Gooseneck detail
Single line reef detail
Scale 1:2

Trackless system:
This measurement alloves clearence for a Frederiksen Ballslide Batten System Serie 200 (car profile width 57,5 mm)

Track system:
Frederiksen Batten car system Serie 100

Port side reef fitting

Webbing fitted to the sail, with e.g. a Wichard Allen Head Pin Shackle-D 10 mm in the lower end. The shackle 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.

Starboard side reef fitting

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

Lowest position of stacked luff car/slider

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

Cut out for luff car/ slider inlet.

The hight of the reef pad eyes are decided from the necessesary clearance between the reef line and the tack of the mainsail

Cut back40

Cut up 41

320 Reef 2 padeye on port side

220 Reef 1 pad eye on starboard side

25 lower P

Pin ø 16 mm

BSI Furling toggle RFT 3022-13

Pin ø 22,5 mm

ISP-IG=144

Reckmann 6,2

BSI Furling toggle RFT 3022-13

PROFURL 5,97

Class mark:

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

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

605

1464

Boom section scale 1:1

R5
25
5.7
6
4.3
5

Boom detail:

Scale 1:10
Circumference measured around the boom 742 mm.
Mainsail to be fitted with velcro webbing around the boom, delivered by sailmaker

Mast section scale 1:1

4.5
R6.5
9.9
5.7
6
26

Profurl furling forstay scale 1:1

R 42
1/1
R3
3
27

Forstay length pin pin 19398

Forstay length pin pin 19398

Forstay length pin pin 19398

Forstay length pin with turnbuckle in mid position 18958

Reckmann max measurement shackle at swivel mechanism to shackle at furling drum 18248

Profurl max measurement shackle at swivel mechanism to shackle at furling drum 18327

Recommended maximum mainsail measurements:
HB=0,200
MGT=1,20
MGU=2,18
MGM=3,81
MGL=5,07
With thise measurements, the mainsail still hits the back stay if the sail are full battened.

Note:

It is X-Yachts intension on the X-46 to do a reliable single reef line system.
This is our 1st proposal for this system, and we will test the system and come back to you with possible changes.

Antal Clew Block 991.093

Mainsail Reef 2

Mainsail Reef 2
Port side of the sail.
Webbing fitted to the sail.
See gooseneck detail

Reef in sail, sailmaker / customer to decide reef hights

Mainsail Reef 1
Starboard side of the sail.
Webbing fitted to the sail.
See gooseneck detail

Antal Clew Block 991.093

Mainsail Reef 1

Racing head stay:

BSI SL5 Turnbuckle with Toggle, RTT5030 ø 22,2 mm pin

54 Cut Back

40

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

See gooseneck detail

E=6250

Measurements for selftacking jib:

90°

305 distance from head stay to asymmetric spinn

From leech-foot to aftside forstay profile 4476

1800

122

1769

J = 5117

Eye for asymmetric spinn tack

Std Vang PCLC=1720, PCLO=2000
Extra: Navtec vang A 850 VC-017
PCLC=1735, PCLO=1976
pinbolte ø 16 mm

Center tip cup at deck

Headstay ø 11,1 mm
RECKMANN RS 2000-30 UD IMX-45
Toggle BSI Double Jaw Toggle 52078000S
ø 22,2 mm pin, length toggle pin-pin 72 mm

Profurl
B 35LR42
Link plates l=42 mm

Center chainplate HS:
Head stay ø11,1 mm rod
BSI Eye 54780111 and
Double Jaw Toggle 52078000S
Center- center 72 mm, Pin ø 22,2 mm
Toggle width 60mm

Horizontal stress X-Yachts stad bolten frame

X-46
P=17,600
E=6,250
BAS=1,800
IG=18,450
ISP=18,594
J=5,117
SPL=5,12
TPS asymmetric spinn tack=5,422
LP=aprox 6,90
LPG=6,81
135% GENOA

46 ST
58 ST
46 ST
46 ST
46 ST

Furling forstay
Spinn halyard
Mainsail yard
Spinn
Spinn outhaul

Reef 3
Vang
Cut 1
Reef 2
Outhaul
Opmærkning af Spinlock stopper
Cut 1
Reef 1
Cut 1
Pole down

Boom vang
Cunningham
Reef 1
Spinn halyard
Spinn halyard extra
Pole downhaul extra

Reef SBA-060
Boom outhaul SBS-040
Vang 2 PCS SBS-040
Cunningham SBS-040
Reef SBA-060

7979 9,9 deg from genoacar to headstay cut with fordeck

4821 10,2 deg from genoacar to headstay cut with fordeck

5724 Padeye genoa 3 barberhaul from headstay cut with fordeck

7370 Padeye genoa 1 barberhaul from headstay cut with fordeck

This X-46 deck has been equiped with following extra equipment:
WITH STANDARD LINES
SPINN EQUIPMENT
MOORING CLEATS MIDSHIP
GATE
SELFTACKING JIB

Layer state: Sejlplan til sejlmagere

X-Yachts
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e-mail: info@x-yachts.com WWW. x-yachts.com

Yacht: X-46	Designed by: Niels Jeppesen	
Plan: Sail plan	Date: 30-06-2003	Revisions
Notes: Sail plan 135 % Genoa I	Drawn by: ND	Checked by: -
	Scale: 1:25	Drawing no. -