X-YACHTS PRESENTS IMX 70

STATE OF THE ART

X-Yachts presents the IMX 70 #01 - a 'state of the art' yacht, which represents the best in modern yacht design and modern boat technology and allows a short-handed crew to enjoy a sleek, attractive and comfortable, yet fast, cruiser.

TEST SAILING

Early September 2005, saw the handing over of the IMX 70 #01, with a test sail which took place in the waters south of Aaroe, close to Haderslev Fjord, where the fitting out had taken place in the spring and midsummer.

Northern Europe's leading composite yard, Green Marine, located in Southampton, UK, delivered an exceedingly high-tech built hull, superstructure and deck. SP Systems carried out the engineering and supplied the materials, enabling X-Yachts' experienced boat builders and technicians to complete the production of the IMX 70.

Xérès

Xérès

THE STORY

The design brief was to create a work of art representing the epitome of yachting; embodying timeless elegance and beauty, and combining performance with comfort, crafted by well proven techniques and materials from the most respected suppliers.

Photo: Laurant Charpentier

The three owners of X-Yachts; Niels Jeppesen, Lars Jeppesen, Birger Hansen.

WORLD CLASS SINCE 1979

X-Yachts was established in 1979, when brothers Niels and Lars Jeppesen met Birger Hansen.

X-Yachts first model was X-79, which became very popular as a One Design Class and still is a very active class.

X-Yachts is now establishing a new international One Design Class, the new X-35, which sold more than one hundred units before the launch of #01 which took place in October 2005.

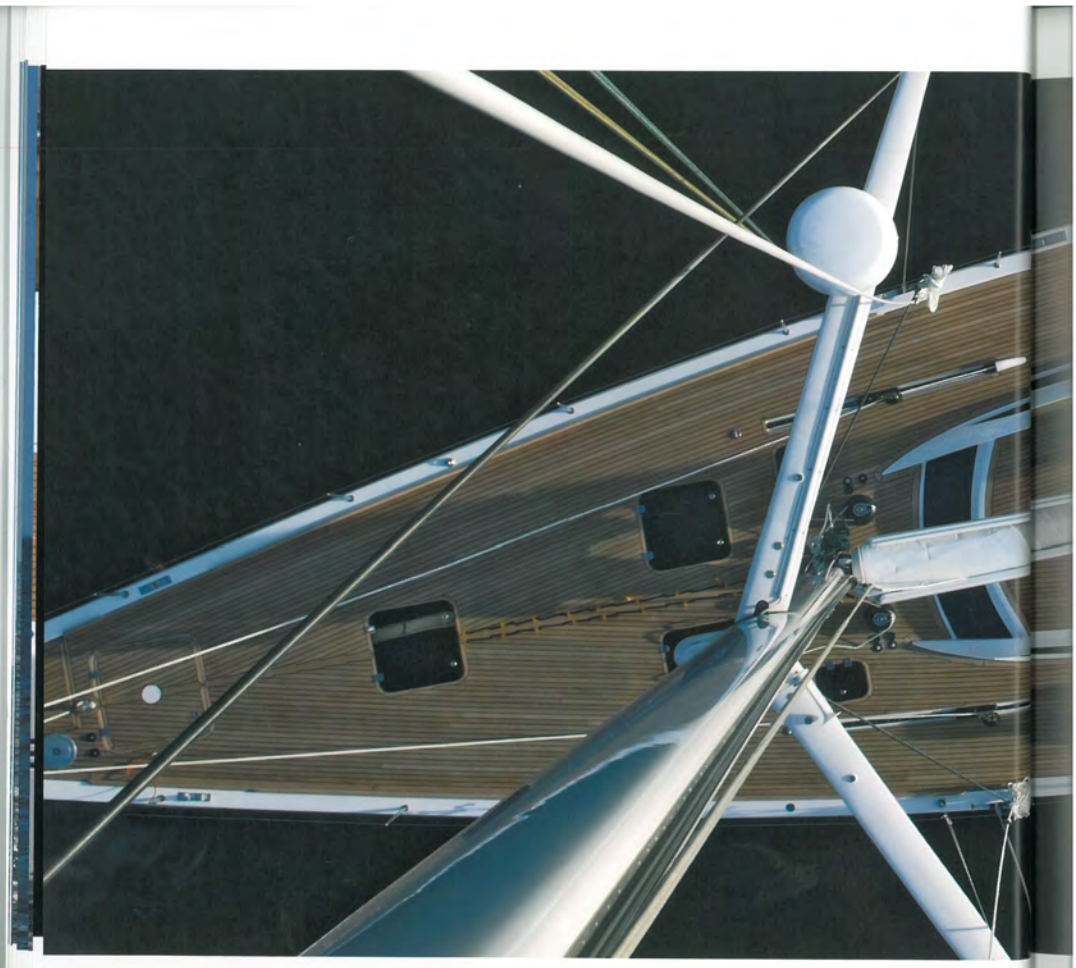
X-Yachts is today specialist, among the leaders, in the field of high performance orientated cruising yachts. Today the yard is headed by Managing Director Lars Netterstrøm and the three founders.

