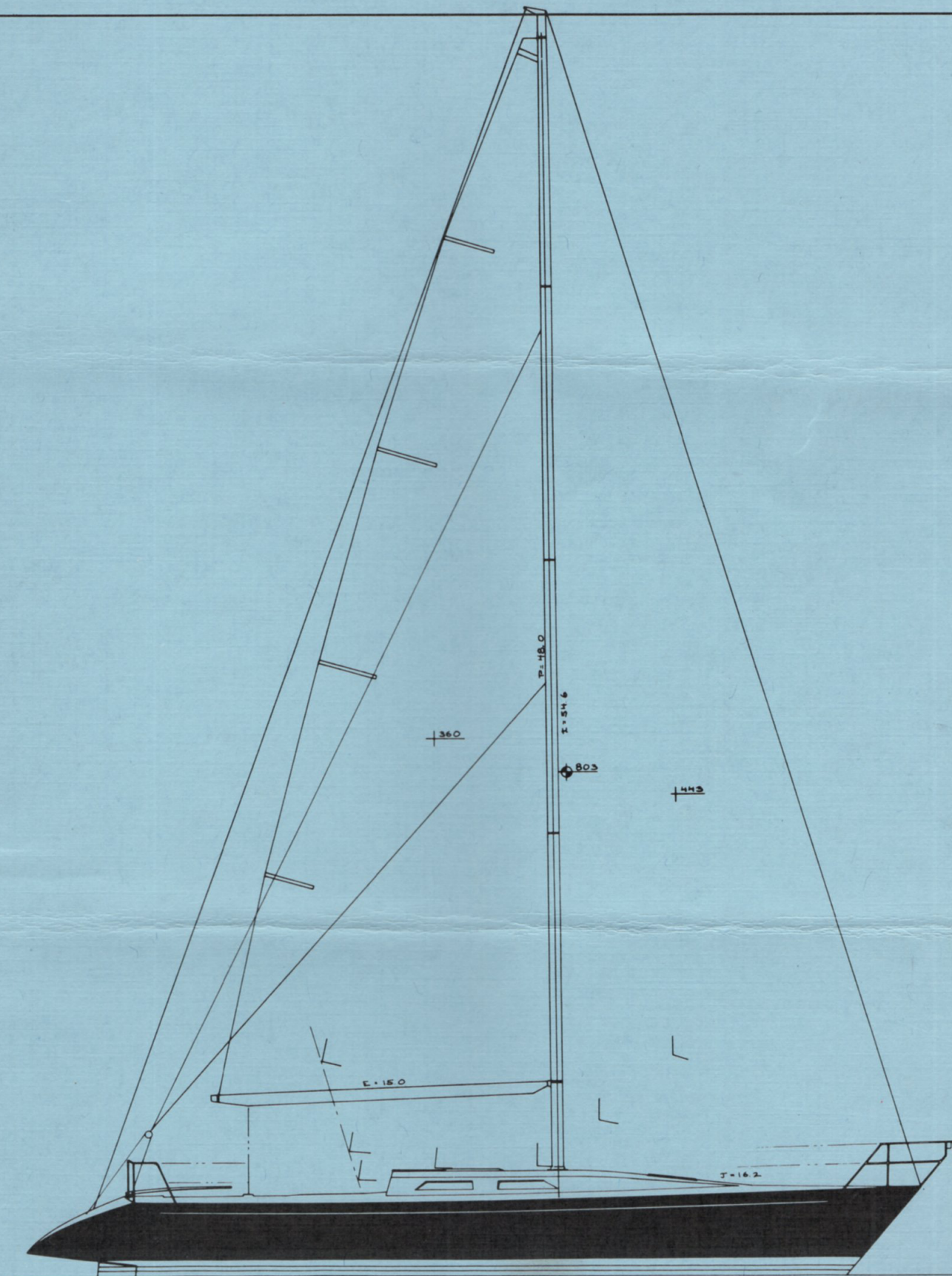


SCHOCK 41 GRAND PRIX



GRAND PRIX 41

The Schock 41 Grand Prix is a very special racing yacht. Every measurement has been carefully calculated and every detail scrutinized by designer William E. Cook and builder Tom Schock. Her sleek and well-proportioned lines, while representing the latest speed producing hull shape techniques, are conservative and timeless in appearance.

