


# XR 41 SPORT

PRODUCT CATALOGUE
X-YACHTS XR 41 SPORT

# CONTENTS


| Chapter | Page |
|---|---|
| Foreword | 04 |
| The Concept | 07 |
| Power, Control, Style | 08 |
| Fast Passage Making | 11 |
| For the Active Family | 12 |
| XR 41 Sport vs. Race Version | 16 |
| Spacious Cockpit | 18 |
| Outdoor Living | 20 |
| Cruising Comforts | 22 |
| A Fresh Approach to Living on Board | 27 |
| Interior | 28 |
| Line of Sight | 30 |
| Systems & Storage | 32 |
| Technical Dimensions | 34 |
| Interior Layouts | 35 |

# XR 41 SPORT

When we first launched the XR 41, we made two promises.

The first was that this boat could win the ORC World Championship. We were happy to deliver on that in Tallinn the same year.

The second promise goes a little deeper: that you can take this very race boat, bring your friends and family, and enjoy a proper holiday together on board.

It's an idea that has deep roots at X-Yachts. From the early days of the X-79 to the IMX-range and later the X-35 and X-41, a true dual-purpose yacht that fits both ends of the spectrum between racing and cruising is what has always set those designs apart from their peers.

The XR 41 continues that line. Hull, structure and build are identical to the pure racer. But what happens when the race crew stays ashore and the family comes aboard for a few days away? The following pages show you.

I wish you an inspiring read. And whatever your next destination may be, I hope you can get there fast and have a blast along the way.

Fair winds and following seas,



Kraen Brinck Nielsen
CEO of X-Yachts



# THE CONCEPT

Once you've had the XR 41 up on the plane, you don't forget it. A gust hits and the boat loads up. Heel and pressure build for a moment, and then the bow lifts. She climbs over her own bow wave and breaks free. Twelve knots. Thirteen. Fourteen. Catch a wave and the log shows eighteen. The deep rudder keeps its grip, and the wheel tells you exactly what the boat is doing. Everything is under control.

On the horizon is a destination that should be a long way off. On the plotter, the ETA reads more like a short hop than a long passage. The family is in the cockpit, and the SUPs, the dinghy and two weeks' worth of holiday are in the lockers.

That is the idea behind the XR 41 Sport: Go to nice places fast and bring your friends and family.

The hull proved itself in its first season. At the 2025 ORC World Championship in Tallinn, XR 41s finished first, second and fourth in their category. A year later, an XR 41 took gold in its class at the 2026 ORC European Championship and secured multiple other wins around the globe.

The Sport configuration takes that same hull and makes it easier to live on. A pinhead mainsail, a single backstay and a slightly smaller sail plan mean fewer controls and less workload. That matters whether you're sailing two-up or with children who want to lend a hand. Asymmetric downwind sails, set from a shorter bowsprit that's easier to handle short-handed, keep her quick off the wind.

The following pages show how it all comes together: the rig, the deck layout, the cockpit, and an interior built for both sides of this boat's life, racing and cruising. And they show what it's all for: more miles, more places, more time on the water with the company you enjoy.

Welcome aboard our new family flyer. This is what a modern family boat can be.



# POWER, CONTROL, STYLE

The XR 41 is a powerful boat, and it looks the part. Her voluminous hull lifts her onto the plane on a reach and gives her a sharp, modern profile. And still, she's easy to sail short-handed or even solo.

That comes down to details. The deck layout follows the standards of professional racing, and the deck hardware is top-shelf throughout. Lines, clutches and winches sit exactly where the active sailor needs them. Beneath it all lie the X-Yachts qualities proven over decades, including the steel frame that serves as a strongback and carries the rig loads into the hull.

That combination makes the XR 41 Sport a modern performance cruiser: quick on all aspects of sailing, manageable with a small crew, and built to last for decades.