International debut

The first international X-Yacht, the X-102, won the ¾ Ton Cup in Helsinki, Finland and defended the victory one year later in Denia, Spain. This suddenly established X-Yachts internationally.

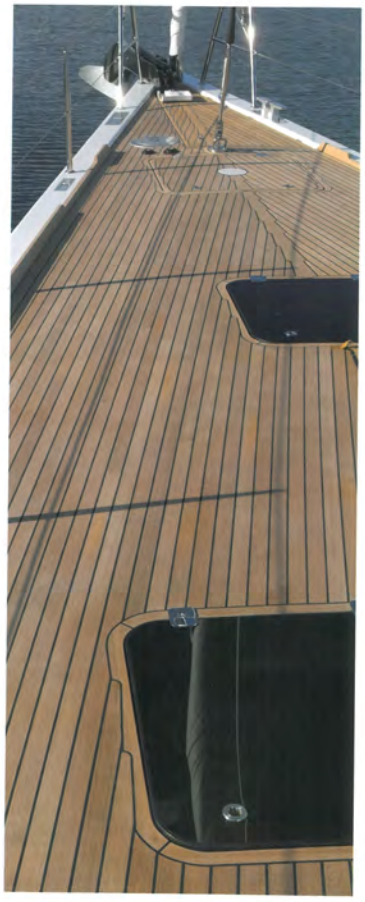
Throughout the 80's, X-Yachts' models won international world championships nine times. In the 90's, more IMS championship successes followed and, when the IMX 38 was introduced in 1994 and won the IMS European and S.O.R.C. in the US, the IMX brand name was firmly established. The introduction of the IMX 40 in 2000 continued this success by winning all the major IMS races in 2000 and 2001; a feat that was repeated by the IMX 45 in 2002.

X-Yachts' normal range is the cruiser/racer. The IMX range continues the same high standard but uses the finest possible technical specifications, giving it the reputation of a top of the range racer/cruiser.



THE OUTSIDE STORY

The deck layout was designed to create a timeless and elegant style, as clean and uncluttered as possible with every feasible sailing control within reach of the helmsman. The bulwark recessed mooring cleats, the recessed coach roof, the laminated and tinted hardened glass port lights, and the deck recessed running of the Genoa sheets are all further examples of X-Yachts' attention to detail.



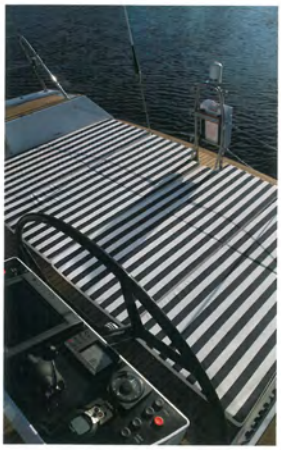
CLEAN AND FLUSH

The entire teak deck has been vacuum bagged whilst being fastened to eliminate screws, which gives a cleaner appearance but also ensures durability. Each teak batten is joined horizontally, so that it is concealed as much as possible and gives a smooth and elegant effect.

