



# Owner's manual

*Assembly instructions and operating instructions*



**XCAT SAIL**



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## 1 Introduction and important notes

This manual is intended to familiarize you with your XCAT Sail and to help you operate your XCAT safely. In addition to a description of the XCAT Sail, it also contains assembly and disassembly of the sail option and information on safe handling/operation of the XCAT.

The description of the XCAT Basic and other accessories can be found in the "XCAT Basic" manual.

Please keep this manual in a safe place and hand it over to the new owner when you sell the XCAT.

### 1.1 Safety instructions (for all XCAT models)

Carefully read the following safety instructions and all warnings and notes in this manual before starting up your XCAT.

**⚠ WARNING**

**Whether on land or water, STAY AWAY FROM POWER LINES! Contact with power lines can result in serious injury or death.**

Inform yourself about the legal regulations of the country or region in which you are commissioning the XCAT.

Make sure that the expected wind and sea conditions correspond to design category C (nearshore waters) and that you and, if applicable, your crew are capable of handling the XCAT in these conditions. Any watercraft, no matter how strongly built, can suffer serious damage from improper handling. This is not compatible with safe boating. Therefore, always adjust the speed and direction of travel of your XCAT to the sea conditions. Take weather reports seriously and be aware of wind conditions, local currents and tides. Be responsible. Do not overestimate your abilities at sea and do not neglect safety regulations. Never use the XCAT or your passengers while under the influence of alcohol, drugs or medication. In hot weather, protect yourself from the sun and take plenty of water to drink.

Before operating the XCAT, check all components for possible damage. Always pull the forestay completely tight when sailing to prevent the bowsprit from coming loose from its mount. Do not line or other objects hang away from the boat while sailing - there is a risk of getting caught on bushes or rocks. Avoid unnecessary grounding. Never drag the boat over rocks.

Avoid the risk of injury by making sure that all passengers have legs and arms on the boat before docking and casting off. Learn to handle the boat in a variety of situations. Give your passengers an introduction to how to handle the boat so they can leave control of the boat to another passenger in case of an emergency. Inform a person on shore of destination and planned return.

The maximum recommended payload of **240 kg** and the recommended number of maximum **3 persons** must not be exceeded. Regardless of the number of people on board, the total weight of people and equipment must never exceed the recommended maximum payload. Loading must always be done carefully, distributing the loads appropriately to maintain the design trim.

Protect yourself and, if necessary, your crew by wearing appropriate life jackets/ buoyancy aids and cold weather protective clothing. Take into account that in some countries there are legal requirements to wear buoyancy aids that comply with national rules at all times. If you are sailing the XCAT alone and unattended in waters whose shore you cannot reach by swimming, you should, if necessary, connect yourself to the XCAT with a suitable rubber line (e.g. 6 m long and 5 mm thick). Do not sail alone below 10° Celsius water temperature! Do not use a fixed line to attach yourself to the XCAT. There is a **DANGER OF LIFE** if the boat capsizes!

Observe the traffic regulations: You always participate in water traffic with your XCAT, even if you use it for your recreational pleasure. Water traffic is regulated by ordinances, which differ according to the area of application. Machine-driven vehicles (motorboats, personal watercraft) are required to give way to sailing vessels. Muscle-powered vehicles without their own boat drive (paddlers, pedal boats, rowing boats) are required to give way to sailing vessels. So always check which XCAT model option you are currently using and who you are obligated to yield to. But forcing right of way is forbidden! Therefore, give way yourself in time with the "Last Minute Maneuver". Commercial shipping always has the right of way! In the inland and coastal area, it is generally valid that vehicles of the professional

navigation have the right of way. This includes in particular: Ferries, work vehicles, police and rescue services, fishing vessels with deployed nets. So keep your distance and avoid them!

When on the water with the XCAT, always carry an alternate emergency propulsion system, such as a paddle, oar system, or outboard motor.

## 1.2 Important notes on transport and storage

Secure the XCAT during transport, e.g. on the roof of the car, using suitable fastening material, e.g. the XCAT transport kit.

Check the tensioning straps regularly and retighten them if necessary.

Observe the instructions in the manuals for your vehicle and the roof rack system, particularly with regard to maximum roof loads and maximum speeds.

If you store the hulls on the car roof for a longer period of time, loosen the tension straps so that the hulls do not warp permanently.

Also, when storing the hulls in other rooms such as garage, basement, etc., do not fix the hulls with tension belts.

Do not use tensioning straps with ratchet, as there is a risk that the hulls will be damaged by excessive tensioning. Therefore, only use tensioning straps with a simple clamping lock.

If the hulls are colder than the center and side beams after transport, assembly may be difficult because the distances no longer match due to different expansion coefficients. In this case, store all parts at the same temperature for some time before assembly.

Clean the boat after each use. Free it from salt residues or stones to prevent possible damage.

Always rinse all parts with fresh water after use in salt water.

A plastic polishing compound can be used to polish the hulls for heavier dirt.

Always store the hulls with the keel upwards so that water does not permanently run into the flanges.

Do not store the hulls permanently in the sun on one side, otherwise they may warp.

Do not store the hulls in the sun under a cover. This can cause heat buildup and warping of the hulls.

Do not store the outboard seats permanently in the blazing sun, as they are not completely UV-resistant. Dismantle the outboard seats after sailing and store them in the shade or cover them (also recommended against dirt and especially bird droppings).

Always maintain your XCAT properly and take into account the wear and tear that occurs over time due to frequent use or improper use.

Row&Sail GmbH cannot be held responsible for changes that it has not agreed to.

## 1.3 Environmental protection

As water sports enthusiasts, we feel the effects of environmental pollution firsthand, so to speak. The feeling of being submerged in a chemically contaminated filthy broth during take-off and landing or a capsize can thoroughly spoil the fun of water sports. Just as we expect clean water and a biologically intact environment for our recreational sports, we should strive to keep the environmental impact of operating the XCAT as low as possible.



The hull skin of the XCAT is made of HD-PE. A weather-resistant, impact-resistant and dirt-repellent plastic that is easy to clean. Even attached shells are easy to remove. The hulls, filled with EPP particle foam, are extremely impact resistant, unsinkable and almost indestructible. And yet, because of the foam core, very light and stable. HD-PE and EPP are both very environmentally friendly and easy to recycle.

With the XCAT model options, you are always environmentally friendly on the road.



## 1.4 Instruction style guide

This manual uses different style elements to convey different types of information.

Style element	Meaning
<b>Bold</b>	Information that needs to stand out
1) ... 2) ...	Instructions that you need to follow step by step in the given sequence.
<u>Info:</u>	The keyword <b>Info</b> indicates information that requires your special attention.
<u>Note:</u>	The keyword <b>Note</b> indicates information on how to prevent damage to property. information that may result in property damage.
 <b>CAUTION</b>	The <b>CAUTION</b> keyword identifies dangerous situations that may result in injury.
 <b>WARNING</b>	The keyword <b>WARNING</b> generally identifies dangerous situations that can result in death or serious injury.

## 1.5 Further information

For more information on the XCAT model options, accessories and numerous videos on setting up, dismantling and operating the XCAT, visit:

[www.x-cat.com](http://www.x-cat.com)

## 2 XCAT Sail

Only a few parts together form the sail option. Many parts of the sail option are made of super-light and at the same time high-strength carbon. At the same time, the XCAT is extremely safe, as it is unsinkable and almost indestructible. Even when the wind comes up fast, there is little danger as the genoa can be quickly and completely furled.

A quick round of sailing in the afternoon? With a setup time of only 15 minutes, no problem. Rigging is also possible on the water. A must for touring and trekking.

The wind increases and you feel the immediate acceleration of the XCAT. In addition to its rudder, it can also be controlled excellently by means of weight trim. You move forward, it luffs - you move backward, it drops. Just like windsurfing, the XCAT has self-steering properties.

