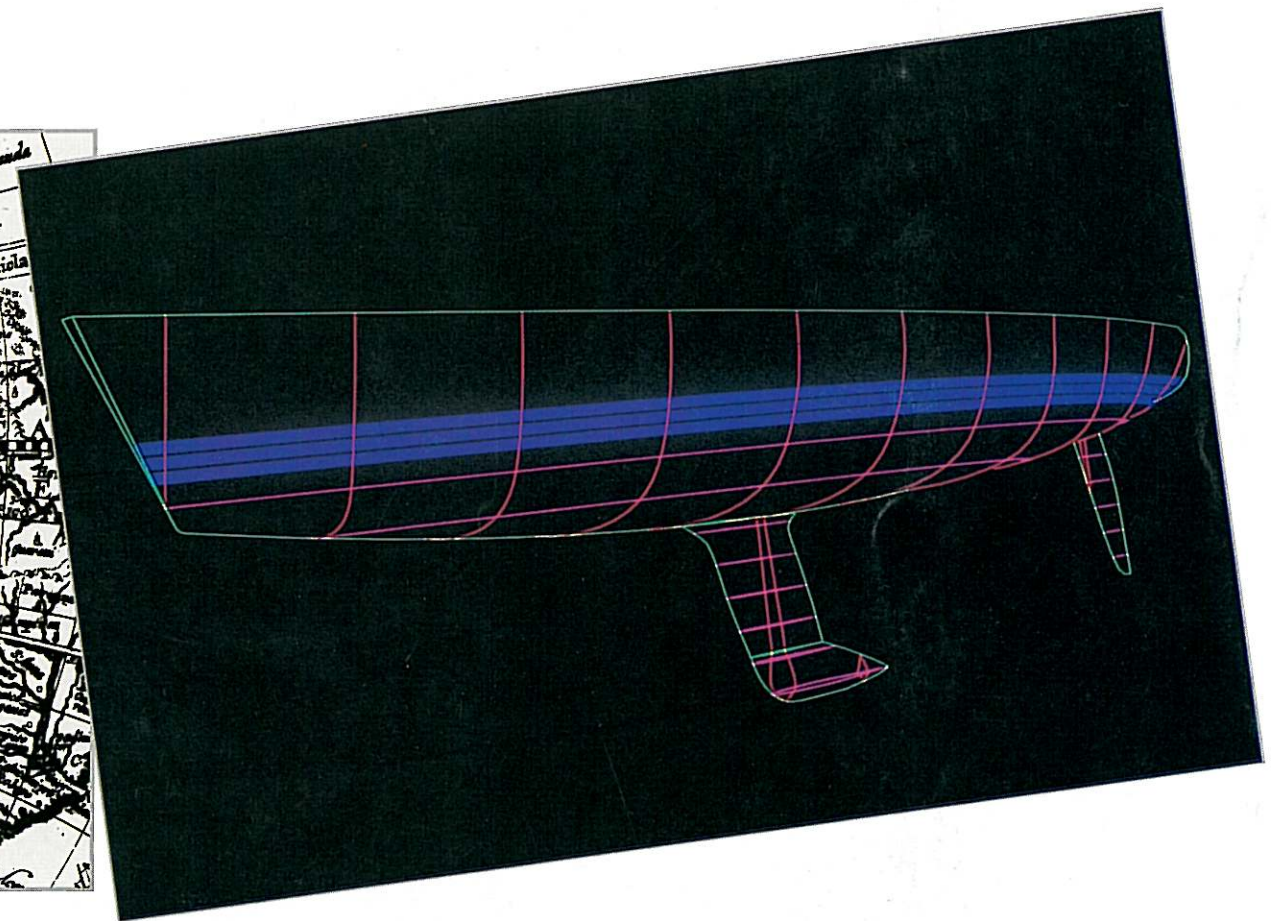
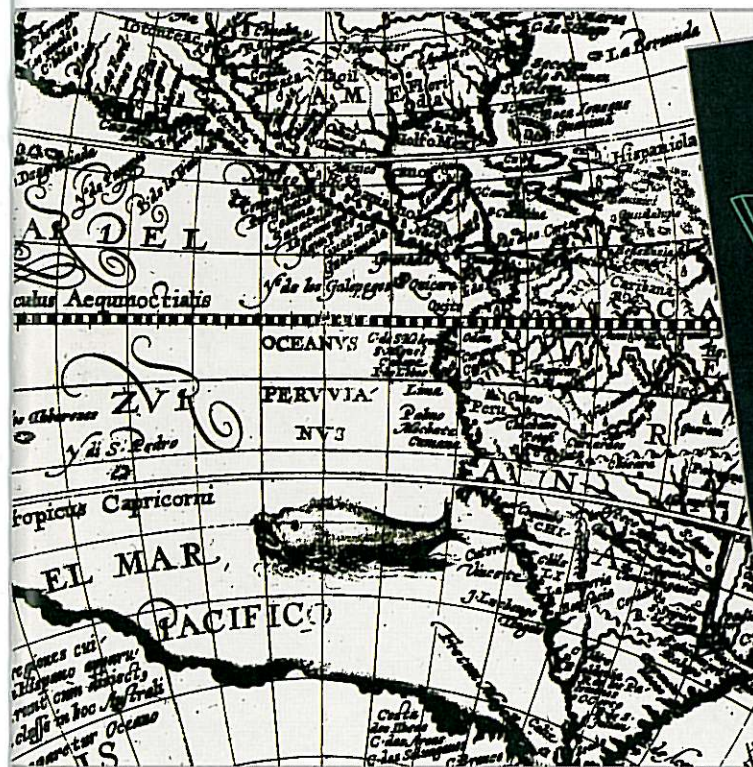


BLUE WATER CRUISER  
BY X-YACHTS OF DENMARK



X-612

THE GREAT EXPLORER



## THE HISTORY OF X-YACHTS IS THE HISTORY OF EXPLORATION

**X**-yachts has built unique yachts for more than 15 years. Our yachts have provided some with the chance to make great adventures, others have won World Championships. We have explored all avenues open to us for design, construction, and production methods and have meticulously examined every small detail of the yacht before start of production. Our exploration into the heart of the X-612 has lead us to create a yacht that is built for discovery at blue oceans. Sail the X-612 and make your very own discoveries.



X-102 1981 C/R  
3/4 Ton Cup '81 & '82



X-95 1982 C/R  
1/2 Ton Cup series '83



X-3/4 Ton 1984 Racer  
3/4 Ton Cup '85, '87, '88 & '89



X-1 Ton 1984 Racer  
3rd ind. AC '85, One Ton '86



X-79 1979 ODC  
N. European One Design Class



X-102 1984 C/R  
Cruising One Ton



X-99 1985 ODC  
European/Hong Kong Class



X-2 Ton 1986 Racer  
3rd indiv. - 1st offshore AC '87



X-152 1987 C/R  
Cruising 2 Ton



X-372 1987 C/R



X-342 1988 C/R  
Cruising 3/4 Ton



X-119 1988 C/R



One Off - 50 ft 1989 Racer  
1st Offshore AC '89



X-312 1989 C/R



X-1 Ton Mk 3 1989 Racer  
3rd One Ton Cup '89



X-1 Ton Mk 4 1990 Racer  
One Ton Cup '90



One Off - 60 ft 1988 Racer  
Andelsbanken '88





X-512 1991 C/R



X-412 1990 C/R  
First of new IMS style



X-302 1994 C/R  
Premiere August '94



X-382 1992 C/R



X-332 1994 C/R  
Premiere September '94



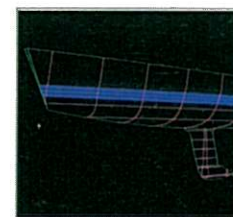
IMX-38 1992 R/C  
Offshore One Design



One Off 1988 Racer  
3/4 Ton 1993



X-442 1993 C/R



X-612 1995 C/R  
Premiere 1995



X-362 1993 C/R

ODC:  
means One Design Class

C/R:  
means Cruiser/Racer

R/C:  
means Racer/Cruiser



## Marco Polo

1254 - 1324

The man behind the most adventurous discovery expedition ever made was born into a Venetian noble family. His first expedition went to the Far East and took more than 26 years. After all these years of traveling in foreign lands he unexpectedly turned up in Venice where he was long believed dead and his properties taken over by strangers. He was the first European to ever fully describe the unknown cultures of Asia



where he studied lifestyles, language and culture with great care. His expedition went from Italy through the Mediterranean to Acre in Egypt.