She is a relatively beamy boat with a clean entry and an undistorted hull shape. The deck has a low trunk cabin that slopes toward the bow to minimize windage and to provide additional headroom, lighting and ventilation below. A large, well-designed flush cockpit and well placed deck hardware keep crew weight properly distributed and make maneuvers clean and simple.

The interior of the Schock 41 GP is ideally equipped for serious offshore racing. The galley and cold storage units are placed amidship at the center of gravity of the boat and the bunks are light pipe berths placed well aft. The bulkheads and cabinets are finished in natural oiled teak and the hull surface behind the berths is finished in foam-backed fabric. A beautiful varnished teak and holly sole runs the length of the cabin. An air of quality and craftsmanship is present in every aspect of the execution of this design.

HULL

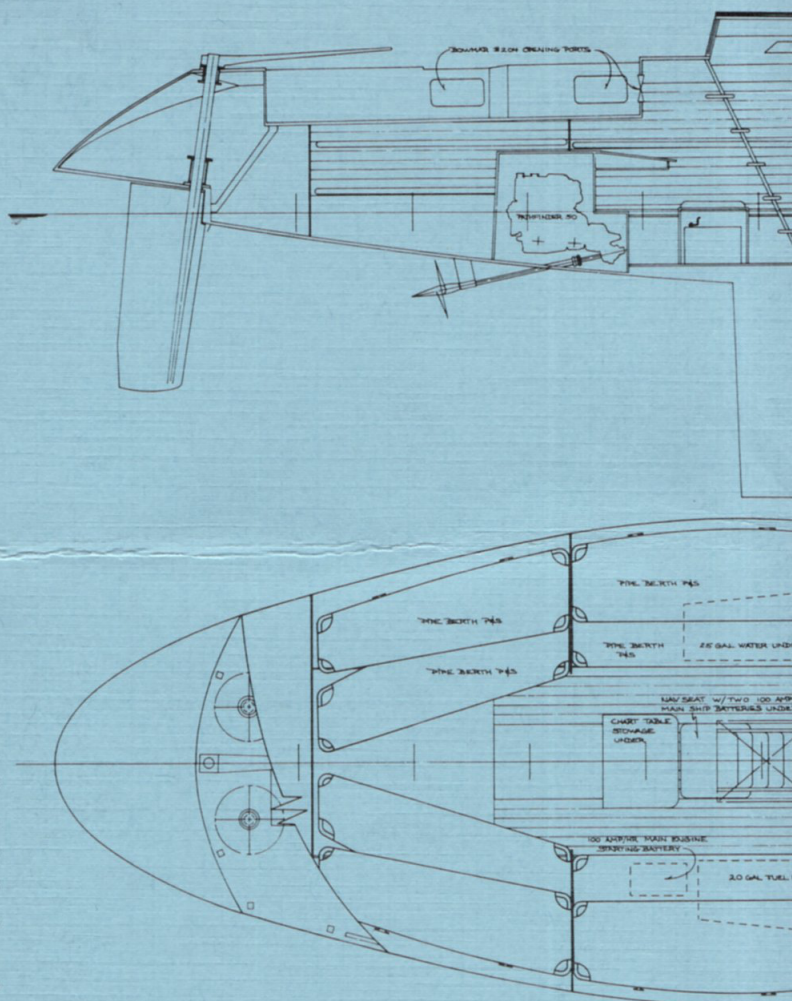
The hull of the Schock 41 is 100% hand laid-up fiberglass. It is a sandwich construction using $\frac{5}{8}$ " thick 6 lb. density kiln-dried balsa wood. The balsa is between alternate layers of unidirectional fiberglass. The areas of high loading have additional layers of fiberglass. The balsa is held away from the center of the boat where additional layers of unidirectional fiberglass are applied over the heavy keel floor timbers. Where any through-hull fittings penetrate the hull, balsa is held a proper distance away. All the through-hull fittings are also flush-mounted. High gloss gelcoat in a variety of attractive colors can be used on the hull.

KEEL

The keel is constructed from cast lead with 4% antimony and is attached to the hull with twelve 1" stainless steel keel bolts.

