



73

Passion for Excellence

ART & POWER

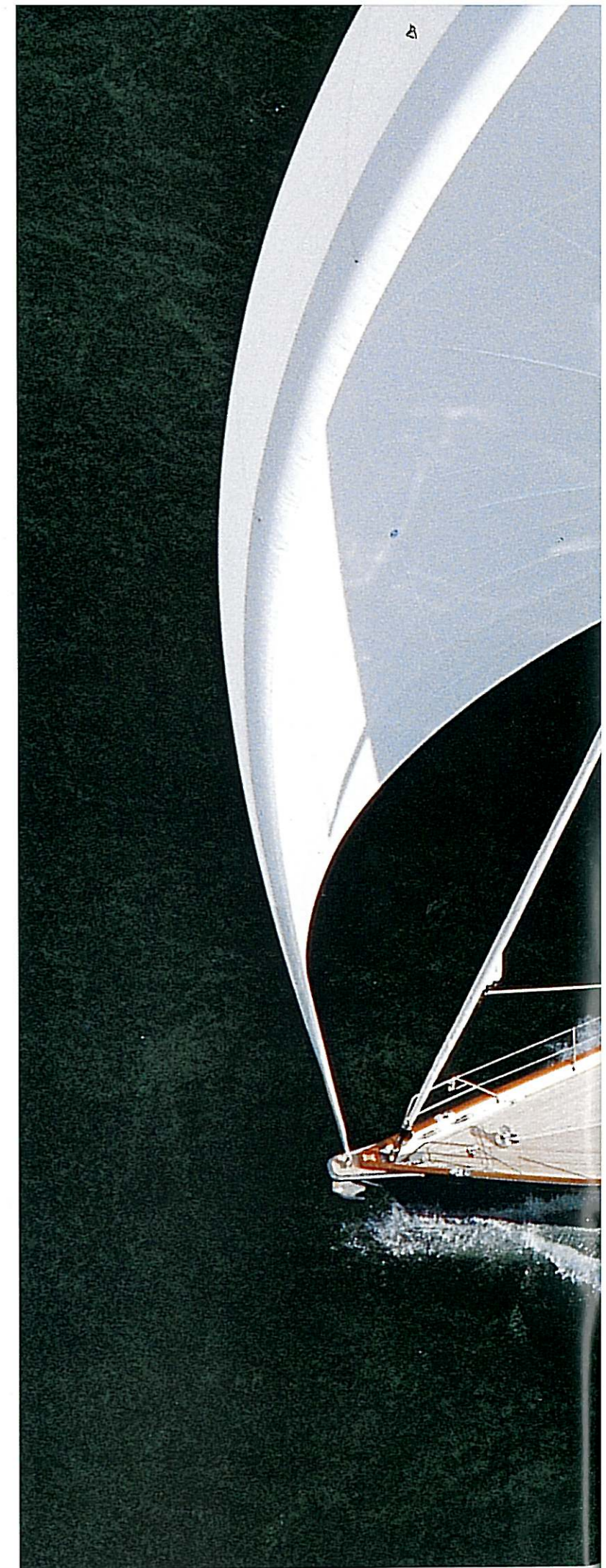
73

X-Yachts 73 hull # 001 "Grand Prix 73" was launched in mid June 2001, and initial sea trials were scheduled for July and August. After a few outings in the fjord at the yard, her first real trial was to sail a 300-mile passage from the boatyard in Haderslev, Denmark, to the south coast of Norway.

Under dark skies and a gusty 25-30 knots the crew set out on a beam reach under furled genoa only. Boat speed soon built to over 10 knots and Grand Prix 73 was revelling in the blustery conditions, averaging 10.5 knots for the first 5 hours. As the wind eased to under 20 knots and came ahead to make a true beat, the mainsail was hoisted from its Carbon boom shell and the genoa unfurled. For the next 6 hours she ate up the miles to windward averaging 10.2 knots (12 knots over the ground with a strong north flowing current).

The captive winches manage the main halyard, mainsheet and genoa sheet with controls at the outside and inside steering stations, so the main tasks on this voyage (apart from navigation and the occasional push of a button to trim sails) was to cook, to eat, and to load the dishwasher!