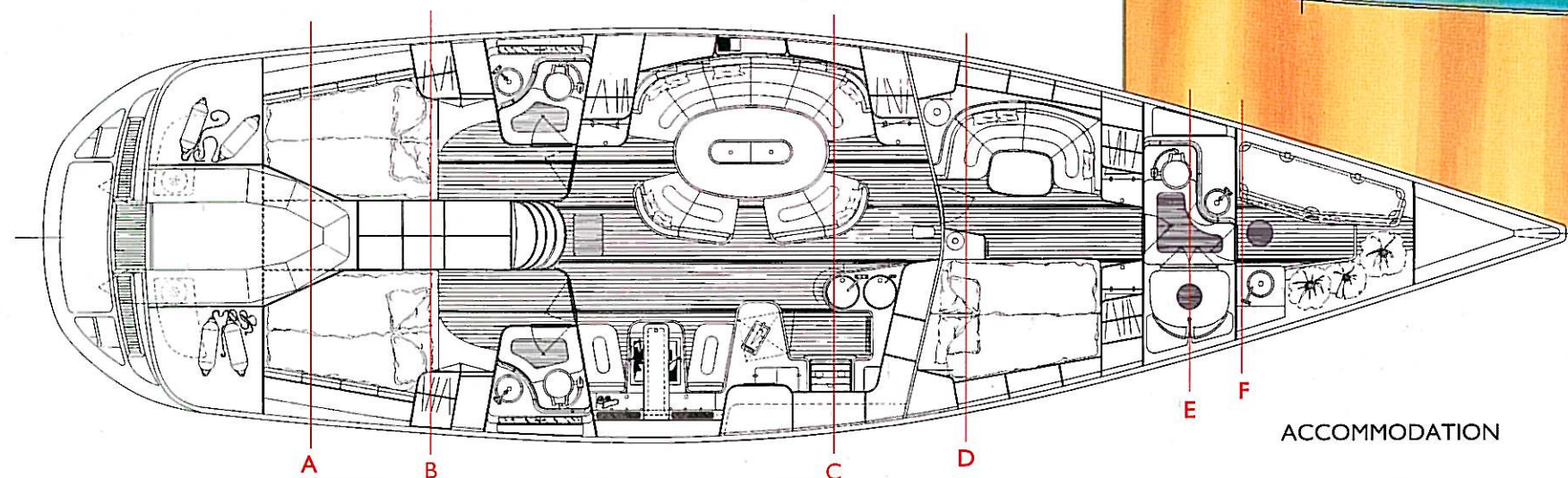
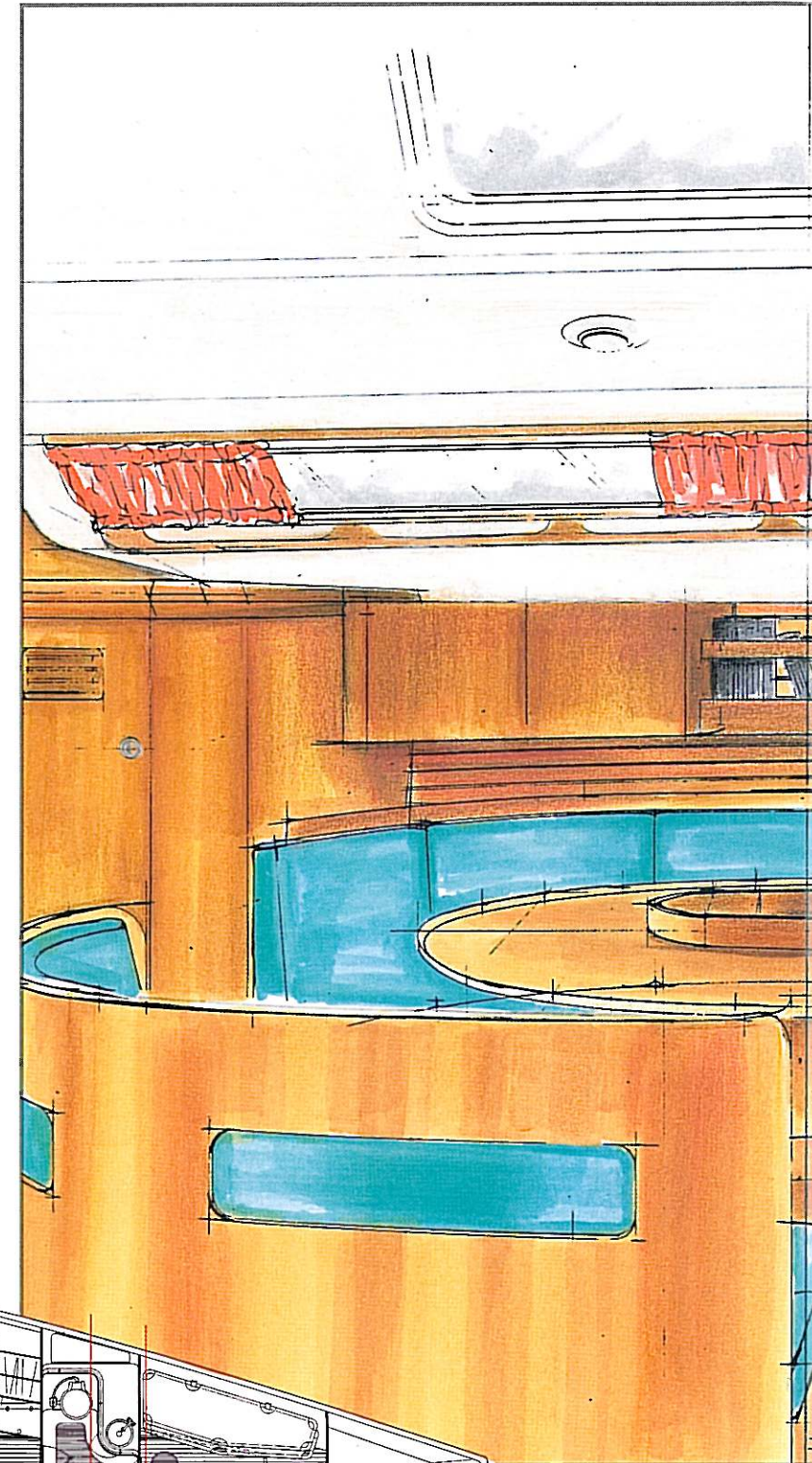
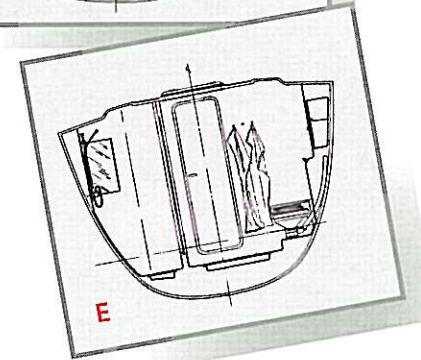
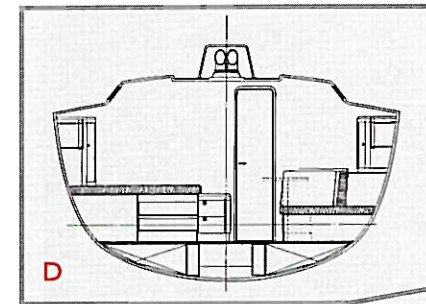
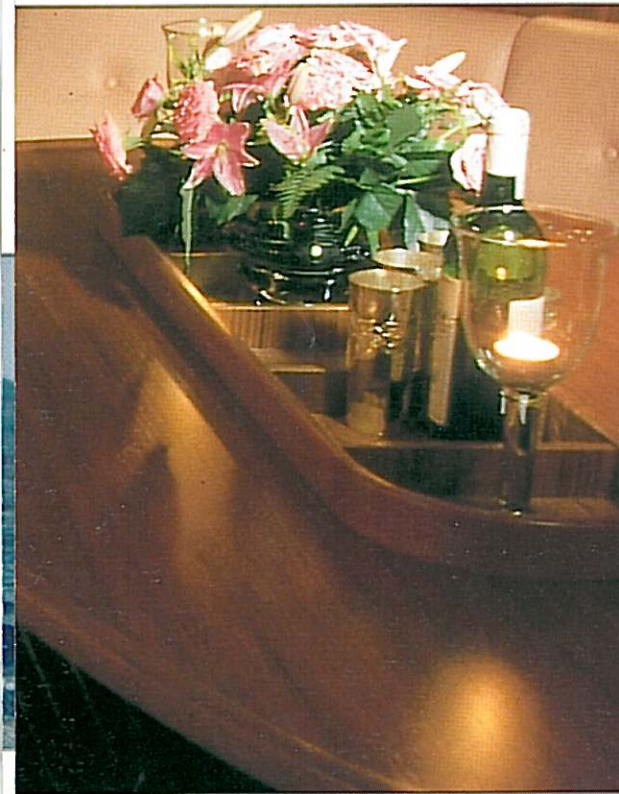
From there he traveled overland through India and China and on to Peking. On his long journey home Marco Polo sailed a Chinese Junk from China south of India.



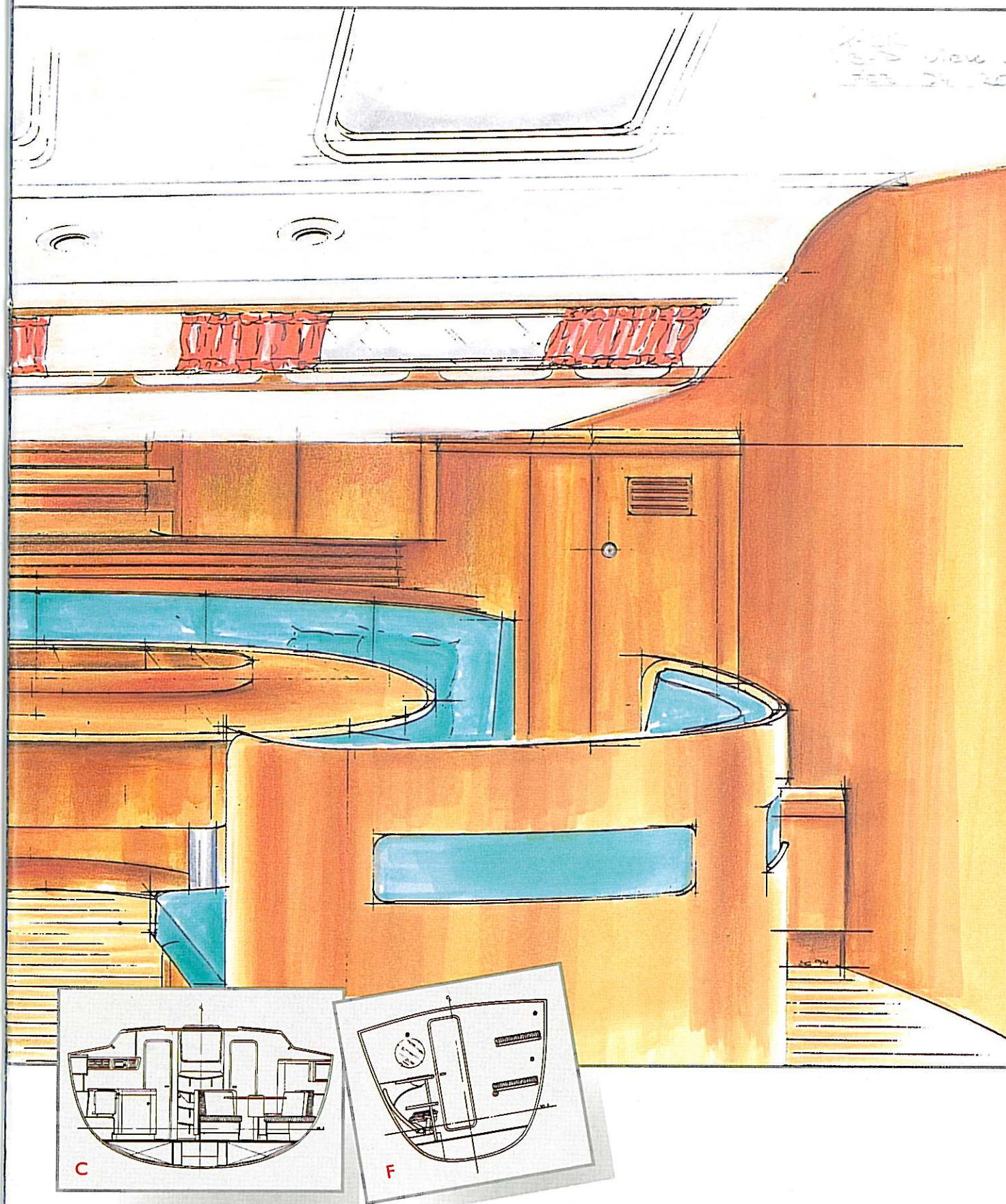


## THE ESSENCE OF DISCOVERY CAPTURED IN A BEAUTIFUL DESIGN

**S**ince 1979 one common thread has linked all of X-Yachts' designs - They are functional, offer excellent performance and are built to a high level of quality specifically for sailors who admire these attributes in a yacht. The X-612 is no typical 60 ft yacht. However she is a typical X-Yacht: functional, high quality and a very smooth, clean design that is only possible to achieve using the very best materials and production methods.