XR 41 SPORT

## POWER

The XR 41 Sport carries a powerful sail plan on a carbon mast and boom, with rod rigging. Carbon saves weight aloft, and less weight up there means less heel and less pitching, which makes life on board noticeably more comfortable.
The distinctive hull is shaped for speed and to stay under control on every point of sail. Below the waterline, an encapsulated bulb keel with a generous surface area and a high-aspect rudder keep her tracking cleanly and give the helm a firm grip when the pressure comes on. When the wind fades, a strong Yanmar diesel takes over, quietly and smoothly, and keeps the passage plan on schedule.

## CONTROL

Sail handling is built around a small crew doing more. Jib, code sails and gennakers all set and douse on furlers. The backstay runs to twin winches within reach of the wheel. Harken self-tailing winches come as standard, sized for racing loads. The optional hydraulic package adjusts jib lead position and height, outhaul and cunningham at the push of a button. Electric winches and a retractable bow thruster, also optional, make short-handed sailing and tight harbours easy.

## STYLE

The cabin house sits low, and the lines run long and clean from bow to stern. Up front, the pulpit flows straight into the bowsprit, and the electric windlass is hidden below deck, so nothing breaks the silhouette.
Aft, the cockpit and open transom form one large area, far bigger than you'd expect on a 41-footer. There's room to swim, board the dinghy, or gather friends and family and enjoy life outdoors.
For cruising, an optional sprayhood adds shelter without spoiling the look.

# FAST PASSAGE MAKING

Your dream destination is 140 nautical miles away. With a steady breeze on the beam, the XR 41 Sport sails it in around 16 hours. Leave after dinner and you're tied up at your dream bay or island for breakfast in the cockpit. More miles per day means more destinations within reach on the same holiday. But there is more to this.

It's the stories that unfold along the way and the experiences you share at sea. Sailing into the night, pouring a freshly brewed mug of coffee just after midnight, watching the sun rise over the horizon while your family is asleep below, safe and sound, because the boat you sail was built for far more than any holiday will ask of her.

On watch, the autopilot does most of the steering. The XR 41 Sport is fitted with B&G electronics and a gyro compass, which gives the pilot a stable heading even when the boat is surfing and yawing downwind. The Jefa drive unit is dimensioned for the rudder loads a fast boat generates. Whoever is on watch can trim, drink that coffee or simply watch the sunrise while the boat holds her course at speed.

And all with complete peace of mind: Racing puts far higher loads on a boat than cruising does. The hull, rig and keel structure of the XR 41 are designed for racing at championship level. On a family holiday, the loads work well below those limits. That is why the family of four in the photo can sail her at 12 to 15 knots under gennaker with no additional crew on board.







# FOR THE ACTIVE FAMILY

The sailing is only part of the experience. Much of what makes time aboard worthwhile happens once the sails are down: at anchor in a quiet bay, rafted up with friends, or moored in a harbour you've never visited before. And when the day draws to a close, there is no need to rush anywhere. The cockpit becomes a place to sit together, share a meal and talk about everything that happened along the way. With the boat safely at anchor and the sun setting over the water, even the simplest moments become part of the holiday.

The XR 41 Sport is set up for those days. The lockers take SUPs, surf gear and snorkeling kit, and the boat's pace puts remote anchorages within reach of an ordinary summer holiday. Start the day with a swim from the open transom, snorkel along the shore after breakfast, then rinse off under a hot shower.

Fast cruising covers the whole range of life on the water, from a hard reach under gennaker to a slow afternoon at anchor. The XR 41 Sport adds real excitement to the sailing without taking anything away from the cruising. It also lets you pass on what got you into sailing in the first place. Hand the wheel to your daughter on a fresh reach. Rig the gennaker with your son. On the day these photos were taken, father and son prepared and hoisted it together on the foredeck while mother and daughter were in the back of the boat, driving.

