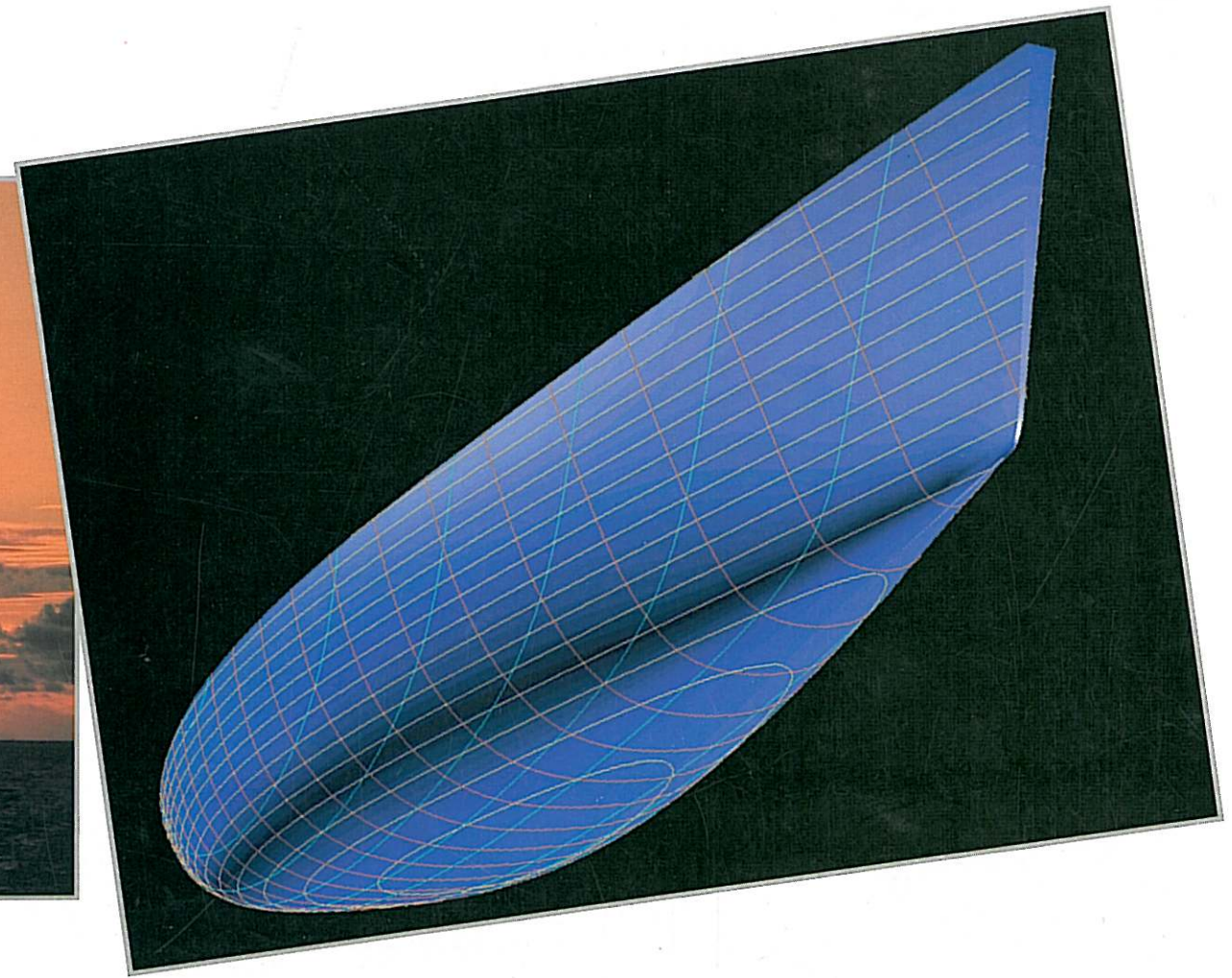
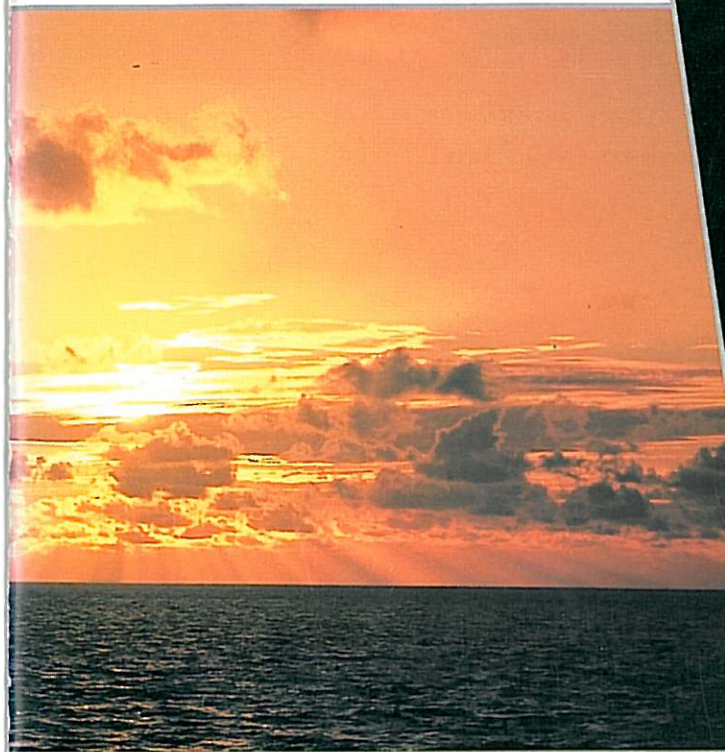


*NEW CRUISER
BY X-YACHTS OF DENMARK*



X-562

HEADING FOR ADVENTURE





PASSION FOR DESIGN AND QUALITY

Being a modern yard for series production yachts, and actually having led the market for performance cruisers since the mid 80's,

we have to set up new goals each time a new X-Yacht model is to be developed - first of all to be able to stay as a market leader - and secondly to make us feel challenged.

By the introduction of the 60 ft X-612 in 1995 and the 48 ft X-482 in 1997 we reached for "higher goals" in direction of quality, functionalism, performance and design.

We do - as do more than 50 new clients - think that we came close to our goals.