RUDDER

The Schock 41 rudder has a stainless steel rudder stock with reinforcement extending down into the rudder blade. The rudder blade is made of high-density foam and is covered with alternate layers of fiberglass.



DECK

The deck is constructed of hand lay-up fiberglass with a balsa core sandwich. The sandwich is covered on either side by various layers of unidirectional fiberglass. Marine grade plywood along with additional layers of fiberglass is located in areas of specific loading.

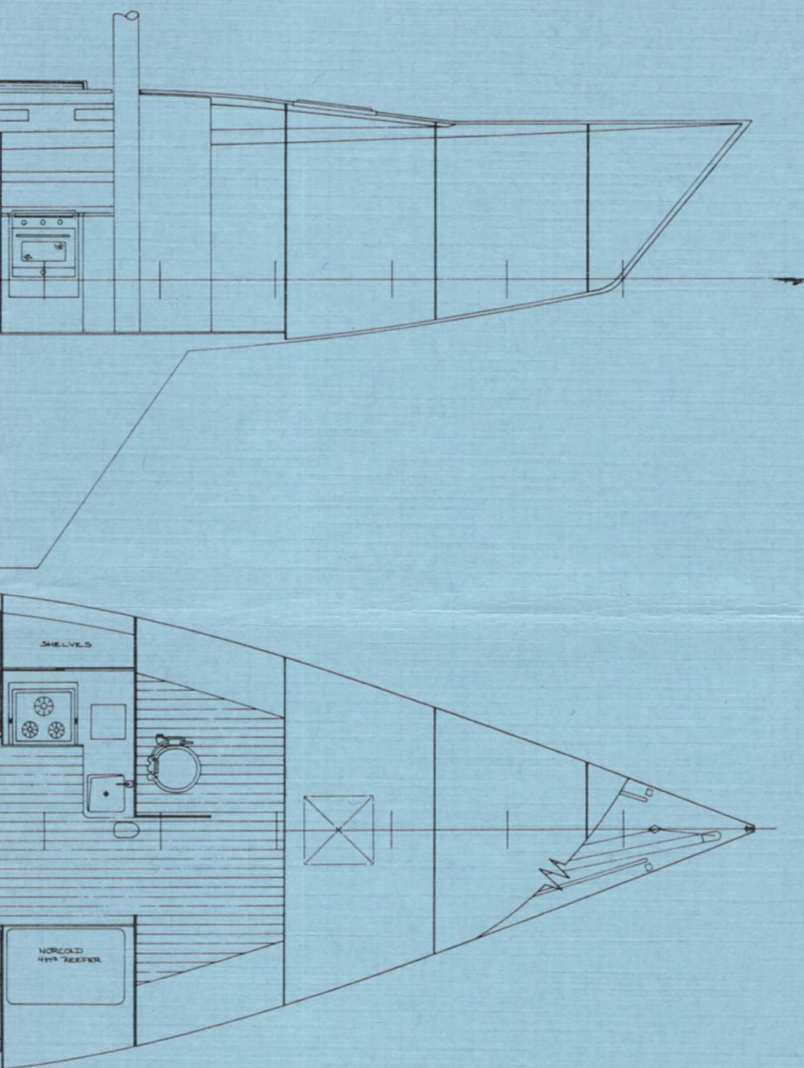
The halyard winches are located on the coach roof aft of the mast. The pole topping lift and the foreguy winches are self-tailing and are also located on the house.

Other deck features are: Four opening port lights in the cockpit well to provide light and ventilation below, a large foredeck hatch, staysail track on the foredeck, four lengthy genoa tracks with 4 low-profile genoa lead blocks, 2 spinnaker afterguy blocks and 2 genoa sheet turning blocks. All pulleys are welded stainless steel and the stanchions are designed to accommodate double lifelines.

The port-starboard main cabin port lights are flush-mounted plexiglass and the main sliding hatch is also plexiglass. The main hatch slides into a sea hood.

