

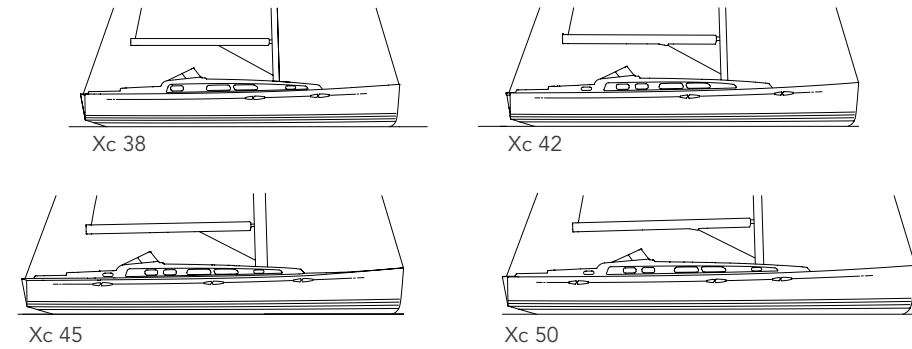
ALL NEW Xp line • Xp 50 revealed • Xp 44 & Xp 38 launched
• Xc 38 wins Yacht of the Year • Complete X-Yachts range 2012

X-YACHTING

2012 Edition

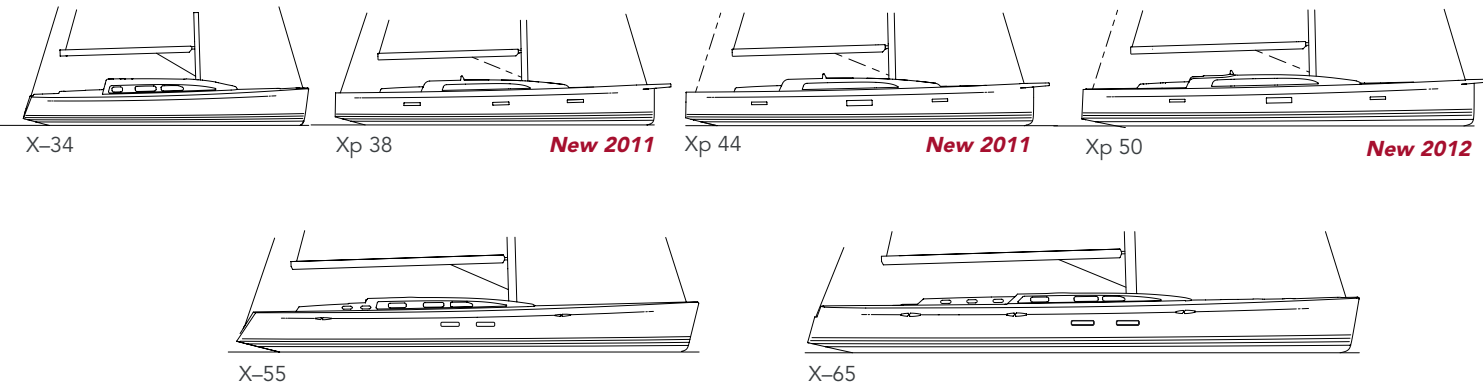
x-yachts.com





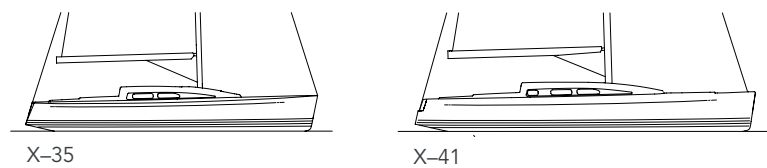
Xperformance

Sleek, comfortable yachts combining world-class performance and cruising amenities.



Xracing

Thrilling racing in ISAF recognised One Design Classes, with annual European and World Championships.



3 lines of pure sailing pleasure

Contents

2012 edition

X-YACHTING 2012

02 Welcome

Xperformance

- 06 Xperformance: the family speedsters
- 08 Xp technology
- 16 Xp 38
- 28 Xp 44
- 40 NEW Xp 50 - coming soon
- 52 X-34
- 54 X-55 – Gold Cup Edition
- 58 X-65

Xracing

- 64 Xracing: evenly matched
- 66 X-35
- 70 X-41
- 74 Champions of the world: X-35 Worlds and Euros
- 78 Under a Tuscan sun: X-41 Worlds
- 80 Copa del Rey 2011

Xcruising

- 86 Xcruising: showing the way
- 88 Xc 38 - Yacht of the Year 2011
- 92 Xc 42
- 96 Xc 45
- 100 Xc 50
- 104 Eastern promise: destination Turkey
- 108 Perfect balance - cruising technology

X World

- 112 Sail the world with X-Yachts
- 114 Gold Cup in Germany
- 120 European X-Cups
- 126 X-Yachts down under: Fremantle-Bali Race
- 130 Ronstan partnership
- 132 Good as new: X-Yachts pre-owned
- 134 Meet the dealers
- 136 Looking forward to 2012...



28



64

Photo: Pier Giovanni Carta/Papernew.com



100



120

Photo: Studio Borlenghi

Then and now – the first ever cruiser-racer from X-Yachts, the X-79 was a huge success over 30 years ago. This year sees the fourth generation Xp line launched, with the Xp 44 already set to become another world-leading design.

Not just another year

It is now 32 years since the first X-Yachts hit the water, and for us 2011 was a particularly special year as it heralded the first launches from our fourth generation of cruiser-racers in the Xperformance range (following the huge success of our Xcruising range over the past three years, and our well-established Xracing one-designs).

The new Xp 44 and Xp 38 designs clearly show that they derive from the very same DNA as our first X-79 all those years ago, namely a passionate striving to create the best possible combination of a comfortable cruising yacht and a superior performer.

The need to accommodate the conflicting needs many sailors have – namely the importance of making a family feel safe and comfortable whilst enjoying a cruise, and the desire to provide our passionate yachtsmen and women with a really fascinating sailing experience, no matter whether on a blue-sea voyage or a short-course race – that is the challenge that inspires our team today, just as it did then.

Thirty-two years ago, it wasn't quite so hard – we introduced a dinghy-inspired hull shape with a relatively sharp bow, modest beam, powerful and beamy stern and the key distinction of a light sandwich construction, without too many heavy cruising features. The early generations of X-Yachts won an enormous number of prestigious races, including the world's biggest Sjaelland Rundt with 2,200 participating yachts, the Sardinia Cup and the American S.O.R.C. series. X-Yachts also won the official O.R.C. World Championships for 3/4 Tonners and One Ton Class yachts no fewer than a total of nine times and were runners-up in the famous Admiral's Cup.

Having successfully broadened our sphere of influence away from the cruiser/racer market, while developing and introducing our market-leading Xcruising range over the past three years – twice winning the European Yacht of the Year, with the Xc 38 taking the title in 2011 – it was time to return to our roots with a new generation of Xperformance yachts. But we knew this would mean that we would have to once again raise the bar.

A stable approach

Having developed the Xcruising range we knew how vital high stability was to creating a feeling of safety for family sailors, whilst our racing roots demonstrated that it was also of key importance for sailing performance as soon as the windspeed exceeds 8-10 knots. This high stability can come from a variety of parameters – many down-market modern cruising yachts create it by utilising a high hull beam and very reduced sail area, while more expensive designs achieve it with a heavier keel combined with a relatively reduced displacement.

So X-Yachts decided to implement real raceboat build technology in the construction of the hull/deck and interior. Vacuum-infused and carbon-reinforced epoxy hulls and hull liners, combined with very modern and light weight techniques for building the interior, are key to allow for a relatively heavy deep bulb keel. The most advanced 3D modelling tools were also employed to design innovative solutions such as the Xp models' trademark removable carbon bowsprit. New opening coachroof portlights enhance the look of the whole deck design as well as ensuring a sense of light and space in the interior, while all models in the range are equipped with the highest quality fittings throughout.

Just as the world was more than ready for our very first X-79, so the new Xp models have had a fantastic reception. More than 70 new Xp yachts have been sold as this magazine went to press, whilst we can also take the opportunity of unveiling the latest model in the range, the all-new Xp 50 – find out more on page 40. The bar is about to be raised once again... **X**



Niels Jeppesen *Birger Hansen* *Lars Jeppesen*



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Since X-Yachts was founded in 1979, the company has been synonymous with building world-class performance cruiser-racers. This Xperformance range is made up of fast, thrilling cruisers which also demonstrate winning performance racing around the cans or offshore.

The fourth generation of cruiser-racers are now sailing with pride, and 2011 has seen the launch of two brand new models. The first was the Xp 44; launched in April 2011, followed by the Xp 38 in September.

The Xp 50 is set to debut in 2012, elevating the range to the next level of comfort and performance.

When creating the new Xp range we sought to aim higher than any other production cruiser-racer builder. Thanks to improved build quality and technology, we can deliver yachts which offer a significant step forward in the cruiser-racer market. We aim to create yachts which are both more enjoyable and easy to handle for performance-oriented sailors, as well as adding to X-Yachts' long tradition of triumphs on the race course.

Great efforts have been made to optimise the stability of the new Xp's, increasing the weight of the deep bulb and significantly improving the ballast to weight ratio, thanks to the most advanced lamination technology and extreme attention to detail in engineering the yacht's exterior, interior and technical installation. We have also focused on maintaining X-Yachts' superb reputation for strength and durability.

Xperformance features

- Proven race boat hull design and construction for optimum strength to weight ratio
- New Xp designs VPP optimised for performance across all wind ranges
- High stability and large sail plan, offering excellent performance
- Large diameter wheel or twin wheels for ergonomic helming position
- Deck-recessed genoa furlers operated from halyard winch
- Single-line reefing as standard, in-boom furling available on larger models
- Carbon and steel keel frame structures for strength, safety and reliability

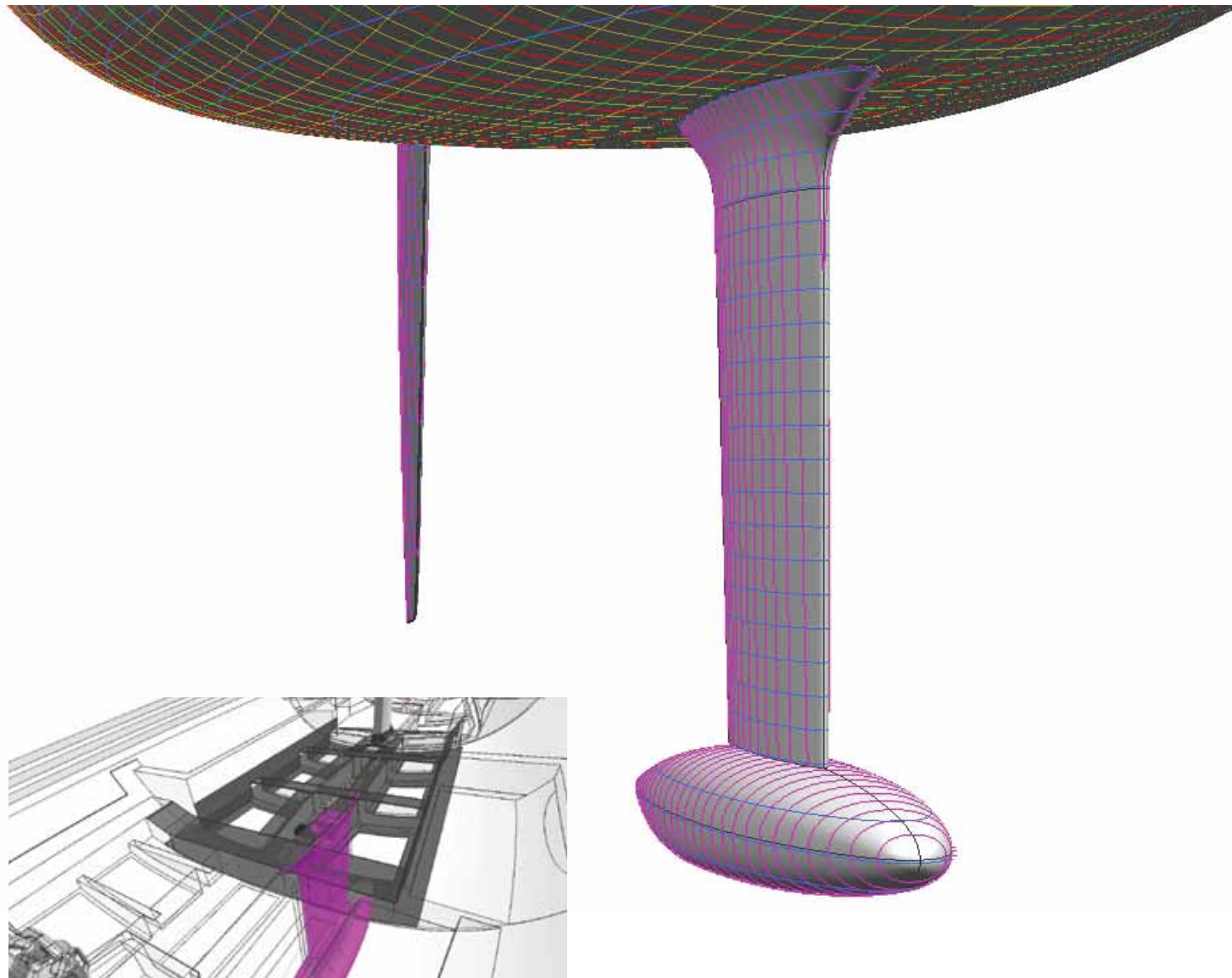
The Family Speedsters

Yacht magazine (GERMANY)

“When describing yachts, one word is often over-used, but it is right to the point with regards to the Xp's by X-Yachts: beautiful. Even moored, the Danish boatyard's new performance boat is a serious eye-catcher. The long lines of the cabin superstructure with its slender dark windows and high stretched bow section as well as the protruding perpendicular stern are modelled on the most modern racing yachts – and all these elements go together here to produce a treat for those who like contemporary yacht design.”

Xperformance

Xp technology



The new Xp's adopt the very latest developments in contemporary performance yacht design. The Xp range builds on the unrivalled reputation of X-Yachts' trademark steel frame structure, by featuring a new carbon/composite grillage to support the robust keels, which are made of cast iron and lead as standard encased in an epoxy 'shell' for a perfectly accurate shape that resists corrosion. The carbon-capped beams also provide an even greater ratio of strength and stiffness to weight for exceptional hull impact resilience and rig stability, maintaining X-Yachts' renowned safety standards and longevity.

Further weight reduction together with increased rigidity is made possible through use of the latest E-Glass vacuum infusion processes, and the entire structure is cured under high temperatures and pressure for maximum stiffness.



Multiple modes

The new Xp yachts are true dual-mode designs. Carefully designed to accommodate both racing and cruising rig and sailplans from the outset, the Xp's can be easily switched between modes. The yacht can be optimised for performance cruising or racing thanks to dedicated rig and keel options. The high ballast to weight ratio together with refined foil sections on both the standard and deep draft keel offer reduced resistance, making their thrilling performance accessible for all styles of sailing.

The performance hull form has been designed for minimal upright resistance and wetted surface area when sailing in lighter conditions, with powerful aft sections and refined heeled waterlines offering additional form stability under a generous sail plan. ➤



Sleek finish

A clutter-free and adaptable deck layout makes it a pleasure to sail both short-handed and fully crewed. The halyards and control lines are all led under deck creating a clean and safe, yet functional, layout.

The deck design allows the space to be transformed from a functional race layout to a family-orientated outside living area. Numerous protection options include sprayhoods, biminis, and

cockpit tents. A foldable cockpit table allows ample room for crew or guests to relax in the spacious cockpit. Maximum use of space has been utilised for storage in two lazarette lockers and two side cockpit seat lockers. Underway, the helmsman's position also offers optimum comfort with twin composite wheels and adjustable angled foot chocks for the perfect driving position. For added cockpit security all Xp's have a mini raised aft deck. ➤

Right: Clean and uncluttered deck design, with all Xp hardware of the highest specification: BSI rigging systems, Nomen foldable mooring cleats, Navtec hydraulics, Harken and Ronstan deckware.



X PERFORMANCE



Photo: Richard de Jonge/klikenco.nl

Above: Optional white painted carbon bowsprit neatly hides the standard removable anchor fitting.

Pedestal options

A choice of four pedestal options to meet the requirements of every skipper. Additionally medium size displays can be mounted on the mast bracket and/or companionway instrument box for easy viewing by the entire crew.



Standard flush top



Optional compass mount with grab-rail



Optional small instrument mount with grab-rail



Optional large instrument mount with grab-rail

Right: The Xp 38 and 44 are both offered with a removable transom door which adds to a feeling of safety in the cockpit but can also be folded down to create a swim platform with ladder.



Middle right: The optional teak cockpit table can be neatly stowed beneath the cockpit sole hatch.



Far right: Hinged helmsman's foot chocks.



Best for both worlds

All Xp's have been carefully designed to accommodate both racing and cruising needs. A range of bowsprit options, including fixed tack point, carbon sprit and robust steel anchor roller are not only favourable for racing under IRC/ORC but allow for easy asymmetric sail and anchor handling when sailing short-handed. ➤



Standard GRP cowl with integrated anchor fitting

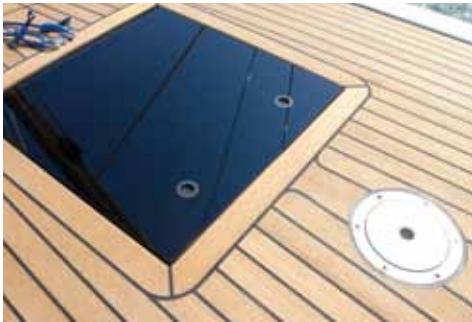
Optional GRP cowl for ORC racing

Optional white painted carbon bowsprit with integrated anchor fitting



Xp 50 with carbon bowsprit

Maximum ventilation and light is offered through both flush mounted deck hatches and openable coachroof side windows, as well as lower hull portlights



Style meets function

The Xp interior design philosophy is to offer stylish, contemporary, and practical living spaces. New materials and methods combined with over 30 years' design and production experience result in functional, practical and welcoming interior space. The layouts are based around classic galley positions, which are equally practical under sail or entertaining friends and family at anchor.

Modern material choices give clean, uncluttered lines whilst also providing practical and durable work surfaces and ample storage. The galleys are designed to accommodate favourite modern appliances, such as coffee machines and microwaves, as well as high-quality essential fittings including a gimbaled gas oven and easily accessible top-loading fridge-freezers, or optional front opening fridges of differing sizes.



Xp 50 Saloon



Breaking the trend of traditional X-Yachts; many of the units in the Xp's are made of high gloss white composite GRP, giving both a more modern and contemporary feel and secondly eliminating unnecessary weight. X-Yachts' renowned craftsmanship and joinery are still prevalent in combining modern materials with high quality wood finishing. The upper cupboards are all butterfly "aeroplane" style, for unobtrusive but functional storage.