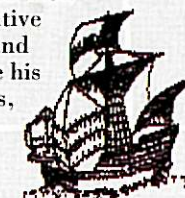




## Christopher Columbus

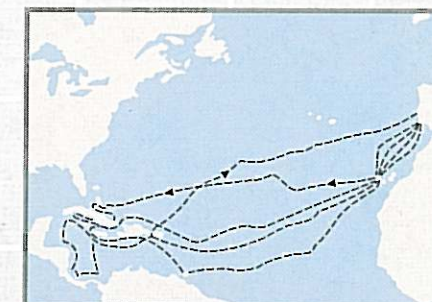
1451 - 1506. Genoa

Serving as a sailor for the Spanish court, Christopher Columbus sailed West via the Canaries in 1492 in search of an alternative trade route to India and China. Columbus made his landfall in the Bahamas, and later Cuba and Haiti. Between 1493 and 1496 he sailed Southwards to



Dominica, Puerto Rico and back to Haiti where he established a colony whose purpose was to explore the mountainous interior of the island. In 1498 he equipped an expedition which again set off West, this time by way of the Cape Verde Islands.

This expedition was beset by many problems including lack of wind, but eventually they did reach Trinidad, and finally the coast of South America at Paria. In 1502 Columbus made his last trip to the Americas where he reached the West Indies, Honduras and further South along the coast to Darien Bay.







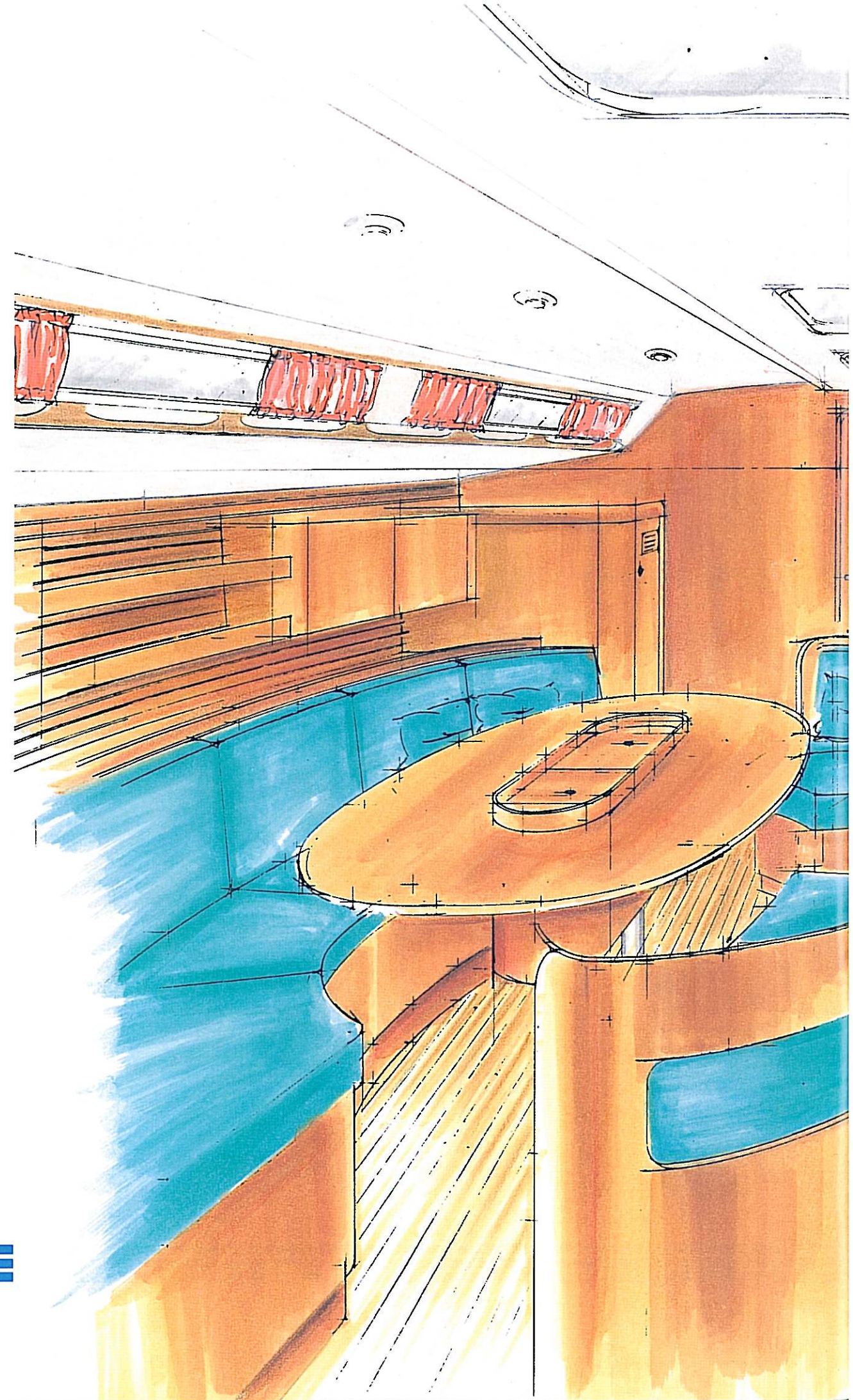
*The main cabin provides space for more than 10 around the large table. A well designed galley with built-in freezer, refrigerator, oven and sinks, all designed to make entertainment at sea or in harbour a pleasure - not a hardship.*



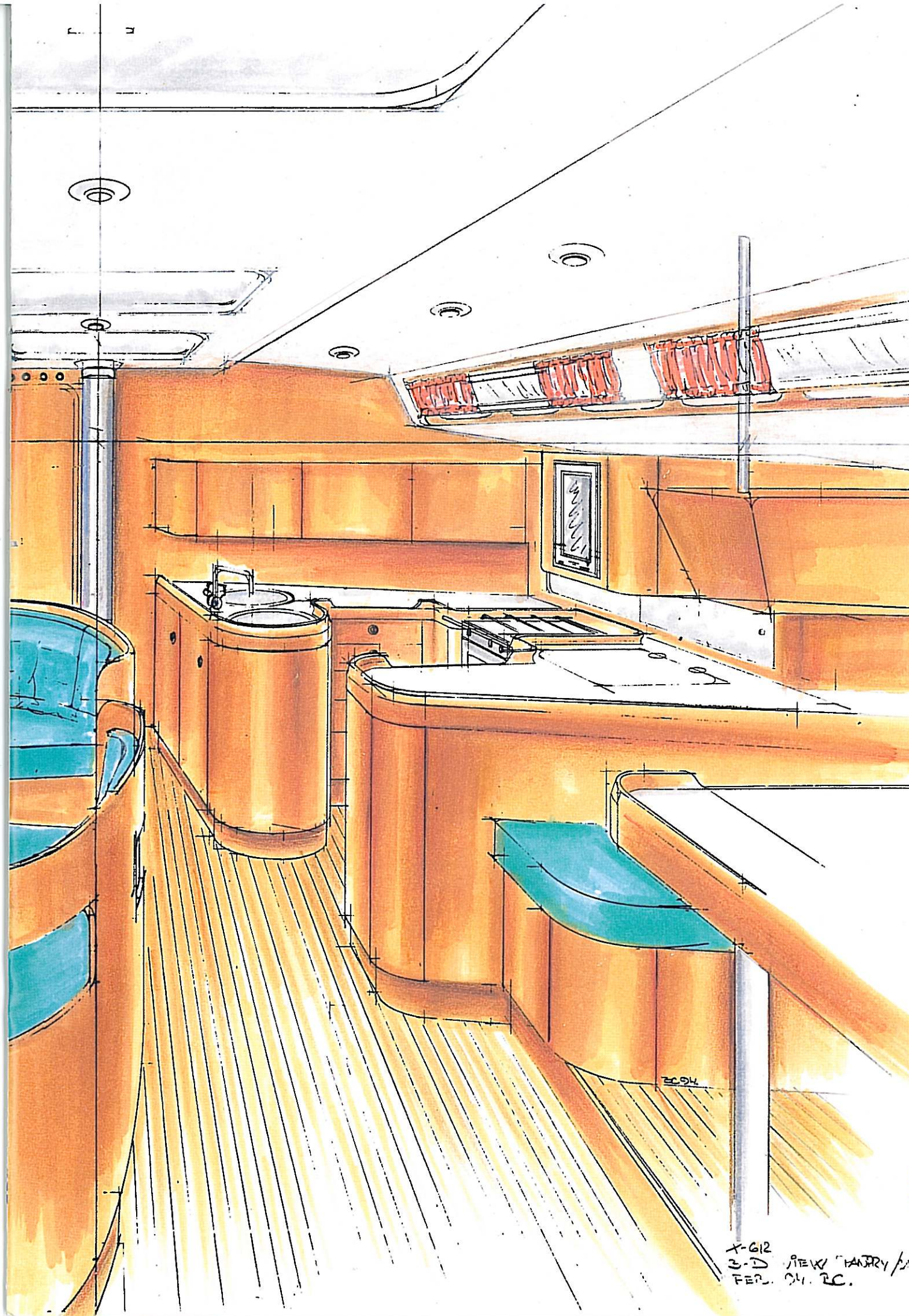
*X-Yachts' laminated handrails and 'constant camber' bulkheads are built using only the highest quality timbers and veneers for maximum strength, durability and beauty.*



*Experiences from earlier voyages of discovery have led us to use only the very best equipment, all installed with rigorous attention to detail.*







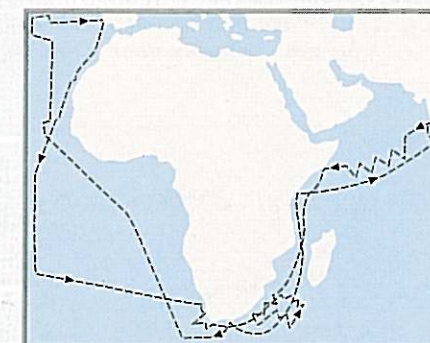
X-612  
2-D STEVE HANTRY/PA  
FEB. 04. 20.



## Vasco da Gama

1460 - 1524. Portugal

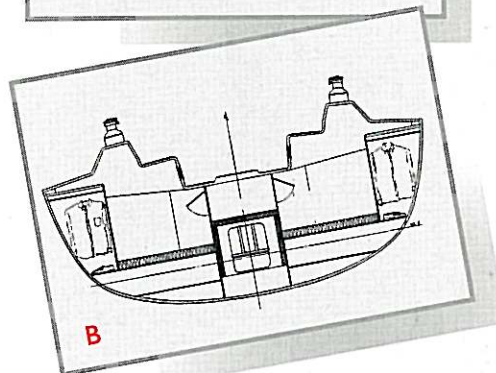
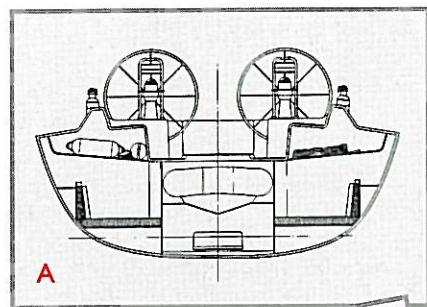
Vasco da Gama is one of the most renowned early navigators. In 1497-99 he sailed from Lisbon, and after many struggles reached the Cape Verde Islands. From here his expedition sailed West towards the Americas. However when only 600 miles from the American coast he turned back towards Africa where he followed the coast southwards from St. Helena Bay to Mossel Bay, Natal, Mombassa, and Malindi. From here he sailed across the Arabian Sea to India where he made landfall at the port of Kozhikode (Calicut) in Southern India. In 1498 the expedition headed homewards for Portugal only narrowly escaping the clutches of hostile natives. In 1502 Vasco da Gama once again returned to the Indian sea port of Calicut, but this time as part of a well armed military expedition.





