



## Xcruising

Dedicated long distance cruising yachts with enjoyable handling under sail.



Xc 45

## **Xp**erformance

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





Xc 42

Xc 50

## **Xr**acing

Xp 50

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





## 3 lines of pure sailing pleasure

## Contents 2013 edition

Χ-ΥΑ	CHING 2013
04	Welcome
06	X-Yachts market position
Xper	formance
10	Xperformance: aiming higher
12	Xp features
14	NEW Xp 33
20	Хр 38
26	Хр 44
32	Хр 50
40	NEW Xp 55
48	X-34

V VACHTING 2012

50 X-65 **Xc**ruising 55

Xcruising: in demand 56 Xc features

- 58 Xc 38
- 62 Xc 42
- 66 Xc 45
- 70 Xc 50
- 74 Midnight sun: Xc 38 Swedish tour
- 79 Xc 42 Balearic family cruise
- 82 Glorious isolation: Xc 45 sails British Columbia

### **Xr**acing

- 89 Xracing: pedigree pace
- 90 X-35
- 92 X-41
- 94 Mixing it up: X-35 Worlds and Euros
- 98 Baltic battle: X-41 Worlds

### X World

- **100** Blue horizons world of X-Yachts
- 102 X-Cups report
- **108** 2012 news round-up
- **112** Gold Cup 2013
- **114** Inside the X-Yachts design office
- **116** To Russia with love... in an X-65
- 120 39,000 miles together: IMX 40 circumnavigation
- 124 Family ties Dutch X-Yachts profile
- 129 French connection - X-Yachts France dealership
- **132** Meet the team international dealers
- **134** Looking forward to 2013...

### X-Yachts

X-Yachts A/S · Fjordagervej 21 · 6100 Haderslev · Denmark · Tel: +45 74 52 10 22 · Fax: +45 74 53 03 97 · info@x-yachts.com · www.x-yachts.com Published by X-Yachts A/S · Edited by Helen Fretter / True Angle Editorial · Designed by Claire Greeno / GreenGood Media Printed by Zeuner, October 2012

















## Sense of adventure

Il sailors share a sense of adventure – a passion for exploring new waters, challenging themselves against the elements and enjoying new experiences.

Owning an X-Yacht is an opportunity to satisfy that appetite for new horizons, and in this edition of X-Yachting we have inspiring stories from sailors young and old who have set off on memorable voyages in their X-Yachts. We also have a calendar of events all around the world to tempt any X-Yacht owner to to travel to new destinations – our famous Gold Cup returns in 2013 to Copenhagen, where we are looking forward to welcome as many of our clients and their friends as possible.

To enjoy each new adventure, most of us need to feel secure. X-Yachts' unrivalled reputation for safety has its roots in a deep respect for the sea, which we each gained from sailing with our parents from an early age. Our Xc models and the Xp yachts are made from full sandwich construction, which offers the very strongest build technology. It also gives unrivalled comfort by reducing both the sound of passing water over the hull as well as improving the 'climate' on board by minimising condensation and stabilising the temperature.

Designing and building X-Yachts is a lifelong passion for us. Each member of the team strives to expand our ideas, and to challenge ourselves to set a higher market standard every time we launch a new model or range. But we also need security and a strong footing from which we can produce innovative new designs.

X-Yachts has a solid and strong market position

thanks to the loyalty of our client base, the quality of our product, and the appeal of our designs, new and old. We are very pleased to have further bolstered our financial strength and security with the new majority stakeholder of Consolidated Holdings A/S, and we welcome aboard Ib Kunøe as the new chairman of the Supervisory Board of X-Yachts.

Not only successful in business, Ib Kunøe was one of the most successful Danish offshore sailors, and throughout the 1980s won a number of prestigious offshore races such as Sweden's Around Gotland Race in 1983 and the Around Sealand Race – at the time the biggest race in the world with more than 2,200 participants!

### **Future present**

This year also sees X-Yachts go back to our roots with the Xp 33, a fast, fun performance design. Tiller steering, a modular interior and a retractable carbon bowsprit mean this new design will be a true 'pocket rocket' offering great fun straight off the dock, as well as comfortable overnight accommodation.