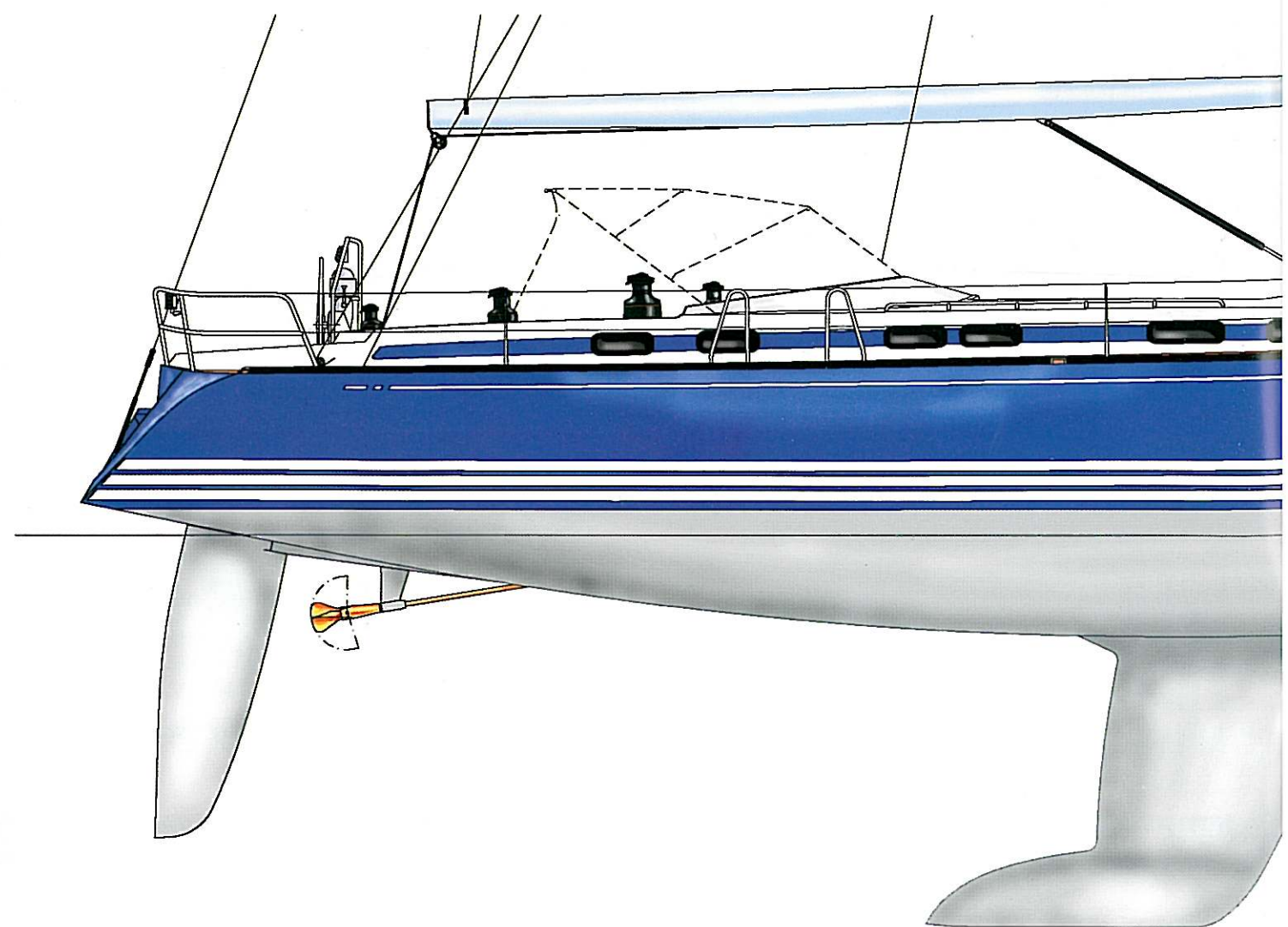
The X-562 is a natural step on this route and will be a classic proof of the old sentence:

**"There are no short cuts
in ensuring quality".**

As an example can be mentioned that more than 80 fibre glass moulds are being developed as well as 60 new moulds for laminating the curved details in the wooden interior.

All our "know how" with modern technology is applied where appropriate and being incorporated in the build process for enabling us to reach our goals.

The X-562 will be in a class of its own, something which both the customers as well as the yard can be proud of.



PRELIMINARY DIMENSIONS:

Total length	17.230 m	-	56.53 ft
Length hull	16.978 m	-	55.70 ft
Length waterline	14.817 m	-	48.61 ft
Beam	4.846 m	-	15.90 ft
Draft (shallow keel available)	2.850 m	-	9.35 ft
Ballast	7.400 kg	-	16.314 lbs
Displacement (tanks -filled)	19.500 kg	-	41.887 lbs
Engine - Yanmar	74 kw	-	100 HP



CONSTRUCTION

CE-CERTIFICATION

The X-562 has been built in accordance with the European CE- Certification and meets the requirements of the CE-directive 94/25/CE for recreational crafts. These rules require a certain minimum standard of hull and deck strength, structural bulkheads and stringer, keel and rudder and their attachment to the hull, safety and stability, engine installation, gas installation, sea cocks, manuals and documentation of all major installations.

HULL/DECK

Isotatic Polyester sandwich construction with biaxial E- glass fabrics. Core material is 20-30 mm Divinycell of different densities. Solid laminate around keel steel girder, rudder, and at all "through hull" fittings.

STRUCTURAL BULKHEADS

Structural bulkheads are of marine plywood, varying in thickness from 16 - 32 mm; securely bonded to both hull and deck. Watertight bulkhead separating the sail/crew cabin and the owner's cabin.

KEEL STEEL GIRDER

Heat galvanized TPS steel sections welded together into an extended H-frame. This frame takes up all the loads from keel, mast, and rig. Central hoist attachment included.

KEEL

Antimony hardened lead bulb with cast iron top flange including a central keel sump. The entire keel is totally encapsulated in GRP and faired with polyester filler before attachment to the hull.

ANTIFOULING

Hull surface matt sanded. Then sprayed with 3 layers of International Gelshield epoxy and 2 layers of International Cruising superior antifouling.

INSTALLATIONS

MAIN ENGINE:

Freshwater cooled 100 HP, 4 cylinder diesel Yanmar diesel engine bolted to the heavy GRP built engine bed.

ALTERNATORS ON ENGINE

80 amp 12 V and 80 amp 24 V alternators.

PROPELLER SHAFT AND PROPELLER

35 mm diameter s/s shaft beared by the watertight inner bearing and the stainless steel P-bracket. 570 mm 3-bladed folding propeller.

ENGINE CONTROL

Single lever control integrated into one of the wheels' guard rails. Engine instrument panel integrated into cockpit coaming and protected by plexiglass.

DIESEL TANKS

Minimum 500 ltrs fuel capacity in two stainless steel tanks with baffles, deck fills, and shut-off valves. Increased fuel capacity on request.