As the wind eased more, the sails were furled, and the twin Yanmar 100 HP engines gave just under 10 knots at an easy 2600-RPM. 26 Hours and 285 NM logged since Haderslev, the stern anchor was let go, and the crew stepped ashore to the cliffs of South Norway's rugged coastline. 'Never before have we sailed so many miles so fast, in such comfort and in such a quiet and controlled way. I have never felt more relaxed after such a long trip' said designer Niels Jeppesen of Grand Prix 73's maiden passage.





HANDLING & DETAILS



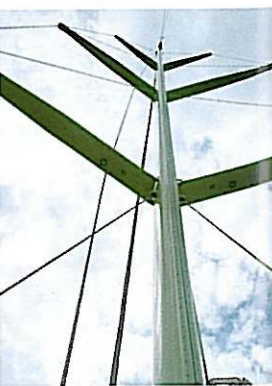
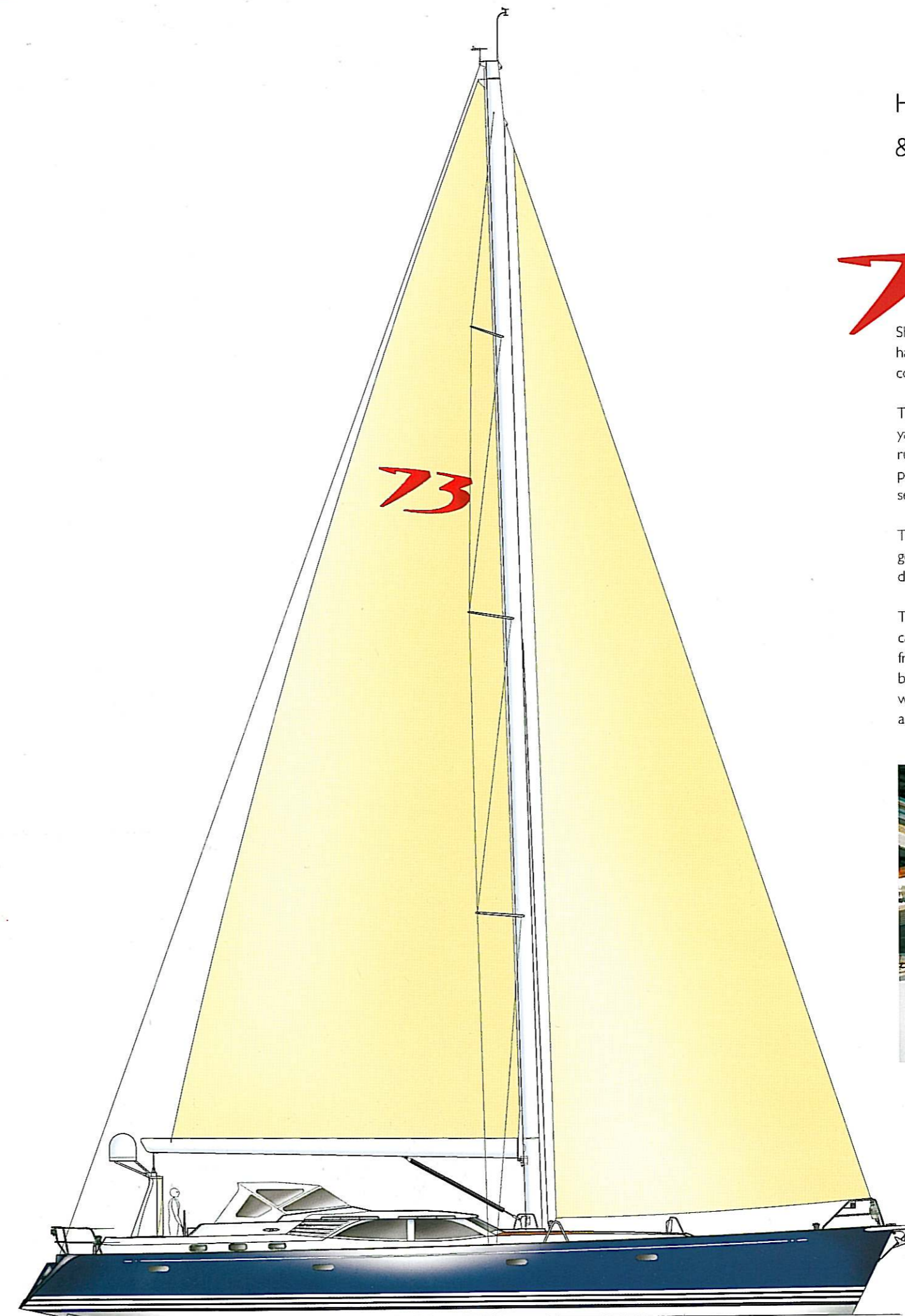
The first 73 is built to reach goals, not budgets.