The XCAT does not need a centerboard. The lee hull sticks into the water and blocks the lateral drift to a large extent. A big advantage: it is therefore less vulnerable and landing on the shore is easily possible without having to pull up a centerboard.

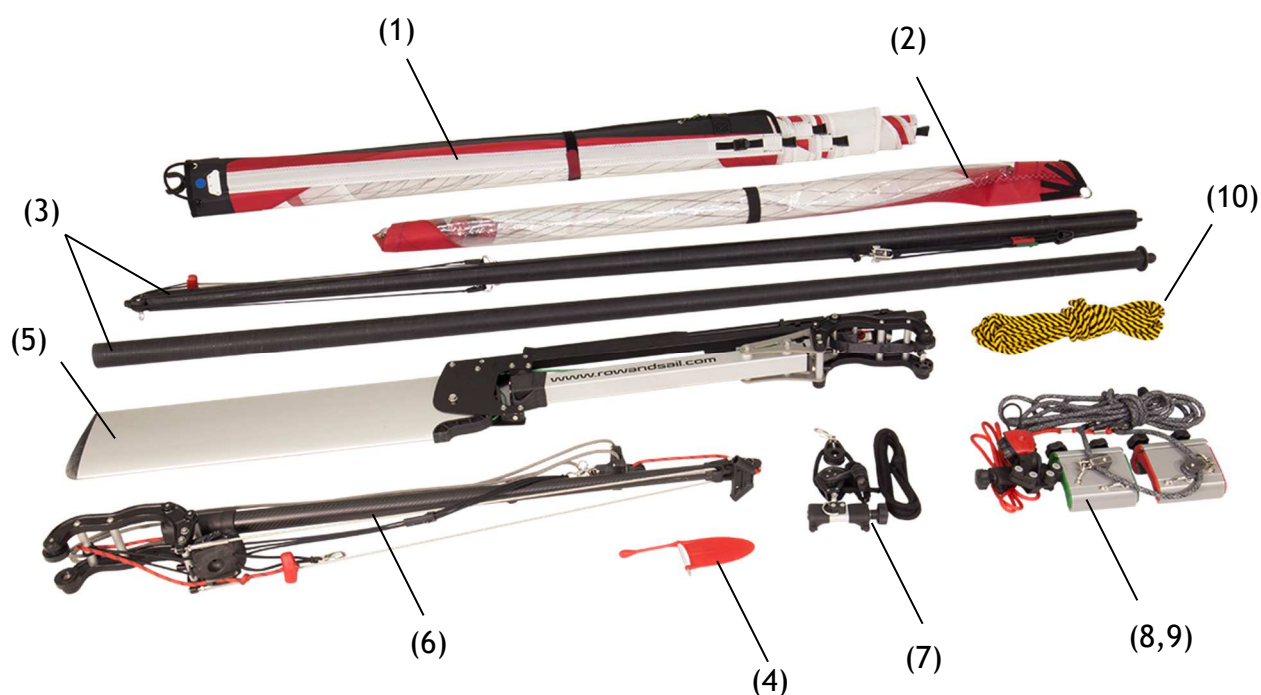
You do not need a sailing license for the XCAT (only a few lakes in the Federal Republic of Germany are excluded), but basic knowledge through self-study (books, Internet, videos) or sailing course is recommended so that you can operate your XCAT optimally in all areas of use.

## 2.1 Parts of sailing option



The sailing option consists of:

- Mainsail (1)
- Genoa (2) with forestay
- Mast (3) - consisting of under mast and upper mast with shrouds and main halyard
- Wind vane (4)
- Rudder (5)
- Bowsprit with mast base (6)
- Mainsheet (7)
- Genoa sheet with genoa trimmer, shroud blocks (8) and cleat holder (9)



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- Bowsprit with mast base (6)
- Mainsheet (7)
- Genoa sheet with genoa trimmer, shroud blocks (8) and cleat holder (9)
- Capsized Righting Line (10)

## 2.2 Setup sailing option

Info: The setup of the sail option is also available as a video on our website:  
<https://www.x-cat.com/en/videos> -> XCAT Sail | Setup

Info: First build up the basic version (see XCAT Basic manual). After that, the sailing option can be set up.

### Attach bowsprit and mast base

- 1) Open the snap hook.



- 2) Hook the bowsprit into the groove at the front of the center beam, ...



- 3) ... Pull the bowsprit forward and tilt it down and ...



- 4) ... Push the bolts completely into the front crossbar.



- 5) Place the mast base on the center beam and ...



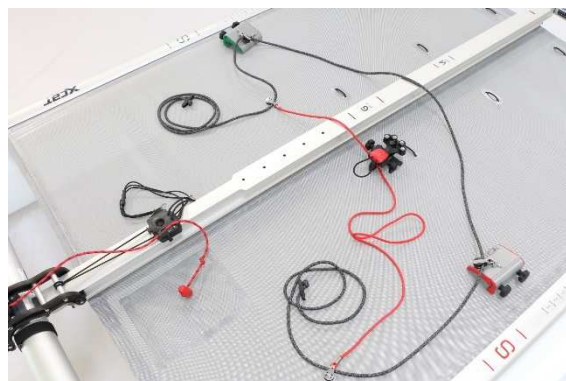
- 6) ... push forward as far as it will go.



## Mounting shroud blocks, genoa sheet cleat holder and mainsheet

- 1) Unroll all lines and lay them out on the XCAT.

- green shroud block to green mark "S"
- red shroud block to red mark "S"



- 2) Hook the red shroud block on the side beam at the "S" (red) mark and ...



- 3) ... fix by tightening the turning handles.

---

Info: Note that the shroud block must first be hooked onto the inside of the side beams so that it can be fixed in place.

---



- 4) Hook the green shroud block onto the side beam at the "S" (green) mark and ...



- 5) ... fix by tightening the turning handles.

---

Info: Note that the shroud block must first be hooked onto the inside of the side beams so that it can be fixed in place.

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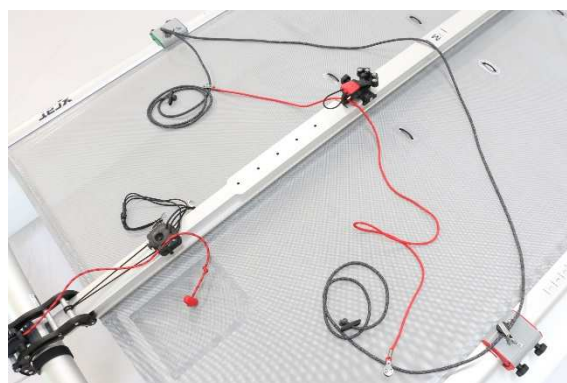
- 6) Place cleat holder on the marking (GENOA) in the front part of the center beam ...



- 7) ... and clamp on.

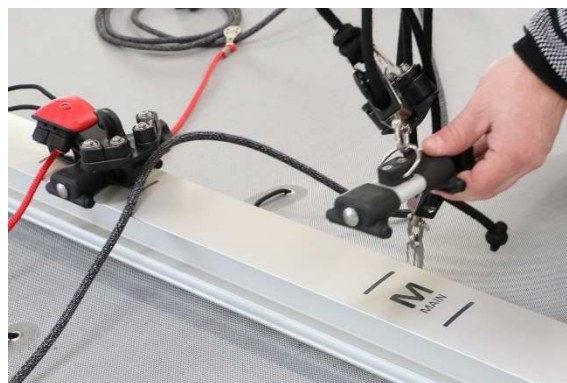


- 8) Check that all the lines are correctly positioned.





- 9) Place the mainsheet on the mark (MAIN) in the rear part of the center beam ...



- 10) ... and clamp on.



### Put up the mast

#### **⚠ WARNING**

**Whether on land or water, STAY AWAY FROM POWER LINES! Contact with power lines can result in serious injury or death.**

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Note: If there is a lot of wind, furl the genoa completely before setting the mast and fix it with Velcro. The furled genoa offers no attack surface to the wind and the mast can be set more easily.

