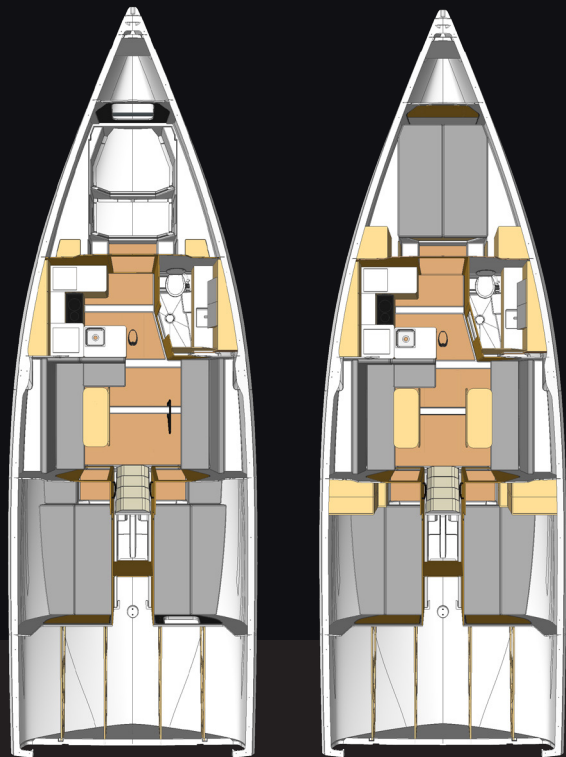
JESPER RADICH

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C PERFORMANCE

SURGE PROJECTS

NORTH SAILS



WHAT IS XRACING?
THE NEXT CHAMPION

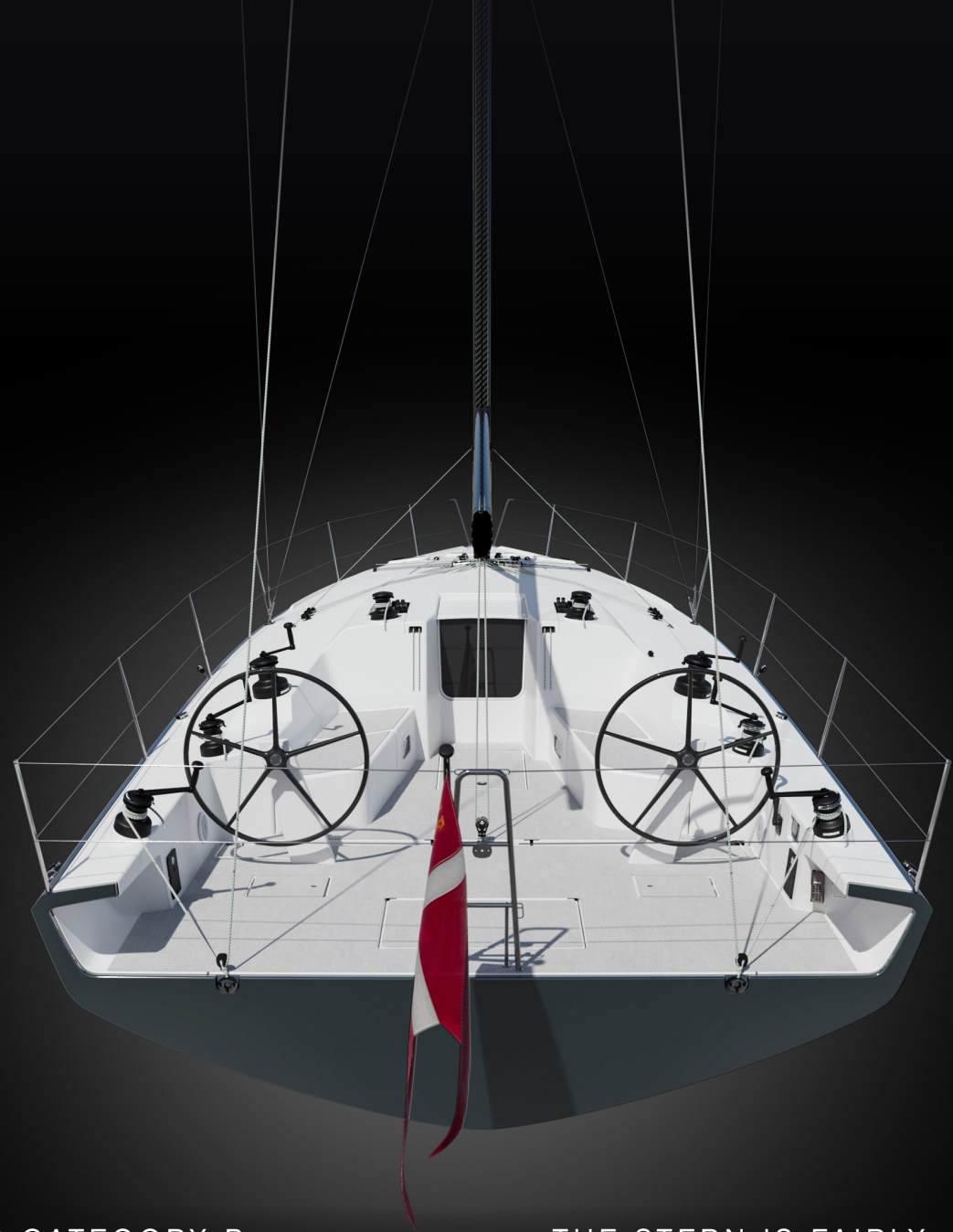


NEW

XR 41



WORLD PREMIERE 2025



ORC CATEGORY B

The strategy has been to focus specifically on ORC category B, and to position the boat in the fastest end of that fleet. It's very important to get a free lane right off the start line, and to achieve that, you need to be one of the fastest boats upwind in the category.