She is designed, engineered and built to allow a very short handed crew to operate her with equal ease in the narrow confines of a marina, or on the wide oceans.

The sail handling systems represent just how far modern yacht development has come. The simplicity of the rig, no runners, checkstays or babystay, is made possible by a purpose designed and built carbon mast which, with its 3 sets of full length aft swept spreaders, is very stiff and safe.

The self-tacking genoa sheets via a track, and the single genoa sheet leads to a dedicated captive winch below deck, and so does the mainsheet and main halyard.

The arch which carries the mainsheet is laminated 100% in carbon and is immensely strong. Not only does this arch free up the centre of the cockpit for safe and social sailing, but also houses a fold-away bimini and cockpit awning, as well as providing a base for the cockpit lighting system and additionally carries ventilation ducts to the aft cabins.









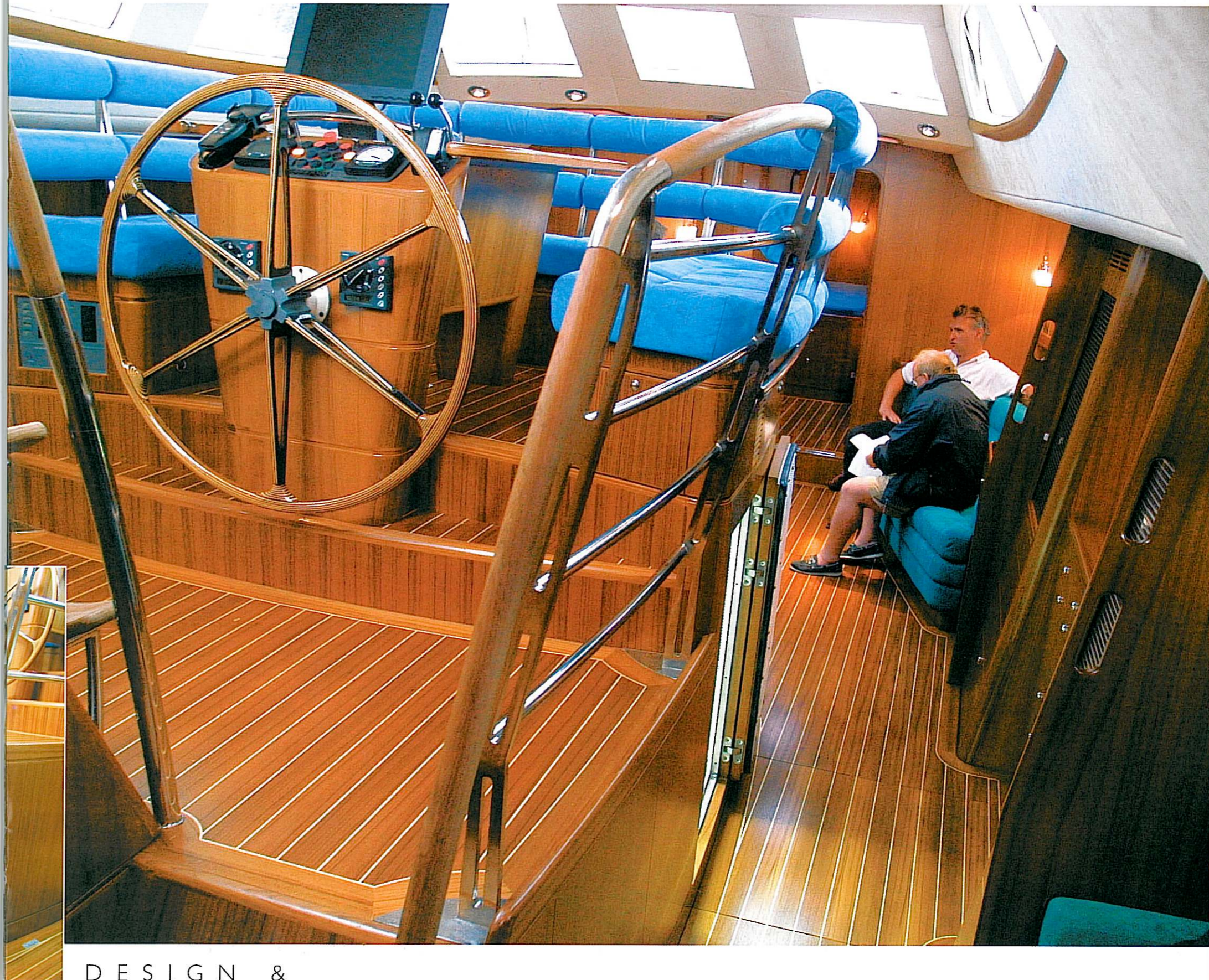


The interior layout of 'Grand Prix 73' represents the innovative attitude that underpins this magnificent new type of yacht.