## THE BEAUTY OF EXCELLENT PERFORMANCE AND COMFORT

**S**ince the very start of X-Yachts, outstanding performance has been the main trait of all our yachts. This has been achieved through building our hulls strong yet light - with the benefit of sandwich construction, and taking great care with the balance of the yacht when locating all heavy items of equipment. The 950 kg massive steel floor frame is glassed into the solid bottom laminates of the hull. Tanks and batteries are placed centrally and low down in the yacht. Be prepared for the start of a great adventure.

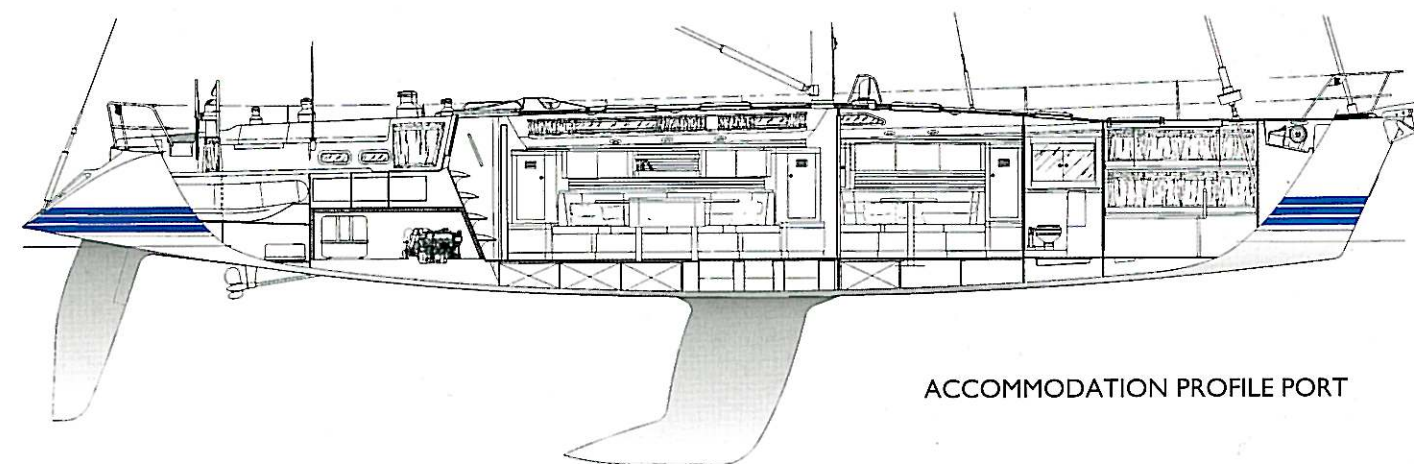
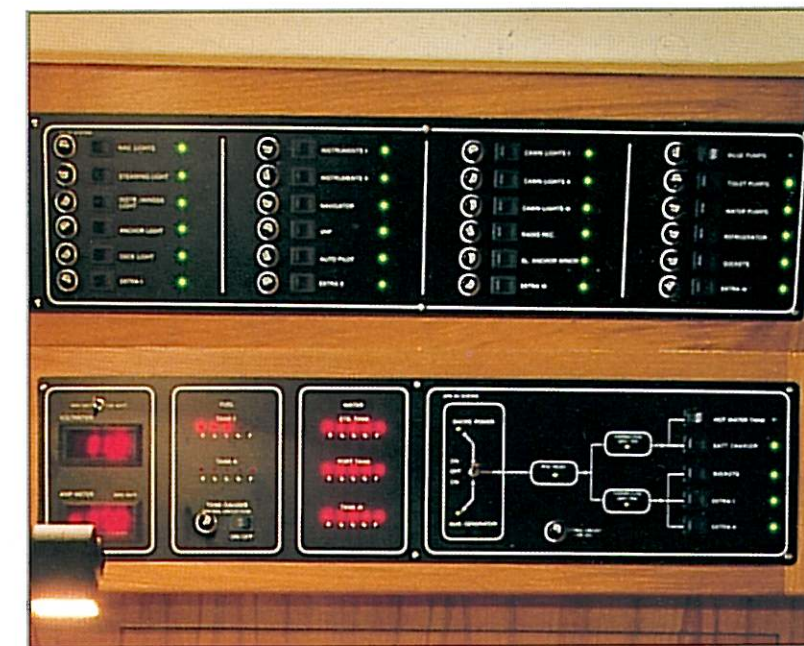


*Twin wheel steering offers comfort and control as well as perfect vision for the helmsman.*

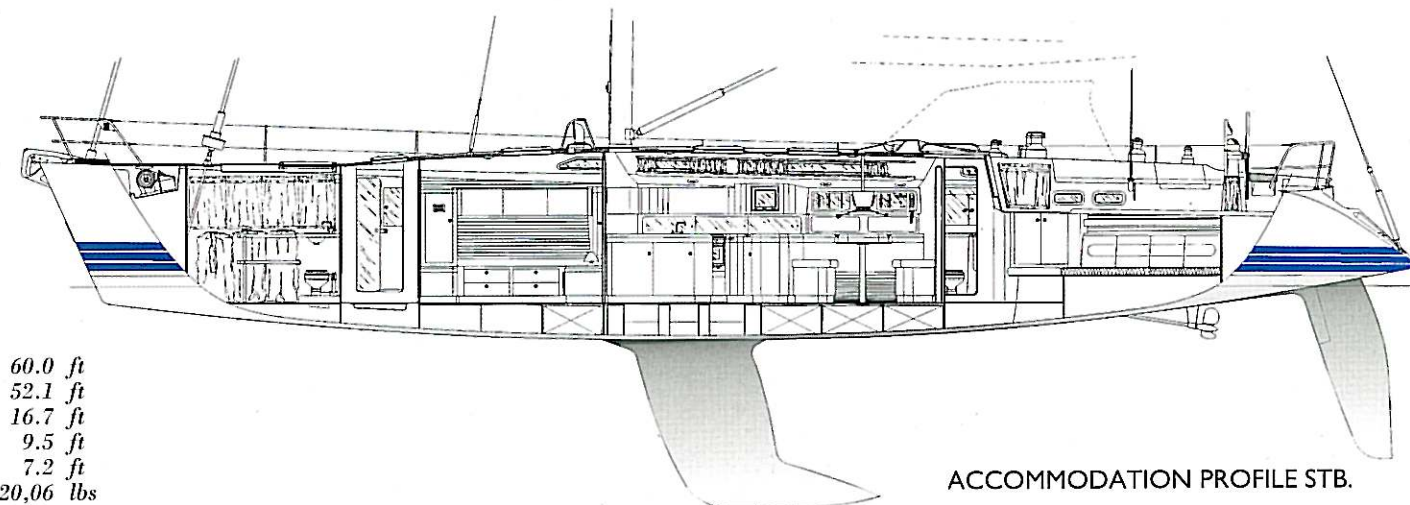
*Engine, generator and water maker are placed with easy access under the cockpit. Provision is also made for inside storage of a 3 m rigid hulled inflatable tender which is launched and recovered through an opening transom door (Optional).*

### PRELIMINARY DIMENSIONS:

L.O.A.	18.29 m	60.0 ft
L.W.L.	16.15 m	52.1 ft
B. Max.	5.10 m	16.7 ft
Draft std.	2.90 m	9.5 ft
Shallow draft ver. - min.	2.20 m	7.2 ft
Ballast	9.100 kg	20,06 lbs
Displacement empty	19.500 kg	43,000 lbs
Engine diesel	80.8 kW	110 hp

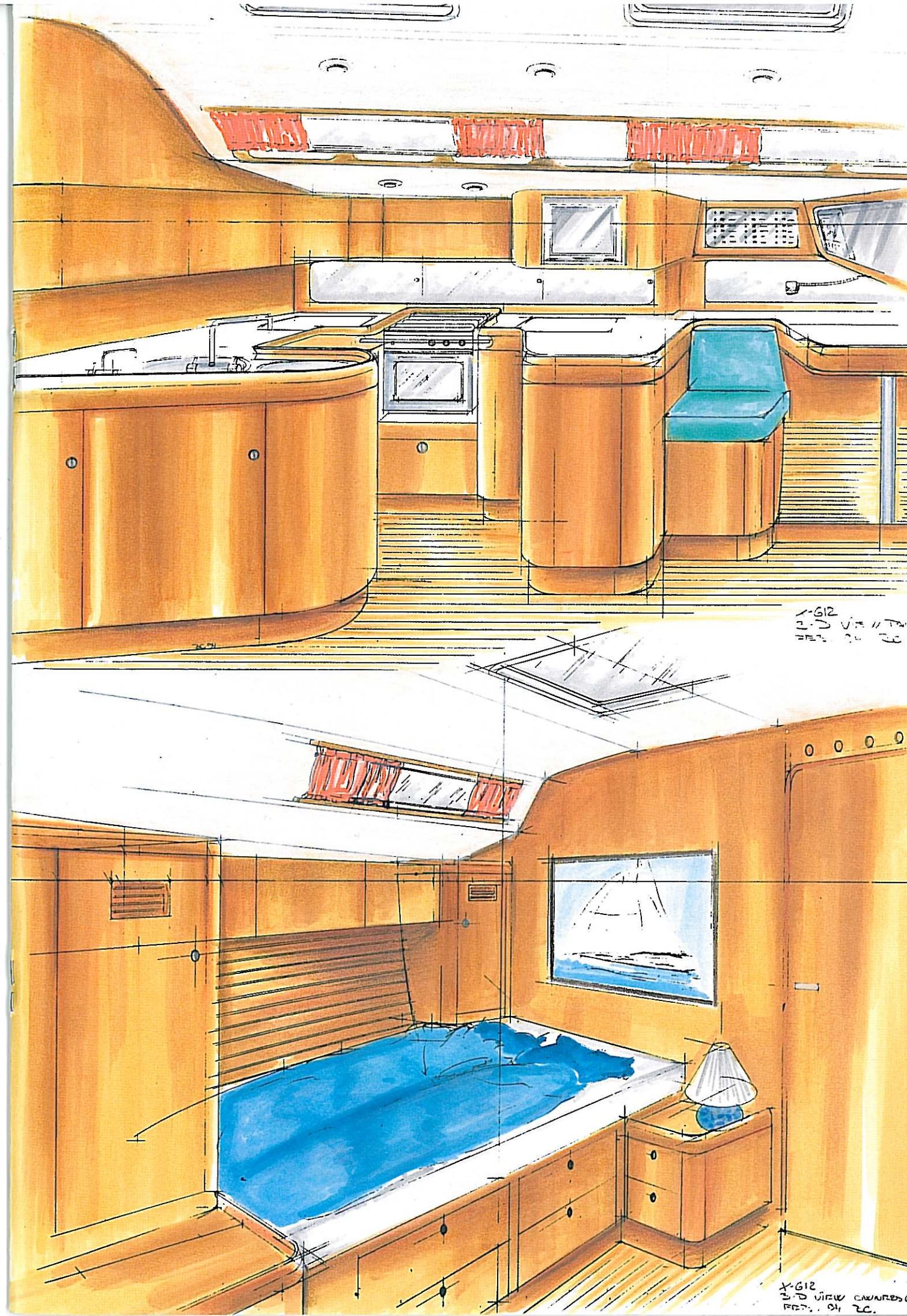


ACCOMMODATION PROFILE PORT



ACCOMMODATION PROFILE STB.





