



PROPOSAL

Coastal Performance Inventory for First 40.7

Technical Sail Proposal

A tailored sail package prepared for Your Customer, shaped around FIRST 40.7 01/2008 and the way this boat is expected to sail.

PROPOSAL FOR

Your Customer

FIRST 40.7 01/2008

FIRST 40.7

11.9 M LOA

JULY 1, 2026

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Coastal Performance Inventory for First 40.7

The First 40.7 carries enough rig and righting moment to handle a proper performance inventory, and the mixed coastal brief points to sails that stay efficient across range rather than a single narrow-air setup. LoadX Lite is the right call for the mainsail and working jibs because the boat is being asked to race as well as cruise, so shape control matters more than simple cloth weight.

This package keeps the proven core from the class data, then adds a light-air reacher only because the boat has the ISP needed to support it. For a full crew, that means fewer depowers in transitions, cleaner tacks, and less helm drag as the breeze builds. **Upwind first, downwind second** is the right order here, with membrane construction in the main and primary jibs, and lighter nylon for the reaching and running sails.

USE	Cruising / Racing
AREA	Coastal
CREW	Full Crew
CONDITIONS	Mixed conditions
PRIORITIES	Performance
STANDARD	Standard
ORIENTATION	Performance



LoadX LoadPath Membrane

Continuous load-path fiber support for high-stability working sails.

LOAD-PATH FIBER ORIENTATION

STABLE ENTRY AND LEECH PROFILE

CONFIGURABLE TAFFETA PROTECTION

WHY THIS MATERIAL IS IN THE PROPOSAL

LoadX lays **continuous load-path fibers** along the principal loads, so the sail resists stretch exactly where the sheet and halyard pull hardest. The result is a **more consistent entry, leech profile, and trim response** than woven or cross-cut cloth, with the fiber package tuned to the boat rather than a one-size panel. Each membrane is built with a **configurable taffeta and UV layer** so the same shape technology can be specified for hard racing or long-haul cruising.

LoadX Lite

**LIGHTER
MEMBRANE
CONSTRUCTION**

Performance-cruising mains and headsails

The lower-mass LoadX build for responsive handling and weight savings aloft. Available in white, grey, and black.

LoadX

**STANDARD / HIGHER-
LOAD
CONSTRUCTION**

All-purpose to race-oriented mains and headsails

The default LoadX membrane, with more structural margin for higher loads and longer service. Available in white, grey, and black.



Challenge Baltic UAX Code Zero Laminate

A furling-ready laminate built for reaching power and clean bias control.

ARAMID + UPE FIBER BLEND

LIGHT TAFFETA CONSTRUCTION

CLEAN FURLING BEHAVIOR

WHY THIS MATERIAL IS IN THE PROPOSAL

Baltic UAX pairs a **light taffeta** with **high-modulus aramid and UPE fibers**. The close-spaced off-axis reinforcement **distributes reaching loads evenly**, **improves bias control**, and helps the sail **furl cleanly** without giving up the durability needed for repeat use. Heavier constructions add structural margin for larger furling sails and longer luffs.

4 UAX

LIGHT CONSTRUCTION

Code Zeros on smaller race and performance cruisers

Fast-furling, low-mass option for light reaching loads.

6 UAX

MEDIUM CONSTRUCTION

All-purpose furling Code Zeros

Balanced surface stability and durability for regular reaching use.