Rather than simply copying from the current offering of deck saloon / pilothouse yachts, X-Yachts struck out to create a yacht that embodied the very best of X-Yachts experience gained over countless offshore racing and cruising miles. The goal then was to create a unique yacht that was a true WORLD CRUISER that offered more luxury, more comfort, more functionality, more performance and more for the owner to be proud of.

And the passengers should not be left out of the equation. At sea or in port the options for guests are plentiful. A real outdoors experience is enjoyed in the aft cockpit. Forward of the twin aft helms, protection is offered from the foldable dodger. Moving forwards to the upper saloon the crew and guests (seating for 7) enjoy panoramic views and a real sailing experience in fully climate controlled conditions. The lower saloon has a great feeling of space and light, and offers free communication with those in the upper saloon, and finally, when the day is done, the sleeping cabins are equipped and finished to the very highest standards for ultimate relaxation.





DESIGN &
TECHNOLOGY





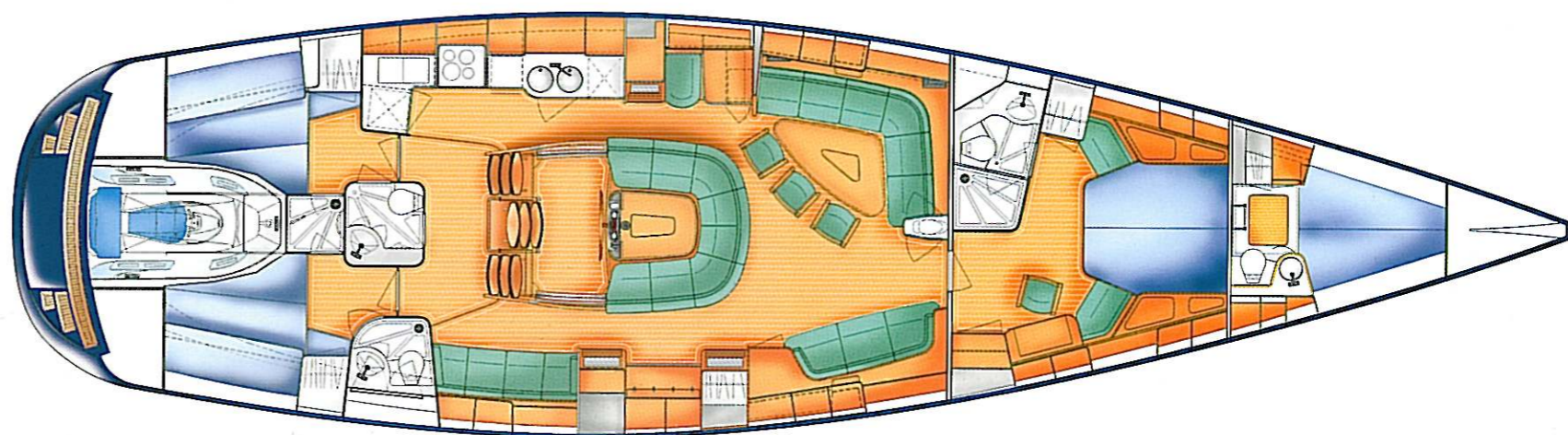


BEAUTY & PERFECTION



The detail of work, the choice of teak veneers, furniture fittings and the yacht's technical specification all mirror the ambitions of the yard and innovative first owner's approach. Simply nothing was too good for this yacht.

For future clients, X-Yachts 'Design Group' has created a number of more traditional interior layout proposals, offering more cabins, a separate galley and a variety of saloon designs.