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- 1) Place the upper mast and the under mast on the trampoline and release the red rope handle on the mast and unwind the lines.

2) Put the mast together.

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Info: Upper mast top can be fixed to the rear crossbar with a Velcro strap to prevent the mast from rolling away.

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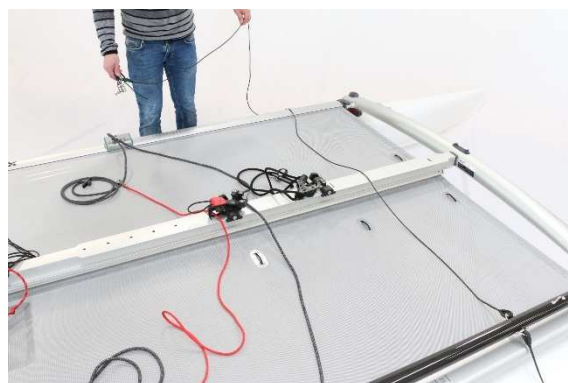


3) Lay out the shrouds to the shroud blocks (red to red; green to green).

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Note: Turn the mast correctly, the shrouds go away from the mast sideways to the respective shroud block.

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4) Hook green shroud to green shroud block (starboard side) with two key shackles and secure by turning the keys.

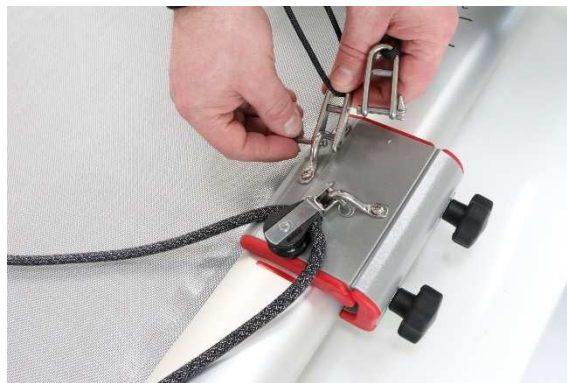
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Note: Rope guide from the genoa sheet according to the photo.

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- 5) Hook red shroud to red shroud block (port side) with two key shackles and secure by twisting the keys.



- 6) Tighten grey line with rope handle on top and black line with S-hook on bottom from mast towards mast ball.



- 7) Secure the rope handle and S hook from the main halyard to the mast with the rubber loop.



- 8) Make sure the grey line is on the port side (red) of the top stainless steel eyelet.



- 9) Insert the wind vane at the masttop.



- 10) Hook the genoa with the lower chain link to the snap shackle of the endless furler.

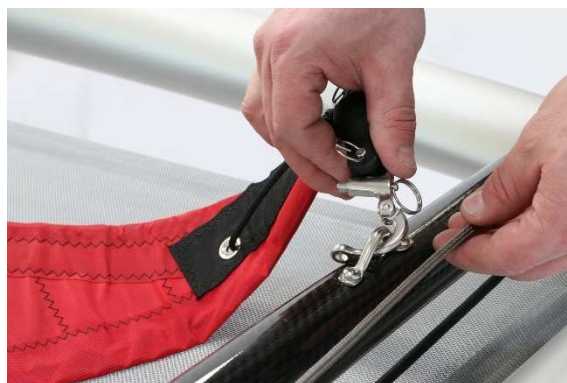


- 11) Unroll genoa ...



- 12) ...and hook it to the eyelet on the mast with the snap shackle.

Make sure that the grey line is on the port side (red) of the upper stainless steel eyelet.



- 13) Make sure the forestay (red line) is fully slackened.



- 14) Put up the mast.

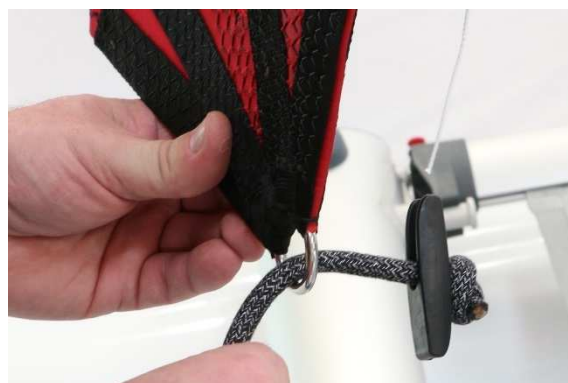
Note: If there is a lot of wind, furl the genoa completely before setting the mast and fix it with Velcro. The furled genoa offers no attack surface to the wind and the mast can be set more easily.



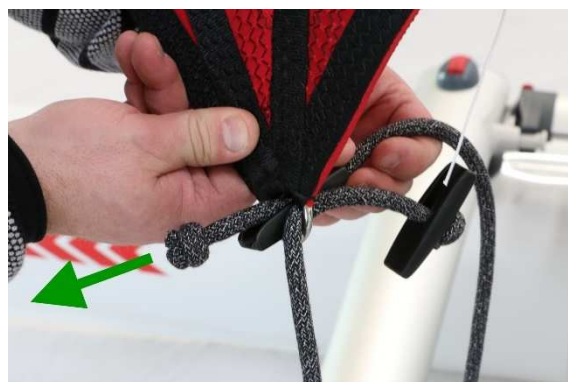
- 15) Place the mast in the mast base.



16) Put the first genoa sheet through the ring on the clew.



17) Put the second genoa sheet through the ring from the other side and ...



18) ... tighten.



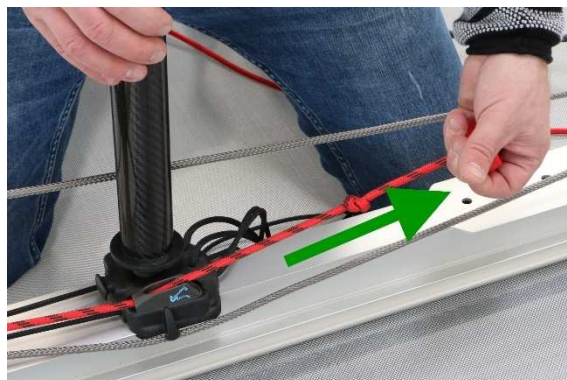
19) Hook the endless line of the genoa roller onto the cleat holder.



20) The mast should be placed between or in the endless line of the genoa roller. To do this, slightly raise the mast and push a line to the other side.



21) Tighten the forestay, ...



22) ... furl the genoa, ...



- 23) ... Fix the endless line in the clamp from the bowsprit and ...



- 24) ... Fix the genoa with Velcro.



### Prepare mainsail

- 1) Loosen the forestay ...



- 2) Unfurl the mainsail on the trampoline.  
Lay the mainsail with the rope rings towards the mast. Raise the mast slightly and thread the five rope rings onto the mast, starting from the sail head.





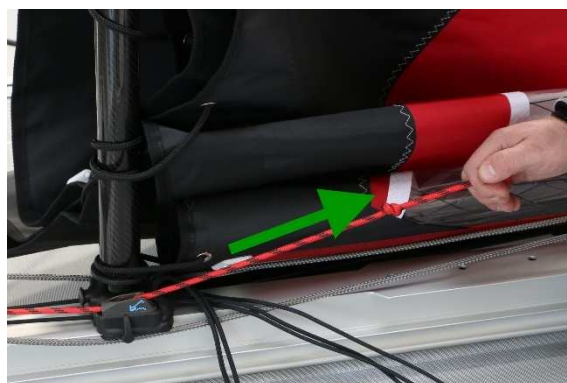
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Note: Blue dots must be on top.

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3) Tighten the forestay ...




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**⚠ CAUTION**  
When tensioning the forestay, make sure that the tensioning line is tightened all the way before operating the boat.

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**⚠ WARNING**  
Failure to follow this instruction may result in the bowsprit popping out of the frame and subsequent damage.

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4) Hook in the cunningham,



5) Attach boom jaw,



6) Downhaul ...



7) ... and hook in the mainsheet.

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Info: the sail is set later on the water.