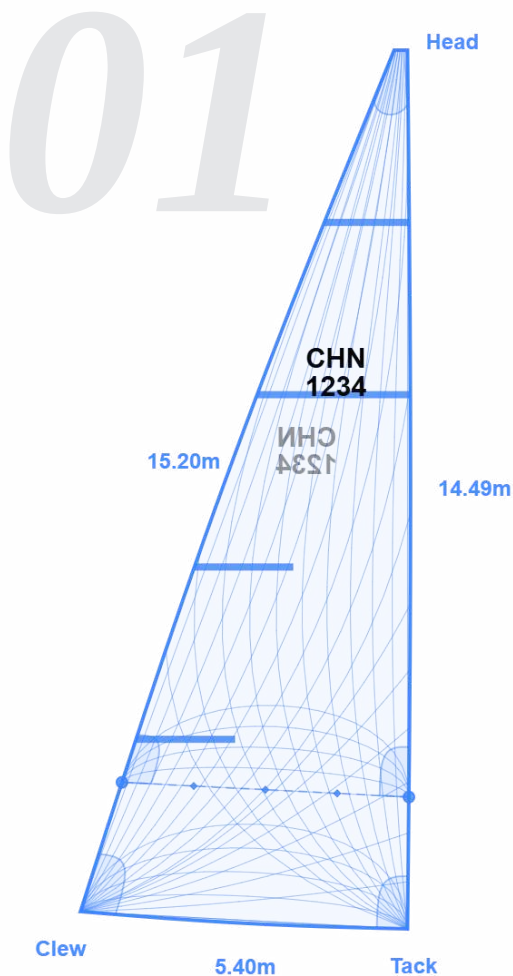
8 UAX

HIGHER-LOAD CONSTRUCTION

Larger boats and stronger reaching loads

Additional structural margin for larger furling sails and longer luffs.

MAINSAIL



Full-Batten LoadX Lite Racing Main

This main keeps the same luff and foot while opening the leech to 15.20 m, giving a fuller roach and a more assertive exit shape. The tri-radial layout and progressive widths support stable draft control in the LoadX Lite White laminate.

It will reward active mainsheet, traveler, and vang management, especially through tacks and pressure changes. The main limitation is higher handling demand in short, rough, or twisted air compared with a softer cruising build.

LoadX Lite White favors shape stability and consistent drive in coastal racing, with a trim routine that is less forgiving than a softer cruising main.

MATERIAL

LoadX LoadPath Membrane

APPROX. AREA

~47.5m²

KEY WORD

performance-oriented

coastal-racing

balanced-shape

Final dimensions and finishing details remain subject to technical review, measurement confirmation, and production approval.

HEADSAIL

J1 Light-Upwind Headsail

This J1 is cut with a moderate overlap profile and a restrained leech to keep the boat efficient in light-to-moderate upwind air. The luff tape setup supports clean hoists and furling, while the tri-radial layout helps hold draft shape across the load path.

It will point well and tack cleanly, but it wants active trimming and is not intended to be a heavy-weather working jib. In stronger breeze, the flatter geometry and lighter build will need earlier reduction to stay balanced.

LoadX Lite Grey supports a crisp J1 shape with low drag and reliable entry control, trading some forgiveness and rough-use tolerance for better height and acceleration.