Flooded with ample natural light from plentiful hatches and portlights, combined with well-sited additional task and ambient lighting, the Xp interiors enjoy a minimalist but warm feeling of functional and inviting space. **X**

Xp 38: Pocket rocket

The second yacht in the ground-breaking Xp range, the Xp 38 is set to punch above its size both in terms of performance and cruising comfort



When Xp 38 hull #1 took to the water in August 2011 on the Haderslev Fjord, at X-Yachts' annual 'open house' floating boat show, it marked the consolidation of the exciting new Xperformance range. The second member in the fourth generation of X-Yachts' world-famous performance cruisers, the Xp 38 follows on from the hugely successful Xp 44, which has been nominated for the European Yacht of the Year Award after great acclaim by the international yachting press. The Xp 38 looks set to continue the success story, with 30 boats on order by autumn of 2011, establishing an international fleet of Xp 38s across the globe from Japan to Hungary, Switzerland to Australia.

Like her bigger sisters, the Xp 38 has been designed for ultimate dual-purpose performance. A high ballast to weight ratio offers high stability under a generous sail plan to deliver sparkling performance, while superb sail-handling design ensures she is as enjoyable to sail with a full crew or short-handed, as demonstrated on her maiden sail in moderate westerly winds.

Head of design and development Niels Jeppesen commented at the time:

"She is exactly as we hoped for, stiff, fast and very easy to manage. She felt very slippery, accelerated quickly out of tacks and was just a delight to steer and sail."

Initial indications are that the Xp 38 will earn an IRC rating of between 1.075 (standard draft and alloy rig) and 1.090 (deep draft and carbon) making it highly competitive against 40-footers and even faster than the world-beating IMX 40. ►





Xp 38 Dimensions

Hull length	11.58 m	37.99 ft
LWL	10.36 m	33.99 ft
Beam	3.70 m	12.14 ft
Draft – standard	2.10 m	6.89 ft
Draft – deep	2.40 m	7.87 ft
Ballast – standard	2,760 kg	6,085 lbs
Displacement – light	6,410 kg	14,131 lbs

ENGINE/TANKS

Engine diesel	21.6 kW	29.0 HP
Water tank standard	260 Ltr	68.8 (US) Gal
Fuel tank standard	150 Ltr	39.6 (US) Gal

SAIL AREAS standard

Mainsail (Alloy rig)	48.5 m ²	522.0 ft ²
Mainsail (Carbon rig)	49.8 m ²	536.0 ft ²
Genoa (106%)	37.1 m ²	399.0 ft ²
Spinnaker (all-purpose)	130m ²	1399 ft ²





Superyacht style

The Xp 38 includes high quality deck details of a standard normally seen only on larger yachts, such as flush deck hatches, flush port-lights in the hull and openable port-lights in the coachroof. The Xp 38 also sports deck-recessed halyards and control lines, twin steering with composite wheels, dedicated cockpit storage for the washboard, integral halyard storage and an optional folding cockpit table.

The Xp 38 comes as standard with teak surfaces in the spacious cockpit, an aluminium mast and discontinuous rod rigging with hydraulic backstay adjuster. Meanwhile the options list includes additional teak at both side decks and the coachroof top. The Xp 38 was designed from the outset to accommodate multiple keel and rig configurations, with performance options available such as a deep draft keel, carbon mast and boom and grand prix deck gear. ➤



Below: The Xp 38 has a sliding chart table system.



Modern elegance

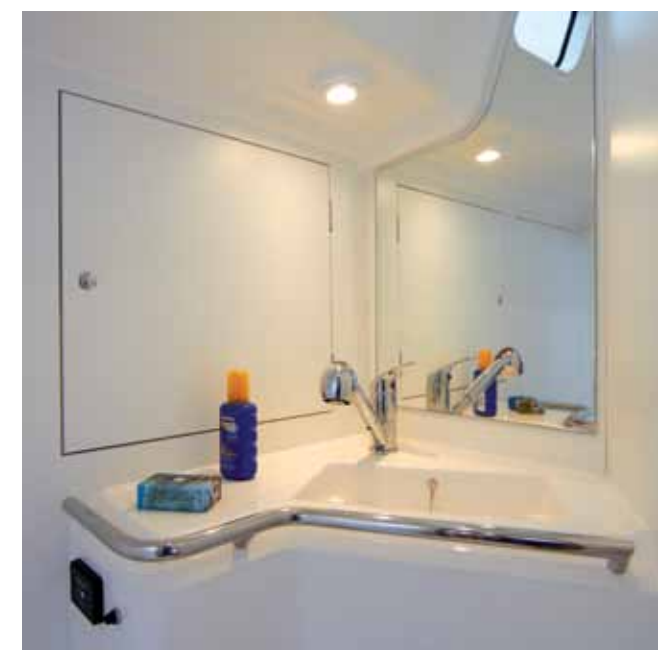
The Xp 38 interior offers ample space and light, continuing the combination of high-tech innovation with pared-down elegance. Composite materials ensure a durable yet stylish finish, incorporating innovative features such as a sliding navigation station which quickly adapts to allow for both a conventional forward-facing chart table or additional seating arrangement. ►





Left: The large owners' cabin includes standard shelves with stainless steel railings, which can be upgraded to freeboard cabinet sections for additional storage.

Below left: The two symmetrical aft cabins offer an optional shelf with stainless steel railing (as shown), or alternatively adjustable freeboard pipeberths.



Spacious cabins

The three-cabin layout offers symmetrical aft cabins, heads to starboard, a secure L-shaped galley to port, spacious saloon with 2m of dining space to accommodate crew or cruising guests, and an extremely large owners' cabin forward with ample storage in the two large wardrobes. **X**

Xp 44: A new way

The Xp 44 was the first design to be launched in X-Yachts' all-new Xp line, and signals the next generation of performance yachting



In its first few months on the water the Xp 44 earned accolades from the sailing media, a nomination for Yacht of the Year, trophies on the racecourse, and admiration from sailors around the globe. Even before the first model was unveiled in spring 2011, anticipation regarding this remarkable yacht ensured strong pre-launch sales. At the time of going to press the Xp 44 had already sold over 38 models worldwide to destinations as diverse as Australia, Norway, Italy, Holland and Malta. It has also been nominated for the European Yacht of the Year Award in the Performance Cruiser category.

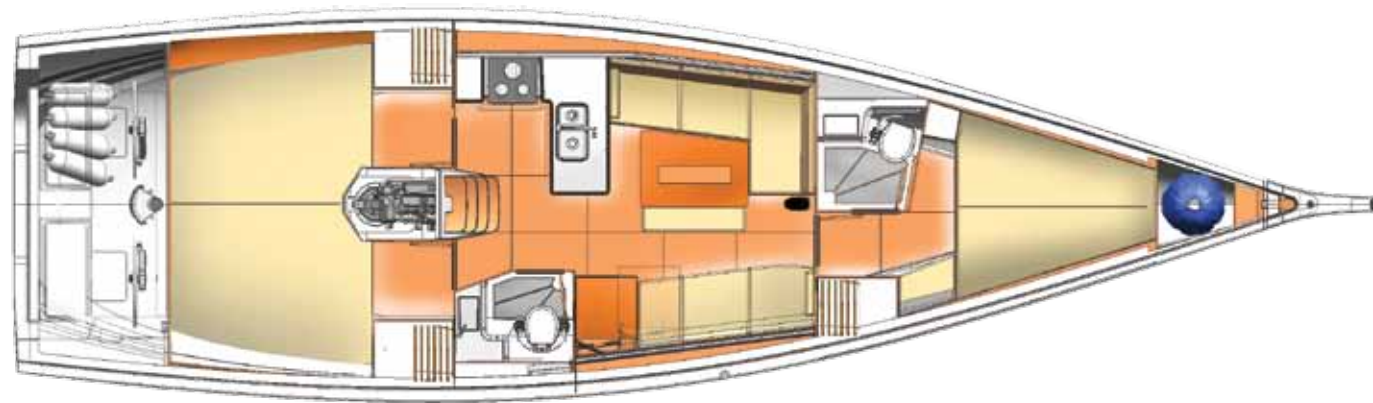
So, what is it that makes the Xp 44 so special? The first design in X-Yachts' fourth

generation of performance cruisers, the Xp 44 not only draws on their huge experience of producing fast, safe, fun dual-purpose yachts, but is also resolutely cutting-edge in everything from her contemporary styling to her hi-tech design and build.

The key to the Xp 44's twin characteristics of speed and ease of handling is stiffness. The Xp 44 gains stiffness through her high stability, achieved by a high ballast ratio with additional weight in the bulb keel for performance, and lightweight structures such as epoxy infusion build processes which reduce the hull weight and ensure minimal forestay deflection for great upwind tracking. ►



Photo: Richard de Jonge/klikenco.nl



Xp 44 Dimensions

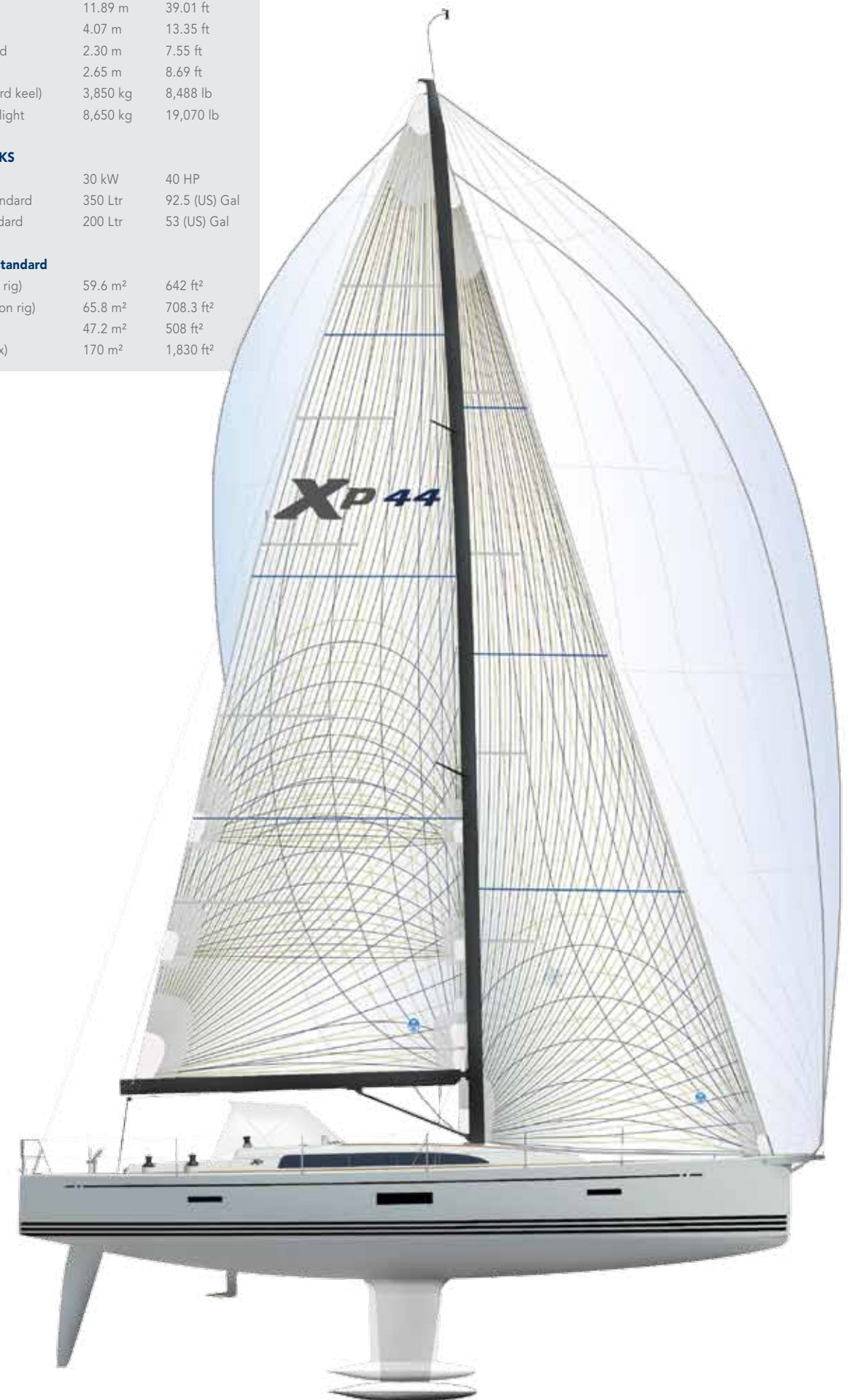
Hull length	13.29 m	43.60 ft
LWL	11.89 m	39.01 ft
Beam	4.07 m	13.35 ft
Draft - standard	2.30 m	7.55 ft
Draft - deep	2.65 m	8.69 ft
Ballast (standard keel)	3,850 kg	8,488 lb
Displacement light	8,650 kg	19,070 lb

ENGINE/TANKS

Engine diesel	30 kW	40 HP
Water tank standard	350 Ltr	92.5 (US) Gal
Fuel tank standard	200 Ltr	53 (US) Gal

SAIL AREAS standard

Mainsail (Alloy rig)	59.6 m ²	642 ft ²
Mainsail (Carbon rig)	65.8 m ²	708.3 ft ²
Genoa 106%	47.2 m ²	508 ft ²
Spinnaker (max)	170 m ²	1,830 ft ²



Fare Vela (ITA)

“More than other area, the deck represents a perfect example of the Xp 44's dual-purpose. Rarely have we have seen a deck organisation so optimised for racing that also works perfectly while cruising.”



Above: The Xp 44 has a recessed mainsheet track giving a clean cockpit sole.

Yachting World (GBR)

“I was prepared to be impressed with the Xp 44 downwind, but hardening up on to the breeze proved a revelation: the mix of balance and speed upwind is impressive... Once into this delicious slot hard on the wind, the helmsman doesn't need to concentrate unduly to keep high figures.”



Photos: Richard de Jonge/Klikenco.nl

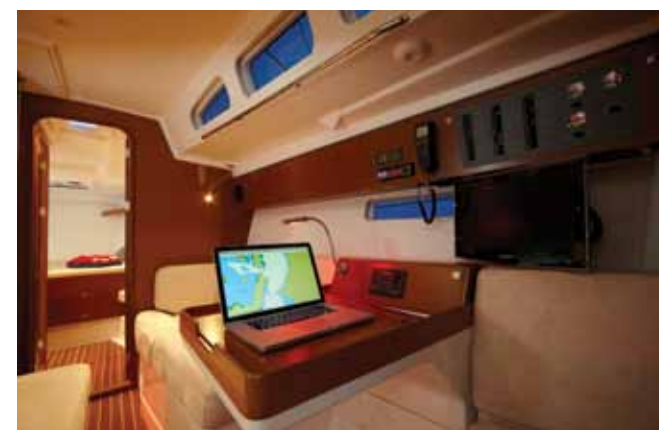


Yachting World UK

“Today’s designers and builders have a tough task to keep pushing the envelope for clients who seem to want everything of a performance-cruiser - quicker, stiffer with ever-increasing performance, yet still with fully fitted cruising interior. It was during our test of the Xp 44 that this do-it-all role of performance combined with cruising capability really stuck. The level of engineering that has gone into the build of this boat is astonishing.”

In style

The clean lines and adaptable nature of the Xp 44 continue down below, with the innovative sliding chart table designed especially for the new Xp range. A three-cabin, two heads layout offers ample space for cruising in comfort, with high-quality fittings and contemporary materials. Details such as LED lighting create a stylish yet practical environment in the evenings, while daylight is maximised through large coachroof and hull windows. ➤



In comfort

Yelken Dünyası/Sailing World (Turkey)

“Despite being a performance-oriented boat, Danish yard X-Yachts’ new Xp 44 is also a cosy and comfortable cruiser suitable for family sailing and living. Strength, speed and comfort, the characteristics which constitute the yard’s main philosophy, manifest themselves once more in this model.” x

Below: The spacious owners cabin shown here with shelves, without standard steel railing (see Xp 38). Optional dedicated upper cupboards are available.



Above: The Xp 44 has symmetrical light and spacious aft cabins.



Xp 50: The next level

The largest of the latest generation Xp yachts, the Xp 50 is set to debut in 2012, elevating the range to the next level of comfort and performance



The Xp 50 takes the hugely successful design concepts implemented in X-Yachts' latest generation Xperformance range to new heights. As a development of the well-received Xp 44 and Xp 38 models, the Xp 50 builds on X-Yachts' extensive experience of producing fast, competitive 50-footer performance cruisers with modern lines that offer pleasant sailing 'in the groove'.

In line with her Xp 44 and Xp 38 sisterships, the Xp 50 maintains a similar sail area/displacement ratio for optimum performance across the wind range. Designed with the latest VPP optimisation programs, the Xp 50 is built using a hi-tech epoxy infusion process with directional laminates for improved stiffness and strength, as well as a carbon keel structure frame for maximum safety yet minimum weight. By reducing the structural weight of the hull to a figure more typical of a 45-foot yacht, the Xp 50 designers have been able to increase the proportion of weight in the keel for increased stability and performance, as well as allowing for extra tank volumes and systems for comfort. ➤

Dual purpose

The Xp 50 is designed to be a true dual-purpose racer-cruiser, with a clutter-free and adaptable deck layout that will prove a pleasure to sail both short-handed and fully crewed.

An removable stainless steel anchor fitting is neatly integrated as standard below a removable GRP cowling with a single tack point for asymmetric headsails, which allows optional either an ORC cowl or carbon bowsprits to be retrofitted, benefitting both the cruising and racing sailors. The large 1500W anchor winch, fitted below the flush anchor deck hatch, handles the 25 kg Delta anchor or optional 30 kg stainless steel anchor. The flush deck hatch also provides access to a separate sail locker, which can accommodate an optional crew berth. ➤

Motor Boat & Yachting (Turkey)

“X-Yachts return to their roots with the first of a new performance range. The objective of the Danish manufacturer was to create THE perfect IRC racer. Even when contemplating her from the pontoon you get this feeling of power emanating from her.”