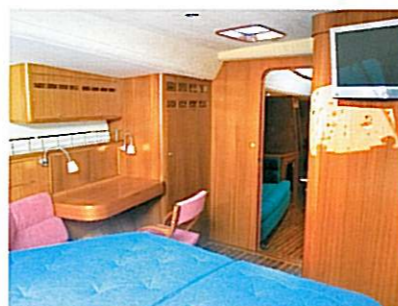
COMFORT & FUNCTION



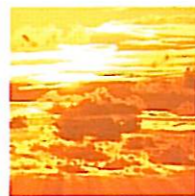
The sailing instrumentation and navigation equipment, together with the DC distribution panels are located to port in the main saloon. 220 V systems, shore power management and panels for the yacht's twin generators are just below the companionway entrance.

In the main saloon there is generous seating for 9 around the beautifully crafted table, and the fully equipped galley has all the mod cons associated with a luxury home.

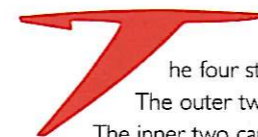
Forward, the owner's stateroom is planned with a King size bed, the custom built mattress is sprung with flexible battens and even has the choice of hydraulic control, capable of turning the bunk into a day bed / recliner.







BALANCE & HARMONY



The four stern pushpits each have their function. The outer two incorporate a comfortable seat. The inner two can each hold a 6 man liferaft.

The carbon mainsheet arch also forms a mount for the TV antenna system.

A console is built into the cockpit table which houses controls for the sail handling, communication and instrument systems. The cockpit table also incorporates a refrigerated ice box.

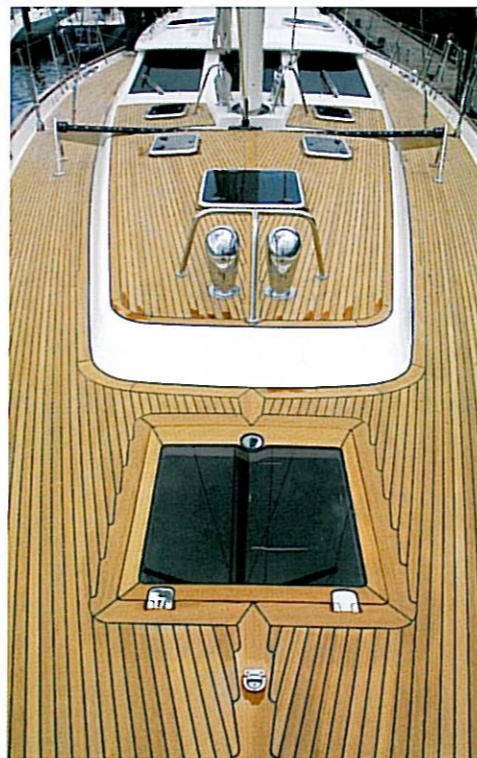
Stainless steel dorade vents draft air into the owner's bathroom and cabin as well as provide ventilation for the main cabin.

The recessed deck hatch above the crew cabin is curved to match the camber of the foredeck and deep gutters drain overboard via separate outlets.

The space on deck between the upper and lower shrouds allows for easy passage fore and aft.







The shroud chainplates connect directly with the massive (3,000 kgs) heat galvanized steel keel / rig girder. The strength of this frame is legendary just ask any of the 3,500 plus X-Yachts owners) and is a core X-Yachts feature.

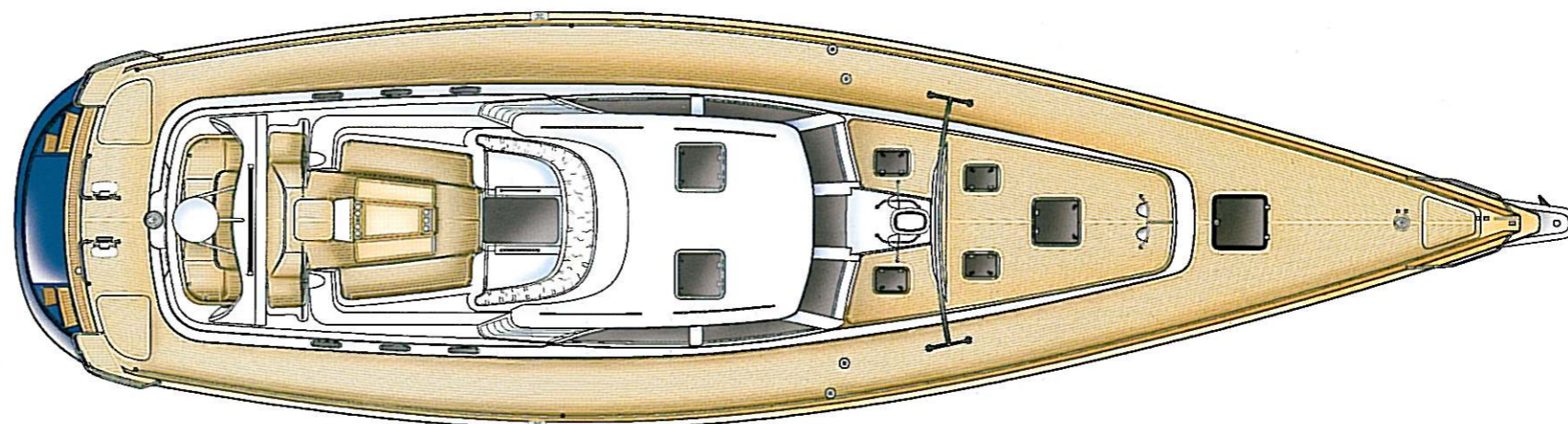
A protective 'scuff plate' has been fitted in the lacquered teak toe rail where the rail gates are located.