MATERIAL

LoadX LoadPath Membrane

APPROX. AREA

~36.4m²

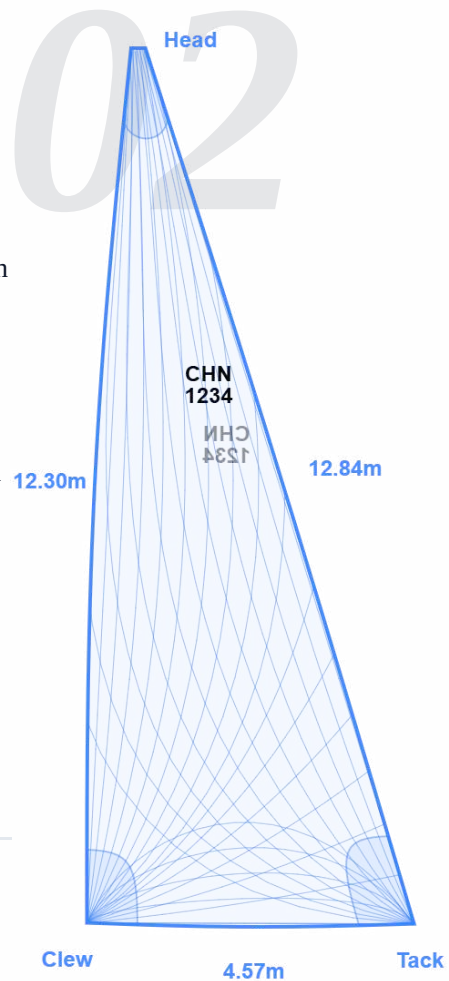
KEY WORD

light-air

upwind-performance

trim-sensitive

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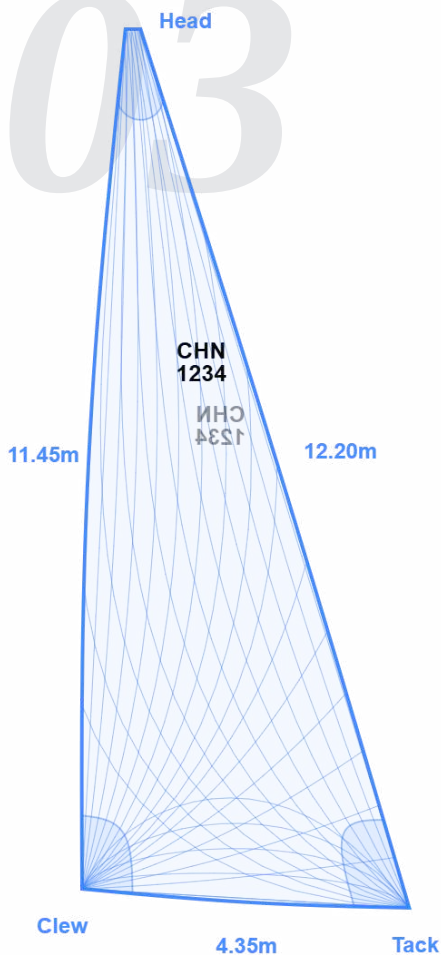
HEADSAIL

J2 Medium-Range Headsail

This J2 uses a moderate luff and foot with a clean, non-overlapping LP to keep the entry controlled and the slot open in mixed coastal air. The luff tape build suits a furling or removable stay setup and keeps the sail simple to handle on short-handed or full-crew transitions.

The tri-radial layout supports a stable leech and better load alignment than a plain crosscut working jib. It will be quick and balanced, but it is still a trim-sensitive sail and will not tolerate heavy over-sheeting or prolonged chafe as well as a heavier cruising jib.

LoadX Grey and the tri-radial shape keep the J2 efficient and controllable across changing coastal breeze while giving up some ease-of-use compared with a more forgiving overlap jib.



MATERIAL

LoadX LoadPath Membrane

APPROX. AREA

~35.5m²

KEY WORD

working-jib

mixed-coastal

balanced-shape

Final dimensions and finishing details remain subject to technical review, measurement confirmation, and production approval.

HEADSAIL

J3 Heavy-Air Headsail

The geometry is compact and straight, with a shorter foot and moderate LP to keep the sail balanced when the breeze is up. LoadX Lite Black gives crisp shape retention and a clean entry for repeated short tacks under load.

Short battens help support the leech without making the sail sluggish to handle or overbuilt for the size. The limitation is simple: this is a working heavy-air jib, so it will not carry the same light-air power or forgiveness as a larger overlap sail.

Prioritizes control and shape stability in powered-up conditions with LoadX Lite Black, at the cost of some low-end power and softer airflow attachment in very light air.