Decked out

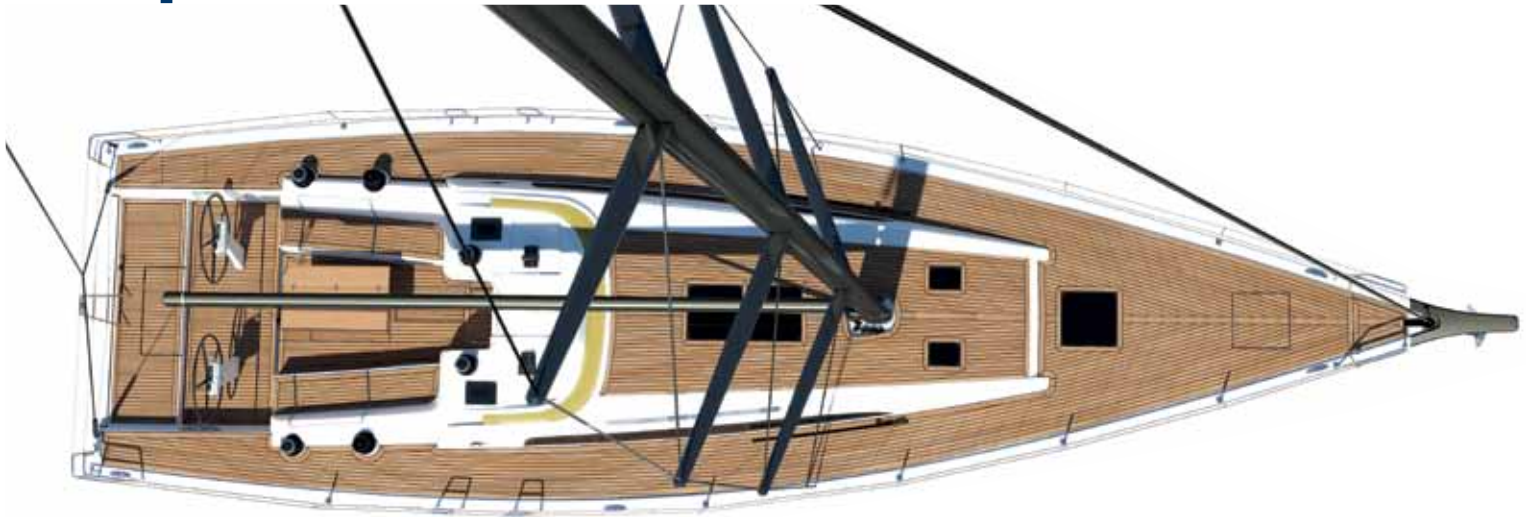
The Xp 50 offers superb on-deck comfort, including the option of biminis and a two-pole sprayhood with opening central window. A foldable cockpit table allows ample room for crew or guests to relax in the spacious cockpit. The transom conceals a tender garage to house an inflatable, with an electrically operated door which also forms a convenient bathing platform with swim ladder. Liferaft storage is integrated under the cockpit floor.

Underway, the helmsman's position also offers maximum comfort with twin composite wheels and adjustable angled foot chocks for the perfect driving position.

A choice of four pedestal options ensure the skipper has all the information he requires at his fingertips. Instrument displays can also be fitted at the aft face of the mast, and/or above the sliding companionway hatch for easy viewing. ➤



Xp 50



Xp 50 Dimensions

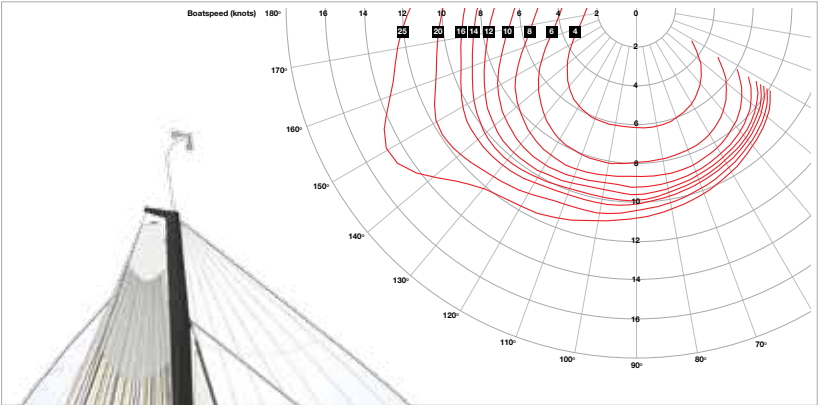
Hull length	14.99 m	49.18 ft
LWL	13.31 m	44 ft
Beam	4.41 m	14.53 ft
Draft - standard	2.65 m	8.69 ft
Draft - deep	3.00 m	9.84 ft
Draft - shallow	2.35 m	7.71 ft
Ballast (standard keel)	5,140 kg	11,332 lbs
Displacement light	11,900 kg	25,573 lbs

ENGINE/TANKS

Engine diesel	55 kW	75 HP
Water tank standard	550 Ltr	145.5 Gal (US)
Fuel tank standard	300 Ltr	79.5 Gal (US)

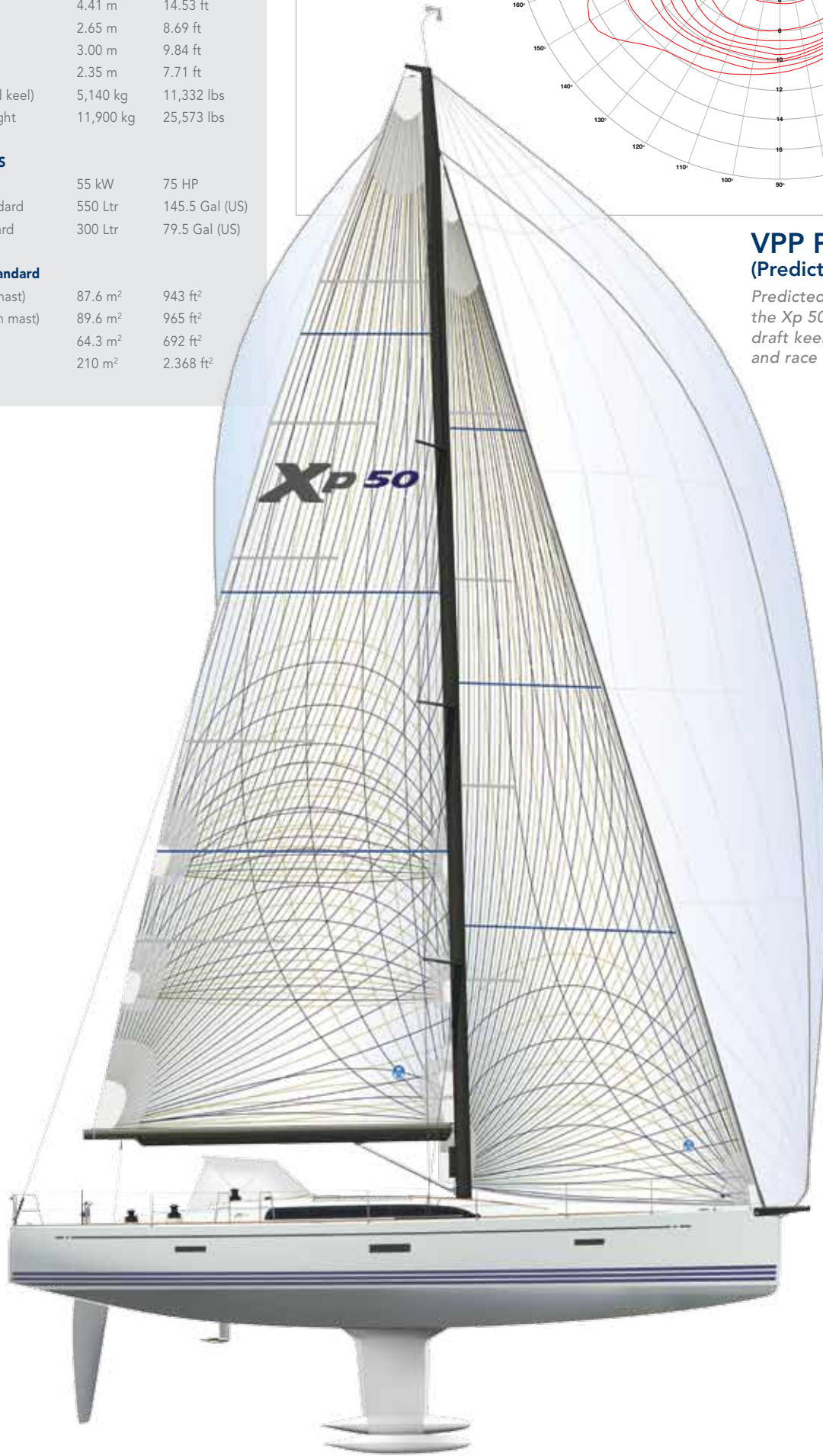
SAIL AREAS standard

Mainsail (Alloy mast)	87.6 m ²	943 ft ²
Mainsail (Carbon mast)	89.6 m ²	965 ft ²
Genoa 106%	64.3 m ²	692 ft ²
Spinnaker (max)	210 m ²	2,368 ft ²



VPP Polars (Predicted)

Predicted polars for the Xp 50 (with deep draft keel, carbon rig and race options)





The luxury of space

The Xp 50 offers spacious accommodation in a three cabin layout, plus two heads and ample storage throughout.

The owner's cabin forward features a large double berth where a sound night's sleep has been made a priority. It benefits from a dedicated en suite heads and shower room.

The 50 has a much larger galley than her smaller sisters, including an optional 85-litre front-opening fridge, larger top-loading fridge-freezer, upper microwave slot and large storage drawers. The longitudinal sink and indented worktop create a secure working area when at

sea, with durable finishes and contemporary styling. Meanwhile the comfortable saloon incorporates nearly 2.5 metres of extra-deep sofa in a sociable 'U'-shape as well as a fixed two-person seat with integrated storage space, in addition to 6.5 metres of overhead locker storage.

Light and space are the key elements of the Xp 50 interior. With increased headroom and an additional saloon skylight over the smaller Xp models, increased wooden panelling and ambient lighting, the Xp 50 offers a really luxurious environment in which to relax. ➤



Above and below: The sliding navigation seat in forward and aft positions.

Flexible living

The 50 features the Xp's innovative dual-purpose sliding chart table and navigator's seat, which allows the navigator to face the sailing direction, or to create additional seating with the choice of extending the starboard sofa to a full 180 cms. An optional monitor doubles as the yacht's secondary navigation screen and as a TV for entertainment. Additional navigational instruments can be fitted at the chart table console with the yacht's communication equipment all located within close proximity to the navigator. The saloon also has a dedicated heads, including a shower with glass hinged door and seat. **X**



X-34 Mini mighty

The smallest of the X-Yachts range, the X-34 cruiser-racer packs in both comfortable accommodation and race-winning performance...



X-34 Dimensions

Hull length	10.36 m	34.0 ft
LWL	9.09 m	29.8 ft
Beam MAX	3.40 m	11.2 ft
Draft standard	1.90 m	6.20 ft
Ballast	2,200 kg	4,850 lb
Displacement	5,300 kg	11,684 lb

ENGINE

Engine diesel	14.5 kW	20 HP
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SAIL AREAS (Standard)

Mainsail	40.3 m ²	433.6 ft ²
Genoa 106%	27.6 m ²	297.0 ft ²
Spinnaker	92.5 m ²	995.6 ft ²

Photo: Waterline Media/Mike Jones



The X-34 is a compact, true dual-purpose cruiser-racer which has won offshore and inshore trophies under both IRC and ORC, but also provides all the amenities required for a comfortable cruise with family or friends. At 34-foot, she is easily handled by a couple and perfect for short-handed sailing either on the racecourse or on holiday – with proven pace having scored multiple offshore racing wins under RORC, including two-handed trophies.

Above decks the X-34 sports a non-overlapping headsail with recessed headstay furler drum, and a seaworthy yet uncluttered deck layout featuring stainless steel grab rails on the coachroof for safety. Beneath the waterline recessed hull fittings and a faired keel and rudder provide perfect balance and speed.

Below decks the X-34 features a two double cabin interior, with large saloon and L-shaped galley, ample storage and opening portlights, and a dedicated nav station. **X**



X-55 Golden touch

Glamour and pace characterise the X-55: a true bluewater performance cruiser now available in a special Gold Cup edition

The award-winning and race-winning X-55 was named European Yacht of the Year at her launch and continues to offer the very highest standards of safety, security and high-class comfort today. A new Gold Cup Edition includes contemporary styled hull recess port lights, a Southern Spar carbon mast and 'Park Avenue' boom.

Built around X-Yachts' famous steel keel frame, the X-55 is designed to withstand the toughest conditions when sailing offshore, but with Xperformance hull lines and an adaptable sail plan the X-55 will also slip along easily in lighter breezes. The deck plan combines safety with style, including flush deck hatches on the foredeck, a liferaft compartment in the cockpit sole, under-deck control lines, and a recessed genoa furler. ►





Eye for detail

The highly spacious interior includes numerous options for the owners' berth including an extra-large berth spanning the forepeak, wide double berths with comfortable seating alongside, or an additional cabin with bunk berths and sail storage, plus of course a luxurious master heads/shower. There are also en suite heads for guests or family in the comfortable aft cabins. Ample storage and high quality craftsmanship are trademarks of X-Yachts' furniture design and joinery, including a well-equipped and seaworthy U-shaped galley and secure navigation station. **X**

X-55 Dimensions

Hull length	16.76 m	55.0 ft
LWL	14.46 m	47.4 ft
Beam MAX	4.57 m	15.0 ft
Draft standard	3.20 m	10.50 ft
Ballast	6,600 kg	14,550 lb
Displacement	16,700 kg	36,816 lb

ENGINE

Engine diesel	81 kW	110 HP
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SAIL AREAS (Standard)

Mainsail	93.6 m ²	1,006.9 ft ²
Genoa 108%	74.0 m ²	766.7 ft ²
Genoa 135%	92.5 m ²	995.9 ft ²
Spinnaker	231.1 m ²	2,487.7 ft ²



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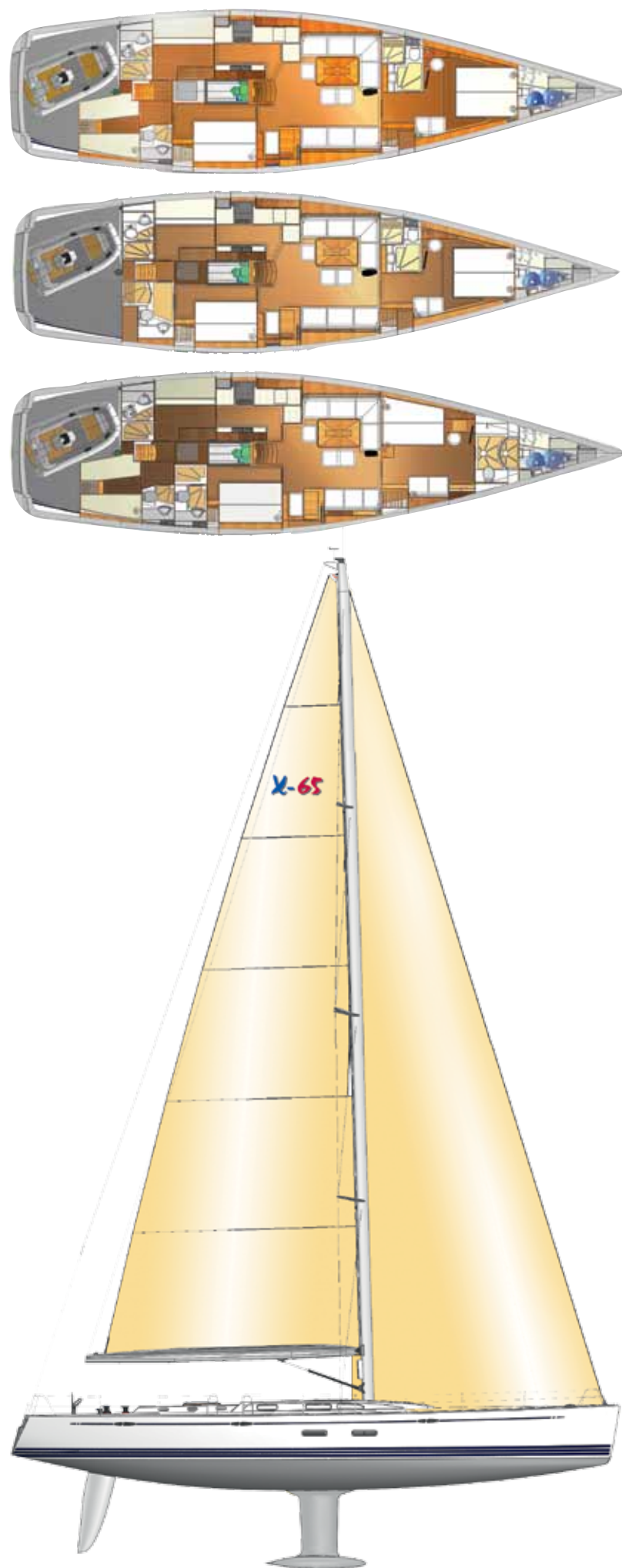
X-65 Pride of the fleet

The X-65 is X-Yachts' stunning flagship, designed to provide the perfect balance of luxury and performance

The elegant X-65 is a high-performance, high-specification yacht, with a carbon mast and "Park Avenue" boom, clean teak decks, and a luxurious yet highly flexible interior.

The largest yacht in the X-Yachts stable, the X-65 offers finger-tip control both at the helm and in the cockpit, with twin wheel pedestals supporting navigation equipment and autopilot controls, and the highest specification deck gear including electric winches and in-boom furling controls.

Flush-mounted hatches, recessed fittings and frameless port lights create sleek, minimalist lines. Foredeck options include an inner forestay and powered gennaker and genoa furlers, while at the stern the folding transom includes storage for a 3.2m RIB tender and an optional carbon passerelle for easy access to the dockside at a flick of the switch. ➤



X-65 Dimensions

Hull length	20.01 m	65.65 ft
LWL	17.68 m	58.00 ft
Beam MAX	5.36 m	17.59 ft
Draft standard	3.40 m	11.15 ft
Ballast	10,000 kg	22,050 lb
Displacement	27,500 kg	60,638 lb

ENGINE / TANKS

Engine diesel	110 kW	150 HP
Water tank (standard)	913 Ltr	241 (US) Gal
Fuel tank (standard)	779 Ltr	206 (US) Gal

SAIL AREAS (Standard)

Mainsail	131.3 m ²	1,413 ft ²
Genoa 108%	109.1 m ²	1,174 ft ²
Self-tacking Jib	95.0 m ²	1,023 ft ²

Flexible space

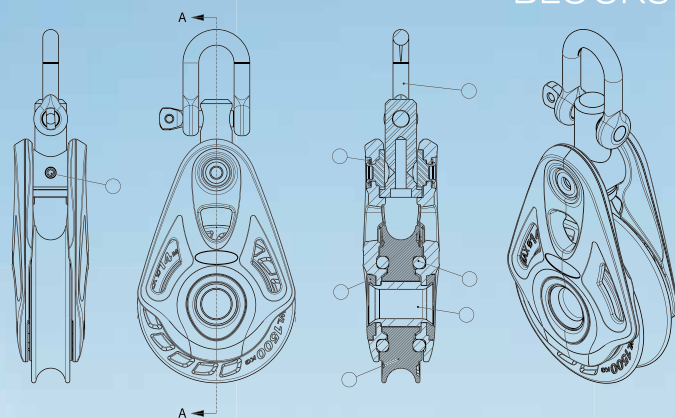
Interior layout can be customized to create a truly personal space, including three or four-cabin layouts and open or closed galley options. The choices extend to interior materials, with individually specified media and entertainment systems providing the latest technology.