At the other end of the scale we are also offering the largest yacht in the Xperformance range, the new Xp 50. We're really excited to push the boundaries of what a performance cruiser can offer with this yacht's practical, lightweight interior. With the comfortable interior partially crafted in vacuum infused composite and integrated into the yacht's internal structure it enables great weight savings, which in turn allows us to add so much weight to the keel she feels truly safe, and very quick. For adventurous yacht owners, the future has just arrived.



## Strong roots, new gr

X-Yachts has a new management structure for 2013, further bolstering its strong position in the market



The present Xp and Xc range, and future concept designs

-Yachts was founded 33 years ago, when brothers Lars and Niels Jeppesen met Birger Hansen. Lars and Niels grew up in Stubbekøbing, a small town in south-east Denmark, where Bjørn Olsen's boat yard was situated. Olsen was a pioneer of modern yacht design in northern Europe, and greatly inspired both Lars and Niels's passion for both sailing and boat building.

On leaving school, Lars set out to become a boat builder and Niels to study yacht design. Meanwhile, to the west of Denmark, Birger Hansen was beginning his career at another small Danish boat yard, Banner Boats in Haderslev. Birger led their composite boat building for seven years before he was joined by Lars and Niels. Niels had been chosen to design Banner Boats's new Banner 30, and both Lars and Niels helped build the prototype – in a former cow shed, as the company's own production facilities were full. From that first collaboration, X-Yachts was founded. Since their first design in 1979, Lars, Niels and Birger have been immersed in the yachting world. In the 1980s they raced with a Danish businessman named Ib Kunøe. At the time Ib Kunøe sailed one of the fastest 'one-off' racer-cruisers on the water, namely the 46-footer Vision. Vision was often helmed by Paul Elvstrøm, for years the most successful sailing Olympian of all time (until a certain Ben Ainslie scored his fourth Olympic gold in 2012), and won many prestigious offshore races.

Last year the three founders of X-Yachts invited Kunøe to become a majority shareholder of X-Yachts, not only because of his passion for sailing, but also because of his sense of vision. Kunøe's Consolidated Holdings A/S has now acquired a 51 per cent stake in the company and he has become chairman of the Supervisory Board of X-Yachts. Birger Hansen will step back from the day-today management of the company, while Hans Viggard has joined



the company as CEO. Kunøe brings huge experience in identifying new talent, having originally founded the successful Mercuri Urval recruitment agency. He is now chairman of Consolidated Holding A/S with a turnover among its subsidiary companies of  $\notin$ 3 billion.

All at X-Yachts are now confident that this strong structure will enable the company to continue to grow. The newest Xp range has already sold almost 150 boats since the first model, the Xp 44, was launched in 2011. The Xperformance range now includes five models, joining the award-winning Xcruising line launched two years previously, and the internationally popular Xracing one-designs. Across these three ranges X-Yachts will be building over 120 boats in 2013 alone, confirming their place as market leaders of performance yachts.

Left and below: Four generations of performance yacht design, from the first X-79 to latest Xp 33.



## owth



### A word with Ib Kunøe...

### What was the key appeal of acquiring an interest in X-Yachts?

I have followed X-Yachts closely since they first beat me on the water in 1985, and I have always admired the founders' skills, enthusiasm and ability to build a world-renowned brand. I have always sailed – my father was a ships supplier and I was an officer in the local garrison. I also lived for a number of years in Haderslev, where X-Yachts has its headquarters, so I am familiar with the local language, know the people and their appreciation of quality craftsmanship.

I was happy that the founders asked me to invest in the company and together we agreed on a business plan where we could both grow and develop so that we can keep at the forefront of the industry.

### How do you see your role in shaping the future of X-Yachts, alongside Niels and Lars?

I am the chairman of the board and majority owner, responsible for the strategy and also controlling the investments. Hans Viggaard is the CEO and runs the daily business, with all managers referring to him. Niels is our genius and design director and Lars will be responsible for the technical performance and delivery of the boats.

