

THE ULTIMATE FUTURE RACER/CRUISER
FROM X-YACHTS OF DENMARK



IMX 38

OFFSHORE ONE DESIGN

DESIGNED BY NIELS JEPPESEN



DESIGN WITH PERFORMANCE SAILING IN MIND

Do you enjoy your yacht racing, but can simply not justify spending a fortune each year to keep your yacht competitive?

Do you recognize that the fairest yacht racing in principal should be between identical yachts controlled by strict class rules?

Do you agree that the market does not currently offer a modern, well designed, well thought out, reasonably sized one design yacht suitable for offshore and day racing, built to a high standard at a reasonable price, from a strong international yard represented through a chain of dealers worldwide?

If your answer to these questions is

yes, then you already know the main reason why X-YACHTS developed the IMX 38, and why we believe that this will be a hit in the international market.

The IMX 38 has been designed with a full, modern racing deck layout, but where many racing sailors would expect a tiller

we have chosen to equip the boat with wheel steering.

One of the main attractions of a tiller is that the installation is lighter (around 10 kgs weight saving over the wheel system of the IMX).

However, unlike IOR, where every ounce saved in the aft of the yacht allows the stern to lift, shortening the waterline and thus saving valuable rating points, the IMS rule measures the whole hull and

such incremental gains are lost.

Less radical was one of the key elements in our choice of rig for the IMX 38. We opted for a modern three spreader mast head rig which has a relatively large mainsail and smaller headsails than the tradi-



tional mast head configuration.

The mast section, developed specially for the IMX 38, is strong enough to be able to withstand mishandling from a less experienced crew, yet light and flexible enough to satisfy the most experienced racing sailor.

IMX 38 wins races - Among many results
- Twice winner of European IMS Championship
- Overall winner of S.O.R.C. - U.S.A.
- Kings Cup (PHUKET)

Within the first 2 years nearly 100 IMX 38's were sold and now there is class racing in U.K., Holland, Germany, Switzerland, Greece and Italy.







WHEN YOU ALSO CARE ABOUT YOUR

The interior of the IMX 38 was laid out to give the option of privacy for the family sailor with the addition of two removable berths in the forepeak which can alternatively be left open.

Between the forepeak and the large open plan cabin is a roomy one piece moulded head which is equipped with pressurised water and ample cabinet and shelf space. (Hot water/shower unit, shower bilge pump on request.)

The main cabin offers a practical solution to the cruising sailor with a large well thought out galley equipped with an oven, a deep sink with pressure water, and plenty of stowage space for food, crockery, plates and cooking utensils. Opposite to the galley is possibly the largest ice box yet to be seen on a yacht of this size. Aft of the galley the living accommodations

have been equipped to suit the needs of the offshore sailor, with practical bench seats port and starboard in the saloon. the hinged seat backs also fold up to form comfortable sea berths.

Amidships in the saloon is a large leaf table which has a deep stowage bin and is mounted on a sturdy stainless steel hoop for easy removal.