When children trim a sheet and feel the boat accelerate, the link between what they do and what happens is immediate. It is the confidence of having done it themselves, and few places teach it as directly as a sailing boat.



# XR 41 SPORT



# XR 41 RACE

# XR 41 SPORT VS. RACE VERSION







At first glance, an XR 41 Sport and an XR 41 Race are hard to tell apart. Both share the same hull, the same carbon mast and boom, and the same keel and rudder. The differences lie in the details, and together those details make two very different boats.

The Race version is set up for the sharp end of the fleet. A square-top main, split backstay, larger sail area and long bowsprit give a full crew what they need on an ORC or IRC course. Down below, the cushions, sofa module, saloon table, sink module and interior doors stay ashore to save weight. This is the configuration that took 1st, 2nd and 4th at the 2025 ORC World Championship.

The Sport version is set up for fast sailing with family and friends. The pinhead main and single backstay make her easier to handle with a small crew, and the shorter bowsprit carries the anchor. Options such as a forward owner's cabin, Webasto heating and hot water make her a comfortable home for a summer cruise.

Because the spars and appendages are identical, switching between the two comes down to sails, backstay, bowsprit and interior. The interior modules come out and go back in without tools, so you can race one season and cruise the next.
That flexibility also protects the boat's value. An XR 41 doesn't lose its place in the market the way a pure race boat does after a few seasons.

## XR 41 SPORT

### SHORT BOWSPRIT WITH ANCHOR



### BATHING LADDER




### PINHEAD MAINSAIL




## XR 41 RACE

### LONG RACING BOWSPRIT



### CLEAN STERN




### SQUAREHEAD MAINSAIL



# SPACIOUS COCKPIT

The cockpit was laid out for a full race crew moving fast, so there is almost nothing in the way. Two cockpit lockers extend the benches considerably, and the cockpit table can be fixed or removable. At anchor, that space becomes a lounge. Several adults can stretch out at the same time, full length, without anyone having to move their legs. It's one of the things that make a race boat feel this relaxed to cruise on.








# OUTDOOR LIVING

On the XR 41 Sport, life on board happens outdoors. Take the cockpit: there's room to sit, to lie down, or to drop a bean bag on the cockpit floor and stay there all afternoon. The storage under the cockpit is generous enough to take one along without giving up space for anything else.

On many cruising yachts, the cockpit is arranged around a table, and everyone has their seat. The XR 41 cockpit is far more open. It feels less like sitting at a dining table and more like stretching out in a lounge area, with everyone finding their own spot.

The details support that. The cockpit table can be fixed or removable, so you decide how much of the floor it takes up. The sprayhood gives shelter when a shower passes through and folds away when it isn't needed. Hot water at the transom means a warm rinse after a swim, right where you climb back aboard.

The connection with the interior works the same way. On a classic cruiser, high coamings and a tall coach roof frame the cockpit as a room of its own, and the companionway is the door between outside and inside.

On the XR 41, the coach roof is low and the cockpit sits only slightly higher than the saloon. The view runs straight from the cockpit down into the galley, and the transition between the two feels fluid. Whoever is cooking below stays part of the conversation above. You don't have to choose between being inside or outside, and the cockpit becomes the center of life on board.



# CRUISING COMFORTS






## HOT WATER

A 15-litre boiler heats water with excess heat from the engine while motoring, or electrically - either on battery or on shore power. It supplies two outlets: the shower in the head and the cockpit shower at the transom.



## GALLEY

The galley is laid out for real cooking. A deep fridge, an induction hob and an optional combined oven and air fryer cover everything from breakfast to dinner at anchor. Plates, glasses and supplies go into two rows of lockers. Like the rest of the modular interior, every unit comes out and goes back in without tools, so the galley can stay ashore for a regatta weekend.



## AFT CABINS

There are two aft cabins, port and starboard, with generous headroom and wardrobes. Each takes either a full-size double mattress or two singles, and the sea berths can be removed when they aren't needed. The cabin doors close flush with the main bulkhead, so the space behind them belongs entirely to the cabin. That leaves room to change in private, which matters when you sail with friends or guests.