FRESH AND SEA WATER SYSTEM

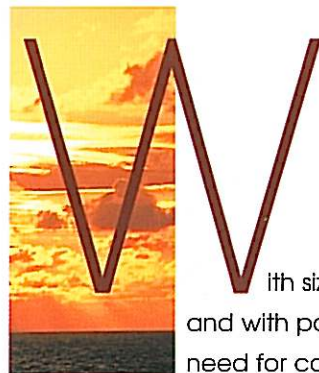
Pressurized hot and cold freshwater contained in 2 x 300 ltrs, placed below the floorboards in the main cabin. The hot water system is heated by shore power 220V and engine cooling water. (Capacity 40 ltrs, temperature 80°C). Sea water inlet through sea cocks for galley, engine cooling and toilet flushing. Electrical pump for sea water at galley sink.

ELECTRICAL SYSTEM

X-562 custom made 3 switch boards - one for the yacht's navigation and communication - one for the interior lightning and service - and one for generator power, shore power and battery charging with switches, fuses, 3 digital readouts for tankage, electrical power consumption and charging. Thermo fuses on the 24 V system.

BATTERIES:

2 x 72 Ah main engine start battery located near engine. 10 x 72 Ah service batteries located below the floorboards. All batteries placed in GRP boxes, secured and ventilated.

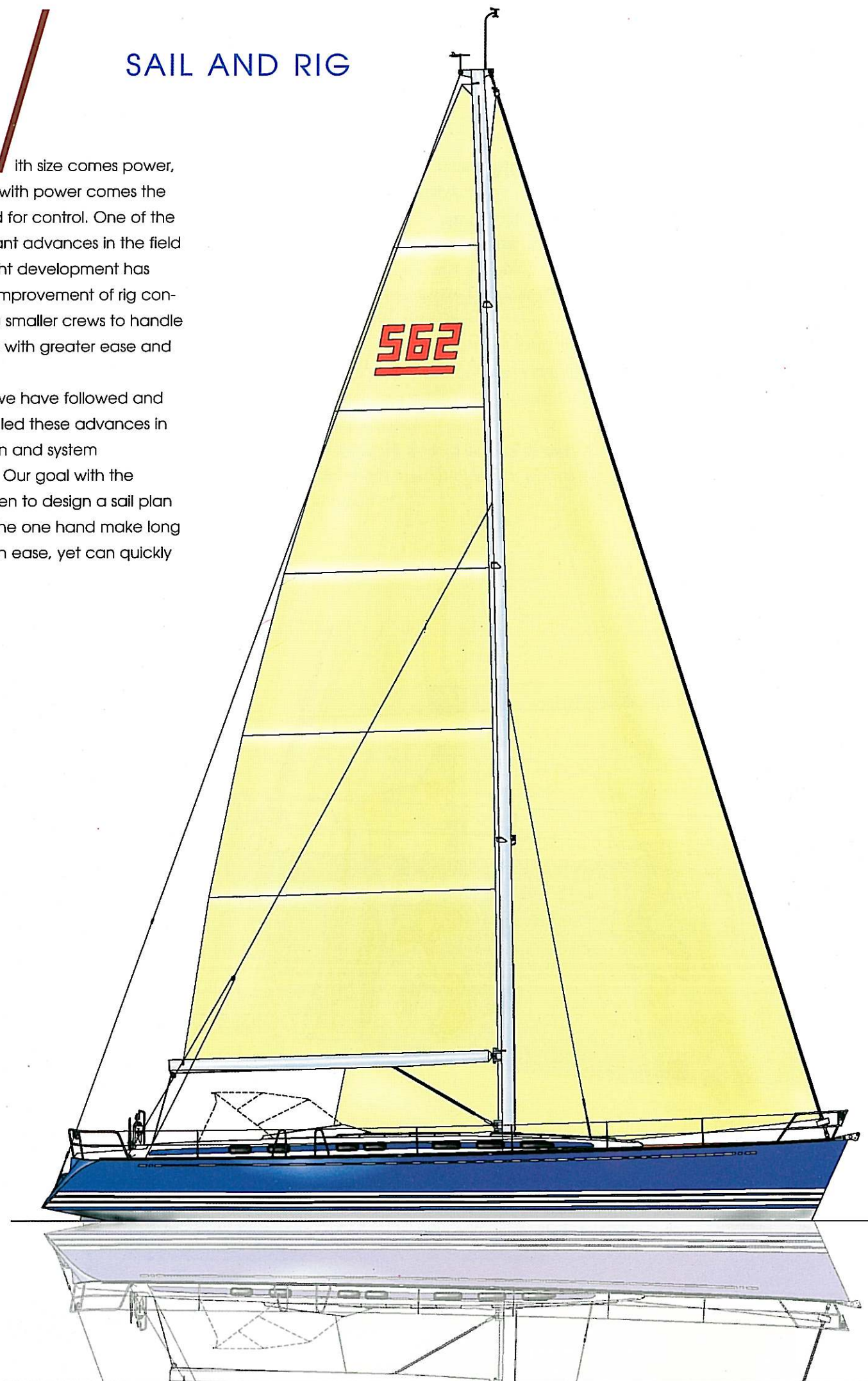


SAIL AND RIG

With size comes power, and with power comes the need for control. One of the

most significant advances in the field of luxury yacht development has been in the improvement of rig control, enabling smaller crews to handle larger yachts with greater ease and safety.

At X-Yachts we have followed and occasionally led these advances in rigging design and system architecture. Our goal with the X-562 has been to design a sail plan that can at the one hand make long passages with ease, yet can quickly



The 3 spreader mast head rig is supported by rod rigging and forestay tension controlled via 2 hydraulic rams on the backstay, which is split to allow access to the transom garage. All halyards and control lines are of the highest quality Spectra for low stretch, ease of handling and long life.

Advances in sail handling systems allow us to offer the owner a wide variety of options for reefing and stowing of his selected sail plan. For the mainsail our preference is for the simple, but effective slab reefing system combined with full length battens, lazyjacks and a batten car system for low friction hoists and drops. A boom furling is available as an option. Headsail reefing can be either electric, manual or hydraulic, and in the cutter rig configuration the staysail can be set either on a furling system, or more simply hanked on.