No matter what style is selected, every X-65 benefits from the high quality finish developed by X-Yachts' own in-house interior architects and built by craftsman joiners at X-Yachts' yard in Haderslev Fjord, Denmark. **X**





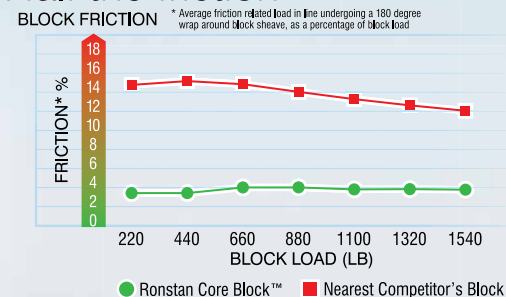
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- More configuration options mean more versatility for your sailing.



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Flying Sail Furlers

Ronstan Flying Sail Furlers are the result of an extended development program that has seen them used successfully by some of the world's top racing teams in a variety of classes, as well as long range cruising boats and multihulls looking for top performance and dependability.

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www.ronstan.com

Equally matched

The X-Yachts racing line is based on over 30 years of experience of creating race and regatta-winning designs. Both the X-35 and X-41 represent the distillation of that knowledge into fun, fast one-designs. Both are ISAF-recognised classes, offering their owners big fleet, first-past-the-post racing including European and World Championships in fantastic locations, and class starts at prestigious events such as the Copa del Rey. However, both designs are also frequent winners racing under handicap, as well as providing a rapid cruising option for those who want the responsiveness of a racing boat combined with a functional interior. **X**

Xracing features

- Slim hull with low centre of gravity
- Large sail plan for exciting racing in light airs
- Faired keel
- Deep, high-aspect rudder blades for direct steering
- Jib in-hauler system with 16:1 purchase, concealed under coachroof
- 'Magic Wheel' adjustable backstay
- Race-ready layout with Quattro winches and quality deck gear



X-35: One world

The X-35 has established one-design fleets across the globe, offering level-rating racing as well as handicap-winning performance



The X-35 was eagerly anticipated by the sailing community, with over 100 boats sold before the first design in the Xracing line was even launched. On the water her popularity only grew, and today there are over 250 X-35s currently racing, with fleets all over Europe, Japan, the USA, and the rest of the world, offering the chance for owners and crews to compete on an equal footing with some of the world's best sailors. An ISAF-recognised one-design, the X-35 also has proven performance under handicap and makes a fast summer cruiser.

The X-35 capitalises on X-Yachts' wealth of experience building race-winning performance yachts. An open, ergonomically designed cockpit ensures plenty of room during boat-handling manoeuvres,

whilst her refined control line system – all led to the coachroof top – also makes the X-35 easy to handle for a shorthanded crew. A large wheel offers a great helming position, as the hull, keel and rudder configuration give the helmsman a very light and direct 'feel' for great control and responsiveness.

The sail plan includes a powerful mainsail, 108% non-overlapping jib (with optional furling headstay for more relaxed sailing), and symmetric spinnaker. Down below there are berths for eight, with three cabins providing ample space for a family cruise or regatta accommodation. The functional interior also features a removable saloon table for ease of sail handling, and a galley including sink, gas stove and oven. **X**



X-35 Dimensions

Hull length	10.61 m	34.8 ft
LWL	9.12 m	29.9 ft
Beam MAX	3.27 m	10.7 ft
Draft standard	2.15 m	7.05 ft
Ballast	1,700 kg	3,748 lb
Displacement	4,300 kg	9,780 lb

ENGINE

Engine diesel	14.5 kW	20 HP
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SAIL AREAS standard

Mainsail	40.1 m ²	431.6 ft ²
Genoa 108%	33.9 m ²	364.9 ft ²
Spinnaker	105.7 m ²	1,137.8 ft ²

NO.1

RISK MANAGEMENT ACCORDING TO WILLIS:

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How do you find a risk management partner who can think on his own and take action? A tight ally – who knows the company's resources and challenges – and who does not stop until the ultimate solution has been found? You ask the world's strongest and most innovative team of risk management experts. Willis combines an in-depth understanding of the individual client with a market overview that no one else can match – supplemented by the ability to turn all approved rules upside down and think in 360° solutions, in order to achieve the unique combination that every individual client deserves. The result is the optimum solution in so far as coverage, price, and added value.

Willis
LESS RISK. MORE VALUE



X-41 Multi-purpose

As well as strong one-design fleets, the X-41 also offers winning long-distance performance for both rapid offshore racing and comfortable cruising

On her launch, the X-41 was voted 'Best Crossover' by the Boat of the Year judges and, like the smaller X-35, was awarded ISAF recognition as a one-design class within two years. This is a truly multi-purpose modern racer-cruiser, which has a winning track record both inshore and offshore, under IRC and IMS/ORC handicap rules, as well as making a comfortable yet quick cruising yacht.

With a carbon mast and boom, the X-41 carries non-overlapping headsails and a deep 'T' bulb keel for slick racing performance. Designed to be both tough and responsive, the X-41 features a steel frame keel girder, double-spreader tapered rig and direct cable steering. The carefully detailed fittings include a Spectra backstay with masthead 'flicker' and 'Magic Wheel' adjustment, and Quattro winches for halyards and spinnaker sheets. Cruising options include an anchor box with electric windlass, sprayhood, and under-deck furling headsail system, which can all be quickly and simply removed for the racecourse.

The spacious interior is comfortable and practical, with three cabins as well as adjustable pipe-cot berths for extra accommodation on the move, a large navigation station, white moulded galley and airy saloon with removable table and optional cabinet sections. **X**

X-41 Dimensions

Hull length	12.35 m	40.52 ft
LWL	10.69 m	35.07 ft
Beam MAX	3.64 m	11.94 ft
Draft standard	2.50 m	8.20 ft
Ballast	2,730 kg	6,019 lb
Displacement	6,800 kg	14,991 lb

ENGINE

Engine diesel	29 kW	40 HP
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SAIL AREAS standard

Mainsail	54.5 m ²	586.8 ft ²
Genoa 106%	43.8 m ²	471.6 ft ²
Spinnaker	147.6 m ²	1,588.6 ft ²

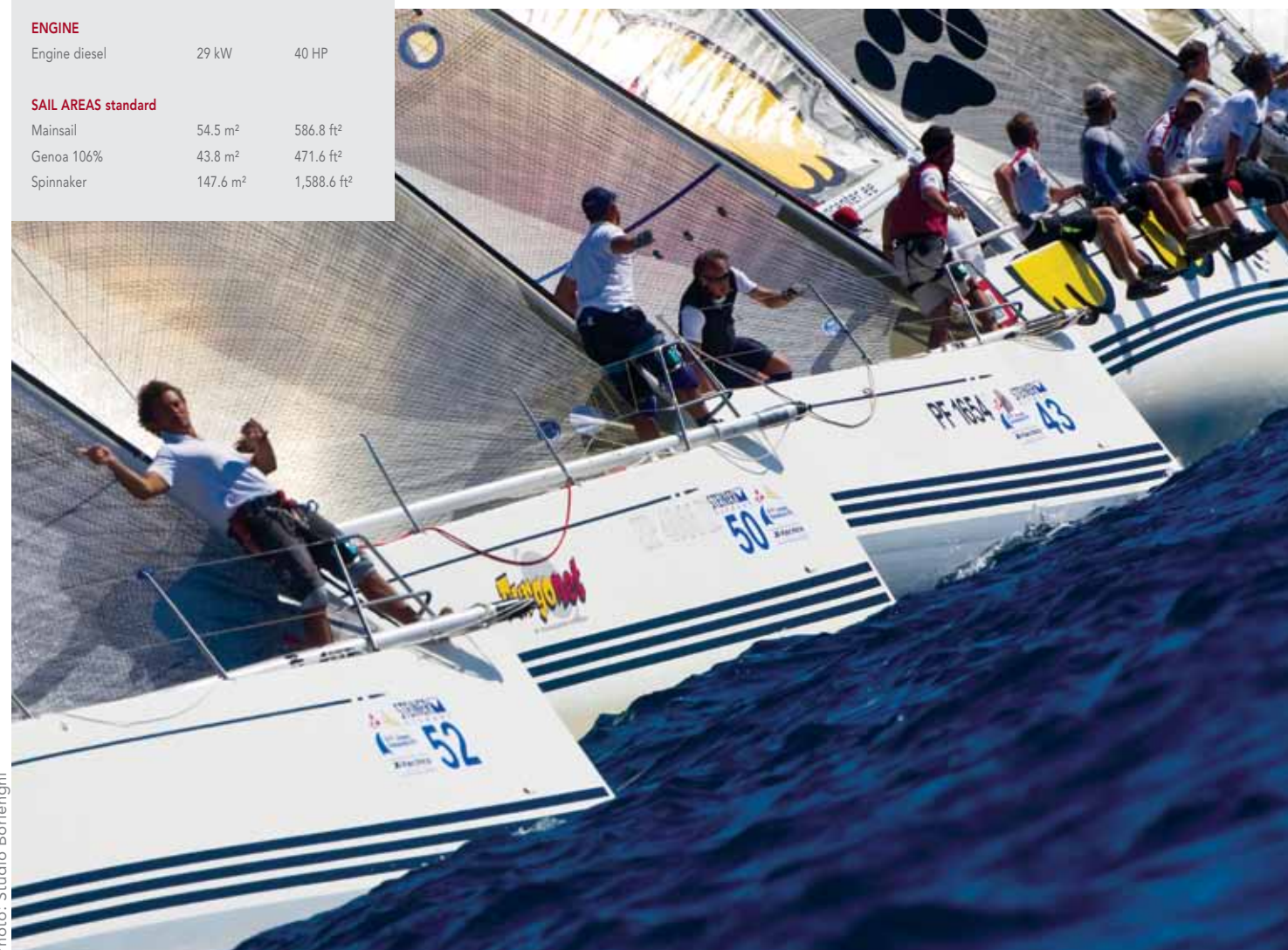
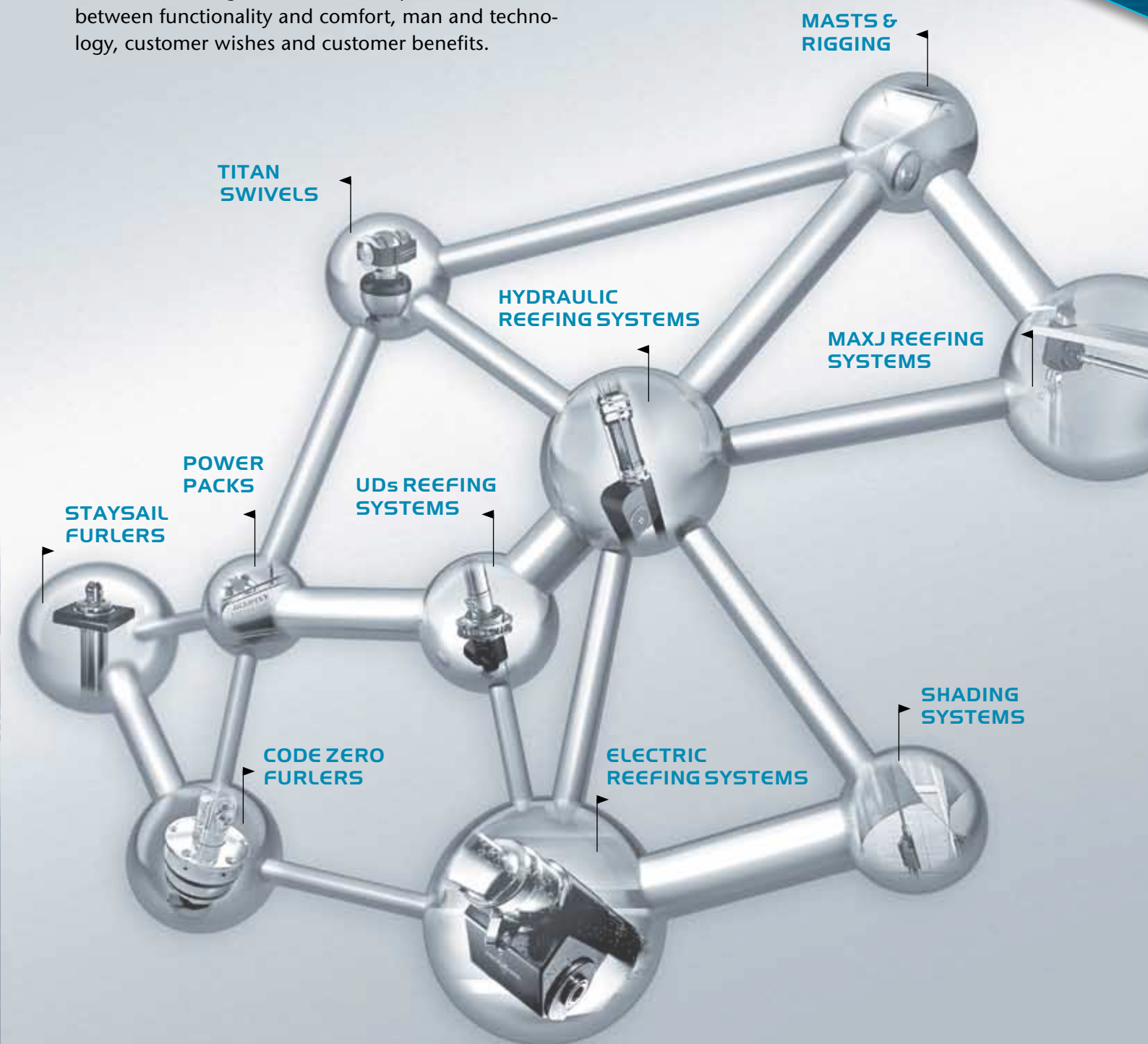


Photo: Studio Borlenghi

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Overall results:

1st	Oxygen	Morten Ulrikkeholm (DEN)	48 pts
2nd	Lelagain	Alessandro Solerio (ITA)	62
3rd	Xen	Torsten Bastiansen (GER)	68
4th	Xces	Johan Offerman (NED)	71
5th	Firefly	Johan Lindell (SWE)	75
6th	Salty Dog	Hans Hout (GBR)	76
7th	www.KJ.dk	Løftgaard (DEN)	78
8th	Plan 2B	Peter Bolvig Hansen (DEN)	85
9th	Matrisen	R Szabo & B Oesterberg (SWE)	86
10th	X.O.	Teemu Kekkonen (FIN)	89

The X-35 one-design fleets enjoyed ultra-close racing at their 2011 World and European Championships...

A fleet of 29 boats and 230 sailors from nine countries contested the 2011 X-35 World Championship in Aarhus, Denmark. The tightly-fought 10-race series saw 15 boats score at least one podium result and the overall lead change at the end of almost every day.

The two opening days were characterised by very light and variable winds, although race officials managed to complete a pair of races both days. Johan Lindell's *Firefly* won the first race, but dropped to 18th in the second, which was won by Teemu Kekkonen's *X.O.* With a fifth in the first race, *X.O.* held the overall lead at the end of the day, one point ahead of Hans Hout's *Salty Dog*.

However, it was not a good start to the series for the host nation, with their best boat, Søren Junker Nielsen's *Swegon*, 11th overall. Morten Ulrikkeholm's *Oxygen* – with former Olympic and America's Cup sailor Michael Hestbæk on board – languished even further back at 15th, having scored 14th and 13th places.

Black flag perils

The flowing day *X.O.* won race three, but was disqualified from race four, having fallen foul of a black flag at the start. By contrast, *Oxygen* was on much better form, winning race four with a big lead on her competitors. "Both the trimmers and the helmsman did really well today and we managed to make all the right decisions, among others to choose the right side of the track," Hestbæk told reporters afterwards.

At this stage consistency was the key to a good overall position – Alessandro Solerio's *Lelagain* held the lead, having scored 6, 7, 8, 8. *Salty Dog* trailed four points behind in second, after a disastrous race three which saw them finish 22nd.

Day three saw a change in the weather, with brisk winds and heavy gusts that resulted in a number of broaches and torn sails. Three races were completed, with *Lelagain* taking two wins, plus an uncharacteristic 13th place. With the discard now in operation, the Italian boat retained a narrow lead for a second day, on 31 points.

Oxygen had her best day so far, scoring second, third and sixth places. This lifted her into second place overall, just two points adrift of the leader and tied on points with Torsten Bastiansen's *Xen*. *Salty Dog* slipped down to fourth overall, but only five points behind on 38 points.

Final reckoning

There was everything to play for at the start of the final day: any of these four boats were in strong contention for the overall title. *Oxygen*'s win in the first race of the day gave her the upper hand, while her closest contenders were forced to count two double-digit results. A sixth and eighth in the day's other races was sufficient for Ulrikkeholm's team to take the championship title, a comfortable 14 points ahead of *Lelagain*.

Two years ago the *Oxygen* team promised themselves they would reach the Top 3 at the worlds this year and have been practising hard year round ever since. The hard work clearly paid dividends: "All on board fought doggedly and we only made very few mistakes in the boat handling. Also our tactics proved to be right," Ulrikkeholm said afterwards.

Xces and *Xen* won the final two races, helping lift them up the rankings to fourth and third overall respectively, just ahead of *Firefly* and *Salty Dog*.

Photo: Mick Anderson/www.sailingix.dk

Evenly split

Photos: Pier Giovanni Carta/Papernew.com



The 2011 X-35 European Championships saw a tie at the top...

From 18th to 21st May, the X-35 class competed for their European Championships in Punta Ala, on the southern edge of the Gulf of Follonica, in beautiful Tuscany.

Representing the home nation, the crew onboard *HotelPlan Spirit of Nerina* of Fusco, Diamantini, Bargolini, Cantamessa and Ferrari with tactician Roberto Spata, finished the European Championship on 32 points: the same score as Vladimiro Pegoraro's *Karma*, which had Alberto Bolzan calling tactics. However, with three wins to their name, including the final race, *HotelPlan Spirit*

of *Nerina* took the title. Alessandro and Franco Solerio's *Lelagain*, sailing with champion tactician Branco Brcin, took third place on the podium, adding to their second place at this year's World Championships.

The title was decided by 10 closely-fought races held over four days, with 18 yachts from four nations competing on a 1.5-mile windward/leeward course in a quality fleet that included sailors such as Francesco De Angelis, Tommaso Chieffi, Jochem Visser, Branco Brcin, Alberto Bolzan. ✕



Left: European champions *Spirit of Nerina* cross tacks with third placed *Lelagain*.

Overall results:

1st	<i>Spirit of Nerina</i> , Andrea Ferrari (ITA)	32 pts
2nd	<i>Karma</i> , Vladimiro Pegoraro (ITA)	32 pts
3rd	<i>Lelagain</i> , Franco Solerio (ITA)	45.5 pts
4th	<i>Giochelotta</i> , Francesco Conte (ITA)	46 pts
5th	<i>Who's Next</i> , Alwin Van Daelen (ITA)	55 pts

NO.5

RISK MANAGEMENT ACCORDING TO WILLIS:

THE LARGEST RISKS ARE THOSE YOU DO NOT RECOGNISE

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Overall results:

1st	<i>Sideracordis</i> , Pier Vettor Grimani	18 points
2nd	<i>Malafemmena</i> , Arturo Di Lorenzo	18
3rd	<i>Mascalzone Latino</i> , Gianclaudio Bassetti	20
4th	<i>Raffica</i> , Pasquale Orofino	25
5th	<i>Technicol</i> , Talumaa Rhio	35
6th	<i>Le Coq</i> , Hardi Maurizio Pavesi	37
7th	<i>Extra 1</i> , Giuseppe Barranco	45
8th	<i>Raggio Blu</i> , Stefano Bettini	59
9th	<i>Irresistible 4</i> , Kunio Yamada	61
10th	<i>Captani Coraggiosi</i> , Santoro Felcini	74

The X-41 one-design fleet fought out their World Championship title in scorching Scarlino, Italy

The 2011 X-41 World Championships were held during the Steiner X-Yachts Mediterranean Cup in September, with an entry list that included visiting boats from as far afield as Estonia and Japan.