SPARS AND RIGGING

The lofty three-spreader rig is tapered and has an internal sail groove. All the halyards are internal and



consist of three genoa/spinnaker halyards, main halyard and spinnaker pole topping lift with all rope-to-wire splices. The mast comes complete with a PVC tube and messenger to receive your VHF radio antenna cable and masthead instrument cables. Also included is a steaming light, windex, and windex light. Boom vang lug and mainsail feeder are also provided. There are upper and lower runners, spinnaker pole track car and tackle to adjust the car. The mast is painted white. The standing rigging is all rod and is equipped with internal tangs. The boom is also painted white and comes with hydraulic combination outhaul and flattener, two internal reefs with lock offs at the gooseneck, and internal vang lug.

INTERIOR OF THE GRAND PRIX

The interior is designed to provide the best layout for weight distribution and comfort. The heaviest components are located very close to the CG of the boat. The galley is to port and contains a large ice box, CNG 2-burner stove and oven, stainless steel sink with foot-operated pumps for fresh and salt water. The galley has a large amount of storage outboard with extra storage under the sink. The countertops are covered in white formica and there is a sliding top to cover the stove to provide more work

space as needed. A large ice box is placed on the starboard side opposite the galley. It is available with a refrigerator option.

The nav station is aft under the companionway ladder. There is a large working table with a lift top that provides access to storage. The top of the nav station is covered with white formica.

Eight adjustable pipe berths are placed aft to give the off-watch crew the most comfortable quarters for sleeping and to keep their weight properly located. The hull surface adjacent to the berths is finished in foam-backed fabric to provide insulation for both temperature and sound. The bulkheads and cabinets are natural teak and the cabin sole is teak and holly.

PROPULSION

The Schock 41 is powered by a Pathfinder 50 with a 3:1 reduction gear V-drive unit. The engine has a 35 amp alternator, along with a fresh water internal cooling system. On the engine instrument panel, there are tachometer, water temperature and oil pressure gauges. The throttle and gear shift are operated by means of Morse control cables. There is a 1 inch ss propeller shaft with a 20 inch diameter/11 pitch folding Martec propeller. The engine box is completely sound insulated and also has storage space for tools, flashlight and spare parts.

ELECTRICAL

A heavy gauge 12-volt ship's electrical system is provided along with two heavy duty 12-volt deep cycle batteries. A master electrical control panel is conveniently located in the navigation station. This large electrical panel has ample room for any additional electrical equipment that may be added at a later date. Two-way red and white dome lights are also standard.

TANKAGE

The fuel and water tanks hold approximately 25 gallons each. Both are filled from the deck. The fuel tank is aluminum and has a shut-off valve. The water tank is made of rigid plastic. Additional water and fuel tanks can be added at the owner's request.

Due to our continuing program of product improvement, the W.D. Schock Corporation reserves the right without obligation to revise prices, specifications, and equipment.