### What will this new financial backing mean for the company and yacht owners?

We will live up to our new corporate mission and put in the investment that's required. X-Yachts is built on a deep understanding of performance, design and the demands of the sea. We want to be ahead of the industry, based on new innovation and superior craftsmanship. We thereby promise our customers pure sailing pleasure whether for racing or cruising. And we want to create an X-Yachts community of passionate sailors and owners, so that together we can expand our joy of sailing to new frontiers.

### Are you looking forward to attending the 2013 X-Yachts Gold Cup in Copenhagen?

It will be the event of the year in sailing, not only on the water but also on shore. We have already sold a number of new boats, where the new owners will fly in and step on board their new yacht, be joined by a crew of experienced sailors, race, have fun and fly home again, then later receive their boat launched in a harbour elsewhere in the world. I am really looking forward to some great days in Copenhagen in July.

## Aiming higher

X-Yachts proudly present their fourth generation of performance cruiser-racers



-Yachts have over 30 years of experience building performance sailboats, and the latest generation Xp range is the distillation of that knowledge combined with the very latest innovations in yacht design and technology.

Launched in 2011 to great acclaim with the Xp 44, the new Xp range now encompasses the high performing Xp 38 and Xp 50 models. This year X-Yachts also unveiled two new models, the fast and fun Xp 33 and a luxurious Xp 55. Each model is designed with the same key values in mind; to raise the bar for production cruiser-racer yachts in improved build quality, detail of design, innovation, sailing experience and comfort - as well as adding to X-Yachts' proud heritage of triumphs on the race course.

## *(performance)* Some of the design highlights and innovations of the new Xp range

### **Bowsprit options**

integrated anchor fitting





Optional GRP cowl for ORC racing

he Xp range adopts the very latest developments in contemporary performance yacht design, utilising cuttingedge technology as well as a raft of innovations by the X-Yachts design team.

X-Yachts' trademark steel keel frame structure has been updated for this fourth generation of cruiser-racers with a new carbon/composite grillage which gives an improved strength and stiffness to weight ratio for exceptional hull impact resilience and rig stability, maintaining X-Yachts' world-renowned standards of safety and longevity.

All the new Xp yachts are true dual-purpose designs, developed with both racing and cruising rigs, sailplans and keel options from the outset. They are carefully designed to adapt between shorthanded and fully crewed sailing, with asymmetric headsails, underdeck furlers, and deck layouts which enable ease of sail handling and efficiency of manoeuvres.

The Xp yachts swiftly shift from performance sailing machines to a comfortable post-sailing environment, with numerous bimini and sprayhood options, a pop-up table submerged within the cockpit sole, and folding transom which creates a secure swim platform.

Down below the innovation continues, with a unique sliding chart table system which allows either an extended seating area or secure forward-facing navigation station. Maximum ventilation through stylish, opening coachroof windows and flush deck hatches ensure the interior is light, bright and welcoming.





Standard flush top



Optional compass mount with grab-rail



**Optional small instrument** mount with grab-rail



Optional large instrument mount with grab-rail



**Pedestal options** A choice of four pedestal options

to meet the requirements of every skipper. Additionally medium size displays can be mounted on the mastbracket and/or companion way instrument box for easy viewing by the entire crew.



The Xp yachts feature a ground-breaking sliding navigation table for flexible interior seating.



Optional white painted carbon bowsprit with integrated anchor fitting





et to launch by the end of 2012, the new Xp 33 will be a fast, fun and userfriendly cruiser-racer. Built utilising the same composite technology as its larger sisterships, the market-leading Xp 38 and 44 models, the Xp 33 features high stability together with light weight for superb sailing performance and ease of handing.

The sandwich construction process uses the latest vacuum infusion techniques for perfectly accurate ratios between the vinylester matrix and structural fibres, giving superb build control over both hull stiffness and weight for safety and speed. This in turn allows for maximum weight exactly where both the design team and sailors want it: in the keel, for a low centre of gravity. straight off the dock, the Xp 33 is sure to

Designed to give fantastic sailing pleasure appeal to sailors who like the convenience of a shorter waterline length, but don't want to compromise on performance.