After four days of training in the typical Tuscany sea breeze of up to 20 knots, the first day of racing was sailed with a south-south-westerly wind of 6-8 knots under a bright Italian sun.

The leader of the day was *Raffica*, owned and helmed by Pasquale Orofino, who took two firsts and a fifth with Flavio Favini calling tactics and Banks Sails sailmaker Paolo Semeraro trimming the main. The *Mascalzone Latino* boat, owned by Gianclaudio Bassetti with Vincenzo Onorato's team onboard – including Onorato helming and reigning Melges 24 and Melges 32 world champion Lorenzo Bressani in charge of tactics – took second with two runner-up slots and a fourth. *Sideracordis* was third, scoring 5-2-4.

Day 2 saw a nice southerly breeze build from 10 to 14 knots. *Mascalzone Latino* took the lead after scoring a solid 2-2-5. The Neapolitan *Malafemmena*, owned by Arturo Di Lorenzo with 470 Olympian Matteo Ivaldi in the tactician role, were kings of the day with an impressive 1-4-1 scoreline that moved them into second overall, only one point behind *Mascalzone*. Third was *Sideracordis*, showing good speed and solid decisions by Daniele Cassinari.

Jury's verdict

Day 3 brought another southerly wind from 10 to 15 knots. *Sideracordis* scored an incredible three wins to build a near-unassailable lead. *Sideracordis*, owned Pier Vettor Grimani with Andrea Tedesco helming and Daniele Cassinari calling tactics, built a three-point advantage over *Malafemmena* and a four point margin over *Mascalzone Latino*, who scored 3-2-5 on day three.

As they finished the penultimate day, with four firsts *Sideracordis* could only lose the title if they finished less than fifth with *Malafemmena* first in the following day's finale. But later that evening the International Jury awarded redress to the Estonian boat *Technicol*, reinstating their previous DSQ score, which ensured *Sideracordis* were unbeatable as X-41 World Champions. Daniele Cassinari and crew celebrated with an enjoyable evening at the official dinner at Cala Felice Restaurant and Beach Club.

On the last day racing continued in a pleasant sea breeze of 8-10 knots. *Malafemmena* won the last race with *Sideracordis* finishing sixth after restarting from an OCS - which meant that the reinstatement of the Estonian boat had indeed proved decisive in the final results. This left *Malafemmena* second overall and *Mascalzone Latino* third. **X**

Photos: Studio Borlenghi



Close downwind racing for the Japanese *Irresistible 4* and Italian *Extra 1*.



Celebrations on board the winning *Sideracordis*.

Under a Tuscan Sun

Med hot competition

The X-35 is one of only three one-design classes to have its own start at the prestigious Copa del Rey regatta.



The winning team of Hotelplan Spirit of Nerina celebrate.



The Copa del Rey is a prestigious event on the Med circuit known for its lavish parties.



Text: Regatta Copa del Rey
Photos: Nico Martínez/Copa del Rey Audi Mapfre

Overall results:	
1st	Hotelplan Spirit of Nerina 35 points
2nd	X on the Beach 42
3rd	Iberostar 44
4th	Tixelio 47
5th	Ave Maria 51
6th	Who's Next 55
7th	Red Eléctrica Española 65
8th	Desafino 69
9th	Punta del Solidario 73
10th	Dolcenara 83



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At the beginning of August X-35s from five different countries – Spain, Italy, Russia, the Netherlands and Great Britain – converged on Palma de Mallorca for a week of intense competition in the 30th Copa del Rey Audi Mapfre Regatta.

Long recognised as the Mediterranean's most important regatta, the event is in great shape, with entries in the latest edition up by almost one third and sailors travelling from 16 different countries. As always there was a wide range of high-profile entries, including TP52s, the latest and most competitive Maxis, and vibrant handicap fleets, as well as ultra-tight one-design racing.

The Italian X-35s are often to be found near the front of the fleet. However, a newcomer to the class, Javier Banderas' *Iberostar*, claimed an overall podium position for the host nation at the end of the series. The racing throughout was always tight, with eight different boats winning at least one race.

The opening day delivered a 15 knot afternoon sea breeze – a perfect complement to the Mediterranean sun. At the end of the day, just three points separated the top four boats: Alwin van Daelen's *Who's Next* scored a first and a fourth to lead the overall standings, while Javier Sanz's *Red Eléctrica de España* and Ingo Dietrich's *X on the Beach* were tied in second place, one point ahead of Mirko Bargolini's *Hotelplan Spirit of Nerina*.

Fresh challenges

Day two saw a lighter and more shifty breeze that rarely topped 10 knots, presenting new tactical challenges – and opportunities. The conditions suited *Hotelplan*, enabling the Italian team to climb to the top of the overall scoreboard with a string of consistent top-five places. The light breezes that favoured the Italian competitors remained the following day, with *Hotelplan* taking a first and second to hold the overall lead, while a win for Carlo Brenco's *Tixelio* in the second race lifted her to second overall, tied on points with Marco Balbo's *Ave María*.

The Embat, Mallorca's local sea breeze, became established just after midday on day four, giving perfect sailing in 10 to 12 knots of wind. This was also the day on which the first discard could be applied, which helped to slightly shuffle the leaderboard. Ironically this worked to *Hotelplan*'s advantage, as she did not have to count an uncharacteristic eighth place in the final race of the day. Javier



Event winner Mirko Bargolini's *Hotelplan Spirit of Nerina*.

Banderas' new *Iberostar*, with double Olympic sailor Luís Doreste calling tactics, won the day's first race and was third in the next, moving up to third overall, one point behind *Tixelio*.

A costly mistake

Day five saw an incident between *Hotelplan* and *Tixelio* on the approach to the first windward mark that cost the overall leader a penalty turn. As a result she rounded the mark at the back of the fleet, although later recovered to finish fifth. *Hotelplan* won the day's other race, giving her a useful 7-point cushion over *X on the Beach* at the end of the penultimate day.

Hotelplan scored a fourth and fifth in the final races to retain the overall lead. However, the battle for second to fourth places overall could hardly have been closer: *X on the Beach* finished the first race eighth – a score she had to count – but recovered to win the final race and retain second overall, two points ahead of *Iberostar*, with *Tixelio* taking fourth overall. It was a thrilling conclusion to the regatta, with only five points separating places two, three and four, at the end of the 12-race series.

The 31st Copa del Rey, sponsored by Audi Mapfre, will be held from the 16th till the 21st July 2012, a slightly earlier date than usual to avoid clashing with the Olympics. **X**

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Simplify with electric winches

Andersen electric winches will simplify your sailing. They take the stress and hazard out of raising sails, and allow you to easily control your sails without the physical demands of hand winching.

Andersen offers a range of electric winch options including a conversion kit for your existing Andersen manual winches. In sizes ranging from 28ST to 110ST, each offers all the simplicity and benefits of push-button sail handling, without affecting the manual operation of the winch. If you want to spend more time sailing and less time grinding, simplify your sailing with Andersen Stainless Steel electric winches.

Compact Motor®
Above Deck



Compact Motor®
Below Deck



1 Speed
Standard Electric



2 Speed
Standard Electric



1 Speed
Hydraulic



2 Speed
Hydraulic



Showing the way

The award-winning Xcruising range sets the standard for luxury cruising yachts that provide a truly enjoyable sailing experience. The first in the family, the Xc 45, was awarded the 2009 European Yacht of the Year after its launch, and last year X-Yachts scored a remarkable double when the Xc 38 scooped the same prize in the luxury cruiser category.

The range is completed by the Xc 42, and the larger Xc 50 model. Every yacht in the Xc line offers the sparkling sailing experience which X-Yachts owners are familiar with, but with deeper, more 'V'-shaped hulls that give greater volume and high stability, allowing for a luxuriously well-equipped interior. Whether sailing short-handed or with a full complement of family and friends, the Xc range offers an idyllic cruising experience. **X**

Yachting World:

“ When X-Yachts came out with their first cruising model, the Xc 45, it was very hard to fault. This 38 proves it was no fluke. The fact that X-Yachts have now won this category prize twice for the same range speaks volumes. **”**

Xcruising features

- Medium/heavy displacement and large keel weights for high stability
- Moderate draft for remote anchorages (extra-low draft available)
- Folding transom to form a swim platform (motorised on larger models)
- Excellent cockpit protection, with options including windscreen, sprayhood and bimini
- Teak as standard for cockpit, side decks, coach roof, bulwark and swim platform
- Airy and spacious interior with choice of layouts and trim options
- Generous diesel engine mounted in well-insulated compartment

Xc 38: Best in class

The Xc 38 proves that a compact, convenient size is no obstacle to pace, style or comfort...

The newest model in the Xcruising range, the Xc 38 was named European Yacht of the Year in the Luxury Cruiser category in 2011, by a jury of test experts from sailing magazines across Europe. The judges particularly praised the Xc 38 for her spaciousness and comfort. The smallest of the range, the Xc 38 is designed to be easily and safely sailed double-handed, making cruising as a couple a joy, whilst still offering ample space to accommodate friends or family for sociable sailing.

A clean, uncluttered deck layout sees halyards fed underneath deck, all lines led back to the coachroof and a German-style mainsheet for ease of handling by the helmsman. Furling genoas and self-tacking jibs ensure headsail adjustment is simple when sailing short-handed, and optional davits enable ease of launching the tender. ➤

BatNytt:

“The boat to take you everywhere - and quickly. The cockpit is designed for relaxed cruising. Very safe, with exceptionally well-dimensioned winches, jammers and fittings. Astonishingly roomy for a 38-footer, very bright and nicely done below.”



Above: All joinery is assembled and hand-finished by X-Yachts' own in-house craftsmen.



On deck comfort options include a sprayhood, curved windscreen, bimini or cockpit tent. Meanwhile the interior offers enviable room, with a two-cabin layout creating an impressive feel of spaciousness. Khaya mahogany veneers complemented by modern white laminates give a stylish yet practical finish. Opposite the well-equipped galley is a dedicated forward-facing navigation station, and a luxuriously large heads with separate shower and additional storage. **X**

Yachting World:

“ *The Xc 38 does everything – from using the space to the premium (the inside is capacious throughout), to build and finish quality, to sailing performance - exceptionally well. The 38 defines ‘luxury cruiser’, in a very manageable size.* **”**



Each of the two cabins offers spacious double accommodation and ample storage.

Xc 38 Dimensions

Hull length	11.58 m	37.99 ft
LWL	10.38 m	34.06 ft
Beam MAX	3.81 m	12.50 ft
Draft standard	1.98 m	6.50 ft
Draft shallow	1.60 m	5.20 ft
Ballast standard keel	3,650 kg	8,046 lb
Displacement light	8,700 kg	19,180 lb

ENGINE / TANKS

Engine diesel	30 kW	40 HP
Water tank standard	375 Ltr	99 (US) Gal
Fuel tank standard	200 Ltr	53 (US) Gal

SAIL AREAS (Standard)

Mainsail	44.1 m²	475 ft²
Genoa 140%	47.8 m²	514.5 ft²
Genoa 106%	36.2 m²	390 ft²
Self Tacking Jib 94%	32.1 m²	346 ft²
Asymmetric spinnaker	131 m²	1,410 ft²

Xc 42 Perfect partner

Whether sailed by a couple, family or full crew, the Xc 42 provides a rewarding and relaxing cruising experience

The Xc 42 offers all the advantages of a larger yacht – a long waterline, three cabin spacious interior and generous sailplan – but with an ease of handling and maneuverability that surpasses many smaller designs, making her especially suitable for sailing short-handed. Designed to be easily and enjoyably sailed by a couple, the Xc 42 was the second yacht to be launched in the award-winning Xcruising range.

Flying high

Key to the Xc 42's sailing experience is a highly adaptable sail plan, including an optional inner forestay that does not require runners, which makes the Xc 42 a pleasure to handle no matter how many hands are on board. Thanks to the ample stability offered by all yachts in the Xcruising range, the Xc 42 may fly either a 140% overlapping genoa or smaller 108% genoa, 90% self-tacking jib, or asymmetric spinnaker. The easily adjustable sail area can be simply managed through changing conditions thanks to a furling forestay and slab-reefing mainsail, or optional in-boom furling. Anchoring and mooring have also been made simple, thanks to a bow thruster, electric windlass, large bow locker, and optional stern davits for a tender.

The elegant interior features a spacious saloon and two layout options of either a dedicated nav station with 190cm sofa and folding table running forward, or a larger heads with separate shower, and compact navigation table between two 'armchair' seats. As well as a large owner's cabin, the Xc 42 also offers two symmetrical aft cabins. The galley is orientated around a secure 'U' shape and has room for convenient additions such as a front-opening fridge, dishwasher and microwave oven. ➤

Yacht magazine

“The new Xc 42 is an almost perfect symbiosis of comfort and speed.”



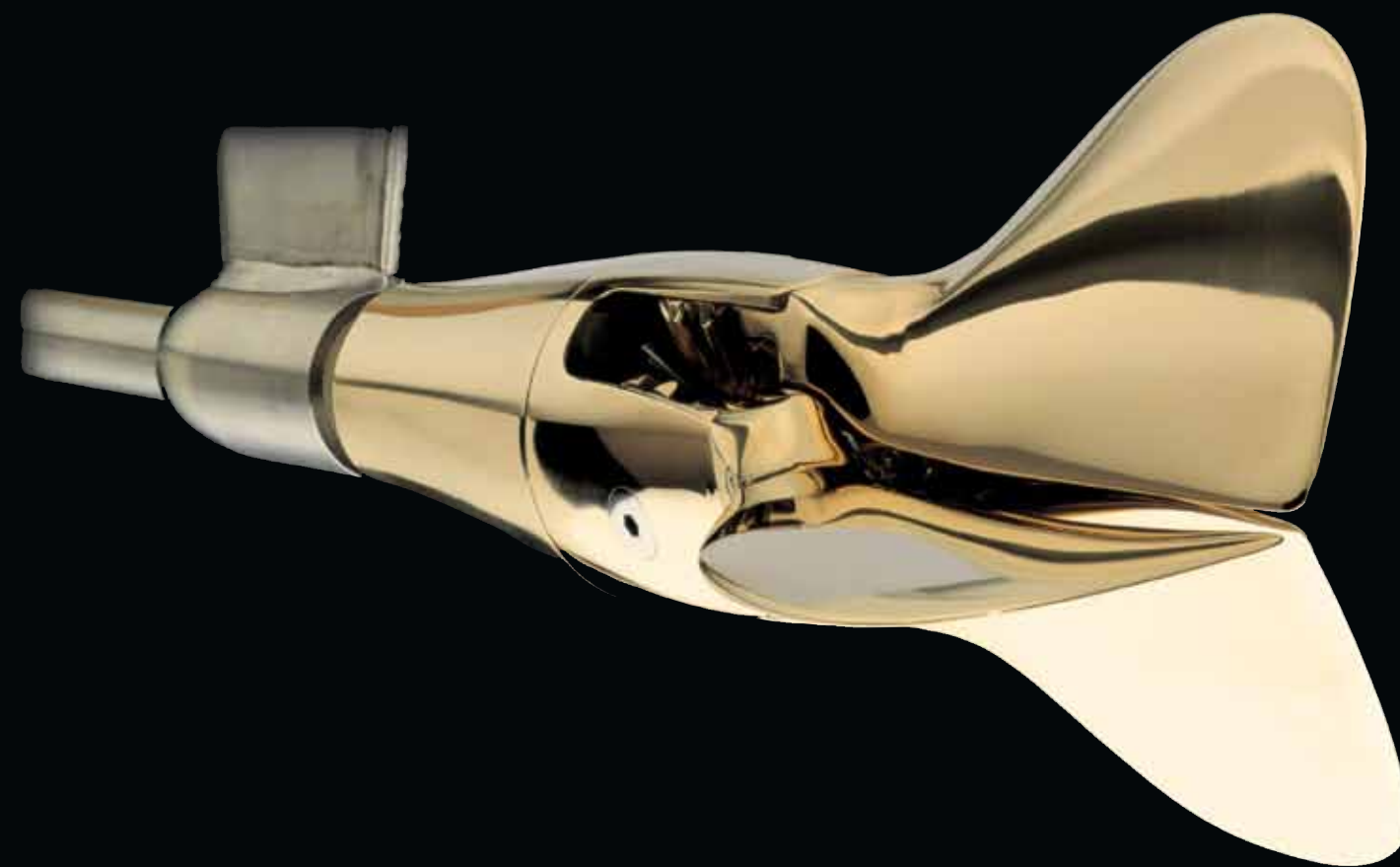
Above: The cockpit features a central pedestal, ample grab handles for safety, and teak surfaces.

Xc 42 Dimensions

Hull length	12.81 m	42.03 ft
LWL	11.37 m	37.30 ft
Beam MAX	4.10 m	13.45 ft
Draft standard	2.10 m	6.90 ft
Ballast	4,985 kg	10,990 lb
Displacement (light)	11,030 kg	24,321 lb
ENGINE / TANKS		
Engine diesel	40 kW	55 HP
Water tank (standard)	520 L	137 (US) Gal
Fuel tank (standard)	250 L	66 (US) Gal
SAIL AREAS (Standard)		
Mainsail	53.0 m ²	570 ft ²
Genoa 108%	43.5 m ²	468 ft ²
Genoa 140%	56.6 m ²	609 ft ²
Self-tacking jib 90%	36.1 m ²	389 ft ²
Spinnaker (asymmetric)	158.2 m ²	1,703 ft ²



Gori[®] propeller



www.gori-propeller.dk

Xc 45 New direction

X-Yachts launched their first pure cruising model, the Xc 45, in 2009, and made an immediate impact...

When X-Yachts turned their many years of experience producing performance-cruiser and racing designs to the new Xcruising range, the Xc 45 was the first model to hit the water. Along with her sisterships, the Xc 45 incorporates many key X-Yachts hallmarks, including a steel hull/keel girder for strength and resistance to grounding, carefully designed deck and sail layouts that allow for ease of sail handling even when sailing two-up, and pleasurable sailing performance balanced by luxurious interior space and comfort.

Fresh innovations

As the first model in the award-winning Xcruising range, the Xc 45 introduced many key design features including a positively raked transom incorporating an integral swim platform and liferaft storage. There is also a central instrument console aft of the cockpit table, and extensive cockpit protection options to ensure cruising is a pleasure no matter what the conditions.