Mainsail	77.42 m ²	-	833.3 ft ²
Furling 135% genoa	102.79 m ²	-	1106.4 ft ²
Genoa I - 150%	114.21 m ²	-	1129.3 ft ²
Genoa III - 100%	76.14 m ²	-	819.6 ft ²
Spinnaker all purpose	252.90 m ²	-	2722.2 ft ²

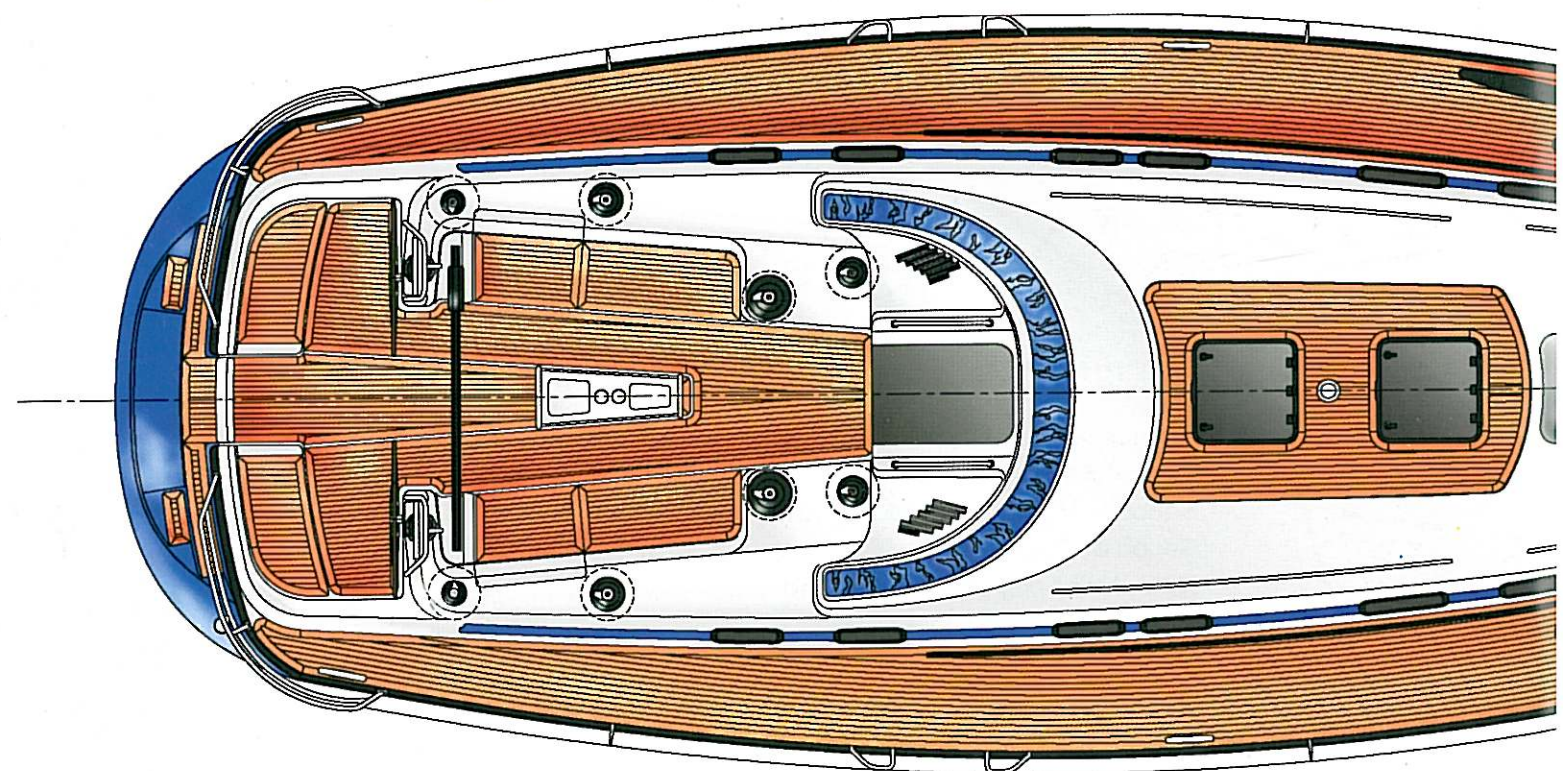
SHEETS			
Main sheet	1	12 mm	Spectra
Main car adjustment	1	10 mm	Spectra
Genoa sheets	2	16 mm	Spectra
Genoa car adjustment	2	10 mm	Spectra
Cunningham line	1	10 mm	Polyester
Moorings warps	4	16 mm	Polyester
Fenders white	6	300 mm	(air filled)



DECK

The X-562 represents a new level in performance cruising, and much of that can be attributed to a highly efficient and functional deck layout. Positioning of the mainsheet traveller immediately in front of the twin wheels has opened up the forward area of the cockpit

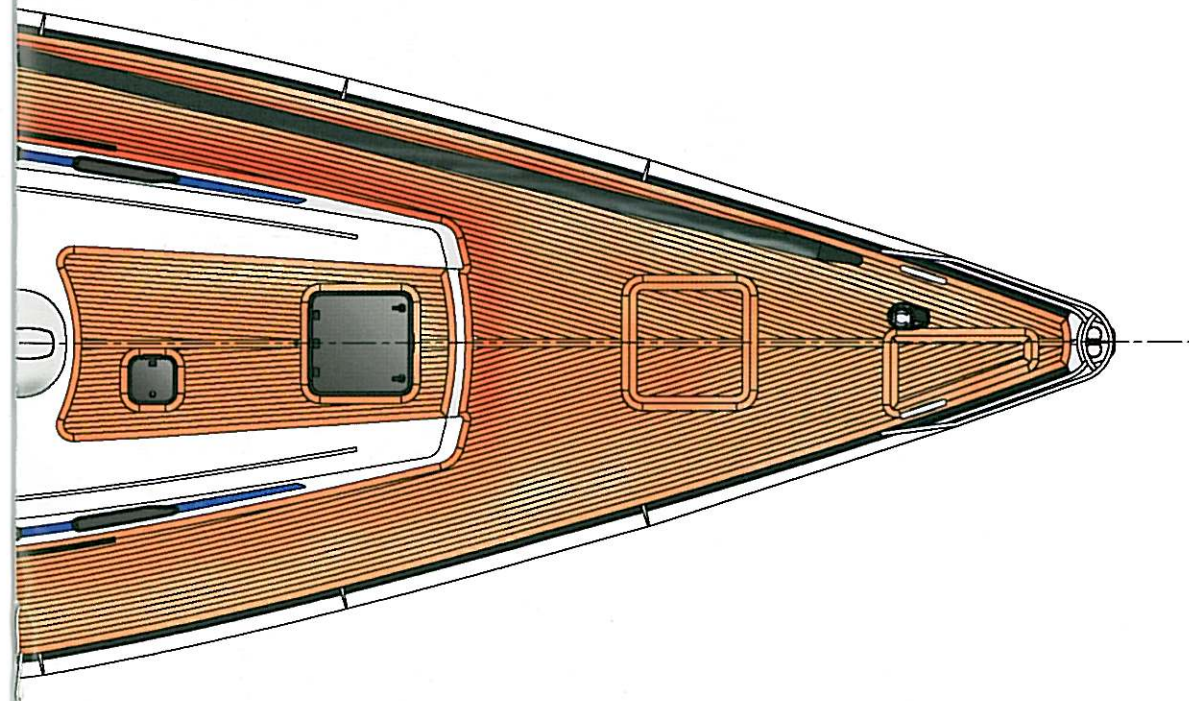
for entertainment or work depending on which crew you have on board!, and by adding some curvature to the track we have facilitated the passage from aft to forward over the traveller. A relatively long and wide cockpit allows for a semi permanent cockpit table installation,



which can be built over a removable pedestal grinder system for those who plan to race hard.