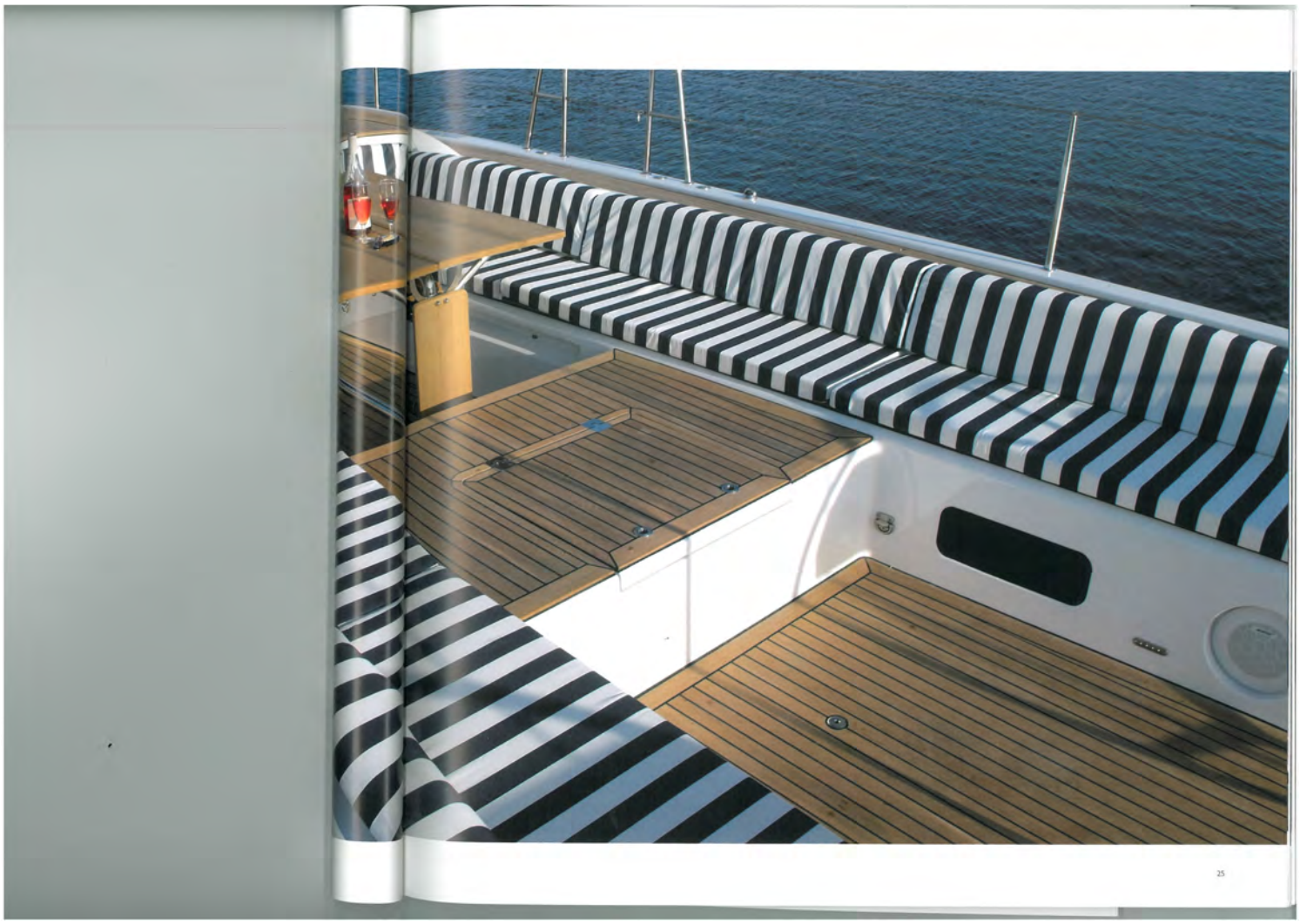
Carbon flush deck hatches, with stainless steel gas struts and locking devices, are part of the comprehensive standard specification.

Deck recessed spray hood dodger resting underneath teak decked carbon lids.

Cockpit recessed speakers and port lights.



Cockpit cushions are part of the owner's additional options.



Transom garage to accommodate a 2.8 m rib and other equipment.

SAFETY

Careful attention has been paid to safety on board and, so that the hull and deck can be kept clean and flush, items such as the MOB pack can be mounted in a practical non-intrusive position.

board
t clean
can be
on.