## Ferdinand Magellan

1481 - 1521. Portugal

In 1505 Ferdinand Magellan sailed to Goa and Calicut in India. He then worked his way south through the Strait of Malacca calling in Sumatra and the Spice Islands and finally to Ternate in Maluku Sea, East of Sulawesi. He gave up his Portuguese citizenship in 1517 after King Manuel had refused to finance his expedition to discover a westerly route to India.

Under Spanish patronage his famous expedition that would culminate in the first circumnavigation started out in 1519. Magellan's fleet



sailed via the Canaries to Cape St. Augustine, Rio de Janeiro, Rio Santa Cruz, and finally around the last great Cape - Cape Horn. From Tierra

del Fuego the expedition sailed West across the South Pacific to the Philippine Islands.

Ferdinand Magellan died on Mactan Island but the fleet continued under his second in command and entered the history books.

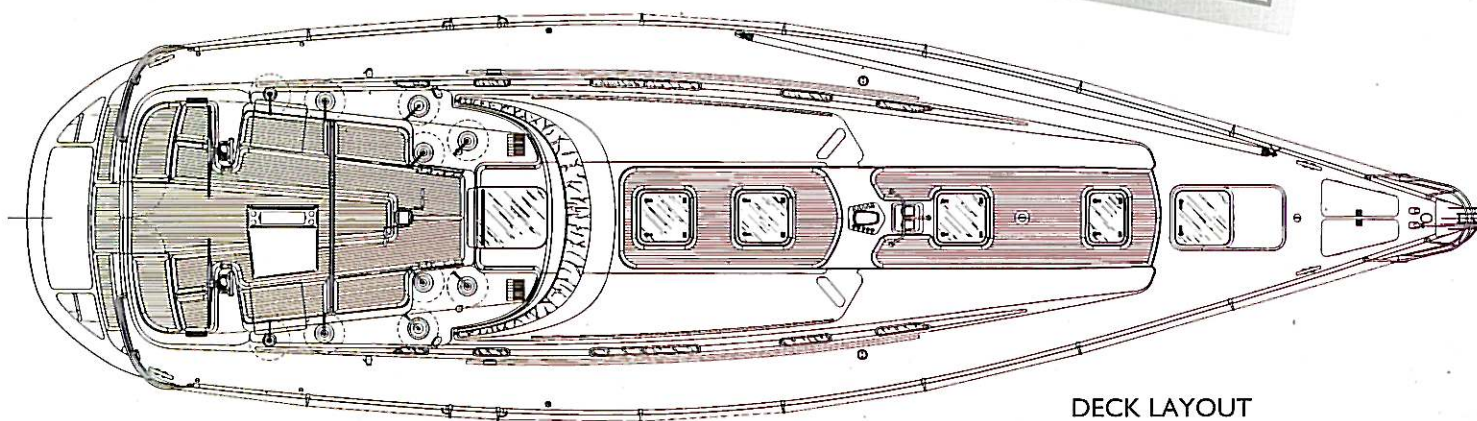
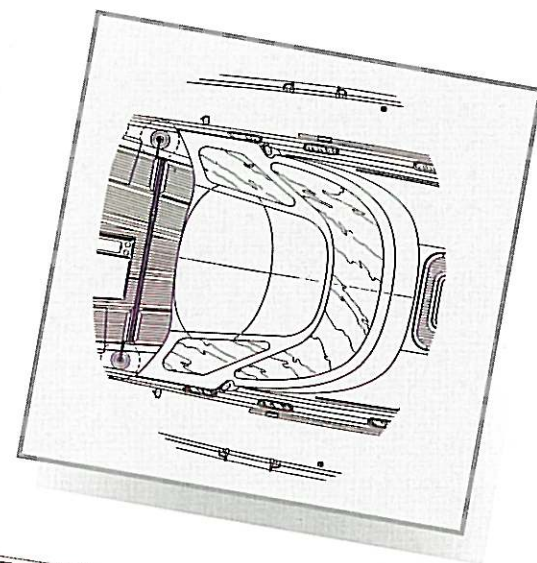
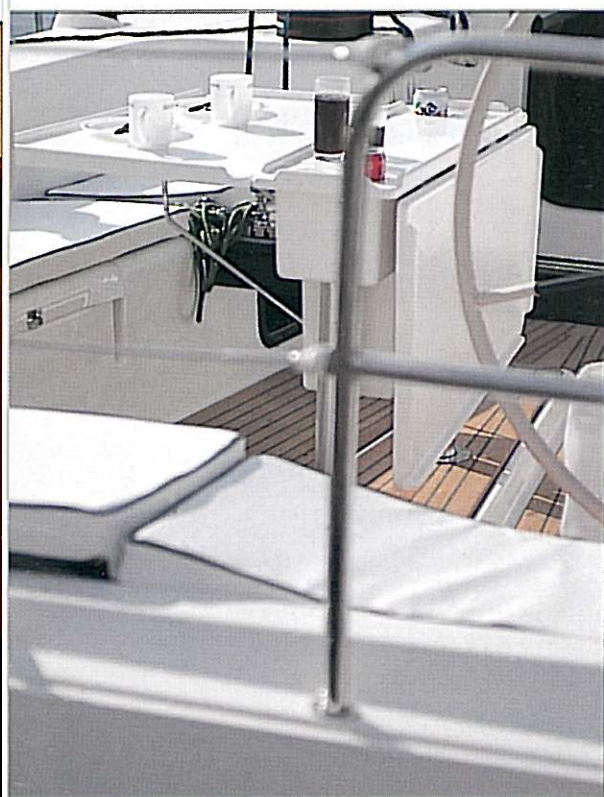




## BEAUTIFUL, COMFORTABLE AND FUNCTIONAL

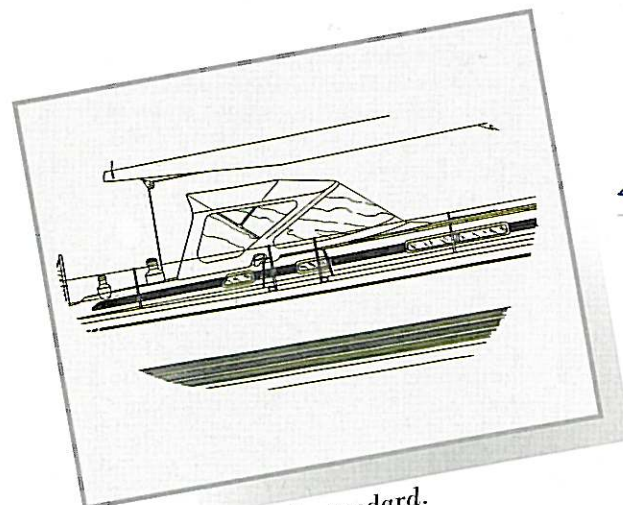
*Unlike most of the 60 ft cruising yachts, the X-612 has a large cockpit where most movement from the cabin companionway to the area aft of the wheels is made easy by the absence of a cumbersome bridge deck. Strong emphasis was placed on providing the X-612 with a large and comfortable cockpit from which you will be in control of your adventure, and will offer you a ringside seat where you can enjoy the power and mystery of the natural world. The large cockpit table with built in ice box can also be supplied with a cooling unit. On many yachts of this size the sprayhood is installed as an afterthought.*

*On the X-612 we have designed a sturdy sprayhood that is an integral part of the yacht. When raised it provides excellent protection for the crew and yet it stows neatly away in seconds into a covered storage in the deck.*

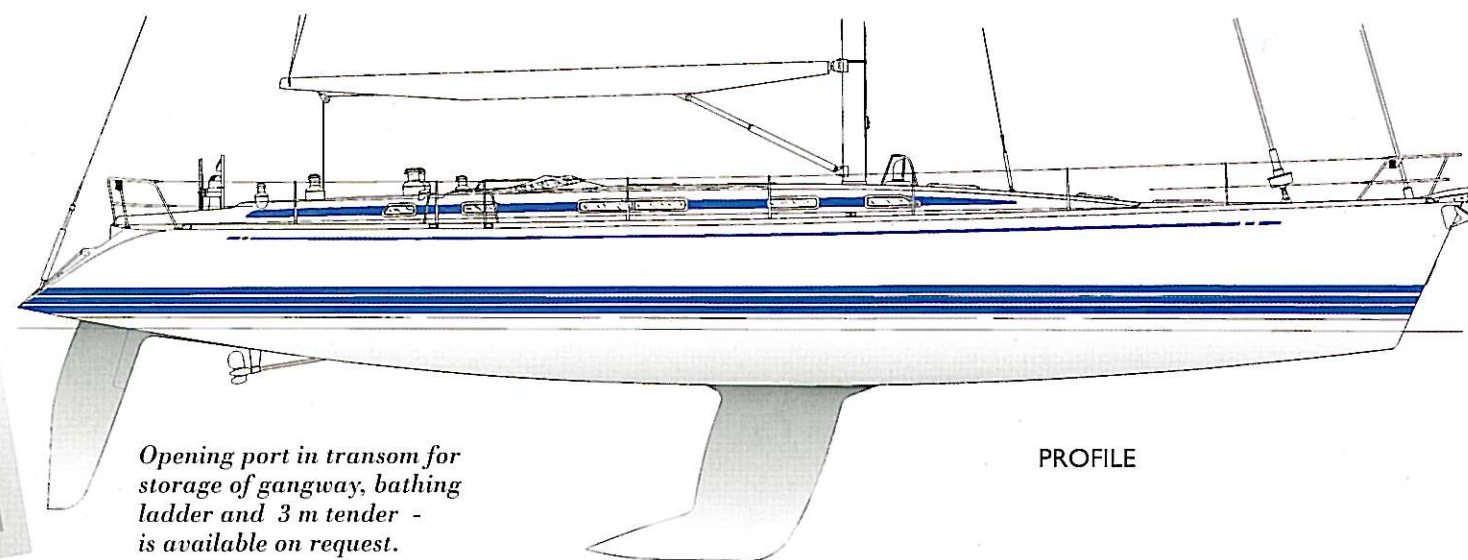


DECK LAYOUT

*Teak in the cockpit and bathing platform is standard. Teak on the central coachroof and side decks is available on request.*