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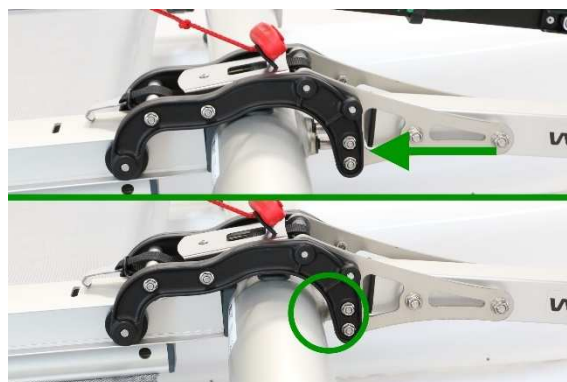


## Hook in rudder

- 1) Hook the rudder on the rear side of the center beam, swing it down ...



- 2) ... and push the bolt completely into the rear crossbar.



- 3) Open the clamping lever and hook the belt hook into the groove.



- 4) Close the clamping lever.



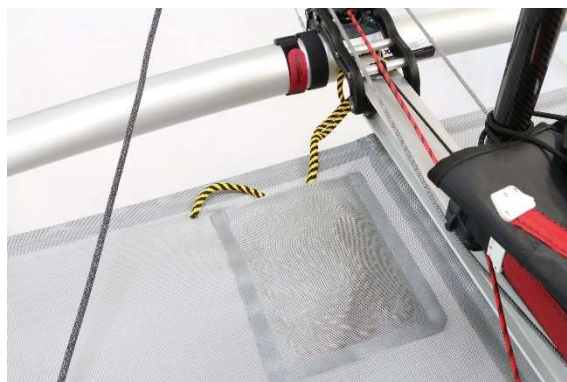
### Attach capsized righting line

Attach the capsized righting line to the center beam and stow it in the bag on the trampoline.

- 1) Place capsized righting line around the front part of the center beam and pull other end through the loop.



- 2) Stow the capsized righting line in the trampoline bag.



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### Attach masthead float (option)

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Info: The masthead float on the sail rig reduces the risk of turteling the XCAT.

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The masthead float (available as an accessory) is attached to the top of the mainsail with a tensioning strap.

Thread the tensioning strap as follows:

- 1) Through the first half of the swim buoy, through the hole in the mainsail, through the second half of the swim buoy. Through the second half back through the other hole in the mainsail, through the first half of the swim buoy into the buckle of the tension strap.
- 2) Tighten the tensioning strap firmly and close the buckle.



## 2.3 Setting and take in the sail

### ⚠ CAUTION

Before setting sail, always place the bow of the XCAT into the wind first. Only if the bow is exactly in the wind, the raised sail offers no attack surface to the wind.

Loosen mainsheet completely before setting sail.

### Set mainsail

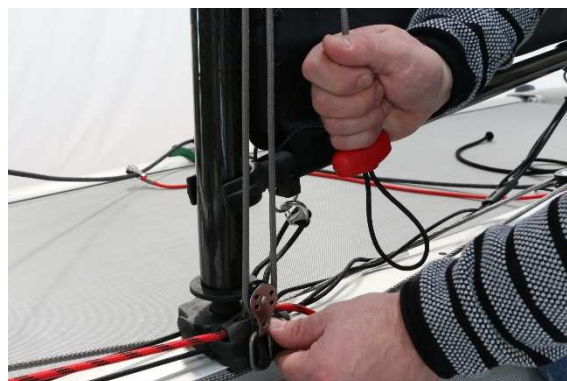
- 1) Hook the S-Hook of the main halyard on top of the mainsail.



- 2) Raise the mainsail, pull down the main halyard pulley ...



- 3) ... hook the main halyard pulley to the side of the mast base.



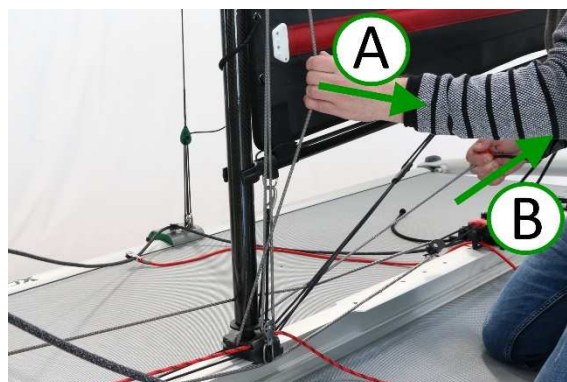
- 4) Guide the tensioning rope around the deflection at the mast base and ...



- 5) ... fix in the clamp.



- 6) For retensioning the main halyard:  
 A) Tension line  
 B) tighten the line with the rope handle while slackening line A.



### Take in mainsail

- 1) Remove the main halyard from the cleat, unhook the main halyard pulley and lower the sail.

---

Info: always hold the red handle so that it is not pulled up with the rope.

---

- 2) Unhook the S-hook of the main halyard, secure the rope handle and S-hook to the mast with the rubber loop.
- 3) Unhook mainsheet, downhaul, cunningham and boom jaw.

## 2.4 Seat positions and weight trim

You should first try out the feeling of moving on the XCAT on land. Place the XCAT into the wind with the sails set and try out suitable seating positions. You should have a secure grip in every situation.

When sailing, we recommend using the hiking seats and foot straps available as accessories. Comfortable sitting, perfect as a backrest, even more sporty sailing.

In addition to its rudder, the XCAT can also be controlled excellently using weight trim. You move forward, it luffs - you move backward, it drops. Just like windsurfing, the XCAT has self-steering properties.

## 2.5 Operation of genoa and mainsail

Of course, you can only learn the right time to tighten the genoa and mainsail or to lay the rudder on the water. But you should first familiarize yourself with the operation of the genoa, the genoa sheet clamping device incl. genoa trimmer and the mainsheet on land in light winds.

When sailing, you control the speed via the sheets. If you pull on the sheet (tighten), the sail fills with wind - the XCAT speeds up. If you loosen the sheet (veer), the sail opens - the XCAT slows down. To brake, release all sheets and steer against the wind - this will stop the XCAT. The sail position of the genoa and mainsail must be adjusted to each other. Only a correctly adjusted genoa will optimally accelerate the current on the mainsail. In order to be able to pull the genoa very close when sailing close to the wind, the XCAT is also equipped with a genoa trimmer. Always pull the genoa sheet tight first. If this is not sufficient for the downwind course, pull the genoa trimmer just tight enough so that the genoa no longer "kills" (flutters). If the genoa still kills despite the genoa trimmer being pulled tight, you are sailing too high on the wind and must drop.



## Unroll genoa

- 1) To unroll the genoa, release the endless furler line (grey) from the clamp and pull on the genoa sheet (black/white).

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Note: If the genoa is fixed with the Velcro, it must be removed before.

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## Furling the genoa

- 1) To furl, first release the genoa sheet and genoa trimmer from the genoa sheet cleat holder.



- 2) Then pull the endless line of the endless furler until the genoa is furled.

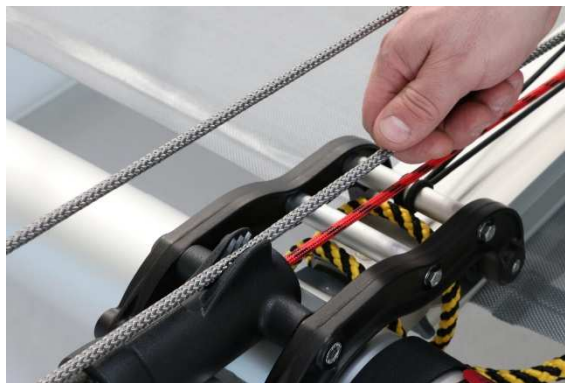
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Note: Genoa can be additionally fixed with Velcro.