Cast stainless steel mooring cleats are integrated into the top of the bulwark, and two cleats are provided at each mooring fairlead, another small example of the philosophy that drove the development of this first example of the 'True World Cruiser'.

The stern garage houses an Avon RIB powered by an 80 HP water jet. The double moulded stern port operates by hydraulic motors through a chain driven rack and pinion system for ultimate strength and reliability.

Recessed inside the stern port is the bathing ladder, which also incorporates a roller to handle launch and recovery of the RIB.

A retractable, hydraulically powered stern gangway is also an option on the X-Yachts 73.



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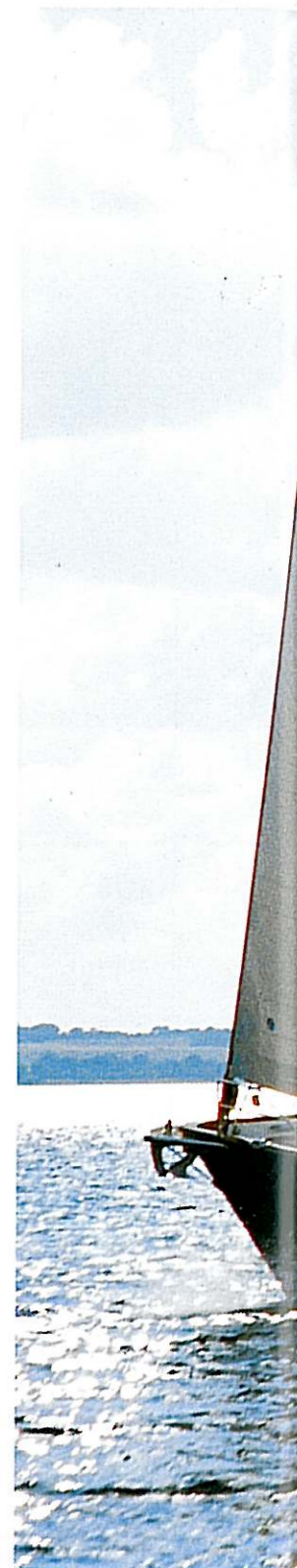
9406 · August 2001

PRELIMINARY DIMENSIONS

Total length incl bow sprit/anchor roller	22.430 m	73.6 ft
Length hull	21.950 m	72.0 ft
Length waterline	19.240 m	63.1 ft
Beam	6.000 m	19.7 ft
Draft standard keel 1/2 loaded	3.200 m	10.5 ft
Ballast standard keel approx	14,000 kg	30,864 lbs
Displacement standard keel unloaded	39,900 kg	87,962 bs
Engines - Yanmar	2 x 74 kw	2 x 100 HP

PRELIMINARY STANDARD RIG MEASUREMENTS AND SAIL AREAS

P	26.500 m	86.9 ft
E	8.800 m	28.9 ft
IG	28.120 m	92.3 ft
J & SPL	8.500 m	27.9 ft
Mainsail Boom Furling	130.2 m ²	1402 ft ²
Selftacker jib - 91%	110.2 m ²	1187 ft ²
Gennaker Code 5	305.0 m ²	3284 ft ²



ENGINE



EERING &
CRAFTSMANSHIP





X-Yachts
WORLD CLASS SAILING YACHTS

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