MATERIAL

LoadX LoadPath Membrane

APPROX. AREA

~33m²

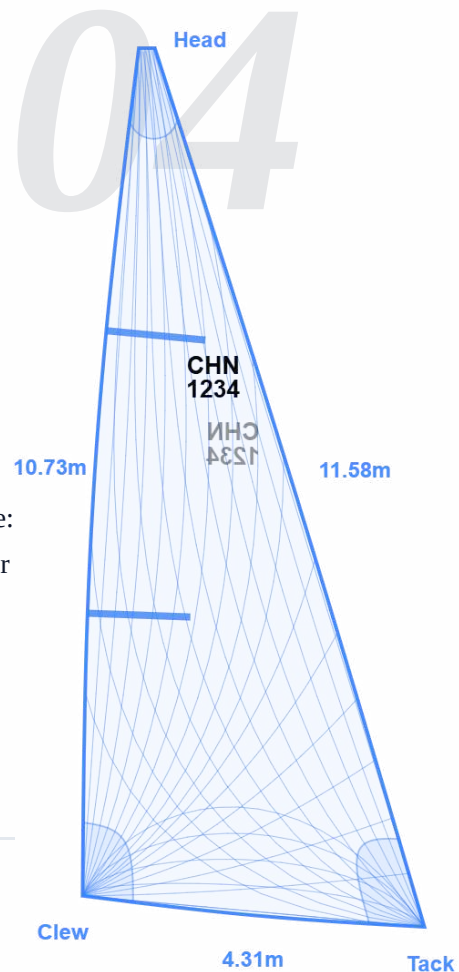
KEY WORD

heavy-air

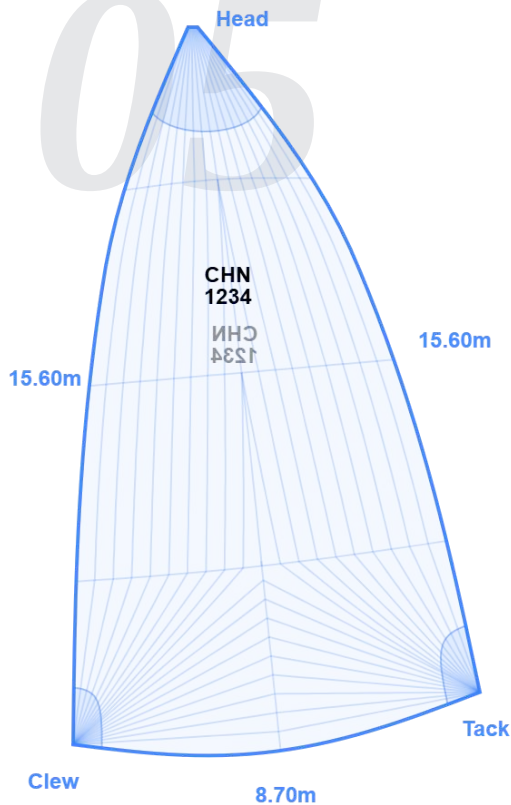
control-oriented

coastal-racing

Final dimensions and finishing details remain subject to technical review, measurement confirmation, and production approval.



GENNAKER



A2 Reach-and-Run Gennaker

The geometry is a high-clew asymmetric with a long luff and moderate shoulder, built to stay balanced from close-reaching angles through broader hot angles. Tri-radial paneling supports load paths cleanly in Fibermax 44, helping the sail hold its entry shape and reduce distortion as sheet load changes.

It will hoist and furl cleanly for a full-crew coastal program, with enough depth to carry in lighter air and enough flattening range to stay useful as breeze builds. The limitation is simple: this is not a heavy-weather downwind sail, and it will reward active trimming more than a cruising-focused nylon kite.

Priorizes efficient power and stable shape in mixed-angle coastal use with Challenge Fibermax 44, while accepting more trim sensitivity than a heavier cruising reacher.

MATERIAL

Challenge Fibermax 44

APPROX. AREA

~101.7m²

KEY WORD

performance-oriented

mixed-condition

reaching-sail

Final dimensions and finishing details remain subject to technical review, measurement confirmation, and production approval.