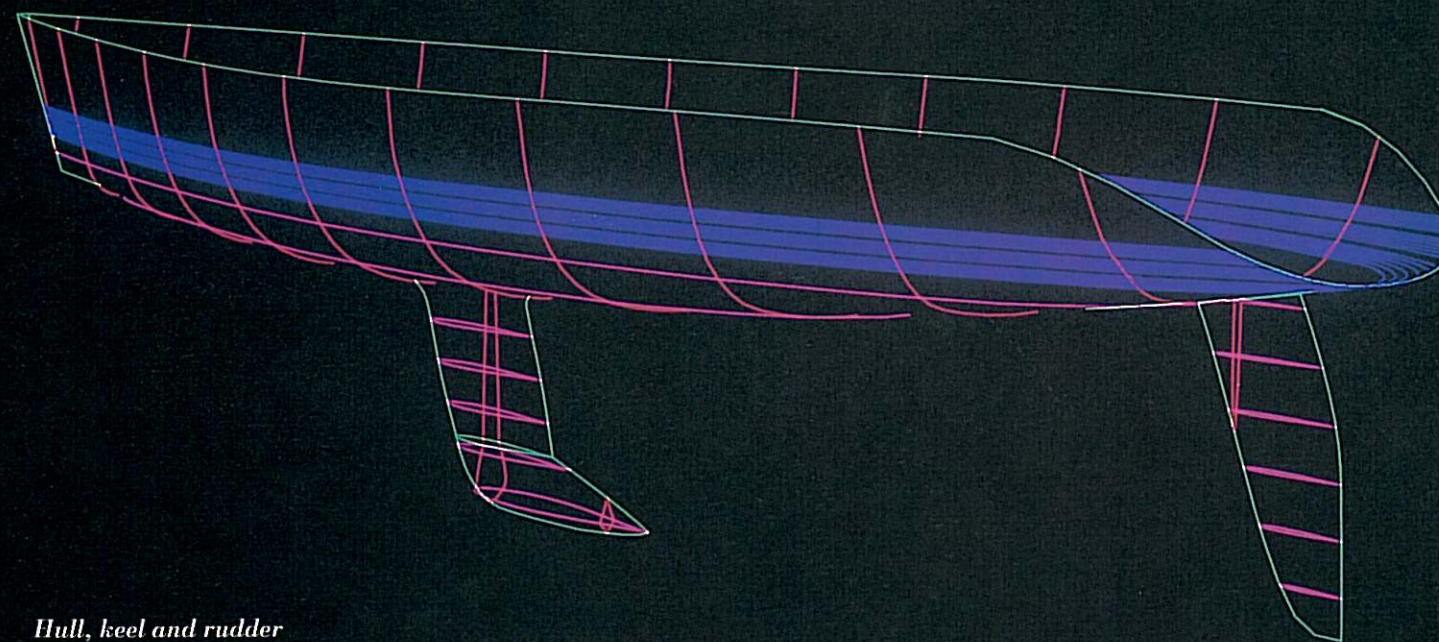
Large sprayhood is standard.



PROFILE

*Opening port in transom for storage of gangway, bathing ladder and 3 m tender - is available on request.*





*Hull, keel and rudder design come to life using advanced computer techniques.*



*Shading programs and VPP programs help to create a "State of the Art" cruiser with outstanding performance and design.*

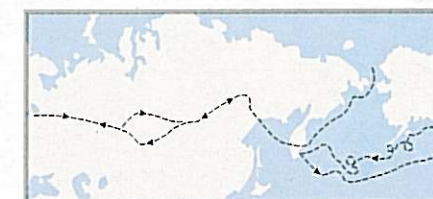


## **Vitus Bering**

*1681 - 1741. Denmark*

In 1725 Vitus Bering traveled from St. Petersburg, through Siberia to Okhotsk, from where he sailed to Kamchatka. From the East coast of the Kamchatka peninsular he sailed North through the sea that now bears his name, and around the East Cape, thereby proving that Asia and America were not connected.

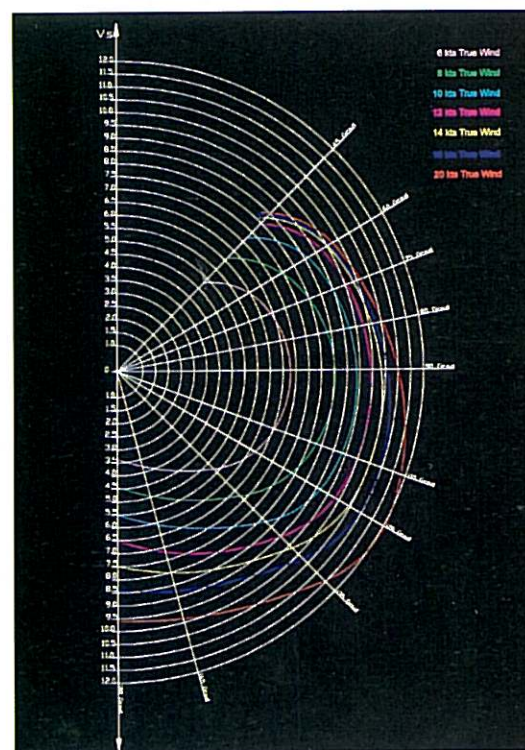
On the same expedition he sailed East into the Bering Sea but discovered no land. He returned to the area in 1730 and in 1740 he mounted a large expedition which sailed from Peropavlosk on Kamchatka to Kayak Island and on to the coast of Alaska. He died on the reurn voyage on the island that now bears his name.





## LIFE IS A VOYAGE OF DISCOVERY

**D**iscover the joy of sailing a yacht whose design, sails and construction are in perfect harmony. The X-612's real power is in her sails - and the ability to carry them in fresh wind depends on many factors. The stability of the hull, a powerful hull form combined with a keel with a low centre of gravity is a must. The mast and rigging must be strong yet flexible enough to allow adjustment - essential to ensure that the yacht always stays 'in perfect tune' with the conditions. We have equipped the X-612 with a strong, stable mast which can transfer the tension developed by the powerful hydraulic backstay adjuster to the forestay without any undue flexing of the mast or hull. The massive steel bottom girder is not only perfect for taking the extreme loadings developed by the powerful rig, but also protects the hull in the event of grounding.

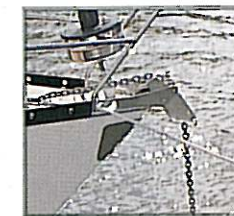


Polar speed diagrams for the X-612 show a very fast cruising yacht as well as a highly competitive IMS performer.

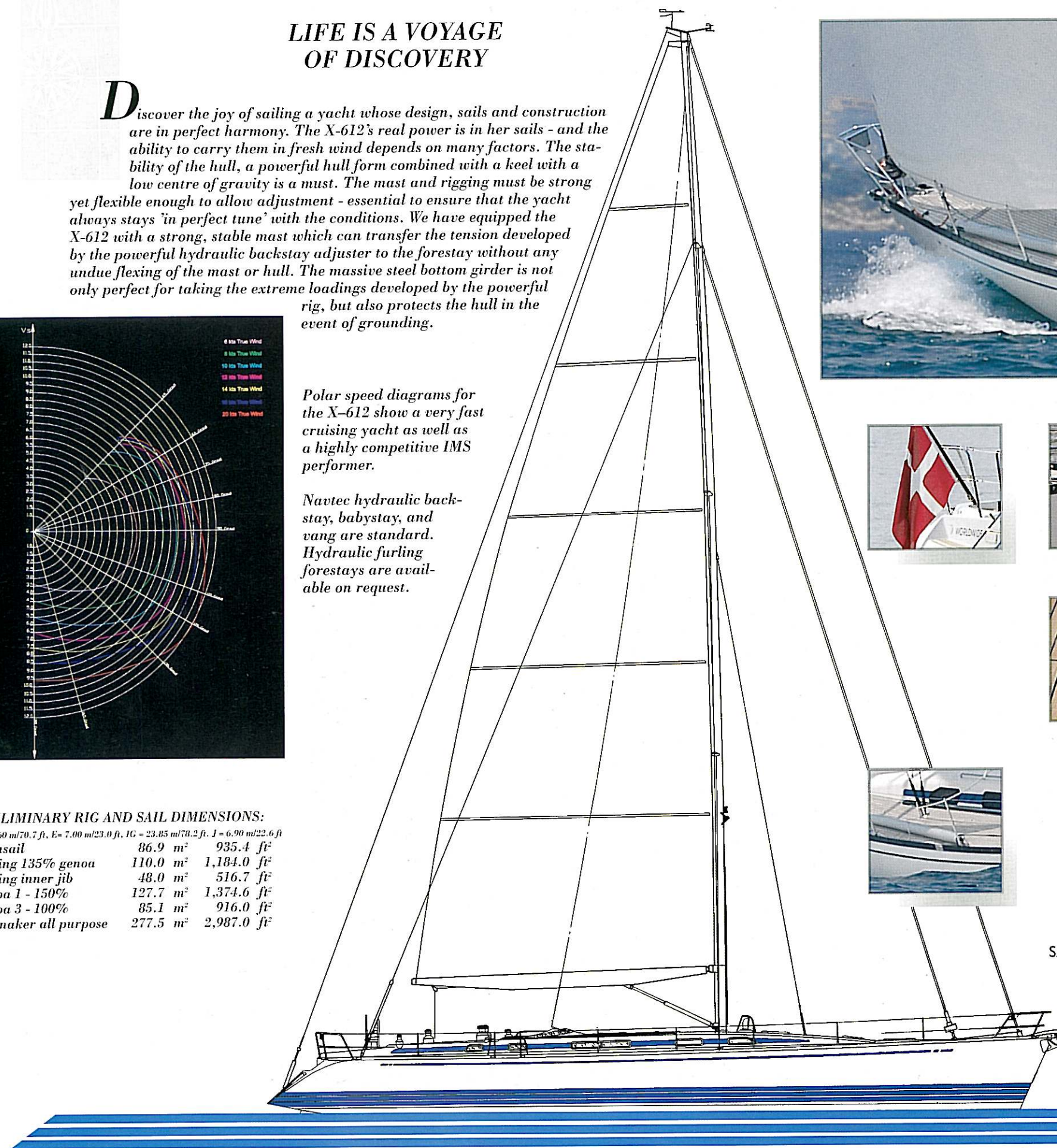
Navtec hydraulic backstay, babystay, and vang are standard. Hydraulic furling forestays are available on request.