THE STERN IS FAIRLY V-SHAPED

The XR 41 has a hull with shallow volume, not much rocker, volume quite evenly distributed longships and with quite a bit of overhang, especially at the bow. The stern is fairly V-shaped, with the centerline barely touching the water surface. The hull is really wide for a 12-metre boat: The maximum beam is 4.18 meters.

The hull has a limited amount of rocker, and the volume is quite evenly distributed longships and with quite a bit of overhang, especially at the bow. A moderate draft of 2.4 m allows for racing in almost any waters.



WORLD PREMIERE 2025

X^R 41



NO 'ONE DESIGN' CLASS

Focus has been on the rating aspect in the XR project, including the tricky question of how to address and meet rule changes in the coming years.

The hull shape may not be changed, but the keel, sail plan, rigging, rudder, displacement and several other things can be adapted. This counts for not making the XR a one design race boat. When it comes to the hull itself, it is only logic to allow some slack to the limits. If measurements were right on the edge, we could easily find ourselves on the wrong side a year or two from now.

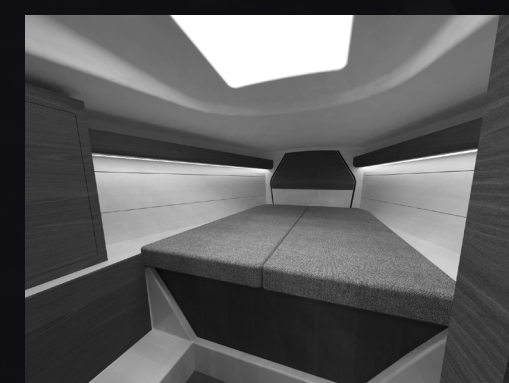
RACE WINNING AND LASTING FOR DECADES

A raw racer normally has a short life and loses value after a few years. The XR 41 is designed to win races for many years and also to be used for sporty family sailing for decades. All X-Yachts is built to last decades.

To accommodate this, the XR 41 has parts of the interior in modules, that can be removed for racing and installed for cruising – for example parts of the galley and the lockers in the aft and front cabins. Deck layout is obviously set up for racing with a full crew, but it's also designed to work for shorthanded, and even singlehanded sailing.

RACE AND SPORT

The XR 41 will come in two versions: Race and sport. The racing version will have square top main and split backstay, while the sporty cruising version will come with a bit smaller sail area, pinhead main and single backstay. The keel can be delivered in a couple of different drafts, but 2.40m is the standard. For flying sails, the main focus is asymmetric – that's what the boat is set up for, with a relatively long bow sprit.



TECHNICAL INSTALLATIONS

One of many features implemented as standard in the XR will be an electrical system based on digital switching from Garmin/Empirbus.

The digital system will include distributed I/O modules, switch panels below and above deck, improved flexibility, as well as easy upgrades.

The XR 41 will be the first X-Yachts with electric cooking as standard. A possibility due to the lithium battery bank fitted onboard. The yacht will as standard be equipped with a gimbaled two burner induction cooktop that can be supplemented with a combined oven/airfryer. Using electric cooking will remove the hassle of finding matching gas cylinders when sailing on holiday from country to country – and it also saves weight and increases safety onboard.

Like other interior, the oven can be removed while racing. Saving around 100kg compared to a yacht built more traditionally.

XR 41 will have a large digital touch display from Victron, smart monitoring of battery bank and the possibility to monitor the boat systems from home. As an option, the XR 41 will be offered with a variety of hydraulic options enabling to trim mainsail and jib without easing sheets first. Load cells for forestay, backstay/runners and jib luff are also offered in combination with two attractive electronic packages tailor made for the XR 41.



EXPLORE

XR 41



XR 41 DIMENSIONS

LOA (including bowsprit)	14.58 m
Hull Length	12.75 m
Waterline Length	11.71 m
Beam (max)	4.18 m
Draft (ORC Race Keel) • T-keel	2.4 m
Ballast - Std	2350 kg
Displacement, light, approx.	7150 kg

ENGINE/TANKS

Engine - Yanmar	30 hp
Fuel Capacity	115 ltr
Water Capacity	205 ltr

SAIL AREAS

Sail Area (main & 106% genoa)	118.4 m²
Mainsail area	59.1 m²
100% genoa Area	49.3 m²
Asymmetrical spinnaker	180 m²