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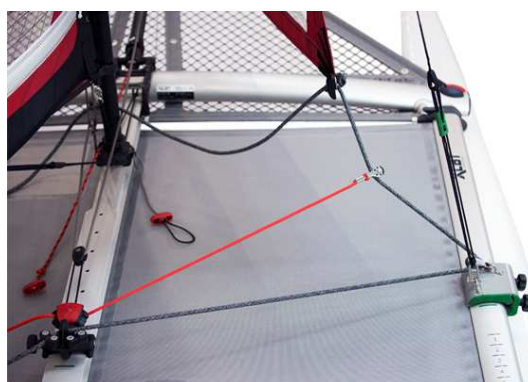
- 3) Then fix the endless line in the clamp.



### Genoa belay

- 1) To belay the genoa, pull the genoa sheet (grey line) into the aft clamp of the cleat holder.

With the genoa trimmer (red line), the genoa can be hauled closer to the mast on close to the wind course and occupied in the front cleat of the cleat holder.



## 2.6 Handling the rudder

You determine the direction of travel of the XCAT via the rudder. The tiller extension is used for safe steering, even if you are sitting further forward in light winds. To head up (turn toward the wind), push the tiller extension away from you. To drop (turn away from the wind), pull the tiller extension toward you.

On land, the rudder is folded up. To steer, you must first lower it completely when casting off (note: observe water depth!).

### Lower rudder

- 1) Unhook the rope handle.



- 2) Loosen the knot from the slot and carefully lower the rudder.



- 3) To fix the rudder, pull the green line as far as it will go, fix the line in the safety clamp and push the line holder forward.



In the event of grounding (when moving forward), the safety clamp automatically releases ...



... then press the safety clip back into the holder and pull the green line as far as it will go and fix the line in the safety clip.



### Swing up the rudder

- 1) Unhook the rudder blade downhaul (green line).



- 2) Tighten rudder blade catcher (red line) and fix knot in slot.

Info: if the middle knot is fixed in the slot, the rudder is only half raised. This position can be used for steering in very shallow water and in the shore area.



- 3) Reattach the rope handle.



## 2.7 Casting off and landing

### ⚠ WARNING

Before you cast off, you should perform a safety check. Is the XCAT in perfect condition? Are the trampoline side beams properly engaged? Are shrouds, forestay and bowsprit securely fastened? Are the forestay/genoa and mainsail properly enforced? Are all sheets and lines free? Are genoa and mainsheet cleats properly adjusted? Is the rudder prepared for lowering? Are life jackets and, if applicable, paddles on board?

### Casting off from the beach

#### ⚠ CAUTION

Note that especially in onshore winds and waves, never stand between the boat and the beach!

#### ⚠ CAUTION

Never set the sail on land, as this can lead to dangerous situations. Always set the sail on the water first.

Wind onshore: Lower the XCAT into the water with the bow first (upwind). As soon as it floats, you can sail off on an upwind course.

Wind offshore: Leave the XCAT stern-first off the beach. You should first start at least five boat lengths from shore to allow enough room to turn on a room wind course.

Wind parallel to the shore (best conditions): Launch the XCAT forward or also backward into the water and start away from the shore on a downwind course.

If you are sailing in pairs or threes, discuss the casting off maneuver before casting off. In which direction will you cast off? Who will steer? Who will operate the genoa? After launching, the foresailer holds the bow into the wind. Hold the XCAT only on the windward side of the bow and never stand between the boat and the beach in case of waves! The helmsman/woman get on the XCAT from windward, lowers the rudder (observe water depth) and clears the mainsheet. After checking the free space, the foresailer pushes the XCAT past him, pushes the bow to leeward and also gets on. Tighten the mainsheet and let's go.

### Landing on the beach

The first priority when landing is to reduce the speed! To do this, also furl the genoa before mooring. To familiarize yourself with the mooring conditions, you should make a "near-attack" about five boat lengths from your destination. This will keep you maneuverable and give you time to plan your mooring maneuver. Once the water is standing deep, you should enter the water and pull the XCAT wading onto the beach. When doing so, do not forget to catch up the rudder in time.

Wind parallel to the shore: Sail with little speed to the beach and short push up just before the beach. Then the bow is already in the wind.

Wind offshore: Mooring by tacking with genoa assistance. The foresailer jumps off in the shallow water and keeps the bow in the wind. If you sail alone, you can also sail upwind directly onto the beach. Since the XCAT has no centerboards, you only have to make sure to swing up the rudder in time.

Strong onshore wind: Before mooring, recover the mainsail and furl the genoa so that you can sail onto the beach at reduced speed. When doing so, do not forget to swing up the rudder in time.

## 2.8 Tacking and jibing

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Info: videos on tacking and jibing are also available on our website:  
<https://www.x-cat.com/en/videos> -> XCAT Sail training sessions

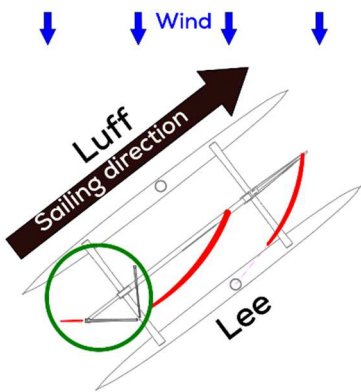
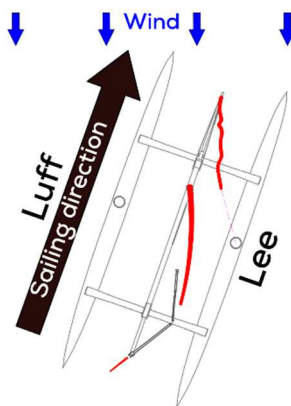
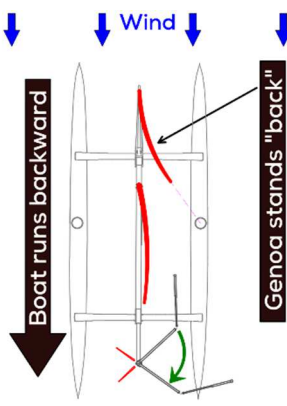
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When tacking, the XCAT turns with the bow through the wind from the upwind course (high on the wind) to a new upwind course. Due to the two slim hulls, the XCAT sails "as if on rails". This means that you have to sail an arc through the wind. Most of the time the XCAT also stops short or runs back slightly. The tack can therefore only be driven from a course high on the wind. When tacking, leave the genoa on the old bow "back" until the XCAT has turned completely through the wind. Advantage: The XCAT turns better through the wind and drops more willingly to the new course. Disadvantage: The XCAT initially stops on the new course.

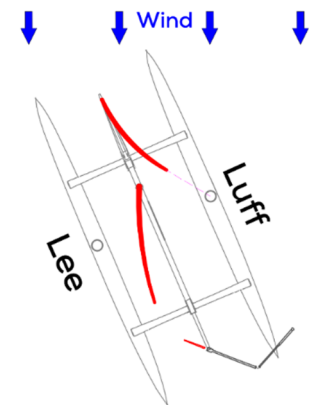
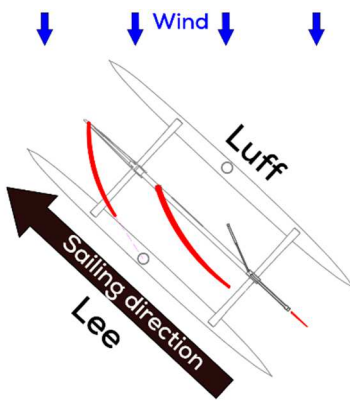
When jibing, the XCAT turns with the stern through the wind, from the deep space wind course to the new deep space wind course. In catamaran sailing, the mainsail is "shifted" to the other side when jibing. This means that - as soon as the genoa dips - you pull the sail to the new side at the mainsheet in a controlled manner, catching the momentum. Be careful not to hit the sail/mainsheet on your head! After shifting, continue sailing from the downwind course to a deep downwind course.

### The perfect tack with the XCAT

In addition to its rudder, the XCAT can also be controlled excellently using weight trim. You move forward, it luffs - you move backward, it drops. This self-steering feature also helps you when tacking.