CODE ZERO

Light-Air Code Zero

The sail is cut as a flat tri-radial Code Zero with a long luff and moderate foot to hold an efficient flying shape from about 55 to 90 degrees apparent. The geometry keeps the entry fine and the leech controlled so the sail accelerates cleanly without loading the helm.

Challenge Baltic 6 UAX suits the brief by keeping stretch low enough for a stable slot and repeatable trim. The limitation is simple: it is a light-air specialist, so once the breeze builds it needs earlier furling or deep depowering to avoid excess load and shape collapse.

Prioritizes flat, efficient reaching power in very light air using Challenge Baltic 6 UAX, with less forgiveness and reduced durability margin than a heavier-purpose sail.

MATERIAL

Challenge Baltic UAX Code Zero Laminate

APPROX. AREA

~55m²

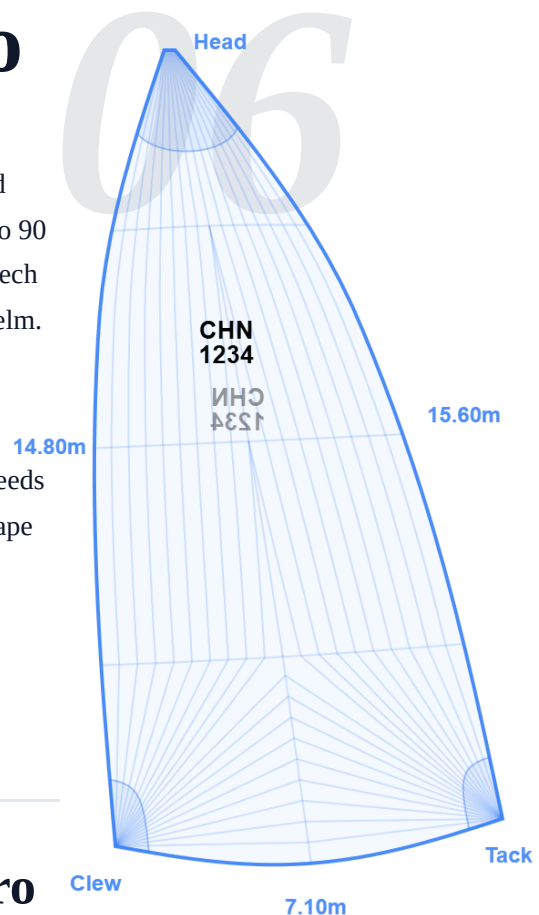
KEY WORD

performance-oriented

light-air

mixed-coastal

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Quote Summary

ITEM	MATERIAL	APPROX. AREA	QTY	LINE TOTAL
1. Full-Batten LoadX Lite Racing Main Mainsail	LoadX LoadPath Membrane	~47.5m ²	1	\$6,594.00
2. J1 Light-Upwind Headsail Headsail	LoadX LoadPath Membrane	~36.4m ²	1	\$4,873.00
3. J2 Medium-Range Headsail Headsail	LoadX LoadPath Membrane	~35.5m ²	1	\$4,568.00
4. J3 Heavy-Air Headsail Headsail	LoadX LoadPath Membrane	~33m ²	1	\$4,118.00
5. A2 Reach-and-Run Gennaker Gennaker	Challenge Fibermax 44	~101.7m ²	1	\$3,655.00
6. Light-Air Code Zero Code Zero	Challenge Baltic UAX Code Zero Laminate	~55m ²	1	\$4,171.00

Commercial Summary

Terms & Conditions

Prices are valid for the stated validity period and are subject to final measurement, material availability, and production confirmation.

Notice

This proposal is prepared from the current boat and sail information. Final specifications, taxes, freight, and delivery timing may be adjusted after technical review.

COMMERCIAL SUMMARY

Subtotal	\$27,979.00
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Tax	Shown where applicable
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Estimated package price

\$27,979.00

ESTIMATE VALID FOR · 30 DAYS