### NEW 2012



### **Xp 33 Dimensions (Preliminary)**

Hull length	9.99 m	32.78 ft
LWL	8.86 m	29.07 ft
Beam	3.21 m	10.53 ft
Draft	1.90 m	6.23 ft
Ballast	1,700 kg	3,748 lbs
Displacement (light)	4,300 kg	9,480 lbs

#### ENGINE/TANKS

Engine diesel Water tank (standard) 110 Ltr Fuel tank (standard) 50 Ltr

### SAIL AREAS standard

Mainsail	33.8 m <sup>2</sup>	364 ft²
Mainsail (race)	36 m²	$388 \text{ ft}^2$
Genoa (106%)	29.2 m <sup>2</sup>	$314 \ \mathrm{ft}^2$
Asymmetric spinnaker (cruise)	93 m <sup>2</sup>	1,001 ft <sup>2</sup>
Asymmetric spinnaker (race)	109 m <sup>2</sup>	1,173 ft <sup>2</sup>
Symmetric spinnaker	96 m <sup>2</sup>	1,033 ft²

## Pure and simple

Simplicity is key both above and below decks. The Xp 33 features a retractable carbon fibre bowsprit as standard for enjoyable downwind sailing, with an underdeck furling headstay drum option for extra ease of handling. The Xp 33 is supplied with a composite tiller and discontinuous rod rigging as standard for superb control both at the helm and whilst trimming and tuning. and boom with an optional carbon rig also available.

Control lines are led to halyard winches and swivel jammers either side of the companionway, while the mainsheet has a block and tackle system. High quality deck gear packages allow owners to optimise their boats for racing or cruising, including a sail handling pack with all the fittings needed for easy asymmetric sailing (genoa in-haulers, outboard lead fittings etc), and a conventional spinnaker gear package that will appeal to IRC racing crews.

Below the waterline the standard keel is a composite The standard rig package features an aluminium mast 'T' configuration where a lead T-bulb is hung below a cast iron fin to give a 1.90 metre deep draft. A 2.10 metre draft keel option is also available. The standard anchor compartment can also accommodate an optional anchor winch.











he interior combines great functionality with paredback style. The adaptable interior switches easily from comfortable cruiser to lightweight racing mode thanks to removable modular furniture. Modern composite materials give a clean, spacious feel with white gloss and wooden surfaces, while deck hatches and stylish lighting integrated into the deck liner create a pleasant bright space.

The three cabins include a spacious forepeak with twin wardrobes and a removable double berth. Together with a comfortable saloon and forward heads the Xp 33 has ample provision for family and friends to stay aboard. Opposite a neat galley area with gimbaled gas cooker (and optional oven) there is a forward facing nav station. 🗶









## response

VEOLIA

HELLY HANSEN

-Yachts has an unrivalled reputation for designing world-beating 40-footer racercruisers, with the seminal IMX 40 having led the way for many years. Now the Xp 38 is taking on the 40-footers both on the racecourse and in the cruising market with great success.

The second member of the Xp range, the 38 was launched in August 2011 and already has a global fleet of over 40 boats, stretching from Japan to Hungary, Switzerland to Australia. In the summer of 2012 the Xp 38 has been hitting the podium racing across Europe, while new owners and test reviewers alike have been impressed by her well-mannered power, acceleration and responsiveness. As with all the Xp family, a high ballast ratio, epoxy infusion construction and carbon keel structure give the Xp 38 both strength and stability.



## Key details

he Xp 38 features a range of high quality deck details and sophisticated options normally associated with much larger yachts. The deck is elegantly clutter-free thanks to deckrecessed halyards and control lines, flush deck hatches and port-lights, making the Xp 38 not only aesthetically pleasing but also a joy to crew either short-handed or in full race trim. Neat design features include an optional folding table concealed within the cockpit sole, while there is even dedicated storage for the washboards. Stylish twin composite wheels carry a range of pedestal options allowing the helmsperson to customise their driving position, while on deck high specification fittings include optional electric or high-powered manual winches.

The standard package includes an aluminium mast with discontinuous rod rigging, hydraulic backstay and teak surfaces. However the Xp 38 was designed from the outset to also allow for an optional deep draft keel configuration with high aspect ratio fin, carbon rig and performance deck gear. There is also the option to expand teak decking across both side decks and the coachroof.