Flexibility is a key word when one is considering the layout of the X-562. The deck recessed large sprayhood, the halyards led below deck to the

cockpit winches, the use of oversized Frederiksen deck gear, the powerfull 2000 w capstan anchor winch, the vacuum bagged applied teak decks - all details, which ensure the crew a comfortable stay and journey on board.



DECK EQUIPMENT

STEERING:

Two independant steering positions (one each side) - two 105 cm diameter aluminium double spoked wheels covered with white leather. Rudder blade hand laminated biaxial E-glass. Rudder stock is tapered aluminium. Both top and bottom rudder bearings are with needles/roller bearings.

COMPASSES:

Two SUUNTO 165 mm compasses mounted on top of both wheel pedestals.

COCKPIT TABLE:

(removable) Built in GRP with selfdraining Icebox, standing on stainless steel legs.

SPRAYHOOD:

Blue canvas on stainless steel bars, housed in built-in deck storage.

STAINLESS STEEL FITTINGS

Side chainplates connected to bottom frame.

Forestay chainplate and bow fitting with double bow roller and loop for headsails.

Backstay chainplate.

Padeyes for runners, spinnaker blocks and pole downhaul.

Six mooring cleats and six mooring fairleads.

Ten stanchions with bases and one gate at each side.

Pulpit with red and green navigation lights. (Open bow pulpit optional). Two stern pushpits, one with flagpole holder, one with stern navigation light. Bathing ladder.

4 s/s handrails at companionway and on coach roof.

Hinges and lock fittings for anchor box lid and the four cockpit locker lids.

Double 1 x 19 lifelines. Lock arrangement for upper washboard with 2 keys.

LACK ANODIZED ALLOY FITTINGS

Black anodized aluminium toerail on entire sheertline - a flat toerail for increased crew is optional.

Two Frederiksen genoa sheet tracks 5,000 mm x 32 mm.

Two fixed Frederiksen genoa cars leading the genoa sheets up to the primary winches. Two genoa Frederiksen cars running on recirculating Torlon balls.

adjustable under load

One Frederiksen 2,100 mm x 32 mm main sheet track.

One Frederiksen main sheet car running on recirculation Torlon balls with integrated block for main sheet and integrated sheaves and cam cleats for side adjustment.

Two Antal V-Grip 12 mm stoppers or similar for genoa car, adjustable under load.

Twelve Antal Maxi V-Grip stoppers (or similar).

WINCHES:

Genoa sheet winches: 2 x Harken B74.3 STA*

Secondary winches: 2 x Harken B64.3 STA*

Halyard winches: 2 x Harken B53.2 STA*

Runner winches 2 x Harken B44.2 STA* * or similar

4 x 10" double handles with lock.

PORT LIGHTS: Lewmar Atlantic

2 x Lewmar size 4 openable 193 x 710 mm

10 x Lewmar size 40 openable 200 x 480 mm

4 x Lewmar size 60, openable 200 x 600 mm

DECK HATCHES: Lewmar Ocean

2 x Lewmar size 70 695 x 695 mm

1 x Lewmar special 800 x 800 mm

1 x Lewmar size 10 325 x 325 mm

TEAK LAID DECK

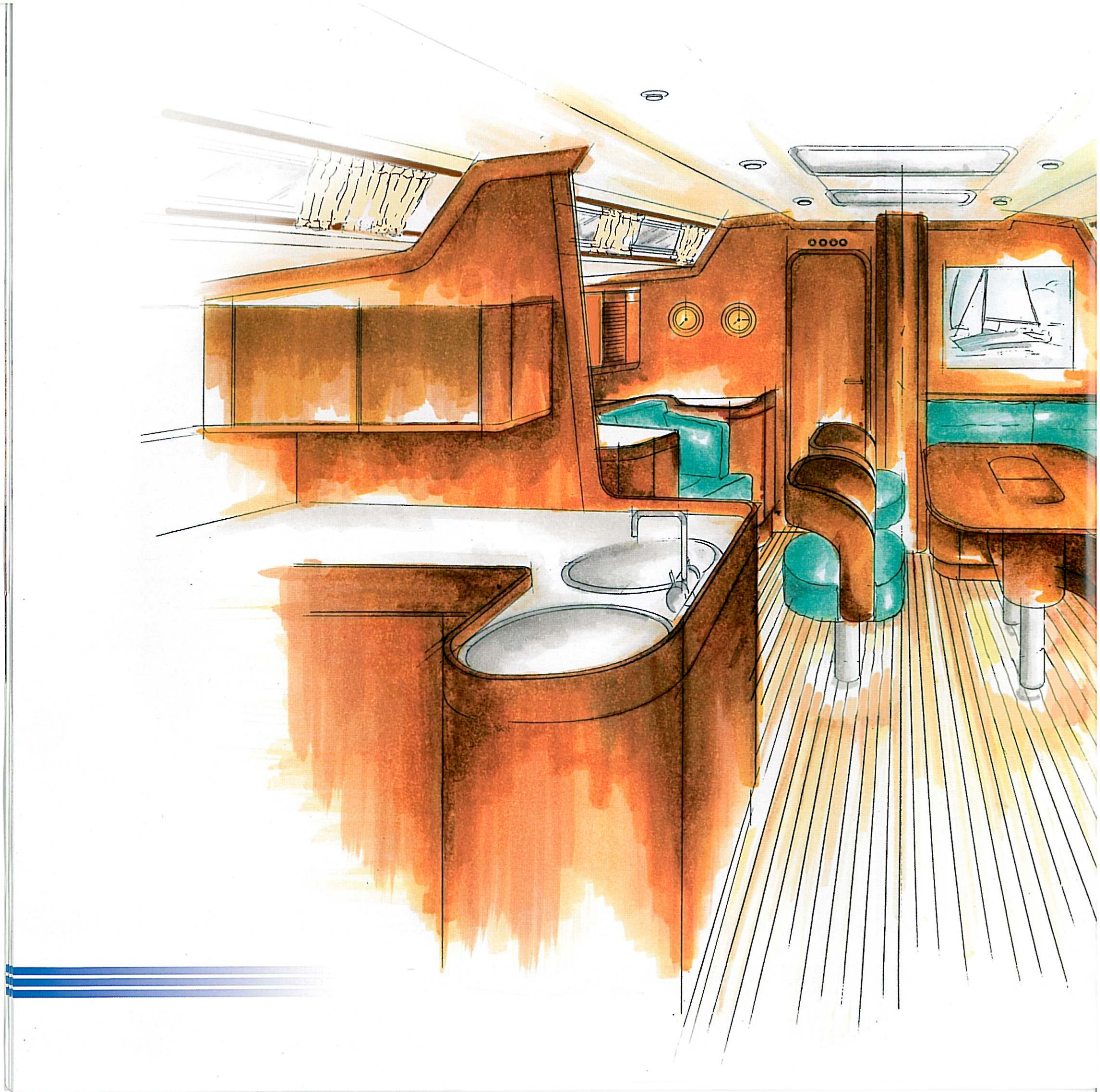
Vacuum bagged teak laid decks at cockpit seats, floors and at bathing platform are standard. Vacuum bagged teak laid decks on central part of coachroof and side decks are optional. (X-Yachts' vacuum bagging of all teak decks ensures longest "lifespan" of the teak deck. Thickness of the teak laid deck is 10 mm.)