# A FRESH APPROACH TO LIVING ON BOARD

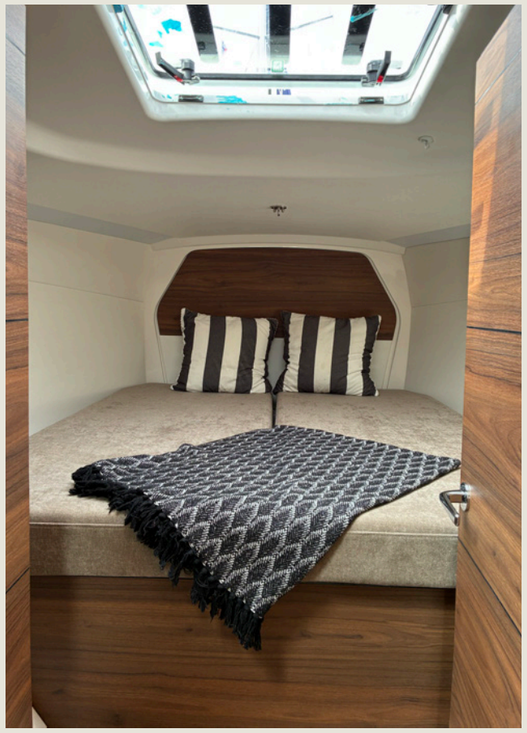
The XR 41 was optimized for racing in every detail, without giving up its ability to cruise. Below deck, that meant rethinking the interior from scratch.

The starting point for the interior layout was a racing requirement. On a competitive boat, the gennaker is doused through the forehatch and pulled straight into the saloon on a take-down line. Done well, 180 square metres of sail come down in under five seconds. That only works with an open path from the bow to the saloon, so the conventional layout, with a closed bulkhead between forecabin and saloon, was no longer an option.

The answer is a modular interior. Almost every piece of furniture can be removed without tools: the galley sink, the saloon tables, all four full-size lockers, the sea berths and even the complete owner's berth in the bow. For a regatta, it stays ashore. For the summer, it goes back in.
For that to be practical, the furniture had to be light. Every surface that looks like varnished wood is in fact a composite. It weighs less, and it stands up to sails being dragged through the boat and a crew moving about at speed. Dents, scratches and worn varnish are no longer the price of racing, and there's no need for covers to protect the joinery.

The electrical system follows the same thinking. A digital switchboard gives full control and an overview of every circuit. Lithium batteries come as standard, and an inverter integrated into the system makes electric cooking out at sea possible.

Every decision in the interior was measured against three questions: does it work when racing, does it work when cruising, and does it help the boat hold its value over the years? What came out of the racing brief turns out to be a remarkably good way to live on a boat. Without a closed bulkhead, the saloon runs forward as one open space, more sail loft than cabin. Light from the hatches falls along the whole length of the interior.





# INTERIOR

The interior makes its first impression before you've even reached the bottom of the companionway. Past the halyard winches and rope bags, a few steps lead down through the aft main bulkhead, which separates the saloon from the two generously proportioned aft cabins.

Below, the hull shape shows what it can do. The forward volume of the XR 41 opens up a saloon that feels far larger than you'd expect on a boat of this length. To port, the saloon table is set into a long seating area. To starboard is a second bench, next to the digital switchboard. A second saloon table can be fitted there as an option, or the space can stay open for a pouf or loose cushions.

The Axxon carbon mast stands freely in the saloon and marks the transition to the forward section. Its dark tube is one of the defining features of the room.

The heart of the interior is the U-shaped galley to port. It faces aft, so whoever is cooking looks straight up the companionway into the cockpit. The U-shape provides a secure place to stand when the boat is moving, enough to make coffee or a snack under way. A large fridge and plenty of cupboards, lockers and drawers take everything the galley needs.