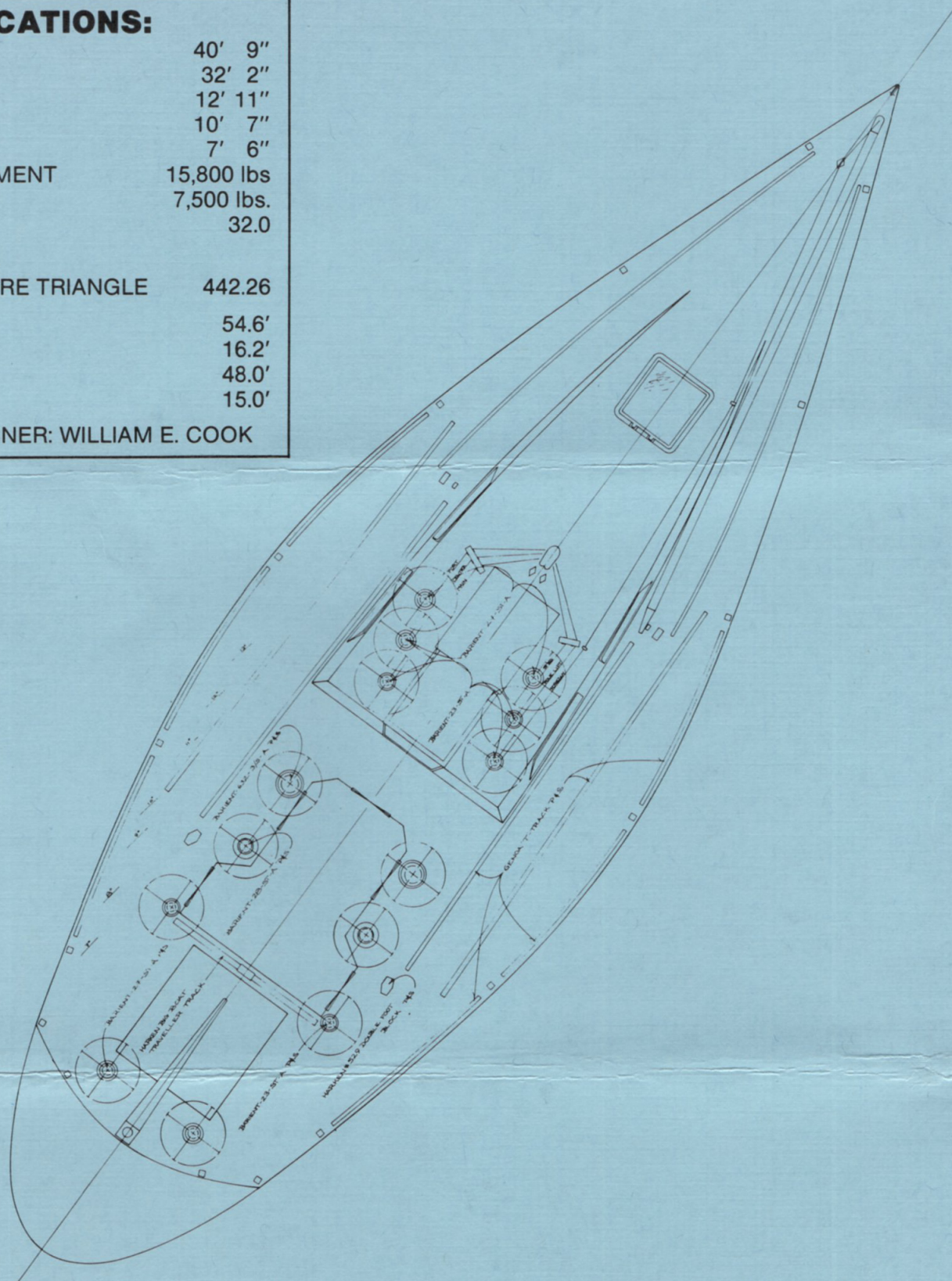
SPECIFICATIONS:

LOA	40' 9"
DWL	32' 2"
BEAM	12' 11"
BWL	10' 7"
DRAFT	7' 6"
DISPLACEMENT	15,800 lbs
BALLAST	7,500 lbs.
APX IOR	32.0

SAIL AREA	
100% FORE TRIANGLE	442.26

I	54.6'
J	16.2'
P	48.0'
E	15.0'

DESIGNER: WILLIAM E. COOK



BOAT BUILDERS
W. D. Schock CORP.

W.D. Schock Corp. — 3502 S. Greenville St., P.O. Box 5005, Santa Ana, CA 92704
(714) 549-2277

GRAND PRIX 41

STANDARD EQUIPMENT

STANDARD COLOR/GRAPHICS SELECTIONS

Deck and non skid may be all white or all off-white

Hull to be white or off-white

Striping to be Graphics "A"