### Xp 38 Dimensions

Hull length	11.58 m	37.99 ft
WL	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

29.0 HP

68.8 (US) Gal

39.6 (US) Gal

#### ENGINE/TANKS

Engine diesel21.6 kWWater tank standard260 LtrFuel tank standard150 Ltr

#### SAIL AREAS standard

Mainsail (Alloy rig)	48.5 m²	522.0
Mainsail (Carbon rig)	49.8 m <sup>2</sup>	536.0
Genoa (106%)	37.1 m <sup>2</sup>	399.0
Spinnaker (all-purpose)	130m <sup>2</sup>	1,399









Top and main picture: The Xp 38 features the Xperformance sliding chart table system with forward facing or aft positions.

## Space to relax

he Xp 38 also rivals many larger designs for comfort and amenities down below. The three cabin layout includes a secure galley in an L-shaped configuration for safe working at sea, heads to starboard, and a spacious saloon with 2m of comfortable dining space to accommodate guests, as well as a luxurious owners' cabin forward. Space has been carefully maximised with the Xp sliding navigation system allowing for either a secure forward-facing chart table or longer seating area in the saloon, while the two symmetrical aft cabins come with the option of secure shelving storage or adjustable pipecots for additional berths. X-Yachts' trademark craftsmanship woodwork is complemented by modern composite materials and high quality contemporary light fittings for an elegant and functional finish. X



## xp 44 Setting the standard for NSC The Xp 44 set a new standard for

performance sailing when the first yacht in the Xperformance line was unveiled in 2010



he Xp 44 was the first of X-Yachts' fourth generation of cruiser-racers, the Xperformance line, to be launched. Attracting huge interest since the design was unveiled in autumn 2010, the boat was launched to great acclaim in spring 2011. The Xp 44 earned plaudits from design judges, owners and sailors from the outset, as well as picking up plenty of silverware on the racecourse. To date over 50 Xp 44s have already hit the water, going to owners from as far afield as Australia, Norway, Italy, Holland and Malta.

When the Xp 44 was launched X-Yachts had more than 30 years of experience to draw on in producing fast, safe, fun dual-purpose yachts, but the Xp 44 also set a new benchmark in modern yacht design with her contemporary styling and hi-tech construction. The key element behind the Xperformance line's success is stiffness, giving both speed and ease of handling. The Xp 44 gains stiffness through her high stability, achieved by a high ballast ratio







## **Power and control**

ong waterline length, skillfully drawn hull shape and great rigidity ensure the Xp 44 tracks upwind smoothly and is a delight under engine. Meanwhile the innovative Xperformance bowsprit means

she can fly downwind, with options including a carbon bowsprit to set asymmetrics, or a GRP cowling choice to allow for favourable racing under both IRC and ORC. Optional anchor attachments see the Xp 44 easily switch into cruising mode, and the Xp 44 has been designed to accommodate both racing and cruising rig and sailplans. Owners can also choose from a minimalist style or luxurious teak decks.

Owners and the sailing press have praised the Xp 44 for her light and responsive feeling on the helm. Large, high-aspect foils make the Xp 44 resistant to stalling or broaching, and plenty of forward buoyancy gives excellent sea handling abilities. The deck layout has also been widely acclaimed for both stress-free short-handed sailing and slick manoeuvres when racing fully-crewed.

### **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 lk

### ENGINE/TANKS

Eng Wat Fue

gine diesel	30 kW	40 HP
ter tank standard	350 Ltr	92.5 (US)
el tank standard	200 Ltr	53 (US) G

#### SAIL AREAS standard

Mainsail (Alloy rig)	59.6 m²	642 ft²
Mainsail (Carbon rig)	65.8 m²	708.3 ft
Genoa 106%	47.2 m <sup>2</sup>	508 ft <sup>2</sup>
Spinnaker (max)	170 m²	1,830 ft





Left & above: The Xp 44 features a folding transom with telescopic swim ladder.





Above: Stainless steel rail is fitted as standard on upper shelves, or optional upper cabinets may replace shelves.