Opposite, to starboard, is the head with shower. It's simple, functional and has good handholds. Galley and head both sit just forward of the keel, where the boat's motion is lowest, which makes them comfortable places to be in a seaway.

Forward, behind a double door, is the owner's cabin. A large double berth lies beneath a big forehatch, with room to stretch out and a view of the stars at night. With the doors open, the cabin becomes part of the saloon, and the loft character of the XR 41 Sport runs from the companionway all the way to the bow.



# LINE OF SIGHT

Warm light, an open view through the boat, and a door you can close. Each aft cabin on the XR 41 Sport sleeps two adults comfortably. The sea berth on the right can be removed. Left in place, it holds extra travel gear or a spare sail, or becomes the most adventurous bunk on board for the youngest crew. Your call.

# SYSTEMS & STORAGE



## PROPULSION

A 30 hp Yanmar diesel on a saildrive moves the boat on calm days and gives precise control in the harbour. Under sail, a two-blade Gori folding propeller folds flat and keeps drag minimal. The 106-litre aluminum fuel tank carries enough for long stretches under engine.

## BOW THRUSTER

A retractable bow thruster is available as an option. When it isn't in use, it retracts into the hull and leaves a smooth, fair bow with nothing to slow the boat under sail. When needed, it makes tight berths and crosswind maneuvers far easier, especially with a small crew.

## ELECTRICAL SYSTEMS

A 24 V lithium battery bank with 200 Ah (with an optional additional 200 Ah) comes as standard, with a separate engine start battery. A 24 V / 5,000 W combined charger and inverter, with a remote control panel and galvanic isolator, supplies 230 V (115 V for the US market) on board and makes electric cooking possible. Electric winches provide effortless sail handling. Shore power runs through a 25 m removable cable, with circuit breakers and ground fault protection. Everything is monitored from the digital switchboard.

## HEATING

The optional Webasto heating has five outlets, in the saloon, the cabins and the head. It extends the season into spring and autumn, takes the chill off a cold night at anchor and dries wet gear by morning.

## STORAGE

There's plenty of space on deck and below. Two cockpit lockers and the large volume under the cockpit take fenders, lines, SUPs and the dinghy. Below deck, wardrobes and lockers hold clothing and provisions for a long cruise. Like the rest of the interior, they come out without tools when the boat goes racing.







# TECHNICAL DIMENSIONS




## XR 41 SPORT DIMENSIONS

| | |
|---|---|
| LOA (including bowsprit) | 13.78 m |
| Hull Length | 12.75 m |
| Waterline Length | 11.71 m |
| Beam (max) | 4.18 m |
| Draft (standard) • T-keel | 2.4 m |
| Alternative T-keel - see price list for details | 2.7 m |
| Ballast - 2.4 std keel | 2650 kg |
| Ballast - 2.7 deep keel | 3000 kg |
| Displacement with standard keel, light | approx. 7000 kg |

## ENGINE / TANKS

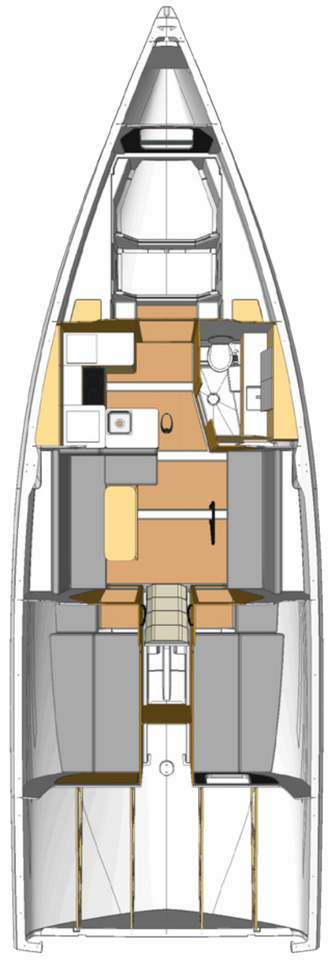
| | |
|---|---|
| Engine - Yanmar | 30 hp |
| Fuel Capacity | 106 ltr |
| Water Capacity | 205 ltr |