### PRELIMINARY RIG AND SAIL DIMENSIONS:

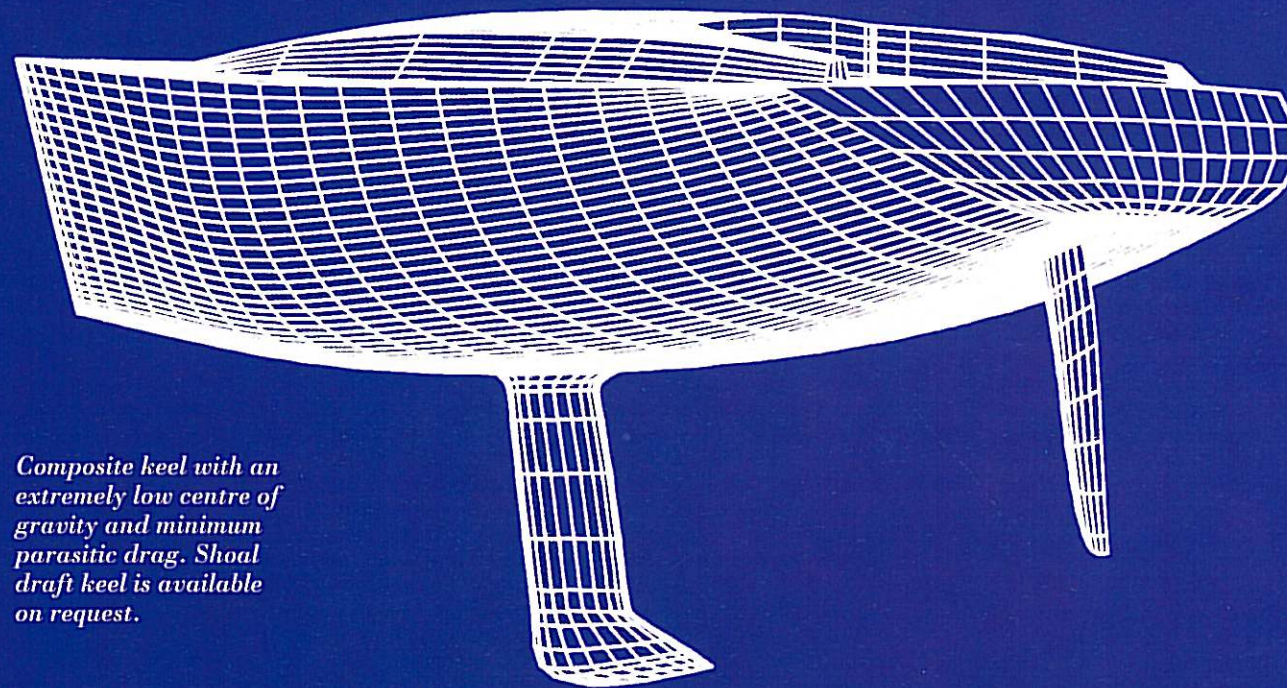
P=	21.60 m/70.7 ft.	E=	7.00 m/23.0 ft.	IC=	23.85 m/78.2 ft.	J=	6.90 m/22.6 ft.
Mainsail	86.9 m <sup>2</sup>						935.4 ft <sup>2</sup>
Furling 135% genoa	110.0 m <sup>2</sup>						1,184.0 ft <sup>2</sup>
Furling inner jib	48.0 m <sup>2</sup>						516.7 ft <sup>2</sup>
Genoa 1 - 150%	127.7 m <sup>2</sup>						1,374.6 ft <sup>2</sup>
Genoa 3 - 100%	85.1 m <sup>2</sup>						916.0 ft <sup>2</sup>
Spinnaker all purpose	277.5 m <sup>2</sup>						2,987.0 ft <sup>2</sup>



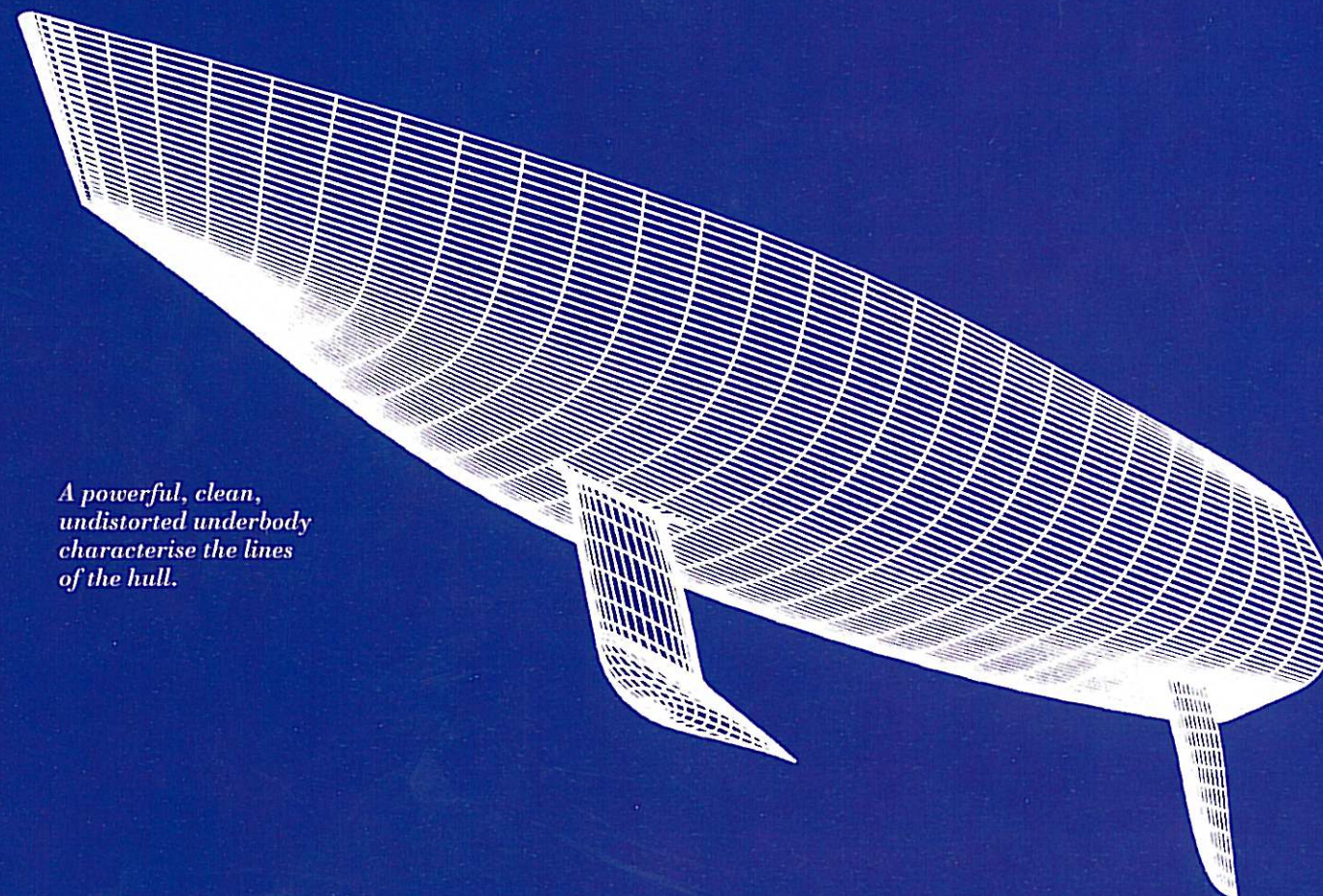
SAIL PLAN







*Composite keel with an extremely low centre of gravity and minimum parasitic drag. Shoal draft keel is available on request.*



*A powerful, clean, undistorted underbody characterise the lines of the hull.*

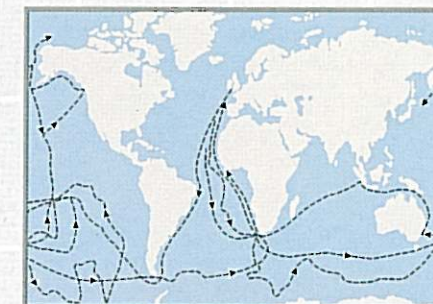


## James Cook

*1728 - 1779. England*

Captain James Cook took part in the expedition of the English Navy to Canada in 1759. He participated in the battles of Louisburg and Quebec and surveyed the St. Lawrence River. He rounded Cape Horn in 1768-69 and paid a visit to the Society Islands and Tahiti. Later the expedition sailed on to New Zealand, traveling North along the East coast of the North Island and back South to the Cook Strait.

From New Zealand the expedition went to Australia, Timor and along the West coast of Africa before returning to England. In 1772-74 Cook sailed past the Cape of Good Hope and through the Roaring Forties to New Zealand. He traveled south into the Antarctic, and North to Tahiti and Easter Island. In the years 1776-79 he sailed both Arctic and Antarctic waters on some of the World's longest sea expeditions.





## PRELIMINARY SPECIFICATION X-612 - MARCH 1994

### PLAN APPROVAL

The X-612 has been built in accordance with ABS Hull Certification. Inspection by ABS surveyor is on request.

### HULL/DECK

Isotactic Polyester sandwich construction with biaxial, triaxial and fouraxial E-glass fabrics. Core material is 25 mm divinycell with different densities. Solid laminate around keel, rudder, and through hull fittings. Bathing platform at transom standard. Transom with port for rigid bottom inflatable tender on request.

### STRUCTURAL BULKHEADS

Marine plywood, varying in thickness from 16 - 24 mm securely bonded to both hull and deck.

### STEEL FLOOR GIRDER

Hot galvanized TPS steel sections. The frame takes up the loads from keel, mast, and rig. Central lifting hoist attachment.

### KEEL

9.104 kg antimony hardened lead keel with cast iron top flange.

### ANTI-FAULING

Hull surface matsanded plus 3 x epoxy and 3 x bottom treatment.

### RUDDER/BEARING

Rudder blade hand laminated triaxial E-glass. Rudder stock tapered aluminium stock. Lower rudder bearing: 3 rows of needle bearings. Top rudder bearing: 2 rows of needle bearings.

### DECK EQUIPMENT

Twin steering - 2 pcs 110 cm diameter black coated aluminium double spoke wheels covered with white leather. 2 SUUNTO 165 mm compasses on top of the 2 pedestals. Spare tiller. Side chainplates connected to bottom frame. Fore-stay chainplate and bow fitting with double bow roller and loop for headsails. Backstay chainplate. Pad eyes for runners, spinnaker blocks and pole downhaul block. Black anodized aluminium toerail (when teak deck is ordered - a teak toerail is optional). 3 fairleads in each side. 16 s/s stanchions with bases. One gate on each side. Pulpit with red and green navigation lights. 2 pushpits, flagpole holder, stern navigation light. Double s/s lifelines. S/S bathing ladder. Teak-laid deck in cockpit, at cockpit seats, cockpit floor, and aft seats. 6 s/s mooring cleats. 4 pcs 20 m x 16 mm mooring warps. 1500 W Lofrans/Falcon electrical anchor winch with remote control unit.