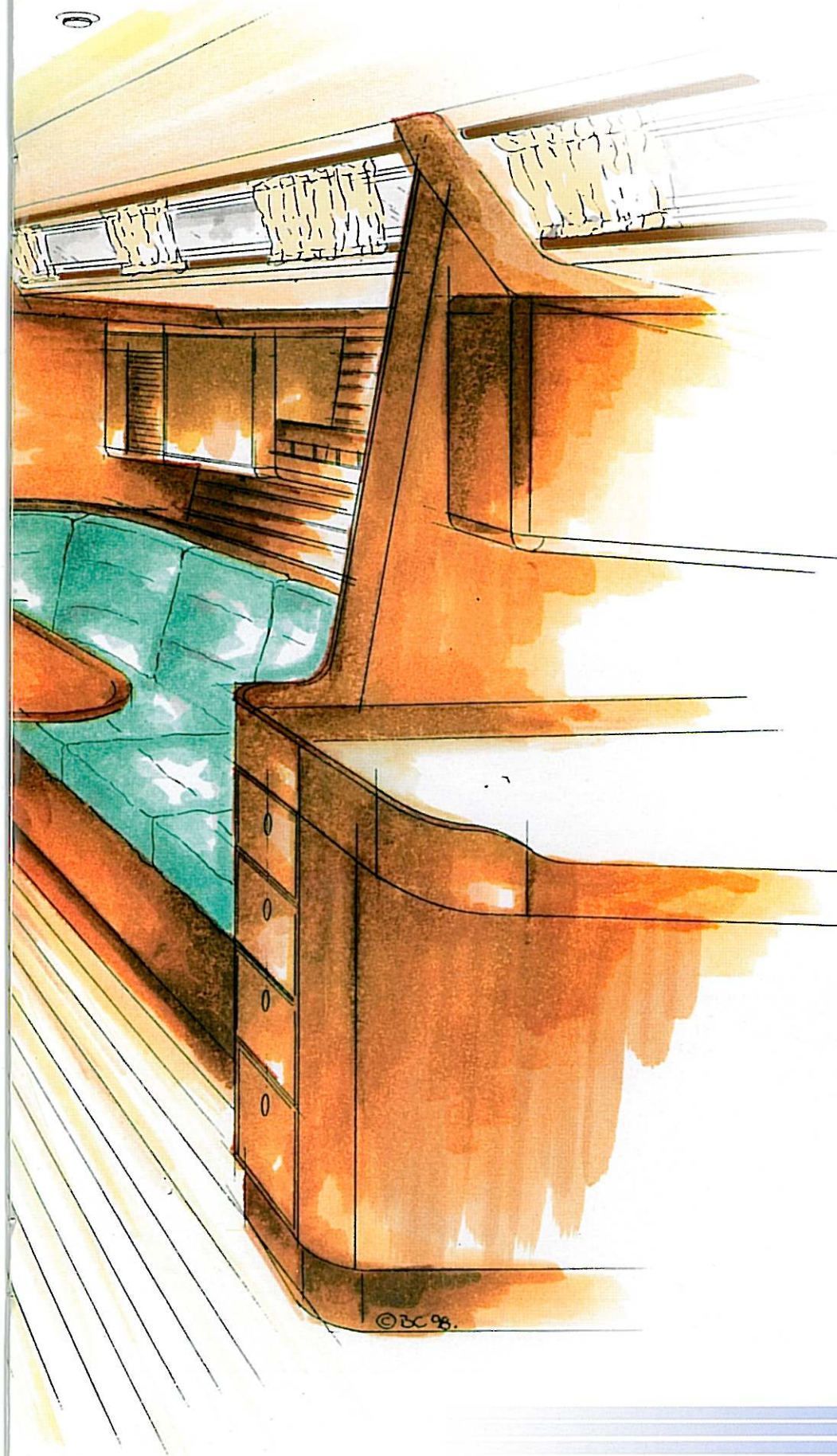
ADDITIONAL DECK EQUIPMENT

Mast/deck collar with integrated deck blocks and halyard parking. 2 x 6-double deck organiser blocks. Recessed cockpit coamings for engine control panel, loudspeakers etc. protected by plexiglass.

ANCHOR EQUIPMENT

2000 W Lewmar "Concept 2" 24 V electrical capstan anchor winch with remote control unit (winch drum on top of the chain wheel optional) 30 m 1/2" anchor chain. 30 kg Bruce kedge anchor.





ACCOMMODATION

IN GENERAL

The yacht's wooden interior is constructed in teak with a hand polished satin finish. All joinery carried out in accordance with the best yacht practice (minimum of visible screws) and carefully designed to show the fine wooden interior.

Freeboard lining made of 4 mm teak ply battens.

The deck inner lining has integrated dome halogen spotlights. All portlights and hatches have curtains and blinds. Handrails are fitted throughout in all cabins and head compartments.

Interior flooring is light construction teak with light koto stripes - with core of 20 mm plastic honeycomb.

ENTRANCE

Sliding hatch 15 mm plexiglass. Washboard: 12 mm plexiglass, stored in GRP garage. Entrance ladder: curved laminated teak hung on moulded GRP unit. Lower part hinged for easy access to batteries /front of engine.

GALLEY

Located to port close to entrance.