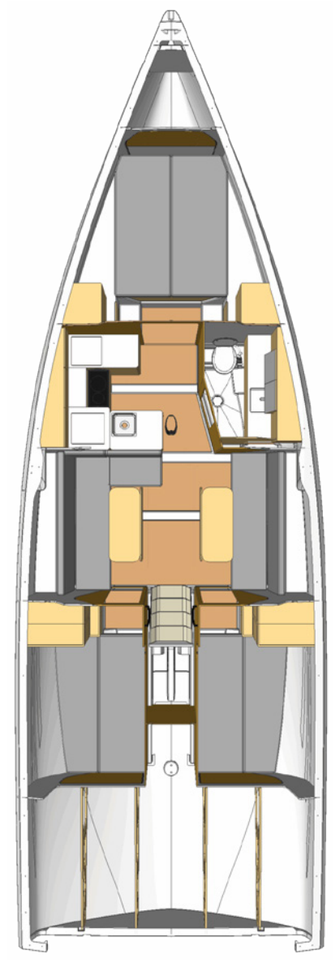
## SAIL AREAS

| | |
|---|---|
| Sail Area (pinhead main & furling genoa) | 96 m2 |
| Mainsail area (pinhead) | 50 m2 |
| Furling genoa area | 46 m2 |
| Asymmetrical spinnaker | 180 m2 |



# INTERIOR LAYOUTS





# WANT TO SEE HER IN ACTION?

XR 41 SPORT
FAMILY SAILING

YOUTUBE SERIES ON
THE DEVELOPMENT
OF THE XR 41

X-Yachts

WORLD CLASS SINCE 1979



ARGENTINA, AUSTRALIA, AUSTRIA, BRAZIL, BELGIUM, BOSNIA HERZEGOVINA, BULGARIA, CANADA, CHILE, CHINA, CROATIA, CYPRUS, DENMARK, DUBAI (UAE), FINLAND, FRANCE, GERMANY, GREAT BRITAIN, GREECE, HOLLAND, HONG KONG, HUNGARY, IRELAND, ISRAEL, ITALY, JAPAN, LATVIA, LITHUANIA, MACEDONIA, MALTA, MONTENEGRO, NEW ZEALAND, NORWAY, PERU, PORTUGAL, POLAND, ROMANIA, SERBIA, SLOVENIA, SPAIN, SWEDEN, SWITZERLAND, TAIWAN, TURKEY, UKRAINE, USA

X-YACHTS.COM



# IMPRINT & CREDITS

**PUBLISHED BY**
X-Yachts A/S
Fjordagervej 21
6100 Haderslev, Denmark

Phone: +45 74 52 10 22
Email: info@x-yachts.com
Website: www.x-yachts.com
CVR No.: DK 24260615

**PRODUCTION & DESIGN**
Liquid Words Marine Communications

**PHOTO CREDITS**
Liquid Words Marine Communications – Cover , pp. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16 (upper image), 17, 18, 19, 20, 21, 22, 23 (upper image), 24, 25, 32, 33, 36, 37
X-Yachts – pp. 23, 26, 27, 28, 29, 30, 31
Mads Tolstrup – pp. 15, 16 (lower image), 17 (bottom right)

**COPYRIGHT & DISCLAIMER**

© 2026 X-Yachts A/S. All rights reserved.

All information, specifications and illustrations in this catalogue are subject to change without prior notice. Images may show optional equipment or configurations not included as standard. Reproduction of any content without prior written permission is prohibited.

Published November 2026

X-YACHTS.COM