<p>1) At the beginning of the tack, pull the mainsheet and genoa tight and sail a high course. By putting light rudder, steer into the wind. Shift weight as far forward as possible. If there is more than one person on board, everybody, except the helmsmen/woman, moves forward. The person steering also moves as far forward as possible. The XCAT turns in the direction of the wind.</p>	
<p>2) The genoa is in the wind, but not yet "back". Now release the rudder and the person steering also moves forward as far as possible. On the way forward, release the genoa trimmer (red line) and tighten the genoa sheet (black-grey line).</p>	
<p>3) If the XCAT does not go through the tack, the rudder flaps and automatically applies counter rudder. The XCAT runs back slightly and turns until the genoa comes "back". The crew now quickly changes sides.</p>	



<p>4) Wait until the XCAT has rotated completely.</p>	 <p>The diagram shows a top-down view of the XCAT sailboat. Four blue arrows labeled 'Wind' point downwards from the top of the frame. The boat is oriented diagonally. The left side is labeled 'Lee' and the right side is labeled 'Luff'. Red curved lines represent the sails, which are set on the right side of the boat.</p>
<p>5) Shift the genoa over to the other side. The XCAT immediately picks up speed, the tiller comes back and can be gripped again.</p>	 <p>The diagram shows the XCAT sailboat in a similar orientation to the previous one. The 'Wind' arrows are still present. A black arrow labeled 'Sailing direction' points towards the bottom-left corner, indicating the boat's movement. The sails are now set on the left side of the boat, and the 'Lee' and 'Luff' labels are also present.</p>

The turn also works without putting rudder, by simply moving forward. The sequence is identical to the description above.

The only difference is that you go directly forward without putting rudder. The XCAT turns through its self-steering properties, independently into the wind and initiates the turn.

**⚠ WARNING**  
 Try tacking purely by weight shift only in moderate wind conditions. Since the mainsheet is out of reach during the procedure, it is not possible to open it in stronger gusts to prevent the XCAT from capsizing.

## 2.9 Bring about and lying to

To bring about the XCAT is a maneuver to slow down or to stop in a position that is as calm as possible. Once this position has been reached, it is referred to as lying to.

Safety first: Turn in the waiting position (berthing). Whether before mooring, after casting off, after a capsize or simply to rest. The waiting position is taken outside of surf, swimming zones and buoy fields at a sufficient distance from the beach/shore. In the waiting position, the XCAT can be made ready to sail comfortably. It remains calm and you can do all the important things without the XCAT sailing uncontrolled.

Lying to with the XCAT is quite simple: Roll the genoa away completely, do a "perfect" tack (see further ahead) and then continue to sit in front. The XCAT now swings in the wind and slowly drifts downwind. In doing so, it turns alternately about 15° in one direction and back again. This always works and gives a lot of security even in strong winds.

## 2.10 Capsizing and righting

The XCAT is a safe boat that does not capsize easily. If you still capsize, it is no problem to right the XCAT. If this should not work, the XCAT is an unsinkable island. The only important thing is to keep the connection to the XCAT when capsizing!

### WARNING

A capsized catamaran has a large wind attack area due to the erected trampoline and drifts fast even in moderate wind and it can no longer be reached by swimming. Therefore, after capsizing, the first thing to pay attention to is the sailing partners. Make sure that everybody is okay. If a partner cannot reach the XCAT fast enough, capsize the XCAT through by standing on the mast. The downward rigging reduces drifting away enormously.

### Straightening from a turteled position

- 1) Release the genoa sheet and genoa trimmer from the cleat holders and open the mainsheet. Loosen forestay. Make the shackle longer on the first hull by opening one of the two key shackles.
- 2) Place the capsize line over the first hull and then lay it towards the second hull.
- 3) Climb onto the second hull and pull the capsize line. While doing so, lean back as far as possible.



- 4) Continue pulling until the XCAT has turned to the lateral position. Continue at point 7 )



### Raising from the lateral position

- 5) Release the genoa sheet and genoa trimmer from the genoa sheet cleat holder and open the mainsheet.

Info: In stronger winds, roll in the genoa if necessary.



- 6) Climb onto the lower hull and place the capsize line over the upper hull.

Info: If necessary, shift weight towards the bow and wait until the XCAT has aligned itself with the wind.



- 7) Pull the capsize line. While doing so, lean back as far as possible.



- 8) The XCAT straightens back to the upright position. Just before the XCAT stands again, swim under the trampoline and push down the windward hull so that the XCAT does not capsize to the other side.



- 9) To get onto the XCAT, push the bow into the water and climb onto the hull.

**⚠ CAUTION**  
**Wet hulls can be very slippery. Therefore, hold on tight when you get on, so that you do not accidentally slip off and injure yourself!**



## 2.11 Dismantling the sailing option

### Detach mainsail from mast

- 1) Release the mainsheet from the clamp.
- 2) Unhook main halyard pulley and lower sail.
- 3) Unhook mainsheet, downhaul, cunningham and boom jaw.
- 4) Unhook the S-hook of the main halyard, secure the rope handle and S-hook to the mast with the rubber loop.
- 5) Loosen the forestay.
- 6) Slightly lift the mast to release the rope rings from the mast.
- 7) Furl the mainsail: Fold down the top end of the mainsail at the top sail batten. Then start furling at the top sail batten. Fix the furled mainsail with the Velcro tape. (see page 49)

### Unhook genoa sheet

- 1) Release the genoa sheet and genoa trimmer from the clamps.
- 2) Unhook genoa sheet fasteners from clew.

### Lay mast

- 1) Lift the mast out of the mast base and fold it down.
- 2) Loosen snap shackles between genoa and endless furler and between genoa and mast. Furl the genoa and fix it with the Velcro tape. (see page 49)
- 3) Loosen the key shackles of the shrouds on the shroud blocks.
- 4) Pull the under mast off the upper mast.
- 5) Pull the wind vane off the masttop.

---

**Remove bowsprit with mast foot, rudder, shroud blocks, cleat holder and mainsheet**

- 1) Push the mast base backwards and remove it.
- 2) Pull the bowsprit out of the crossbeam, tilt it up and pull it off the center beam.
- 3) Release the tensioning lever on the rudder, release the belt hook from the groove and close the tensioning lever again.
- 4) Pull the rudder out of the crossbeam, tilt it up and pull it off the center beam.
- 5) Remove the shroud blocks from the side beams.
- 6) Remove the jam cleat and mainsheet.
- 7) Remove the capsize line.

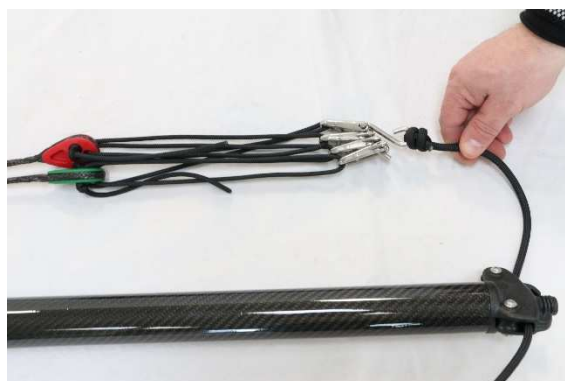
## Fold mast

Shrouds and main halyard remain permanently attached to the upper mast. To avoid "cable spaghetti", the upper mast provides mast forks at the top and bottom that allow you to easily fold the shrouds on the mast.

- 1) Guide shrouds downward over the mast fork.



- 2) Guide the shrouds upwards. Thread the S-hook into all 4 key shackles and ...