The companionway steps are mould-



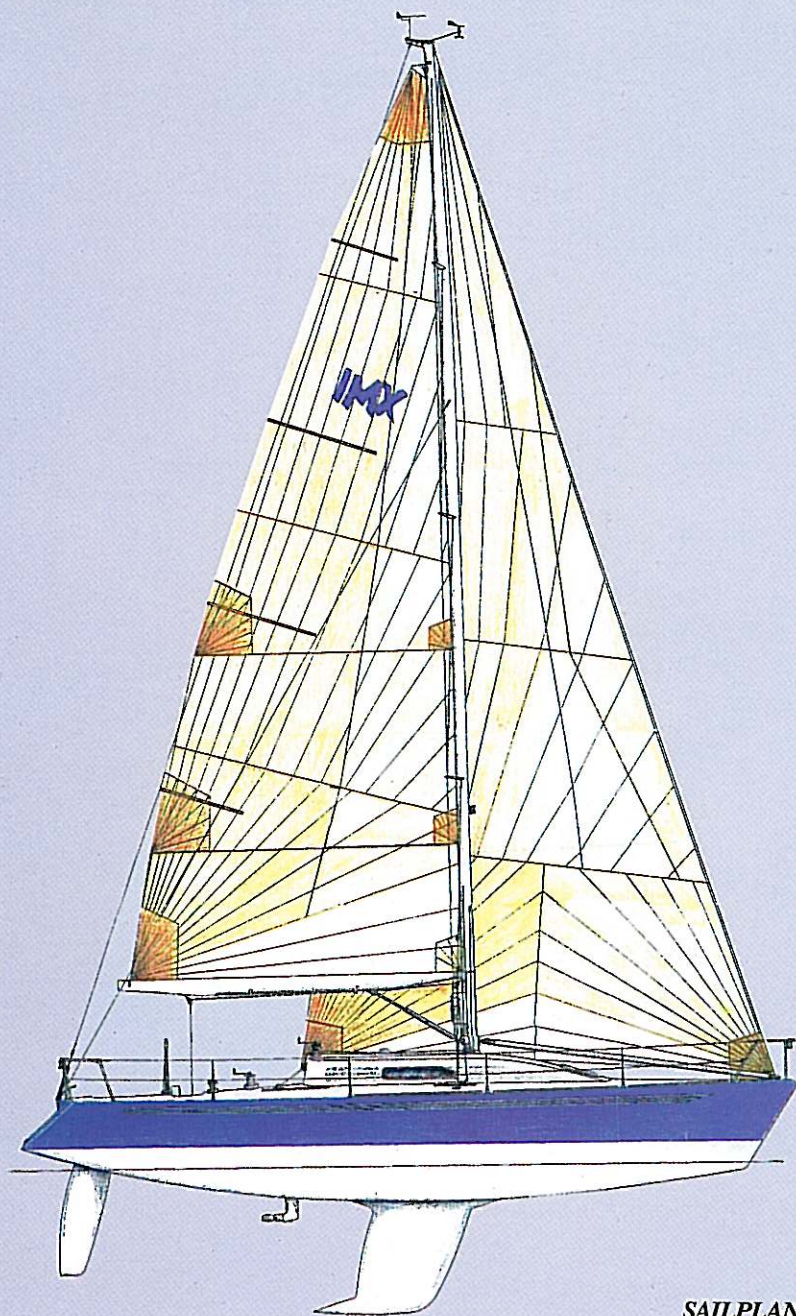
FAMILY

ded in GRP and aft of the steps is a rigid GRP engine box which slides away to give full access to the 3 cylinder saildrive engine.

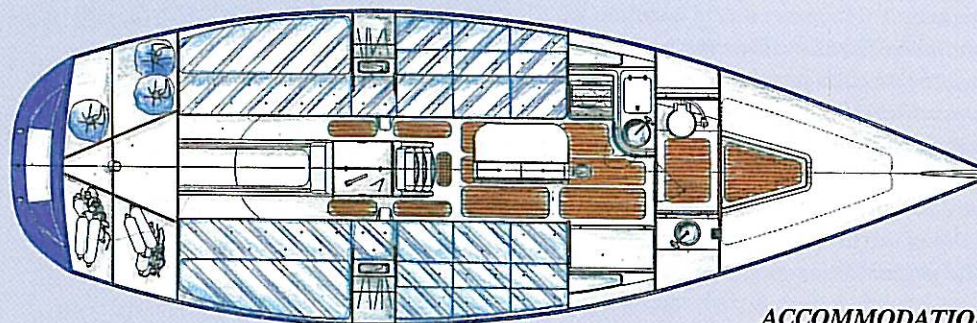
The navigation station is situated above the engine box and provides the yacht's switch panel and navigation instruments. There is seating both port and starboard of the chart table for the navigator. Outboard of the navigator's seats are large hanging lockers, and aft of the nav. station are two fixed berths with canvas pipe cots above them. Along the freeboards port and starboard are practical yet attractive PVC pockets in contrasting colours.