U-shaped galley with gimbaled stainless steel gas oven with 3 jets, protected by a stainless steel bar.

Two large and deep stainless steel sinks and taps for hot and cold pressurized freshwater as well as for pressurized saltwater.

Plenty of ball bearing drawers and locker space for galley equipment and food.

Front opened 100 ltrs refrigerator and 170 ltrs top hinged, selfdraining cooling box which can be converted into freezing by adding a upsized compressor/cooling plate.

NAVIGATION COMPARTMENT:

Located to starboard, close to the entrance.

With ample space for modern navigation/communication equipment and the custom made switch boards.

In the chart table plenty of space for charts and navigational equipment.

Ball bearing drawers below the chart table.

MAIN CABIN SB

Sofa arrangement

Forward of the nav. Station, L shaped sofa arrangement, seating 6 persons, a main cabin table with central box for bottles, and 3 removable comfortable chairs (which can be securely fixed in their positions).

Starboard freeboard, upper cabinets to house glasses, bottles, books and yacht's document papers.

MAIN CABIN PORT SIDE

Versions A1, A2 and A3 include a 275 cm x 75 cm longitudinal sofa or

Versions B1, B2 and B3 include 2 comfortable armchairs - and in the table in between, a recessed/electrical operated platform for a TV (max size for TV = height = 35.5 cm width = 37.5 cm, depth = 42.0 cm).

Port freeboard upper cabinets to house yacht's (optional) stereo, CD player and video.



INTERIOR

The interior layout of the X-562 shows some ideas, which are new for the

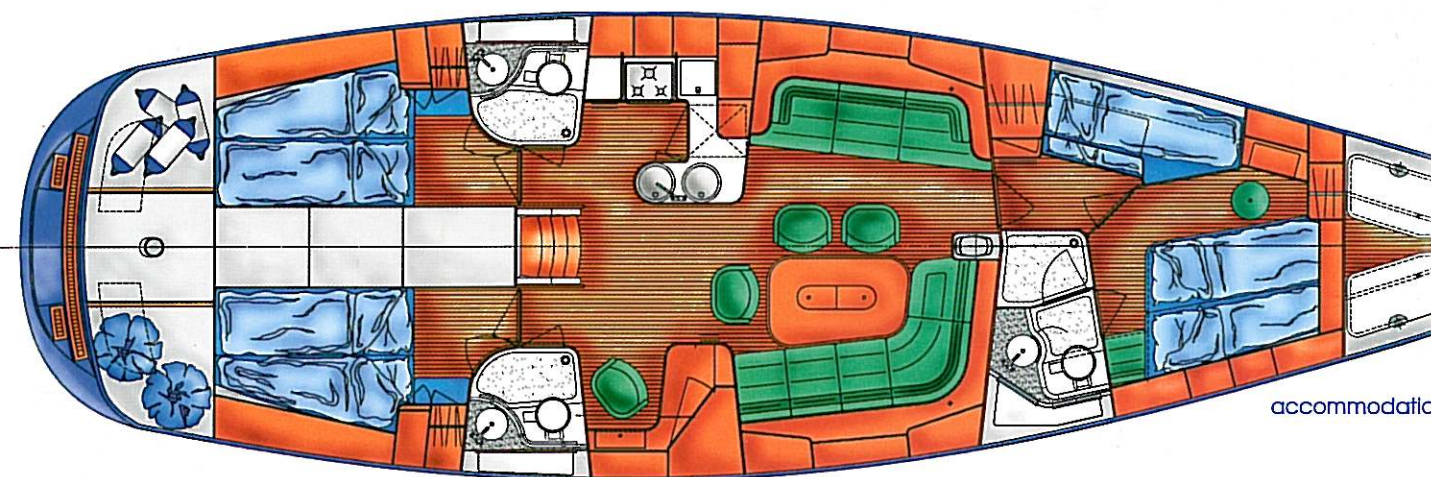
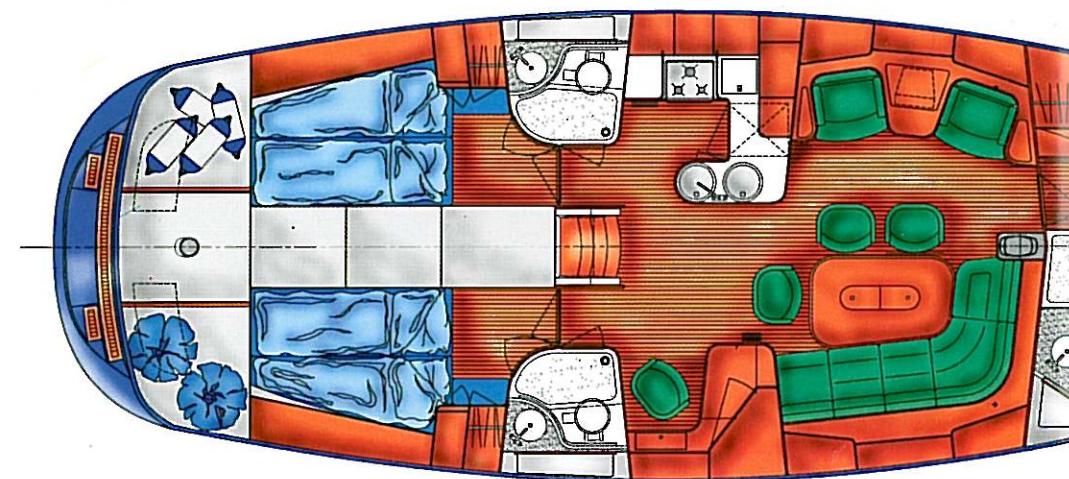
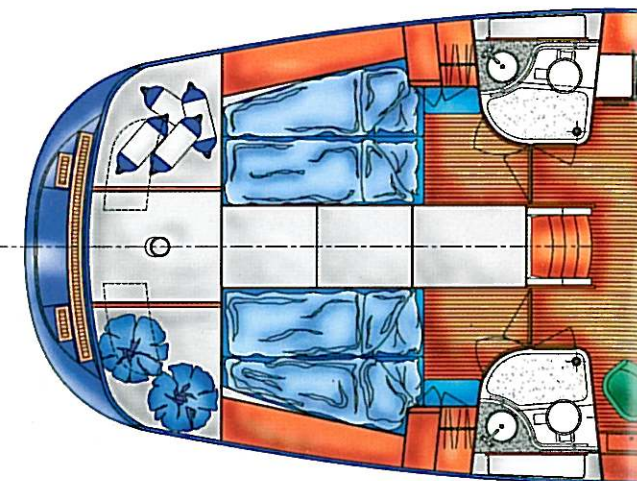
X-Yachts. They are less radical than the X-612 - more conventional where the location of the galley is back in the aftmost part of the main cabin with maximum distance to the dining/resting area.