1/2" kedge line, 30 m.  
30 kg Bruce kedge anchor  
1 mainsheet track 205 cm x 32 mm  
2 genoasheet tracks 600 cm x 32 mm  
1 double Toulon ball bearing car for mainsheet.  
2 genoa car fairleads with stop buttons. 2 genoa

car fairleads with double Toulon ball bearings /adjustable under load. 2 blocks/stoppers for genoa car adjustment under load. 12 Spinlock Grand Prix stoppers (or similar).  
Genoa sheet winches: 2 x Harken B74.3 STA\*  
Secondary winches: 2 x Harken B64.3 STA\*  
Halyard winches: 2 x Harken B56.2 STA\*  
Runner winches 2 x Harken B48.2 STA\*  
\* or similar

6 x 10" double handles with lock.  
Main sheet: 1 14 mm 60m Spectra  
Main sheet trav.: 2 8 mm 08m Poly  
Genoa sheets: 2 14 mm 30m Spectra  
Genoa car adj.: 2 10 mm 22m Spectra  
Cunningham line: 1 10 mm 05m Poly  
Runners: 2 12 mm 17m Spectra  
Fenders white: 6 250 mm Ø  
(airfilled rubber)

Portlights:  
2 x Lewmar size 4 fixed 197 x 710 mm  
4 x size 4, openable 193 x 649 mm  
2 x special, fixed 193 x 140 mm  
2 x size 3, openable 193 x 451 mm  
2 x special, openable 193 x 451 mm

Deck hatches:  
3 size 70 695 x 695 mm  
1 special 486 x 695 mm  
1 slide hatch 767 x 767 mm

Cockpit table: (removable) w. selfdraining icebox.

Sprayhood: in blue canvas housed in built-in deck storage.

Mast/deck collar with pad eyes for deck blocks and halyard parking. 2 Dorade vents in front of mast protected by s/s hoop. Drained anchor box forward with s/s hinges and lock. 4 cockpit lockers with s/s hinges and locks. 4 s/s hand rails at companionway and at cabin top. S/s anchor chain fitting with double rollers. Space in cockpit for panel for autopilot protected by plexiglas.

### ENGINE INSTALLATION

Fresh water cooled 110 HP, 4 cyl. diesel Yanmar 4 LH 2-D, 80 amp alternator, 35 mm diameter s/s shaft, greased inner bearing, 600 mm three-bladed Max Prop.

Diesel tank: 800 ltrs s/s, baffles, deck fill, water separator and shut-off valve.

Engine instrument panel integrated into the cockpit coaming and protected by plexiglas. Single lever control at the SB wheel console.

### MAST & RIGGING:

Sparcraft Blue Label silver anodized 3 spreader tapered mast (masthead). Windex with light, steaming light, and deck light. Silver anodized boom, tapered at both ends, track and car for outhaul and 2 reefs with jammers. NAVTEC hydraulic pumpstation system 5 with multi-

function operating permanent backstay, vang, and babystay. Spinnaker pole and fittings on request.

### Standing rigging:

Discontinued rod rig, rod forestay, rod inner forestay, rod permanent backstay, wire babystay. Wire runners.

### Running rigging:

1 spinnaker halyard, 2 genoa halyards, 1 main halyard. Halyard for inner forestay. Spectra halyards with shackles spliced on.

### FRESH AND SEA WATER SYSTEM

Hot and cold pressure fresh water. S/s tanks with capacity of 700 ltr. Water maker type Sea Recovery 80, 300 ltr/day. (Power consumption 8 A/h = 192 amp/day). The hot water system 40 ltr (80°C) heated by shore power 220V and engine cooling water. Sea water inlet through sea cocks for galley, engine cooling, and toilet flushing. Electrical pump for sea water at galley sink.

### ELECTRICAL SYSTEM

X-Yachts' main switch board incl. 3 digital out-reads for tank, electrical power charging, and consumption. Thermo fuses. 70 Ah main engine start battery 700 Ah service battery capacity

### Diesel generator

6 kw 2-cyl. diesel generator type Fisher Panda, in insulated box.

Engine based 80 Amp/12V alternator. 220 v shore power with 2 pcs. 12 v 50 Amp battery charger. Shore socket located aft, circuit breakers (Thermo and short circuit) on shore supply, switch board mounted breakers for hot water, accommodation power and battery charger. 220V sockets in each cabin and in the galley.

### Below deck

Adequate low consumption halogen lighting throughout the interior plus 2 chart-table lights and adequate lightening in engine compartment. Footlight throughout the main cabin.

### Above deck

Deck flood light and 2 compass lights. Separate red+ green bow navigation lights. Steaming light.

### BILGE / BILGE PUMPS

Two manual bilge pumps - one in cockpit leading from keel sump - one under the berth in stb. aft cabin. Automatic electrical bilge pump (with acoustic alarm) leading from the centre keel sump. 4 separate electrical bilge pumps draining toilet/showers.





#### ACCOMMODATION

The yachts' wooden interior is built of teak with hand polished satin finish. All joinery is built in accordance with the best yacht practice and the number of visible screws has been reduced to a minimum, and carefully designed to show off the fine wooden interior. The innerlining has integrated dome halogen spot lights. All windows and hatches are equipped with curtains and blinds. Handrails are fitted throughout.

##### Entrance:

Sliding hatch 15 mm plexi. Washboard 12 mm plexi glass. Entrance ladder: curved laminated teak with anti-slip surface.

##### Main Cabin Port side:

2 Wardrobes. 1 large sofa and 2 settees surrounding the oval table with bar. The lockers behind the large sofa are prepared for bottles, glasses, and books. Freeboard lining is teak battens.

##### Main Cabin SB side:

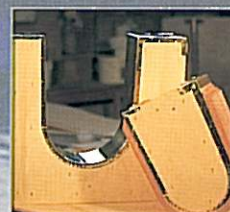
Adequate navigation compartment (ample space for modern navigation and communication equipment and the yachts switch board). Navigation table incl. 2 seats/working stations. One for the navigator with el-switch panel for navigation instruments and communication. Another one on the other side of the navigation table with el-switch panel for the service facilities on the yacht. In the chart-table ample space for charts and alongside a locker for navigation equipment.

##### Galley:

In front of the navigation station is the very functional galley designed for offshore operation. 140 ltr. front opened electrical refrigerator. 180 ltr. top opened selfdraining cooling box prepared for deep freezer/cooling compressor. Gimbale s/s gas oven with 3 jets. Above the oven an electrical powered cooker hood covered by the galley upper cabinet section, which allows clients the choice of a microwave oven and entertainment centre (colour TV, video, stereo, CD/cassette, radio). 2 large/deep s/s sinks with mixer taps for fresh water. Pressurized sea water with tap. Plenty of space above and below table tops for food and galley equipment.

##### Aft cabins:

Two large cabins each with own head/shower, double berth, wardrobe and locker with shelves.



and a large shelf outboard and cabinets at yachts centreline. Separated by a sound reducing sandwich bulkhead. Freeboard lining is teak battens.

##### Owners cabin:

Port side: large sofa with fixed table. 1 wardrobe. Lockers and shelves above the sofa. Freeboard lining is teak battens.

Starboard side: large double bed with night table and 1 wardrobe. Lockers and shelves above the double bed. Drawers below owners bed. Freeboard lining is teak battens.

##### Head/Shower (GRP Units):

Aft cabin heads: two heads - one in each side with: shower mix tap, flushing toilet, front opened lockers with mirrors, soap and paper holder, holders incl. cups, hook for towel and s/s handrail, s/s sink and teak grating. Under the teak grating an el-pump leads the water from the shower outboard through the hull fitting.

Owners head: one head with mix taps for sink and shower, flushing toilet, lockers, soap and paper holder, holders incl. cups, hook for towel and s/s handrail, s/s sink and teak grating. Under the teak grating an el-pump leads the water from the shower outboard through the hull fitting. Owners cabin has own separate shower compartment, with entrance from the head.

Cushions: Cushions with upholstery with 2 different density layers of cold foam. Standard upholstery of 100% cotton - see X-Yachts' samples. On request Alcantara or leather.

Sail cabin / Crew cabin: Forward in the yacht there is a sail locker separated from the owners head compartment with a water-tight sandwich composite bulkhead. Two hinged frame bunks, sink and toilet for professional crew. Freeboard in crew cabin is lined with nylon pockets for crews personal gear.

##### FIRE EXTINGUISHERS

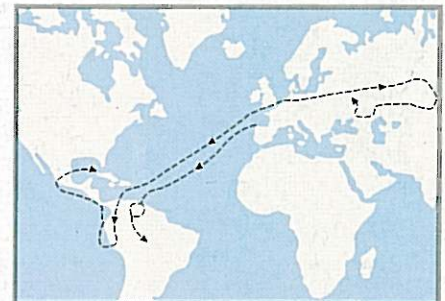
4 dry powder fire extinguishers - each 2 kg.



## Alexander von Humboldt

1769 - 1859. Germany

In 1799 Alexander von Humboldt traveled from Europe to the mouth of the river Orinoco in South America. With his expedition he established that the Orinoco river was connected to the Amazon River (via the Casiquiare river). In 1800 he voyaged to Cuba and later to Lima in Peru from where he explored the source of the Amazon. In 1803 Alexander von Humboldt traveled to Acapulco and then on to Mexico City with detours to Guanajuata and Jalapa. His journey home took him from Vera Cruz and went via Philadelphia and across the Atlantic. In 1829 he journeyed to Moscow and from there on to Perm to explore Siberia. Humboldt paid visits to Tobolsk, traveled down the river Ob and returned to Moscow via Omsk. From Omsk he sailed down the Volga to the Caspian Sea and by land from there to Don.





**X**-Yachts was established in 1979. Throughout the Eighties, X-Yachts became famous at the international level by designing and building very fast offshore racing yachts. More than 2000 yachts built to date, among them nearly 100 X-3/4 tonners. This design ranks as one of the most successful offshore yachts ever produced, winning the 3/4 ton cup a total of 6 times. We have also built 25 X-1 ton yachts, and have won the coveted 1-ton cup twice with these designs as well as finishing top points yacht in the Admiral's Cup series. X-Yachts introduced a line of One-design racing yachts such as the X-79, X-99, X-119, and most recently the IMX-38 and a range of 7 cruiser/racer models which included the X-312, X-342, X-372, X-402, and X-452. In concert with these achievements and activities, X-Yachts established a strong International dealers network.

In 1990 a new generation of X-Yachts was born with the launch of the X-412. Freed from the constraints of the IOR rule, the X-412 was an instant success. She offered a strong seaworthy hull, excellent accommodation, and yet proved herself a potent performer on both CHS and IMS. Parallel to the increasing popularity of CHS and IMS and the success of the X-412 it was not long before the new range of X-Yachts was expanded with: X-512, X-382, X-442, and X-362. The X-612 is a natural extension of the new generation of X-Yachts. The most advanced production methods are to be used, which combined with the skills of a highly experienced and progressive X-Yachts crew will allow us to fulfill our dream of creating the true 'Blue Ocean Explorer' - the X-612.



*Lars Jeppesen,  
World Class racing sailor,  
is responsible for quality  
control, purchasing, Boat  
Shows and after sales  
service.*

*Birger Hansen,  
experienced cruising and  
racing sailor, fibre glass  
specialist handles produc-  
tion and is in charge of the  
Scandinavian market.*



*Niels Jeppesen,  
accomplished cruising  
and racing sailor, is  
responsible for design  
and development  
of new models.*

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