Color selected from: Color Chart dated 8/79

Dragon Red	#501
Jade	#549
Endeavor Blue	#567
Black	#513

HULL

100% hand lay-up bi-axial roving Balsa sandwich

All flush through-hull fittings

90° turn shut-off valves

High gloss gelcoat

All fiberglass bonded teak bulkheads

Tube in the transom for the man overboard pole

KEEL

7500 lb. cast lead

10 1" ss keel boots

RUDDER

Stainless steel rudder stock

Fiberglass bonded rudder blade with high density foam core

DECK AND DECK HARDWARE

100% hand lay-up unidirectional fiberglass

Balsa sandwich and marine plywood sandwich in load-bearing areas

Aluminum toe rail

Non-skid on deck, cabin top, cabin sole and seat top

Sea hood for main hatch

Tinted plexiglass main hatch

Large aluminum framed forward deck hatch

All deck blocks to lead halyards to the winches

Two inboard aluminum genoa tracks with 4 low profile lead blocks

Three opening ports in the cockpit

Roller bearing traveler with control lines

Removable lifeline and stanchions

Double lifelines

Welded stainless steel bow pulpit

Stainless steel stern quarter stanchions

Four mooring cleats

Two spinnaker pole deck chocks

Two teak toe rails

WINCHES

Two Bariant #632 3/S-AL genoa sheet winches

Two Bariant #28 St-AL spinnaker sheet winches

Three Bariant #24 St-AL genoa/spinnaker halyard winches

One Bariant #23 St-AL main halyard winch

Two Bariant #27 St-AL running backstay winches

One Bariant #23 St-AL spinnaker pole topping lift winch

One Bariant #23 St-AL spinnaker foreguy winch

Two Bariant #23 St-AL main sheet winches

One Bariant 10" double grip handle

Three Bariant 10" lock-in handles

Two Bariant 8" lock-in handles

MAST, BOOM AND STANDING RIGGING

White epoxy painted mast and boom

Mast is tapered

Six airfoil aluminum spreaders

All Navtec rod standing rigging

All internal halyards

Combination internal outhaul and flattening reef

Two internal reefs with lock-offs at gooseneck

Tube in the mast for masthead cables

Spinnaker pole car with butt lift system

Running backstays with adjustable lower runners

Internal boom topping lift

Headfoil II

Windex

Internal spinnaker pole topping lift

RUNNING RIGGING/COLOR CODED

Two spinnaker halyards

One genoa halyard

One spinnaker pole topping lift

Two rope-to-wire spliced genoa sheets with J shackles

One genoa changing sheet

Two reefing lines

CONTINUED ON REVERSE SIDE

Two rope-to-wire spliced spinnaker afterguys
 Two spinnaker sheets (Kevlar)
 3:1 Cunningham
 One spinnaker pole foreguy

POLES

One 3½ inch aluminum spinnaker pole with bayonet and offshore fittings, anodized finish, with internal trip and deck chock
 One 2½ inch aluminum reaching strut with anodized finish at inboard end, self latching and outboard end, standard duckbill type and deck chocks

ELECTRICAL

Two 12 volt 100 amp hour batteries
 Electrical panel with circuit breakers
 Running lights
 Cabin light (red and white dome light)
 Windex light
 Bow light (steaming light)
 Navigator's swivel light

PROPULSION SYSTEM

Pathfinder 50, 4-cylinder 42 HP marine diesel with U-drive/fresh water cooled
 Fuel filter
 Recessed cockpit instrument panel

Tachometer
 Oil pressure gauge
 Temperature gauge
 Anemometer gauge
 1 inch stainless steel propeller shaft
 Martec Mark III folding propeller
 Foam insulated engine box

TANKAGE

25 gal. aluminum fuel tank with shut-off valve
 25 gal. rigid plastic water tank
 (Both tanks are deck filled)

PLUMBING

Marine head with holding tank and Y-valve for overboard discharge
 Deep stainless steel sink in galley
 Double action salt water and fresh water pump in the galley and head
 Flush-mounted through-hull fittings with 90° shut off
 Two manual bilge pumps
 One ice box pump

HYDRAULICS

Navtec multiple function panel, backstay, flattening reef and vang

STANDARD BOAT \$112,500

OPTIONAL EQUIPMENT

Color hull other than white or off-white 695
 Deck contrasting color (two-tone) 575
 deck/white — deck non-skid/off-white
 Second water tank 675
 Second fuel tank 675
 Two Ritchie compasses (SNF-44) 639
 deck mounted with guards
 Wheel steering 1,950
 Deluxe pedestal with pedestal guard,
 engine controls, compass, wheel brake
 and destroyer-type wheel

Signet Instruments \$3,784

System MK-151 1000 portside
 includes knot meter, log and
 depth sounder

System MK-152 2000 starboard
 includes wind direction (true and apparent),
 knot meter, VMG (velocity made good) and
 starting timer

System MK-154 1500 starboard
 includes digital wind speed and
 dial wind point

Steel Storage and Shipping Cradle \$1,150