Navigation lights of the latest technology - Led lighting.

The centre aft pushpit holding the man overboard module and the yacht's GPS antenna.

CONTROL AT THE HELM

Sailing the IMX 70 is very much the helmsman's job. Finger-tip steering, with all the necessary controls and switches within the helmsman's reach, make the task a real pleasure.

The design has not stopped at the hull and deck but also includes the control panels for the engine and lights, an hydraulic power pack on the cockpit side and the steering pedestal with custom made instrument holder with clear coated carbon top cover.

Brand names such as Hall Spars & Rigging, Navtec, Jefa Rudder & Steering and B&G all demonstrate X-Yachts' intention to make the IMX 70 a 'state of the art' yacht.

Engine control panel recessed into the cockpit coaming.

Light and hydraulic power pack control panel.

Instrument pedestal with sail, engine and navigation control.

SPEARHEADING

X-Yachts engineers have developed an anchor launch system that makes it easier to anchor for the night or for a swim or a restful lunch in a beautiful bay. The yacht's anchor is held in a deck recessed arm made of carbon. The arm is hinged and is brought forward by a hydraulic engine built into the bow.

A "screw in" pad eye on the centreline of the yacht's bow is for any asymmetrical headsails.

An inner forestay to be fitted before long distance passages.

Anchor ready for launch.

Flush deck hatch to access the sail cabin.

Deck recessed mooring winch with foot controls.

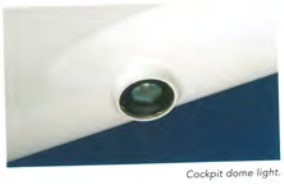
SAIL HANDLING

IMX 70 #01 is fitted with a carbon fibre furling boom from KZ Marine from New Zealand. The hydraulic systems can either be operated via an electrically driven power pack pressure pump station or by an alternator fitted PTO pressure pump.

Both of these two systems supply the two captive winches for the main halyard and main sheet (located below the floor boards), the foredeck recessed furling headstay drum from Reckman, the two standard cockpit located Genoa sheet winches as well as the adjustment of the Navtec vang and the Navtec backstay cylinders, which are neatly hidden below the cockpit sole.

The cockpit dome light is build into the boom and a spare pad eye fitted under the boom for attaching preventer or an emergency main sheet system. Genoa sheets run below deck to the cockpit located Genoa sheet winch.

Carbon fibre furling boom.



Cockpit dome light.

Genoa sheets run below deck.

TECHNICAL DATA

PRELIMINARY DIMENSIONS

Length hull	21.40	m	70.2	ft
Length waterline	18.63	m	61.1	ft
Beam	5.37	m	17.6	ft
Draft keel hull #01	4.00	m	13.1	ft
Ballast keel hull #01 approx	10,300	kg	22,707	lbs
Displacement hull #01 unloaded	28,000	kg	61,728	bs
Engines - Yanmar	117	kw	160	HP

STANDARD RIG MEASUREMENTS AND SAIL AREAS

P	28.10	m	92.2	ft
E	9.20	m	30.2	ft
IG	28.65	m	94.0	ft
J & SPL	7.90	m	25.9	ft
Mainsail Boom Furling	148.65	m^2	1,600	ft^2
110 % Furling Genoa	124.48	m^2	1,340	ft^2
Asymmetric Spinnaker	377.00	m^2	4,058	ft^2

Carbon chain plate.

Hydraulic deck winches to hoist additional head sails.

NED
7507

THE INSIDE STORY

The basis of IMX 70's interior design is centred on the best choice of yachting materials; for example the carefully selected teak veneers on the panels covering the yacht's carbon bulkheads. Teak veneers are, in X-Yachts' experience, the best option available since they contain oil and become a little lighter and more beautiful as they age.

Interior accessories by courtesy of: inspiration, Giørtz-Carlsen A/S, Haderslev, Denmark.

ROOM FOR THE CHEF

The chef will appreciate the solid Corian table top, the built-in double fridges, a top opening freezer, an extractor fan and a built-in coffee machine (optional).

FFD in owner's cabin for being in complete control also at night.