Single person settees are replacing the small sofas and great many hours have gone into designing the new furniture details.

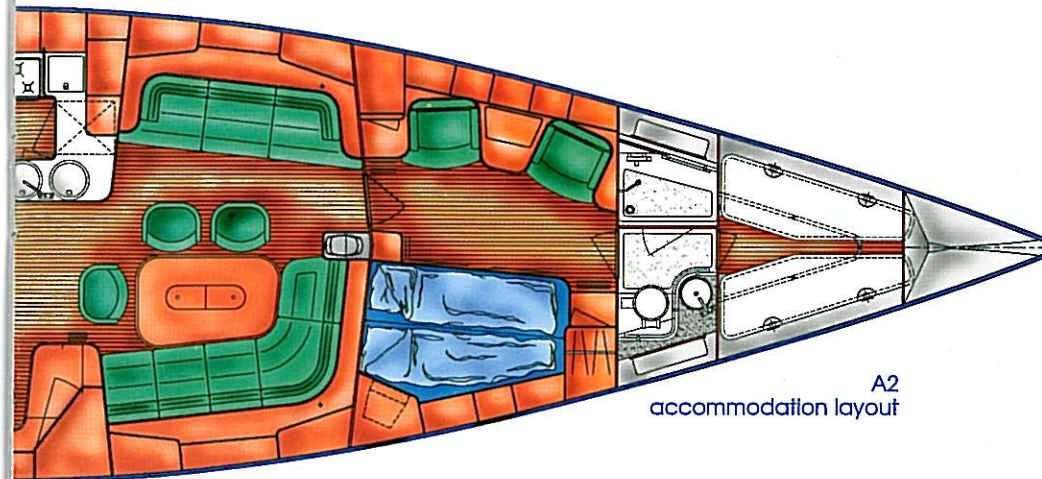
Also the heads / bathrooms have been objective for further design improvements - table tops will be made of lightweight granite with "built in" wash basins in contrasting colours.

X-Yachts' aim regarding the X-562 is to supply a general interior finish and details of highest international level. This means careful selected veneers, satin finished varnished and hand polished wooden furniture, flush designed doors and lids

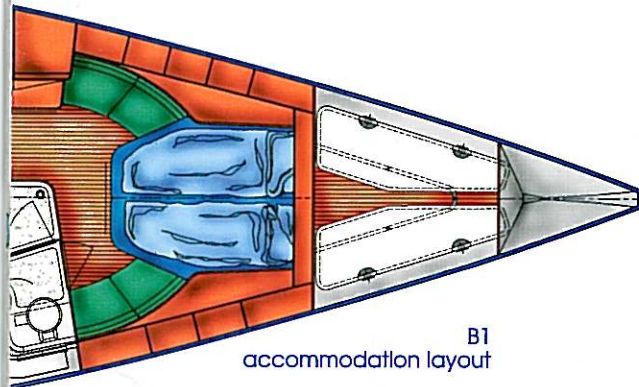
- plastic honeycomb cored floorboards, and plenty of laminated surroundings and capping.



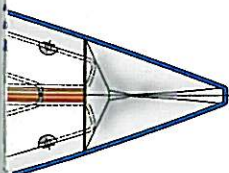
accommodatio



A2
accommodation layout



B1
accommodation layout



A3
layout

OWNER'S CABIN

Versions A1 and B1 (owners double berth on centerline) include 150 cm x 205 cm centre located double berth.

Sofas at each side.

Wardrobe with shelves forward of main bulkhead to port and for hangers in front of owners double berth.

Upper cabinet sections hung on freeboards both sides.

Drawers beneath the double berth.

or

Versions A2 and B2 (owners' double berth to starboard) include 150 cm x 205 cm double berth with night table located to starboard.

Drawers beneath the double berth.

Upper cabinet sections hung freeboards both sides.

2 large drawers under the double bed.

Large double wardrobe (with shelves - and for hangers) just forward of main bulkhead to port.

In front of wardrobes is located 2 comfortable armchairs with table inbetween with space for both bottles, glasses and "Ladys toiletries".

or

Versions A3 and B3: The owner's cabin divides into two separate cabins.

The foremost cabin has a 205 cm x 145 cm double berth with two large drawers underneath to starboard, a small desk with chair, a wardrobe with shelves and hangers and finally a settee.

The aftmost cabin has two single berths 205 cm x 70 cm, a large wardrobe for hangers and drawers.

OWNER'S HEAD

One head with mixer taps for sink and shower, flushing toilet, lockers, paper holder, towel hook, s/s handrail, s/s sink, teak grating. Beneath the teak grating an electric bilge pump draws water from the shower outboard via through hull fitting.

Separate shower compartment with entrance from the head.

AFT CABINS

Two symmetric large cabins each with own head/shower facilities.

Double berth 205 x 140 cm, wardrobe and locker with shelves; large shelf outboard.

Free-board lining: 4 mm teak ply battens. - and white imitation leather.

AFT CABIN HEADS

One at each side with: shower mixer tap, flushing toilet, front opening lockers with mirrors, paper holder, towel hook, s/s handrail, s/s sink, teak grating. Beneath the teak grating an electric bilge pump draws water from the shower outboard via through hull fitting.

CUSHIONS

Made from 2 different density layers of high quality compressed foam. Standard upholstery: Viscose / polyester (see X-Yachts' samples).

Alcantara or leather options available.

SAIL LOCKER / CREW CABIN

Forward of the owner's head compartment, separated by a watertight sandwich bulkhead is the sail lockers/crew's quarters. Two hinged anodized alloy frame bunks which rest on a hull mounted anodized alloy frame, dividing the space for fixing sail bags/bicycles etc.

Optional sink and toilet for professional crew. Freeboard in crew cabin is lined with nylon pockets for crew's personal gear.

FIRE EXTINGUISHERS

5 portable 2 kgs fire extinguishers in cockpit and accommodation.

1 portable CO2 fire extinguisher for engine room.

Right to changes without pre-notice reserved.



he X-562 will hit the water in early summer '99 and is designed to fill the gap between the X-482 and the X-612. More than 80 new moulds have been developed for this boat which will be offered in a choice of 4 different interior layouts. A large deck recessed sprayhood, captive washboards, openable stern lockers with

integrated bathing platform, finest grade teak veneers, satin finished varnished and hand polished wooden furniture and deck equipment from the world's most respected suppliers are all features that will help make the X-562 the benchmark for performance cruisers of this size well into the next millennium.



X-Yachts
WORLD CLASS SAILING YACHTS

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