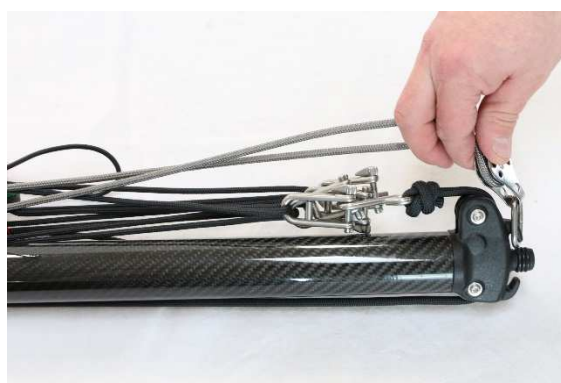
- 3) ... guide the main halyard down over the mast fork.



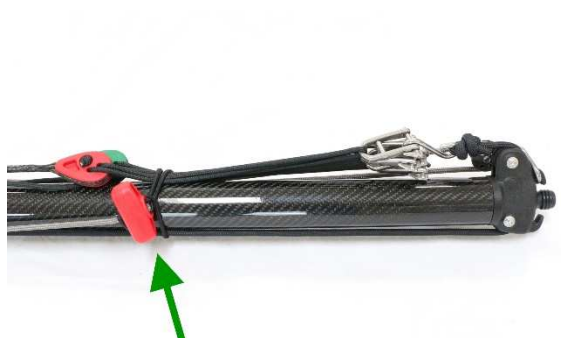
- 4) Guide the main halyard pulley and rope handle up and ...



- 5) ... Hanging main halyard pulley in masttop.



- 6) Pull the main halyard tight and fix it with rope handle and rubber loop around the mast.





## Genoa roll up

Start rolling up the genoa at the top at the swivel



## Mainsail roll up

- 1) First fold the top end down around the top sail batten. Starting at this sail batten, the sail is always rolled up parallel to the next sail battens.



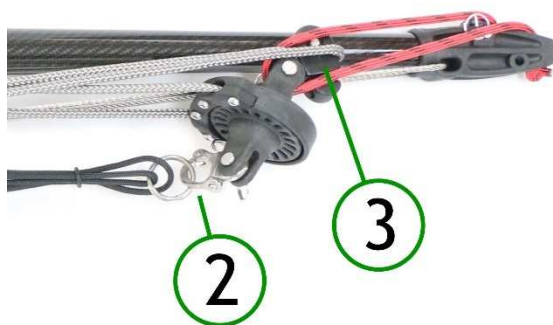
## Fold bowsprit



- 1) Place the mast base below the bowsprit.



- 2) Hook downhaul ring onto jib furler snap shackle.
- 3) Pass the pulley of the endless line after the jib furler.



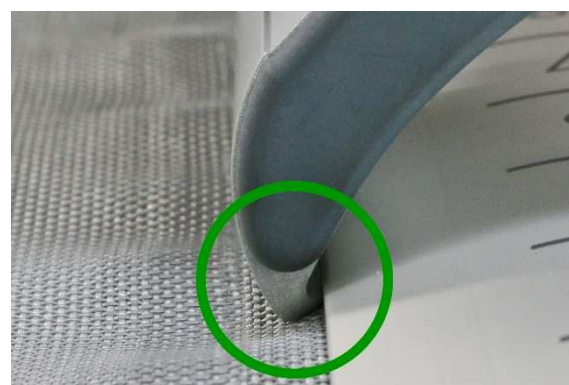
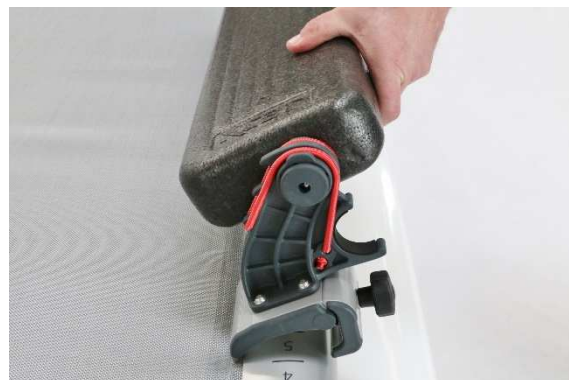
Shroud blocks, cleat holder and genoa sheet together with genoa trimmer



## 3 Accessories

### 3.1 Fitting the hiking seats (option)

- 1) Clamp the hiking seat onto the side beam. To do this, first hook both brackets with the nose inside onto the side beam ...



- 2) ... Fix the seats by tightening the turning handles.



- 3) Check again if the brackets are tight on both sides and the nose is hooked.



A SUP paddle, for example, fits in the holder under the hiking seat.



## Turn outboard seats

- 1) Loosen the clamping block and push it away to the side.



- 2) Pull the seat out of the other bracket.



- 3) Seat block can now be rotated.



### 3.2 Attach foot straps (option)

- 1) Thread the foot strap through the loops on the trampoline.  
Fix the outer Velcro ...



- 2) ... and fix the second Velcro tape over it.



Ready mounted foot strap



### 3.3 Attach bow net (option)

Before you can attach the bow net, the bowsprit must be attached. The description of how to attach the bowsprit can be found in the chapter "Setting up the sail option".

- 1) Mount attachment part on bowsprit with pin ...



- 2) ... and secure with ring.



- 3) Insert the pin from the first side of the net rod in the front into the fastening part.





- 4) Attach the other end of the side net rod to the front crossbar using bolts.

Repeat point 3) and 4) on the second side.



- 5) Pull the bow net strongly towards the crossbeam ...



- 6) ... and insert the rear net bars into the hole of the center bar.



- 7) Bend the rear bar and hook it onto the side beam.



### 3.4 Tiller-fix (option)

Tiller-fix is placed on top of the rudder.



### 3.5 Motor board (option)

The motor board is fixed to the crossbar with the 4 screws supplied.

After swinging up the motor, it is pushed to the side and placed over the hull.



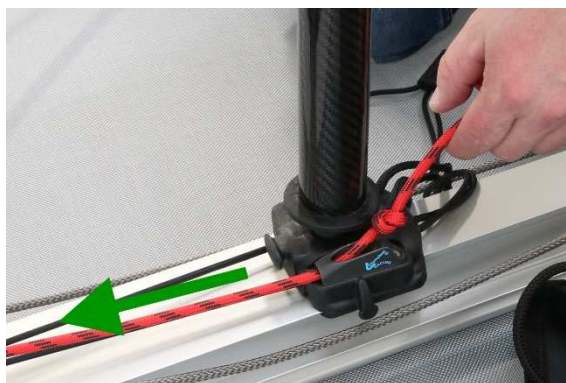
## 4 Maintenance

### 4.1 Tensioning the shrouds

As a general rule of thumb, the shrouds are too loose when you lift the XCAT slightly at the bowsprit and the shrouds then become slack. In this case, adjust the shroud tensioners.

#### Readjust shroud tensioner

- 1) Loosen the forestay.



- 2) Open the figure-eight knot at the shroud tensioner.



- 3) Readjust tensioning line ...

- 4) ... and make new knot (figure-eight knot).

## 4.2 Tensioning the sail battens

- 1) Pull the end of the tensioning strap out of the sail lug ...



- 2) ... and tighten by pulling.



- 3) Put the tensioning strap back into the sail flap.

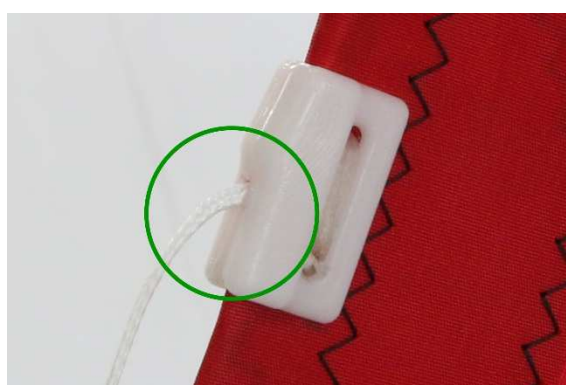


## 4.3 Luff tensioner

1) Tension the luff line and ...



2) ... fix in the line clamp.