OWNER'S CABIN

The owners cabin is located below the cockpit. The spacious accommodation with a large centre king-size berth, plenty of natural and artificial light, ample wardrobes and drawers makes the voyage onboard comfortable and relaxing. IMX 70 comes with other alternatives where the owner's cabin is located in front of the main bulkhead.

Owner's cabin with king-size berth and beauty table.

Ocean Air blinds integrated in the deck head sealing panels.

Elegant unseen aircon outlet and built-in cool box for bottles.

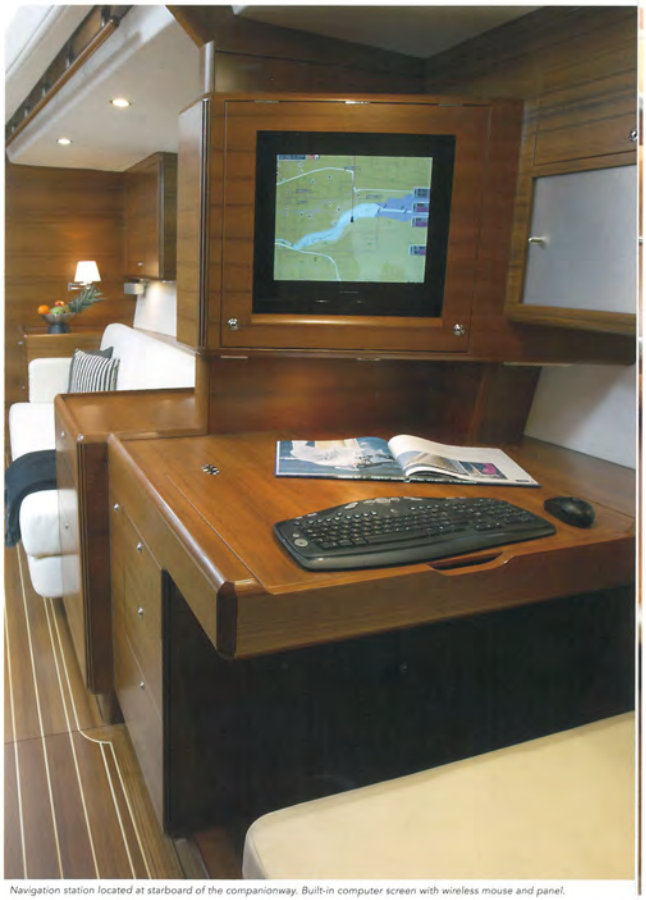
Floor boards made of 20 mm Honeycomb with outer panels of 2 x 4 mm teak plywood.

THE NEW LOOK

The modern approach of having the wood grain running horizontally, and the vertical ventilation corner posts are examples of attractive styling pioneered by X-Yachts innovative in-house interior architects.

Custom made partitions for magazines.

Printer built into the drawer.



Navigation station located at starboard of the companionway. Built-in computer screen with wireless mouse and panel.

View from crew quarters through the starboard guest cabin.

The bulkhead mounted ladder in the crew cabin.

Crew cabin with separate head

All heads have moulded floor units with drainage as well as moulded tabletops with integrated sinks.

CABINS AND HEADS

IMX 70 #01 interior layout has been designed to suit the owner's needs. The guest cabin layout with single berths, a central shower cabin and separate bathrooms allows both children and family friends to enjoy luxurious accommodation. All the heads and showers have been equipped with Danish designed Vola fittings (optional), which give a beautiful finish to the new and modern look.

Electrical switchboard.

Access to main engine via the front hinged companionway ladder.

The engine compartment below the cockpit is resourcefully sound insulated by using various materials of varying density. Accessible via starboard aisle door just aft of the electrical switchboard.

Hydraulic captive mainsail halyard winch fitted under the floorboards.

OPEN UP
FOR THE HIDDEN
QUALITIES

X-Yachts
WORLD CLASS SINCE 1979

Fjordagervej 21 · 6100 Haderslev · Denmark · +45 74 52 10 22 · x-yachts.com

This brochure is not contractual. All descriptions, illustrations etc. are indicative.
X-Yachts A/S reserves the right to modify or improve the specification without prior notice. November 2005