Throughout the interior the workmanship and design is to an exceedingly high standard with a highly finished, light weight and practical GRP inner liner which integrates halogen spotlights into the deckhead.

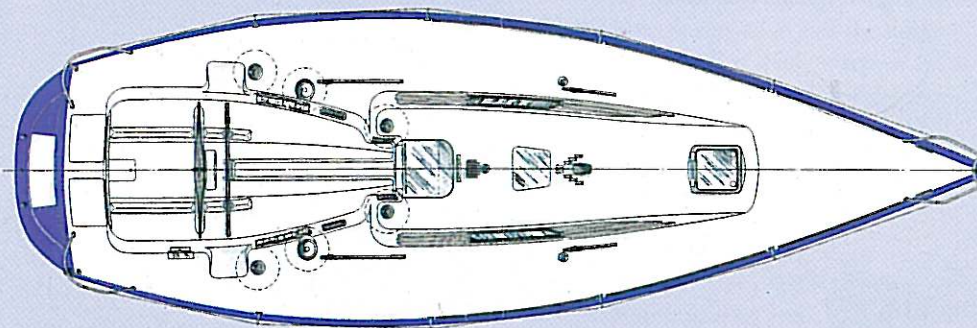




SAILPLAN



ACCOMMODATION



DECK LAY-OUT

DIMENSIONS:

Hull Length.....	11.400 m	-	37.4ft.
LWL	9.500 m	-	31.2 ft.
B MAX	3.691m	-	12.1 ft.
Draft standard	2.120 m	-	6.95 ft.
Cabin height	1.870 m	-	6.1 ft.
Ballast	2800 kg	-	6173 lbs.
Displacement	5350kg	-	11800 lbs.
Engine diesel.....	20.5 kW	-	28 HK

SAIL AREAS:

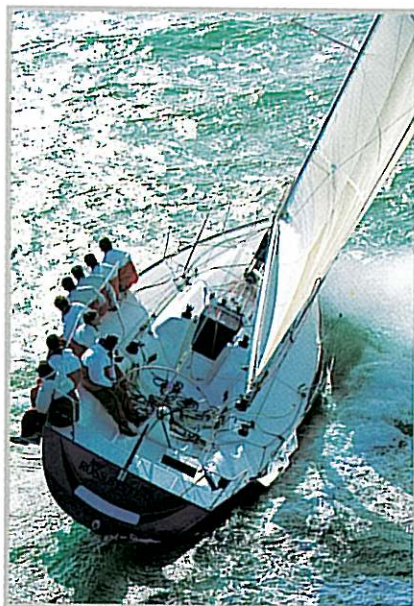
Mainsail.....	37.61 m ²	-	404.8 ft. ²
150% Genoa 1.....	51.48m ²	-	554.1 ft. ²
140% Genoa 2.....	47.02 m ²	-	506.1 ft. ²
95% Genoa 3 H.A....	32.60m ²	-	350.9 ft. ²
80% Genoa 4 W.J....	27.45 m ²	-	295.5 ft. ²
All round spinn.....	114.31 m ²	-	1.230.5 ft. ²
Heavy spinn	108.59 m ²	-	1.168.9 ft. ²



NIELS JEPPESEN TALKS ABOUT IMX 38

Throughout the development of the IMX 38, the key to the project has been to produce the best quality and the most timeless design, and mainly through extensive development, to set such a standard of design and production that it would be extremely difficult for another production yard to follow us.

Despite the clear emphasis on performance the IMX 38 is not just a racing yacht. Have a good look down below and you will find all the cruising amenities needed to make an extended family cruise in comfort.



X-YACHT'S head office in
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and quality control.

X-Yachts

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