## 4.4 Overview of knots

Bowline

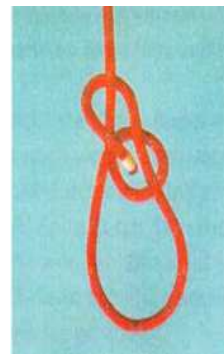
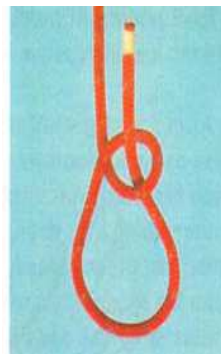
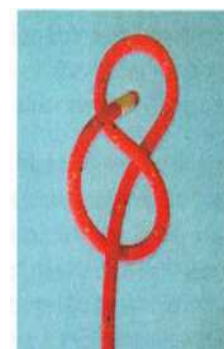
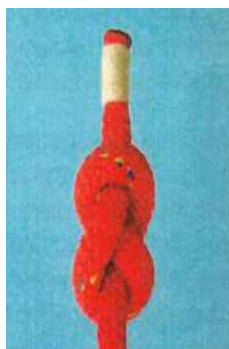


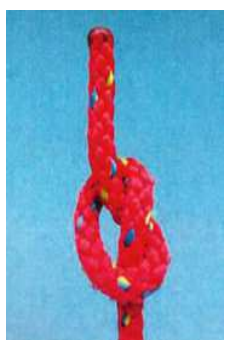
Figure eight knot



English knot

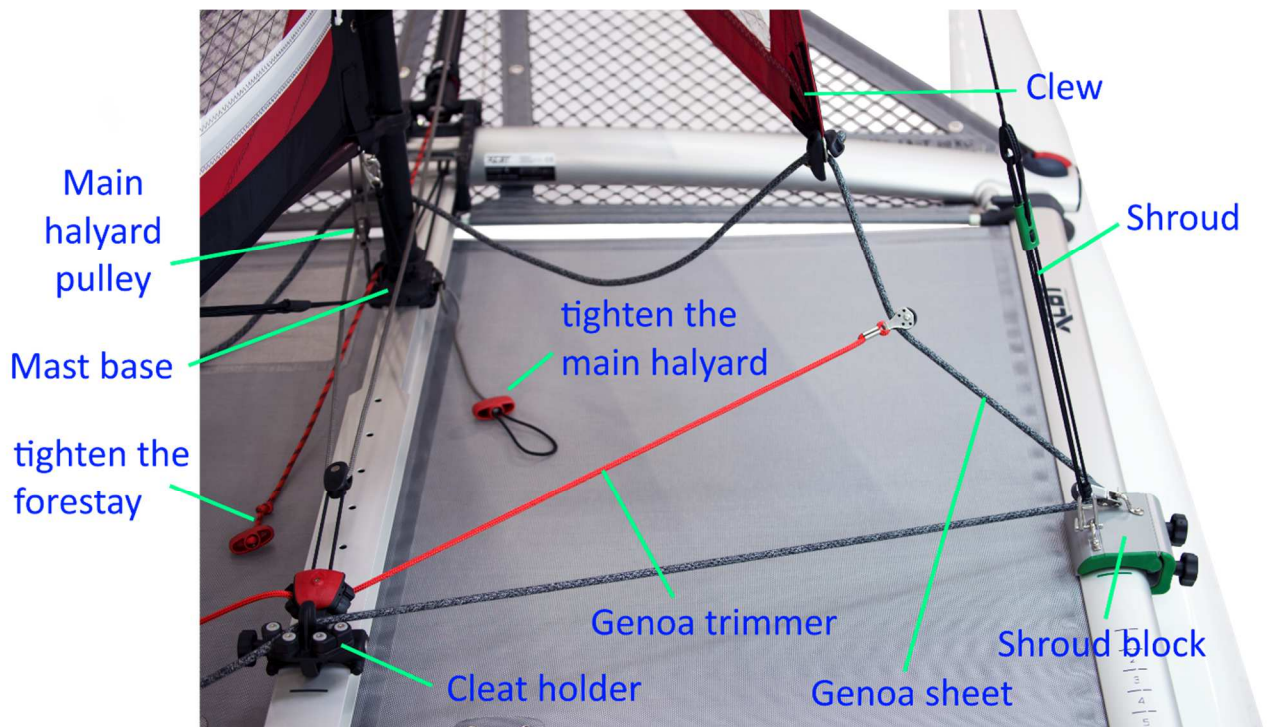
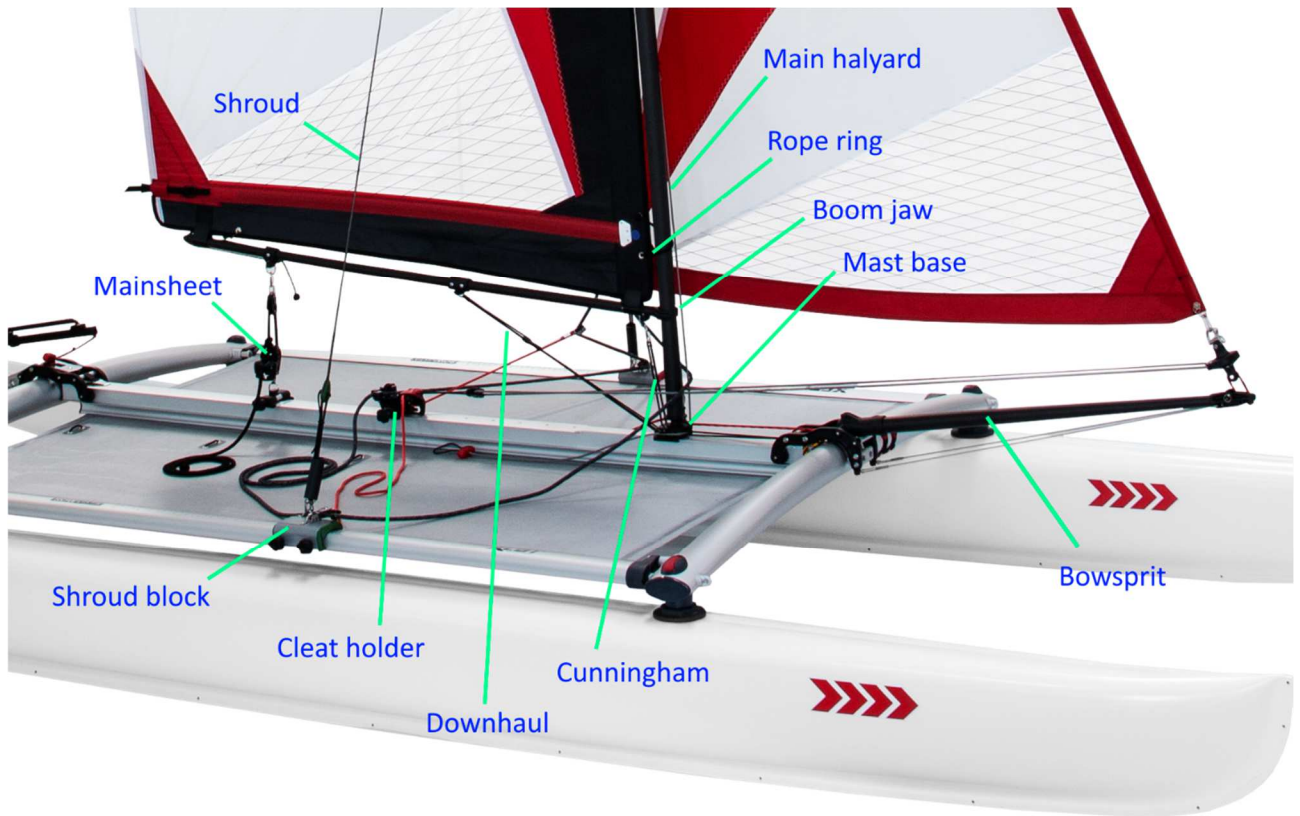


Overhand knot



## 4.5 Sailing basic terms







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- Bowsprit 11, 12
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  - fold 50
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- Capsize righting line
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