The Xc 45 also offers flexible interior layout options, with two or three cabin versions, and a choice of either a conventional full-sized nav station or more compact chart or enlarged heads with separate shower stall. High quality finish options include either white or varnished teak bulkheads, with ample storage, comfortable seating, and room for as many mod-cons as you wish, even a washing machine! ➤

Yacht magazine

“A closer look at the deck details reveals what distinguishes the Xc 45 from the competition.”



Xc 45 Dimensions

Hull length	13.86 m	45.47 ft
LWL	12.76 m	41.80 ft
Beam MAX	4.32 m	14.17 ft
Draft standard	2.20 m	7.21 ft
Ballast	5,740 kg	11,331 lb
Displacement (light)	13,220 kg	29,145 lb

ENGINE / TANKS

Engine diesel	55 kW	75 HP
Water tank (standard)	615 L	162 Gal
Fuel tank (standard)	440 L	116 Gal

SAIL AREAS (Standard)

Mainsail	61.3 m²	660 ft²
Genoa 108%	50.7 m²	545 ft²
Genoa 140%	65.3 m²	702 ft²
Self-tacking jib 94%	44.1 m²	475 ft²
Spinnaker (asymmetric)	180.0 m²	1,938 ft²

Yachting World

“Seasoned performance sailors, looking to hang up their racing boots and sail with wives and families, need look no further!”



In-boom mainsail furling system



X-65 with FurlerBoom

With the FurlerBoom in-boom mainsail system, you can enjoy a fully battened mainsail with roach.

No compromise in stability and performance.

Furlerboom has been fitted on all +38 foot X-Yachts, ask us to quote yours.

FurlerBoom

Xc 50 Flagship luxury

The largest of the Xcruising yachts, the Xc 50 is designed to cover the miles in comfort and style

Space, safety, enjoyable handling under sail and complete comfort onboard are the hallmarks of the Xc range and nowhere are they more evident than in the flagship of the range, the Xc 50.

As with her smaller sisterships, the Xc 50 has higher stability than traditional X-Yachts performance designs which allows her to carry an impressive but easily managed sail area – allowing the Xc 50 to reach maximum hull speed in approximately 9 knots of true wind speed, using the 140% overlapping genoa. The sail plan is designed specifically for long distance cruising in mind, and includes a 106% non-overlapping genoa, and 94% self-tacking jib. The mainsail comes with slab-reefing as standard, or there is an optional in-boom furling main. Despite her waterline length, the Xc 50 is easily sailed short-handed, thanks to under-deck halyards led aft and self-tailing winches (including electric options).

The characteristic Xcruising folding transom includes additional features on the Xc 50: as well as a hinged

liferaft compartment to starboard it also features an extra storage compartment to port for flammable material such as diesel cans, or a stern anchor. The centre of the transom hydraulically folds down to form a bathing platform, with optional davits for a tender.

Personal choice

Custom options for the interior include an extra large owners' cabin with ensuite heads to port (that even includes space for a washing machine!), or alternatively a forepeak crew cabin, and central master heads. Aft there are two spacious double cabins, each ensuite – or a single aft heads/shower and extra-large galley with additional worktop space for port. The galley features space for two refrigerators, an optional microwave, and stylish Corian® worktops. The finish can also be customised, with white surfaced bulkheads and recessed teak stripes for a contemporary look, or teak veneer to match the hand-finished teak furniture. ➤

Yacht magazine

“In concept, nothing has been changed compared to her smaller sisters. Robustness, matched with comfort and speed are the essential characteristics of the Xc 50.”



Meer & Yachten

“The very careful manufacturing of the Xc 50 is sensational. If you look for mistakes, you’ll find your efforts are in vain. You will never doubt the long experience of this yard.”



Above: The Xc 50 has twin wheels and a spacious cockpit area with a hydraulic folding transom that incorporates a bathing platform, plus liferaft compartment and additional storage.



Above: Craftsmanship joinery throughout, including elegant teak surfaces in the sophisticated galley and saloon.

Xc 50 Dimensions

Hull length	14.99 m	49.18 ft
LWL	13.51 m	44.32 ft
Beam MAX	4.6 m	15.09 ft
Draft standard	2.35 m	7.71 ft
Draft shallow	1.95 m	6.40 ft
Ballast standard keel	6,970 kg	15,366 lb
Displacement light	16,085 kg	35,460 lb

ENGINE / TANKS

Engine diesel	80.9 kW	110 HP
Water tank standard	808 Ltr	213 (US) Gal
Fuel tank standard	614 Ltr	162 (US) Gal

SAIL AREAS (Standard)

Mainsail	70.9 m ²	763 ft ²
Genoa 106%	56.7 m ²	610 ft ²
Self Tacking Jib 94%	50.3 m ²	541 ft ²
Asymmetric spinnaker	202 m ²	2,174 ft ²

Eastern promise

The newest addition to X-Yachts' global network of dealerships was established this year in Turkey. We find out what this fantastic cruising region has to offer X-Yacht owners and sailors...

Turkey is one of the world's most idyllic natural sailing areas, with almost 8,000km of coastline ranging along the Black Sea, the Marmara, and the Mediterranean, including around 3,500kms of picture-perfect Aegean shoreline. Glorious sunshine, turquoise waters, fascinating destinations – all make the area a perfect cruising destination.

The region's popularity amongst sailors has seen a boom in yachting infrastructure, with nearly 40 international marinas currently capable of hosting 18,000 yachts, and more under construction to host surging numbers of both local and foreign yachts. The number of sailors in the country is ever-increasing, with a wide range of sailing schools seeing more and more individuals becoming certified skippers. Meanwhile the fantastic climate, cosmopolitan ports, and sites of stunning natural and historical importance continue to

attract yachtsmen from around the world – including Russia and the Ukraine, eastern European countries such as Bulgaria and Romania, and the Middle East.

It's not just cruising sailors who are drawn to the region – the country hosts an ever-increasing number of regattas each year, from international ocean races in Istanbul, to friendly home-grown events organised by the many yacht clubs dotted along the shore from Istanbul and Izmir as well as in the popular Aegean yachting hubs of Bodrum, Marmaris, and Gocek.

Turkey HQ

X-Yachts' new Turkish headquarters were established in 2011 in a brand new Istanbul Marina on the European coast of the city, with a second centre planned for 2012 on the Aegean coast in Marmaris,

set to offer coverage along the popular stretch of Turkey's south coast from Bodrum to Fethiye.

The exclusive distributors for Turkey are E-Trend Yachting Ltd, owned and founded by Ahmet Ecmel Yorganci. He explains what lured him to the X-Yachts marque: "A couple of years ago, with a chartered sailing boat and some friends; we were moored at one of my favorite spots on the Turkish Aegean coast, Knidos.

"While sipping our gin and tonic at sunset and debating which grilled fish to order, I noticed a beautiful sailing boat entering the bay. A 30-knot Meltemi wind was persisting and many yachts were entering the bay to shelter, but among the crowd this one was different! Her sleek lines and open transom radiated a different sense of power and sophistication. For me there was no doubt, this was an X-Yacht – an X-50 to be precise!

Below: X-Yachts racing in the lee of the Bosphorus Bridge in Istanbul.



Photo: Coskun Aydin



Left: Gocek in the Gulf of Fethiye is a popular cruising destination.

Above: The X-35 Aggressivo is owned by Turkish coffee company Kahve Dünyası and sails out of Istanbul.

"I realised that my friends on board had stopped discussing their dinner – they were all looking in the same direction as I, with a shine of admiration in their eyes. I think this is exactly what an X-Yacht is about. A yacht that you are proud to own – or that you contemplate with desire from a pontoon, or from the view of her stern while racing! Today, I still remember that X-50 and I am delighted at being able to offer such quality and performance to the rising Turkish sailing community."

Added sophistication

As the yachting market in Turkey becomes increasingly sophisticated, interest in high-quality cruisers and cruiser-racers is burgeoning, with the X-Yachts' full range of designs meeting the demand. "We believe that conditions for developing X-Yachts' penetration as an ►



The freshwater lagoons of Dalyan.



X-Yachts Turkey dealer Ahmet Ecmel Yorganci enjoying a sail at the helm of an X-46.

exclusive brand have reached maturity in Turkey and in the Eastern Mediterranean basin,” comments Ahmet Ecmel Yorganci.

“Our Xcruising range is particularly attractive for sailors who already own their first ‘starter’ yacht, many of whom are now looking to upgrade to quality, reliability, comfort and performance. Our Xcruisers are perfect yachts for our fantastic sailing conditions here in the Aegean.

“On the other hand, a total of 92 races were held in the Marmara Sea and the west/south-west coast of Turkey in 2011. We are convinced that our new Xperformance range will have great success here in IRC-rated regattas, while still offering very comfortable family sailing.”

His team includes other passionate sailors who share the same values. Cemile Tankurt, managing director of E-Trend Ltd comments: “As a mother of two girls, I first look for safety and comfort in a sailing boat. I am sure all families or older sailors buying an Xc yacht

to cruise around the Mediterranean are also after the same qualities. Now we are also able to enjoy sailing fast, without compromising on the luxury of a coffee machine or air-conditioning inside the cabin. When cruising around Istanbul and Marmara, it is easy to invite several friends on overnight trips, as we have cabin room for all.”

Working closely with X-Yachts Denmark, the Turkish dealership now offer a full range of new and pre-owned yachts for sale, with a complete after-sales service, and a special X-Owners’ Club planned. “I am an old-school navy sailor for whom the concept of seaworthiness is above all else. I can confidently say that I have finally found boats I am indeed proud to promote,” explains Mustafa Soyutürk, the Sales and Operation Manager in Turkey. “X-Yachts, known for their quality and strength, certainly deserve the excellent reputation they have. Besides, the unceasing support of X-Yachts’

Photo: Coskun Aydin



management and technical teams before and after sales is priceless for a distributor. It gives us confidence knowing that the product we are marketing would never let us down.”

There is also a dedicated Turkish X-Yachts website, and there has been huge interest in X-Yachts’ latest designs among the country’s marine press. Not content to rest on their laurels, the dealership is also planning a special ‘X-Turkey’ online forum to connect the community and allow owners and sailors to share ideas on everything from maintenance to their favourite mezze restaurants.

“X-Yachts Turkey’s objective focuses an integrated approach in developing the brand image of X-Yachts in conjunction with high quality services. The target of creating an Eastern Mediterranean ‘X-Spirit’ not only concentrates on Turkish customers, but also on foreign sailors from the EU and neighbouring countries sailing in

Above: The Turkish dealership in Turkey offers a pre-owned department for previous generation X-Yachts, as well as the full range of current designs.



Photo: istockphotos

Turkey and keeping their boats in the Turkish marinas,” adds Yorganci.

Danila Krokhavev, customer relations manager for X-Yachts Turkey, explains why Turkey holds such particular appeal in eastern Europe: “I see a great enthusiasm from the burgeoning sailing community of both Russia and Ukraine towards high quality yachts, and Turkey offers them a fantastic playground both in terms of cruising and racing. Lifting of visa requirements between these countries has had an incredibly positive impact for those sailors keeping their boat in Turkish marinas, often less than two hours away.”

The highlight of any region’s year is the X-Cup, and the team plan to organise their own, aiming to one day also welcome the Gold Cup or One Design World Championships to Turkey, with opportunities for partnerships with countries such as Greece or Russia. Watch this space for more to come from this exciting sailing community. ✕

Above: Traditional Turkish gulet yachts anchor in the spectacular Gulf of Fethiye.

Turkish delights



Sun, sea, perfect sailing winds and a cultural/historic mix that’s impossible to better – it’s not hard to see why Turkey is such a great cruising destination. An additional draw is the famed Turkish hospitality and the near universally high standard of restaurant cuisine, especially in the main sailing areas.

Many owners choose to base their boats in or near Istanbul, where there’s easy access to flights from around the world, as well as the buzz of this vibrant city. There’s a wide choice of marinas, and good sailing in the Sea of Marmara. Others, however, find the lure of the Aegean irresistible, with its unspoilt coastlines and idyllic secluded bays, as well as world-class marinas whose facilities easily surpass most of those in northern Europe. We pick out some favourite spots:

Chic style

The lavishly-appointed new marina at Cesme is an excellent base, conveniently close to the airport at Izmir and with a first-rate cruising ground on the doorstep, including the Greek island of Chios.

Further south, the stunningly beautiful section of the south-west coast between Bodrum and Fethiye, where the Aegean meets the Mediterranean, is Turkey’s most popular sailing area. It’s easy to see why: you can choose from a myriad of stunning secluded anchorages and beaches or bustling ports. In high summer the bays closest to the main towns can get a little crowded, but a few hours of sailing can still take you off the beaten track.

Sailors’ paradise

Even many of the quieter locations will have a restaurant ashore,

usually with its own dock, offering free overnight berthing if you eat at the establishment. With much of the area protected under government environmental laws, there are numerous unspoilt places to explore, as well as amazing historic sites, including the stunning remains of the ancient city of Ephesus, one of the seven wonders of the ancient world.

Iztuzu Beach has a sandbar at one end of the pristine sandy beach, beyond which is a freshwater lagoon, supporting a wide diversity of wildlife, and a prime nesting site for loggerhead turtles. A river leads to Dalyan, navigable by shoal-draught boats that thread the maze of reed beds, passing 2,500-year old-tombs carved into the sheer rock face above the water.

Full facilities

The most popular locations to base a boat on this coast are Bodrum, Marmaris and Gocek. All have excellent marinas and boatyards capable of carrying out any maintenance or repair task. Marmaris, home to one of the Mediterranean’s largest marinas, is a popular resort with excellent restaurants, shops and nightlife. Bodrum is a bustling town with buzzing nightlife, fantastic shopping and stunning local scenery. The imposing castle is home to a museum of underwater archaeology, with shipwrecks dating back thousands of years.

In contrast, Gocek is a village with a smart marina at the heart of a host of small bays and islands in the Gulf of Fethiye. Lying in a wooded cover flanked by pine-clad hills and islands, it benefits from a tranquil car-free main street and waterfront.



Photo: istockphotos

Above: The attractive waterfront of Marmaris, dotted with many restaurants and shops.

Left: Ancient tombs are carved into the sheer rock face at Dalyan.

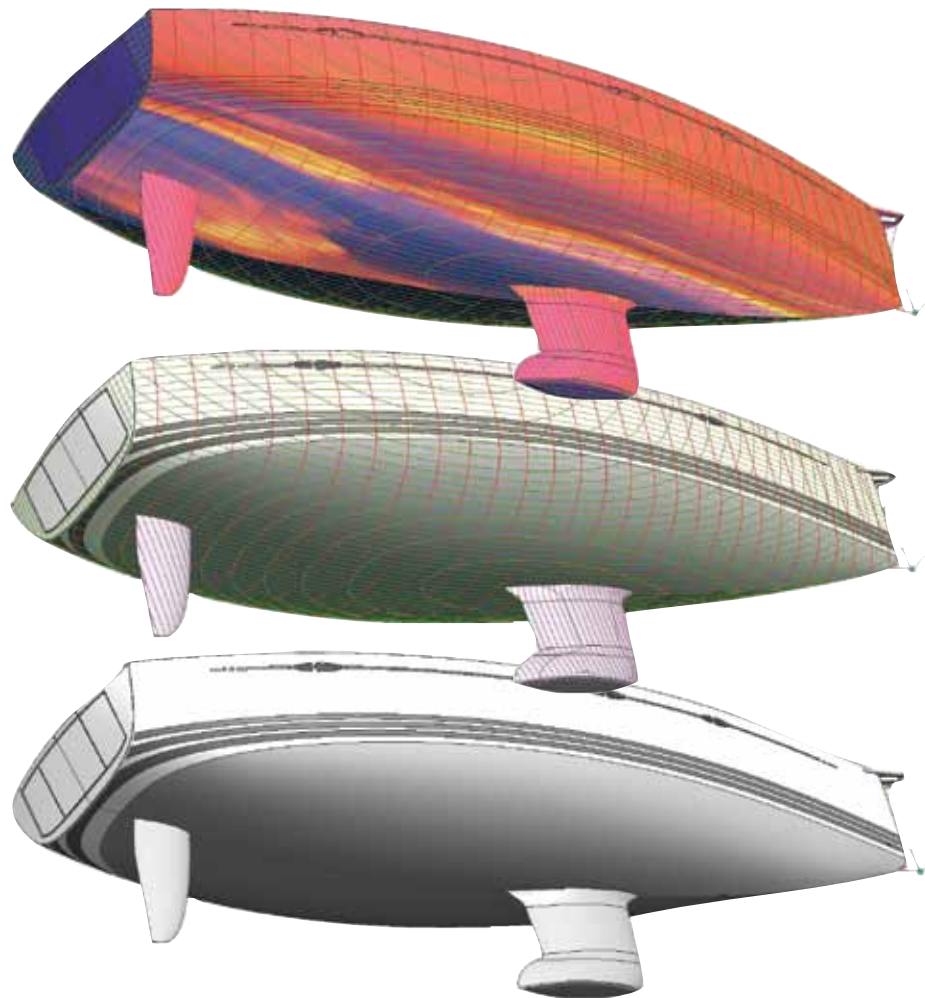
Perfect breezes

Although sailing in the Mediterranean is seen as predominately a light-wind option, that’s not universally the case here. Exposed parts of the coast are subject to the Meltemi winds that blow throughout the Aegean, potentially reaching force 6-7 in summer afternoons. However, the numerous long peninsulas, deeply-indented gulfs and bays offer good shelter and more gentle conditions. In the Gulf of Fethiye, for instance, winds rarely reach a force 5.

Cruising technology:

Perfect balance

The award-winning Xc range capitalises on X-Yachts' many decades of design experience. We find out the secrets of creating the perfect cruising yacht...



Designing a successful cruising yacht is all about balance. Many of the features which make life aboard enjoyable – spacious cabins, mod-cons, the ability to moor in picture-perfect shallow anchorages – are at odds with creating a responsive sailing yacht. Done carelessly, adding width for extra living space can make light winds performance seem sluggish, a short keel can hamper upwind sailing, and too many heavy additions can produce a yacht that feels cumbersome.

However, when the Xc 45 was awarded the European Yacht of the Year prize for luxury cruisers in 2009 it proved that X-Yachts had not fallen into any of these traps. Then the Xc 38 claimed the same category this year – demonstrating that when it comes to designing cruising yachts, X-Yachts are ahead of the game.

“The Xcruising range came to the market as a natural response to a growing share of our many repeat clients from three decades, who had ‘outgrown’ our Xperformance models but still wished to stay loyal to the brand,” explains Niels Jeppesen, Director of Design.

“The core values of the X-Yachts they had owned in the past were still absolutely key: namely trustworthy and strongly built, yet offering the ultimate sailing experience we call ‘pure sailing pleasure’. They also wanted to own a yacht with a striking and timeless design. We delivered on all fronts.”

Safety first

At the structural heart of the Xc range is the X-Yachts steel frame. The great advantage of the steel frame is that all keel, mast compression and grounding loads are ‘contained’ within it – that gives room to design an interior without compromise, and offers owners complete peace of mind when sailing in unfamiliar shallow waters.

That’s not to say the Xc models don’t feature imaginative technical solutions – with the added challenge that many structures need to remain hidden for an elegant interior. One example is the chainplates on the Xc 38: these are fixed to a reinforced composite box which attaches to the hull and hull liner behind the seat backs, capable of taking the full rig load of large overlapping genoas. ➤



Ease of sail handling is key to enjoyable cruising when sailing with just one or two crew.



- for the future



Photo: Mike Jones/Waterline Media

X-Yachts' performance heritage is evident in the Xc models' speed under sail.

Slipping ashore

Access to idyllic anchorages is a highlight of cruising life, often requiring a relatively shallow draft. However, for X-Yachts owners the journey is as important as the destination, so sailing performance is key.

By using high efficiency sections the shallower keels of the Xc models can still provide significant lift upwind. The planform area of the keel is carefully calculated in relation to the sail area to ensure that it still provides sufficient grip.

Although slightly heavier than her Xp counterpart, the standard aluminium masts of the Xc 38 are not so different to the Xp 38 in terms of sail area. Thanks to their class-leading stability, the shallow draft Xc models are able to offer a sufficiently large rig. Large overlapping genoas coupled with high quality reefing systems allow Xc sailors to get moving easily in the light and control the power when it's windy.

The other key to the sailing experience is balance – vital in any performance boat yet so often lazily missed out in cruising designs: it's second nature to X-Yachts. High quality steering system components bring the feel of the helm alive through the wheel. Under engine, the well-balanced rudder ensures all Xc's handle well in harbour, with the sail-drive engine matched to its propeller for minimum vibration and reduced turbulence over the rudder.

Niels Jeppesen explains: "By comparing the waterlines of both the Xc and Xp modes it is evident that they both come from the same office. One key difference is the depth of the hull sections, allowing the Xcruising range to carry approx 35% more weight. These deeper sections give the Xc's a smooth motion in a rough sea, especially punching up against steep water, whether under sail or power."

Ease of control

The Xc range was designed with ease of sail handling as a primary concern. As well as the standard single line main reefing system, there are also options for booms with integral furlers. It is hard to beat the simplicity of a furling genoa upwind, but the Xc yachts take this a step further with an anchor A-Frame that also provides a miniature bowsprit for flying modern furling cruising spinnakers or asymmetrics with a simple snuffer.

The Xc 42, 45 and 50 models also have the option for an additional inner forestay to create a 'cutter' style rig. This allows a smaller yet balanced sail plan to be set, rather than relying on a heavily reefed genoa alone.

Another element the Xc's have inherited from X-Yachts' performance background are deck layout features usually reserved for racing yachts. It is even more essential that the cruising sailor finds it easy to adjust trim without the assistance of a full crew, so much care is taken over the choice and placement of deck equipment. Many of the same parts can be found on both Xc and Xp ranges, for example all blocks are either Ronstan's roller bearing Orbit range or their latest Core composite bearings, ensuring high working loads and low weight. The mainsheet is within easy reach of the helmsman – thanks to the German Admiral's Cup system – and led below deck to keep both cockpit and sidedecks clutter-free.

Life aboard

The classic good looks of the Xc interiors reflect another 'perfect balance' – between the 'hidden' systems and the 'visible' styling.

In order to make life aboard a cruising yacht as comfortable as possible, efficient and reliable systems are key. To optimise the systems without compromising the interior the X-Yachts design team computer model every element (including plumbing, fuel supply, electrics, heating, air conditioning, engine and generator) to a very high detail, which allows them to plan system 'runs' into the liner pre-build. These runs make installation easier and help ensure fittings can be positioned where they are easily accessible for use.

One example is the heating system: the large diameter ducting needs to be run smoothly to maximise hot air flow – but avoiding fridges, freezers and water tanks! – and the only way to do this effectively is with 3D software. Likewise, in the larger Xc models

all tanks are positioned below the floor – 3D software is used to maximise the volume, which frees up storage space below bunks.

Meanwhile the 'visible' interior design philosophy is clear: comfort and practicality combined with timeless style. The unique fact that all X-Yachts designs – from the very first line to the final interior finishes – are created in-house, means that all available space can be effectively utilised. For example, X-Yachts interior designers are able to work with in-house structures and build teams to optimise every last inch of storage. Thanks to careful co-operation during the systems planning stage, the Xc models also offer luxurious 'mod cons' such as washing machines, microwaves and multiple fridges.

This start-to-finish service extends to the hand-crafted woodwork created to X-Yachts' specification by skilled carpenters, using quality teak and mahogany woods and varnishes, as well as the careful selection of details such as soft headliners, pleated blinds, and interior fittings – right down to the door handles. **X**

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No matter whether your X-Yacht is a dual-purpose cruiser-racer, an Xracing one-design, or a luxurious Xc design, participation in X-Yachts' unique calendar of events is open to everyone. Besides X-Cups around the world, there is also the famous X-Yachts Gold Cup – this year held on the spectacular fjords of Flensburg, Germany. With separate classes for Sport, Racing and Family fleets, X-Yacht events offer competitive, convivial racing for all types of crews.

Thanks to their seaworthiness, speed and comfort, X-Yachts also continue to set the standard as bluewater sailing boats – in this edition of X-Yachting we get an onboard view of the Fremantle to Bali Race, an Indian Ocean adventure enjoyed by two new X-55 owners, with impressive results!

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Martino Montanarini's X-50 Trota enjoying perfect conditions at this year's Mediterranean Cup.

Golden Glücksburg

The 2011 X-Yachts Gold Cup headed to Germany to enjoy four days of racing and celebration for all...

This year's Gold Cup was hosted by the Flensburger Segel-Club, one of the oldest yacht clubs in Germany with a rich tradition built over 220 years of sailing. Racing took place on the idyllic Flensburg Fjord, which divides Germany from X-Yachts' Danish home, and attracted boats from across Europe including Swedish, British and Norwegian entries. Just outside the bustling city of Flensburg, the small seaside town of Glücksburg provided a warm welcome for the visiting sailors, with the imposing Schloss Glücksburg medieval castle setting a spectacular backdrop to the event.

Over 50 entries competed in six classes, including the competitive X-35 one-designs, two Family fleets where fun was top of the agenda, two Sport classes which saw X-Yacht designs of all ages mix it up on the water, and the impressive Over 50ft division for the largest yachts. ➤



Images: Klaus Andrews and Niels Jeppesen

Peter Reedtz's 1988 60-footer X-One was racing at the Gold Cup after a full restoration.

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The Veolia team, overall winners of the 2011 X-Yachts Gold Cup.



The Xc50 XcL won the Over-50ft division.



Opening account

Racing began on Thursday 7th July, following a slight delay in proceedings until the wind settled to a pleasant 8-10 knots, with perfect racing weather of 25-degree temperatures on a beautifully sunny day.

In the X-35 fleet Xen from Germany opened her account with a win, while her nearest Danish rival www.KJ.dk took second – a position she would go on to score consistently throughout the event. The X-362 *Motherrati* got off to a good start by winning in Family Class A, while the Xc 38 *Addix* and IMX 40 *Veolia* in Family Class B were separated by just one second after the finish time handicaps were applied. The X-332 *Varuna Xpress* won the first Sport Class C, and the Norwegian visitors *Xanthippe* winning the first race in Sport D. The largest yacht in the fleet, the X-65 *X-One* took the opener in the Over 50ft class.

Mixing it up

The second day, on Friday 8th July – began damp and rainy. However, racing started as scheduled and during the course of the day the weather cleared up. By the time the sailors arrived back at Flensburger Segel-Club, the sun had found its way through the clouds to make for another pleasant evening basking by the waterside and enjoying X-Yachts' famous hospitality.

There were mixed fortunes out on the racecourse too. The leading X-35 *Xen* scored a fifth place, while *Oxygen* enjoyed a win. The X-34

xsupero took first place in Family A from sistership *SiouXsie*, while *Veolia* and *Addix* continued to trade places in Family B. There was more close racing in Sport C, with the X-332 *patent3* winning races three and four – including a photo-finish with the X-34 *Next Level* that saw them separated by just a second on the water. In Sport Class D six boats, representing half the fleet, enjoyed time in the top three, with Swedish visitors *Gertrud* and the Danish X-40 *Sirena* both taking wins. The Xc 50 XcL belonging to X-Yachts' own Birger Hansen won the second race for the Over 50ft class.

Final showdown

For the last day of racing, Saturday 9th July, there was a brisk wind and competition started as planned. However, during the race the wind died totally, switched direction by 180 degrees, then built again – with suggestions of a thunderstorm on its way which fortunately never reached Glücksburg.

On such a challenging and changeable day there was particularly thrilling racing in the one-design X-35 class, where the Scandinavian Open would also be decided as part of the Gold Cup schedule. For many of the fleet the day was also their final opportunity to practise before the World Championship set to take place in Aarhus in Denmark from 15th to 20th of August. First place went to *Xen*, owned by Torsten Bastiansen, second place went to Kristian Loeftgaard with his www.KJ.dk and the third place to *Celox*, owned by Morten Ulrikkeholm. ➤



All paws on deck in Family Class B.



The winning X-35 Xen leading downwind.

The over-50ft entries were sent on a medium-distance race for their finale. The X-65 took another win in the last race of the regatta, but first overall was secured by Birger Hansen with his Xcruising model, the Xc 50. Peter Reedtz took second with X-One, while third place went to an X-55 *Mary y Cielo*.

The Sports Class C was won overall by the X-37 *Han Sen*, owned by Michael Möllmann, with second going to *Hoppetosse* owned by Jörg Hiller, and third to the X-332 *patent3* owned by Jürgen Klinghardt. The X-Yachts from 37-49ft were represented in the Sports Class D. Peter Buhl from Denmark with *Sirena* passed *Gertrud* the IMX-40 from Sweden with a third, and then scored a first in the up and down final race to win overall. Denmark's Bo Detlefsen with his X-Ellent (X-40) was the happy recipient of a bronze medal.

In the the Family division the two X-34s continued to fight it out for Class A – with *xsupero*, helmed by Peter Gillen from Germany, scoring two wins and one second to *SiouXsie's* one win and two seconds and coming out on top. In third was Mark Bracht with his X-362 *Motherrati*. Family Class B was won by the IMX-40 *Veolia*, helmed by Christoph Fink for Sven Christensen – again finishing just

a few seconds before *Addix*, the Xc 38 helmed by Oliver Leu. In the last race Swedish skipper Johan Delin took the win with his X-46 *Prima* which was enough to score third overall.

After a sociable prizegiving ceremony held in bright sunshine on the terrace of the Flensburger Segel-Club, more than 450 sailors celebrated their victories and the end of a hugely enjoyable regatta with the final party of the Gold Cup. **X**



Live music during the evening après-sail entertainment.



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Euro-fighters

This year's X-Cups provided spectacular competition and memorable après-sail entertainment for one-designs, Family and Sports fleets across Europe

Solent Cup

Photos: Waterline Media/Mike Jones



Fatjax, the X-37, won the Solent Cup overall.

Overall results:

Solent Cup winner
1st X-37 Iain Kirkpatrick

Open Sports Class A
1st X-46 Mike Daly
2nd X-40 Nick Mulholland
3rd X-43 Richer Cross

Open Sports Class B
1st X-37 Iain Kirkpatrick
2nd X-34 Tim Smyth
3rd X-362 Peter Hodgkinson

Family Class
1st Xc 45 John Oldridge
2nd X-40 Richard Fanning
3rd Xc 38 Brian Carlton

The 2011 Slam X-Yachts Solent Cup was well attended with 26 X-Yachts competing, ranging from the popular X-302 to the new Xp 44. With over 250 competitors taking part, there was a fantastic atmosphere ashore as well as fierce competition on the racecourse over 6th-8th May.

Friday evening saw the weather break after an incredibly dry April in the UK, with thunder and lightening rumbling around the Solent. But competitors and organisers were not going to let the weather get the better of them and the event kicked off with the B&G crew party and BBQ. Partygoers enjoyed pints of this year's special new addition: X-Yachts Bitter, supplied by Robinson Brewery. The complimentary barrel was drained at record speed!

The following day X-Yachts competed in three classes; Open Sports Class A, Open Sports Class B and Family Class. The two Sports classes raced a conventional windward-leeward course, while the Family Class had two round the can races on Saturday and a new Pursuit Race on Sunday.

Saturday saw a shifty 10-15 knots of breeze from the south-east

and a strong east-going tide. As a result, upwind tactics favoured the right-hand side of the course. The initial plan was for four races for the Sports classes on Saturday, however with a dying and shifty wind, the race committee sent competitors ashore after the third race.

Saturday was also the first day the new Xp 44 was unleashed onto the racecourse. The Xp 44 was not included in the overall results but comfortably won all three races on Saturday on corrected time. Meanwhile Mike Daly's X-46 *Ntanda* scored two first places and a fourth. The Family class enjoyed seven entries, including Brian Carlton's new Xc 38. Race one was won by John Oldridge's Xc 45, who showed good speed and tactical decisions throughout the regatta and went on to win the Family Class for the second year in a row.

Back on the pontoons, competitors were able to enjoy some lively racing in Remote Control Lasers from the banks of the River Hamble before a champagne reception held by the X-Yachts Owners Association for owners and guests. This was followed by the X-Yachts Solent Cup dinner, after which YJA Pantaenius Yachtsman of the Year

2011 and record-breaking quadriplegic sailor Geoff Holt addressed the packed dining room with an interesting and inspirational speech that received a standing ovation.

Sunday provided perfect conditions of a gusty 20 knots from the south with sun breaking through the clouds in the central Solent. The first race for Sports Class A got away cleanly and Mike Daly's X-46 built a clear lead over the fleet before going on to win by a comfortable margin. Daly's team also cleaned up in the second race of the day ensuring a strong victory in Sports Class A.

The ever-eager Sports Class B competitors, pushing for a place at the committee boat end of the line, led to a general recall for the class. Once away Sports Class B saw some competitive racing between Iain Kirkpatrick's X-37 and Tim Smyth's X-34 and Peter Hodgkinson's X-362. After five races it was Iain Kirkpatrick's X-37 who won the class and also claimed the X-Yachts Solent Cup Trophy.

X-Yachts would like to thank the support of their title sponsor Slam UK and associate sponsors B&G, Pantaenius, North Sails, CrewFuel, Volvo UK, Harken, Robinsons and SailTek.



An X-34 helmed by X-Yachts UK office manager Tim Smyth, and crewed by members of the UK design team, finished second.



Mediterranean Cup

Photos: Studio Borlenghi

The Marina di Scarlino, at Maremma in Tuscany was the venue for the Steiner X-Yachts Mediterranean Cup 2011 with racing held on the first three days of September which incorporated the X-41 World Championship and Italian X-35 Championship, as well as the X-Yachts Mediterranean Cup Sports Division and Family Division, plus an Over 50 rendezvous.

In the Sports division, Giorgio Turchetti's IMX 38 Express won, followed by X-342 Scamperix owner Ferruccio Scalari and the X-332 Ultravox of Adriano Podenzana. The Xc 38 Pas Dosè owned by Andrea Serena took first place in the Family division, followed by the X-40 Xengo (Sabrina Chibbaro) and X-452 Wind-Catcher (Ciolli Donnini). In the Over 50 division the final victory went to the Croatian X-65 Karuba V, owned by Magma.

The X-35 Italian champion for 2011 is HotelPlan Spirit of Nerina with tactician Roberto Spata. Karma with Gabriele Benussi calling tactics finished second and Giochelotta with former Luna Rossa skipper Francesco de Angelis calling tactics took third.

Francesco de Angelis back on the dock stated: "Marina di Scarlino is a beautiful place to race and once again we managed to complete successfully the full series of 10 races. Even when the wind is light like today, in Scarlino it is always possible to sail. The X-35 is an interesting challenge because if you make a mistake it's hard to recover: the difference in speed of these boats is very limited."

Above and right: The Steiner X-Yachts Med Cup included the X-35 Italian Championships.

Below left: The X-65 Karuba V won the Over-50 class.

Overall results:

Sport

- 1st IMX 38 Express, Giorgio Turchetti
- 2nd X-342 Scamperix, Ferruccio Scalari
- 3rd X-332 Ultravox, Adriano Podenzana

Family

- 1st Xc 38 Pas Dosè, Andrea Serena
- 2nd X-40 Xengo, Sabrina Chibbaro
- 3rd X-452 Wind Catcher, Ciolli-Donnini

Over 50

- 1st X-65 Karuba V, Magma

X-35 Italian Championships

- 1st HotelPlan Spirit of Nerina, Fusco Diamantini
- 2nd Karma, Vladimiro Pegoraro
- 3rd Giochelotta, Francesco Conte

A prizegiving ceremony was held in the Piazzetta of Marina di Scarlino with presentations by Claudia Tosi, general secretary of the Club Nautico Scarlino; Niels Jeppesen of X-Yachts; Franco Cernigliaro of Steiner/Beretta – the title sponsors of the event; Francesco Allegretta of Marina di Scarlino; Fabio Baffigi of X-Yachts Italy and Guido Spadolini, Commodore of Club Nautico Scarlino. ➤





Images courtesy: www.x-yachts.com

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Finland Cup

Photos: www.sailpix.fi

Overall results:

X-35

- 1st X.O. Teemu Kekkonen
2nd One, Samuli Leisti
3rd Webmedia, Mati Sepp

X-41

- 1st Nicole IV, Riku Nissilä
2nd Freedom, Xini Martin Estlander
3rd Busybody, Pekka Kauppi

X-99

- 1st Nautilus, Elo Kaust Koskeniemi Sältin
2nd Exttasia, Jarkko Turunen
3rd Jinx, Karl-Robert Trink

Family Class

- 1st X-362 Zoe, Tapani Helve
2nd X-40 Extra Brut, Alexei Alexeev
3rd X-412 MMX, Klaus Helminen

Sport Class

- 1st X-332 dat wor et, Heinz Mach
2nd X-34 XILIA II, Leif Nordström
3rd IMX-40 Magnum, Sami Ranta

The second Audi X-Yachts Finland Cup was held once again in the beautiful summer town of Hanko in the south of Finland. All in all 35 yachts came to the starting line for the event, including participants from Estonia and Latvia, held from July 28-30.

Conditions began well for the first day of racing, which saw the one-design X-99, X-35 and X-41 classes take to the water. However, by day two the wind had dropped and only two of the three planned races could take place, but they were held in fantastic sunshine and temperatures close to 30 degrees.

By the final Friday the wind picked up to provide competitors with some serious racing at sea, while the Sport and Family classes had their first races. On the course for the X-35 class competition was particularly close, with the day ending with 10 protests, some sales for X-Yachts' spares department and unfortunately also some repair jobs.

However, after the races all on the water conflict was forgotten as the crews enjoyed a beer or two at the post-race happy hour. Each evening they were also treated to a fantastic buffet dinner washed down by Carlsberg beer, Vina Maipo/Caneepa wines and Canard Duchene Champagne. One skipper was even appointed as 'Champagne King' of the event having bought 10 bottles for his and a team mate's crews! On Friday a Sailors Flea Market was held in

aid of Save the Children and their home in Jyväskylä, followed by a fundraising evening which collected a total of over €1,000.

Amongst those celebrating was X.O. the X-35 of Teemu Kekkonen, who won the class after a close battle with Samuli Leisti's One, with the Estonian visitors Webmedia coming third. In the X-41 racing fleet Nicole IV took the win thanks to a dominant performance of six wins, with Freedom Xini second from Busybody. Also racing as a one-design class, the X-99s were won by Nautilus, from Exttasia and Jinx in third.

Among the mixed fleet Sport class it was the X-332 dat wor et who won after a straight set of first places, from Leif Nordström's X-34 Xilia II and the IMX 40 Magnum. In the Family division Tapani Helve's Zoe won from the X-40 Extra Brut and X-412 MMX.

The winners were crowned at a Saturday prizegiving ceremony with prizes donated by sponsors Audi Finland, SailTech, Raymarine, Maritim, Sinebrychoff, Fazer, Interbrands, skarvik.fi, X-Yachts, SunFun in Hanko, City of Hanko and Aktia. HSF also awarded organiser Robi Gripenberg a plate from their restaurant from the early 1940s that had survived the war with an inscription of the event. A special thanks also goes to the search and rescue team from Hanko who helped raising and lowering the race HQ tent. The organisers are also looking forward to welcoming sailors in 2013 for the third X-Yachts Finland Cup. **X**



Live music in the regatta marquee.



Those who dare

The Fremantle to Bali Race is a true tropical adventure, sailing some 1,400 miles across the Indian Ocean. X-Yachts Australia's Andrew Parkes competed in the 30th edition onboard the new X-55 *Audeamus*



Photo: Bernie Kaaks/Fremantle-Bali Race

Audeamus is Latin for 'let us dare' – entirely appropriate given that Kim Ramen and Adrian Fini were setting off on an adventure on their very first sailing yacht. The duo took delivery of their new boat in November 2010 and, in the spirit in which she was named, entered the 30th edition of the Fremantle to Bali Yacht Race the following spring.

The 1,440-nautical mile race poses some interesting challenges for tacticians and navigators, particularly towards the end of the race on the approach to Serangan Bay in Bali, as the wind gets lighter and the current increases. We had a mix of experience onboard and decided to race with 12 crew which allowed us to have three balanced watches. The team was made up of Adrian Fini, Kim Ramen, Paul Gulvin, Noel Murphy, Camilo Della Maddalena, Stephen Davis, Brad Skeggs, Alison Stock, Paul Burke, Tony Bell, Cameron Percival from Evolution Sails, and myself.

The race began from the famous Australian yachting hub of Fremantle on the western coast on 26th April, on a course that arcs across the Indian Ocean towards Indonesia. *Audeamus*, immaculately prepared by Paul Gulvin and Noel Murphy, lined up against a mixed fleet that included traditional ketches to 20-metre Maxis, plus performance cruisers and multihulls.

Close tussle

Racing started in about 18 knots of breeze from the north-west, the same direction as we were heading. The breeze increased throughout the day and we spent the first two days sailing directly upwind or with slightly cracked sheets in around 20-25 knots. Conditions were uncomfortable and rough for the whole fleet – onboard *Limit*, a Reichel-Pugh designed 63-footer, a crewmember was thrown across the boat, suffering six broken ribs and a punctured lung. They put into the port of Geraldton so he could receive medical treatment.

Audeamus, meanwhile, was reveling in the strong conditions and we held the lead on IRC for four of the first five days before being finally overhauled by the much larger *Limit* as they recovered their lost miles. As we sailed further north sheets were eased and we were able to enjoy running and reaching conditions, the lead constantly changing between ourselves and *Limit*, the vintage sloop *Australian Maid* and a smaller yacht called *Phoenix* who was sailing well on handicap.

The approach to Bali provided two days of fast and fun reaching under the jib top and storm jib, however, as expected the breeze faded as we closed on the finish line with rain squalls that would kill the breeze looming as a constant threat. Our last day at sea proved to be a long and frustrating one:

Photo: X-Yachts Australia

'Happy hour' on deck every evening.



Photo: Nick Clews/Fremantle-Bali Race

The start in Fremantle, Western Australia.



Photo: Fremantle-Bali Race

Competitors received a traditional and Balinese welcome.



Photo: Nick Clews/Fremantle-Bali Race

Audeamus on the tail of the 63-footer Limit off the line.

at 08.30 we were just over 20 miles from the finish and sailing at 8.5 knots, but as a large cloud passed the breeze died for the rest of the day. Fighting an adverse current and with no chance of anchoring in such deep water, we finally crossed the line at 22.49 pm that evening – it had taken us 14 hours to sail 20 miles, but we were overjoyed to be second boat home and second overall on IRC to the Grand Prix 63-footer *Limit*. *Australian Maid* finished just over an hour and a half behind us after a fantastic tussle the whole way, with a final margin that failed to reflect just how close our race had been.

The happiest hour

The results also failed to capture just how unique our race had been – I dare say that we were the only boat competing in the IRC Racing division that did the following... Racing at such tropical latitudes, it was a huge relief to be able to run the air conditioning for five days, making life much more comfortable for the off watch. There was such a temperature difference between on deck and down below, it was affectionately referred to as the 'ice cave'. We were surely the most sweet-smelling crew on the course as well, as *Audeamus's* watermaker provided enough fresh water for all of the crew to shower and shave every second day if they chose, while our

clothes were also washed regularly to make life more pleasant for all onboard (or downwind of us!).

The creature comforts continued with gourmet meals at every lunch and dinner prepared by an onboard chef, and an enjoyable 'happy hour' around the table in the cockpit every evening before sunset. A casual affair, each member of crew was allocated one glass of wine and some light refreshments – but as we were still racing, the wine was transported in bladders rather than bottles to save weight! Crew contentment was running so high, I realized we had in fact laughed most of the way to Bali with all forming new and strong friendships that will last a lifetime. **X**

X-Yachts Down Under

The X-Yachts Australia base is located in Drummoyne on Sydney Harbour, just five minutes from the city centre or around 20 minutes from Sydney Airport, making a day trip to visit X-Yachts quite easy for sailors across this vast continent. The dealership has four berths for demonstration and pre-owned yachts, as well as a works berth to provide X-Yachts' customary high quality after-sales service. Besides covering the breadth of Australia, Andrew Parkes and his team also cover neighbouring New Zealand.

22,000 miles of sea

The Australian coastline extends over an astonishing 22,200 miles and incorporates some of the world's most beautiful cruising grounds. As Andrew Parkes comments: "From the Great Barrier Reef in Queensland to the Kimberly Region in Western Australia and the stunningly rugged coast of Tasmania, Australia really offers something for everyone. I'd recommend a visit to Australia in an X-Yacht to anyone, cruising here is a truly unique experience."

With such incredible sailing waters, it's hardly surprising that there is also an active racing community in the country. "We have racing all around Australia and with our warm climate, we're fortunate enough to sail all year round," he explains. "There are major regattas and ocean races held in each region and some of the more famous events include the Rolex Sydney-Hobart Race, Hamilton Island Race Week, the Fremantle to Bali Race, Darwin to Ambon, Coffs Harbour Race and Rolex Trophy. On top of that we also hold two

dedicated X-Yachts events each year, the X-Yachts Australia Cup is held in October and X-Yachts have their own division within the Sydney Harbour Regatta, a huge regatta in March with around 340 boats."

Adventurous spirit

The daring owners of *Audeamus* are in good company, with a number of X-Yacht owners undertaking some remarkable trips in their boats over recent years, as Parkes recalls: "Robert Green took delivery of his X-562 in Port Grimaud in 2003, after taking line honours in the ARC – he's been cruising the world and it took him five years to finally reach Australia! Robert is still cruising X-To-Sea and was last seen in the Whitsunday Islands in August."

Other adventurers include Andrew and Lee Boller, who cruised their X-50 from Sydney to Darwin, doing much of the trip two-up. "Following that, Andrew raced from Darwin to Ambon with a crew of five and finished third on IRC against many fully crewed race boats," adds Parkes, "This has been very good training for Andrew and Lee who are taking delivery of their new X-65 in April 2012, the boat will be based in Europe and cruise the Baltic in the first season." The pair will be following a path sailed by David and Denise Keavy, who have finished their second season in the Baltic aboard their Xc 45, where they leave the boat at X-Yachts for the winter and return to Australia again, enjoying two summers every year.

The X-442 Toybox owned by Ian Box has won the X-Yachts division of the Audi Sydney Harbour Regatta for the past two years.



Photo: X-Yachts Australia

Sydney Harbour is just one of many spectacular sailing destinations Australia has to offer.



Photo: Tourism Australia Copyright

The 10,000-mile connection



Above: State of the art CNC manufacturing at the Ronstan Denmark and Australian plants.

Left: Custom ball-bearing main traveller with high performance Orbit sheet blocks for the Xc 42.

Discover a partnership that spans the globe, between Australian hardware experts Ronstan and X-Yachts in Denmark

At the beginning of the 21st century, when Australian hardware manufacturer Ronstan wanted to expand into the big-boat market, they looked up from 'down under'. Up towards the Danish brand Frederiksen Boat Fittings, which had a range of blocks, traveller and batten systems for larger boats. It was the perfect complement to Ronstan's successful small-boat hardware range. The two companies shared a similar commitment to design, quality and performance, and were already working together in a strategic alliance in the southern hemisphere. When the opportunity came to take that collaboration a step further, Ronstan acquired Frederiksen Boat Fittings, which then became Ronstan Denmark, half a world away in the Danish town of Vejle.

Ronstan's long-standing relationship with X-Yachts actually pre-dates the Frederiksen days. Over the years, Ronstan has provided deck hardware and sail-handling solutions as standard equipment for virtually the entire X-Yachts range. This heritage goes back to the legendary Three-Quarter Ton and One Ton Cup winners of the 1980s and continues with the performance one-designs, Xc and Xp models of the present day. The prestigious Danish boat builder is located less than an hour away from Ronstan Denmark's base in Haderslev, Denmark, helping to

foster a unique working partnership between the design and production teams of the two companies.

To further strengthen its position in the big-boat segment, Ronstan recently acquired Andersen Winches. Well-known for making beautifully polished stainless steel winches, Andersen has long been the benchmark for high-end winches aboard top quality yachts. By coincidence, they also happen to be located in the same town as Ronstan Denmark, just a few minutes away on the north side of the fjord.

Andersen winches are an easy fit with Ronstan's deck hardware and sail handling systems. Both brands have built their reputations on the quality and long-term reliability of their products, and their combined manufacturing expertise represents a wealth of know-how that is now shared within one organisation.

Within a few months all Danish manufacturing operations for Ronstan hardware and Andersen winches will be consolidated into a single facility on the north side of Vejle fjord, retaining all the highly skilled employees who previously worked in the two separate factories. From design and manufacturing, right through to sales, service and product delivery, Ronstan Denmark will now offer a full service from this new location.

The X-Yachts design team and Ronstan have been working closely together to create advanced deck gear and sail-handling systems for the latest models in the X-Yachts range. In addition to hardware, winches, furlers and batten car systems delivered for the Xc range, fittings are now being supplied for the hot new Xp models.

Ronstan, a company with a strong Australian heritage, is proud to be such an integral part of the Danish boating industry. With a long history of creating exceptional sailing yachts, the Danish maritime tradition moves into the next chapter with a little collaboration from 'down under'. **X**



Above: Andersen full stainless self-tailing winches are standard equipment on the Xc 45.

Right: Ronstan hardware is used on the latest hi-tech racing dinghies to bluewater cruisers.





Text: Rupert Holmes
Photos: Klaus Andrews



Above: Every yacht leaves the yard with a 5-year warranty against osmosis.

Right: The finished interiors are of the same high standard of finish as a new X-Yacht.

Below left: Components can either be refurbished or replaced easily due to the team's in-depth knowledge of every part.



X-Yachts' pre-owned department turns out second-hand X-Yachts of all generations in sparkling condition, we take a look at the work involved...

Over the past few years X-Yachts has developed a unique department dedicated to refurbishing pre-owned models at the company's Haderslev boatyard in Denmark. Each boat is fully overhauled and updated by skilled craftsmen, resulting in every yacht departing the yard in an 'as new' condition that is of a standard far higher than any of her contemporaries.

"We go right through the boat, from one end to the other, tearing everything apart and checking and replacing all the systems, from the gas installation to the instruments," explains sales manager Niels Thomsen. "Buyers can see there's a huge difference between these boats and those offered through brokers and private sales. For us, it's a good way of introducing new owners to X-Yachts. Around 80 per cent of our new boats are bought by people who already own an X-Yacht, whereas 80 per cent of the pre-owned boats go to owners who are new to us."

All yachts undergo a 200-point inspection on arrival, with each

item assessed for usability and wear and tear. The checklist is divided into the following key sections: hull, deck and rudder, woodwork, engine, electrical systems, plumbing, deck hardware, instruments, and mast and rigging.

At the end of this process a decision can be made as to which items are suitable for servicing or refurbishment and which must be replaced. X-Yachts recognises that it is more cost effective to replace many fittings and systems than to spend excess time fixing them; this is also more reassuring for the new owner. For example, all skin fittings more than 10 years old are automatically replaced.

Knowledge and skill

An important advantage of carrying out this work at the X-Yachts yard is the depth of knowledge among the work force about all of the company's previous models. This means work can often be carried out surprisingly quickly, given the extent of each refit. The time for each boat varies depending on its age and condition – a three or four-year-old yacht may need only 50 hours, whereas one that's 10 years old may require 250, especially if the teak deck is replaced. As would be expected from a company of X-Yachts' calibre, the work is carried out to a very high standard by top boat builders, electricians and marine engineers.

Any dings in the hull and deck are repaired and the gelcoat then cleaned and made good with a perfect colour match. It's then painstakingly polished to the standard of a new yacht, followed by an application of protective wax to ensure a long-lasting lustrous shine. Below the waterline the gelcoat is ground away to expose

any latent problems, after which the boat is given a full bottom treatment. This aspect of the work enables X-Yachts to offer a 5-year osmosis warranty with each pre-owned yacht.

Attention to detail

Below decks all joinery is re-varnished, with hatches, locks, drawers and upholstery replaced as necessary. Similarly, port lights, hatches and washboards are revived or replaced. Teak decks are replaced using the latest adhesives and vacuum technology, while deck hardware is examined in close detail, and serviced or replaced as necessary.

Clearly this meticulous attention to detail attracts a premium on the price of a pre-owned boat, however, the end result a boat that is effectively in as new condition. "If you compare a boat that has gone through our system with a privately owned boat, it will be around 20 per cent more expensive for a smaller or mid-size boat up to around 38ft, dropping to around 10 per cent for large boats," says Thomsen.

All systems undergo the same commissioning process as for new X-Yachts, are signed off in the same way, and are backed up with a two-year warranty. Similarly at the end of the process there is a full handover to the new owner.

Given the fine craftsmanship and attention to detail that goes into each of these vessels, it's perhaps not surprising that many of the boats attract buyers before the work programme starts. In any case, new owners can choose the systems and final specification, exactly as for a new vessel, but at a significantly reduced overall price. **X**

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Xp 50 debut
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Photo: Mick Anderson/sailingpix.dk

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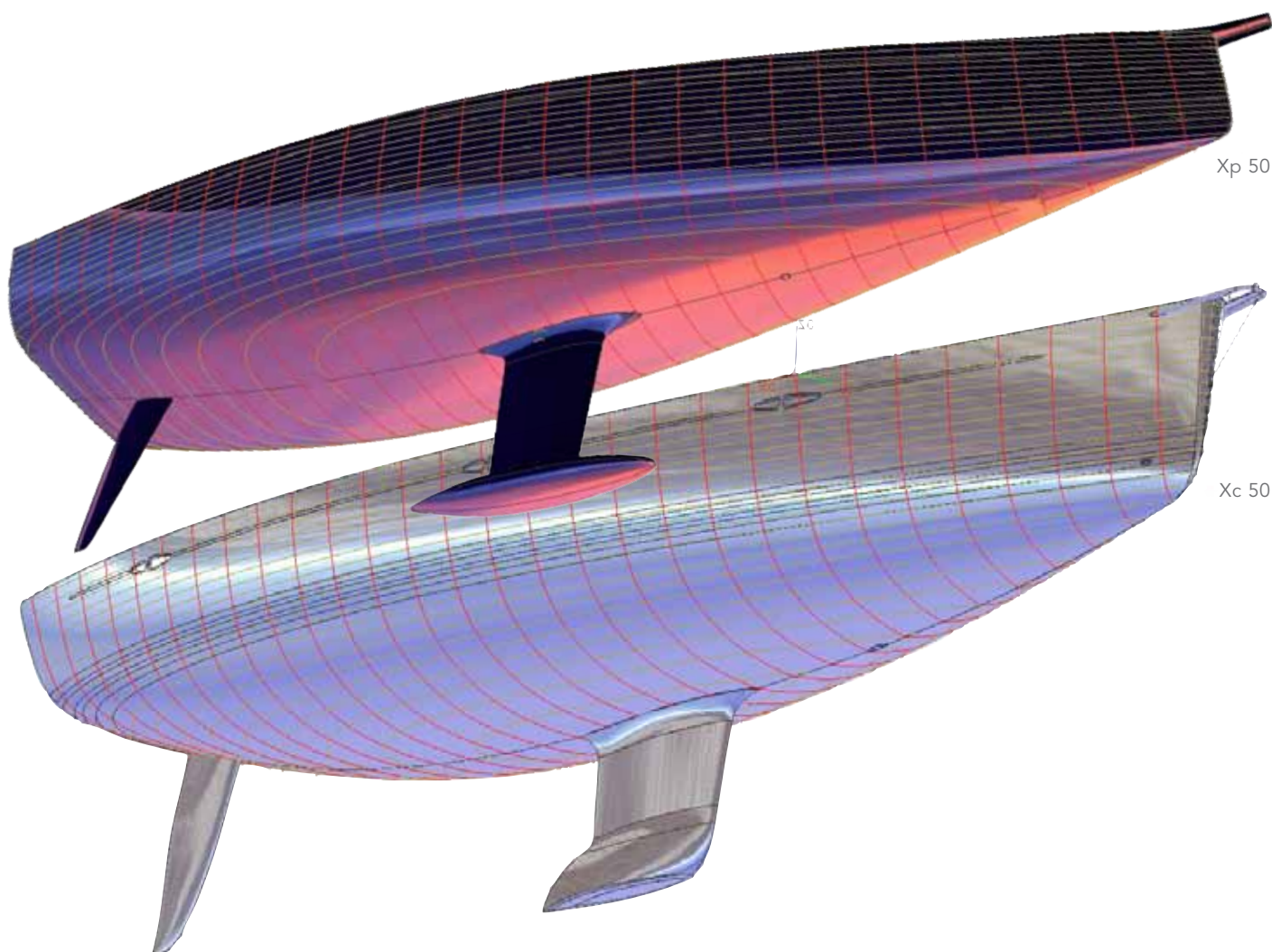
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