## Modern style

elow decks the Xp 44 continues to set a new level of comfort and style for cruiserracers, and was the first yacht to carry the Xp range's innovative new sliding navigation station which allows for additional seating or a forward-facing chart table. The three-cabin layout includes a well equipped L-shaped galley, two heads, and spacious saloon. Ample daylight, stylish LED lighting and contemporary materials create a bright appealing space.





## Xp 50 The luxury of speed

The newest model to set sail in the ground-breaking Xp range, the Xp 50 has been nominated for European Yacht of the Year 2012-13



ince hull number one took to the water in April 2012, the third member of the Xperformance family continues to spread its wings with sales across Europe and the southern hemisphere. With the extra length allowing for both additional innovative cruising features and more straight-line speed, the Xp 50 is a true dual-purpose cruiser-racer and consolidates over 30 years of design acumen by the Danish yard in producing performance yacht designs. Hence it is no surprise that the elegant Xp 50 has been nominated for European Yacht of the Year 2012-13 in the Performance Cruiser category.

Following on from the successful Xp 44 and Xp 38, the Xp 50 features a carbon keel structure for maximum safety and ultimate stability. In line with her smaller sisterships the Xp 50 utilises epoxy infusion build processes for improved stiffness with reduced weight, while with her longer waterline length the X-Yachts design team have optimised the buoyancy distribution of the Xp 50 with a plumb bow and deeper rocker line amidships for extra speed. A low wetted surface area ensures sparkling downwind performance even in light airs, while topside flare guarantees there is plenty of power available to hand when required.





## Smooth changes

he Xp 50 is a dual-purpose yacht, with all elements from the rig and keel, deck layout and sailplan to interior fittings designed to easily adapt between cruising and racing modes, short-handed or fully crewed.

The bowsprit features a removable stainless steel anchor fitting, neatly integrated as standard below a removable GRP cowling. Options include a removable carbon bowsprit or ORC cowling, allowing owners the flexibility of setting large asymmetric and code sails for racing or cruising as well as anchoring with ease.

A flush anchor deck hatch conceals a large 1500W anchor winch and also provides access to a separate sail locker with optional additional crew berth.



## Switching modes

he spacious cockpit area of the Xp 50 is functional and comfortable whether under sail, motoring, or at anchor. Concealed control lines run aft to powerful winches, together with a Maxi-style mainsheet system, to give a clutter-free finish. The helmsman's position can be personalised with a choice of pedestal instrument mounts and adjustable foot chocks for perfect driving comfort.

A choice of biminis and two-pole spray hood with opening window give great on-deck comfort no matter what the weather. The Xp range's space-saving folding cockpit table can amply accommodate crew and guests for a relaxed lunch or aprés-sail sundowner, then neatly stows within the cockpit floor for a clutter-free working area whilst underway.

Liferaft storage is also integrated under the cockpit sole, while a 2.3m inflatable tender may be housed in a roomy transom garage, with an electrically operated door which also forms a convenient swim platform.



The transom tender garage includes an electrically operated door to form a convenient bathing platform



Adjustable foot chocks for perfect helming position.



The cockpit sole accommodates liferaft storage lockers and a folding cockpit table

### **Xp 50 Dimensions**

14.99 m	49.18 ft
13.31 m	44 ft
4.41 m	14.53 ft
2.65 m	8.69 ft
3.00 m	9.84 ft
5,140 kg	11,332 lbs
11,900 kg	25,573 lbs
	13.31 m 4.41 m 2.65 m 3.00 m 5,140 kg

#### ENGINE/TANKS

Engine diesel 55 kW 550 Ltr Water tank (standard) Fuel tank (standard) 300 Ltr

#### SAIL AREAS standard

Mainsail (Alloy mast) Mainsail (Carbon mast) Genoa 106% Spinnaker (max)

943 ft<sup>2</sup> 87.6 m<sup>2</sup> 89.6 m<sup>2</sup> 965 ft² 64.3 m<sup>2</sup> 692 ft² 210 m<sup>2</sup> 2,368 ft<sup>2</sup>

75 HP 145.5 Gal (US)

79.5 Gal (US)









## The luxury of space

ight and space dominate the Xp 50 interior, thanks to an additional saloon skylight and unique coach roof window that also allows for two opening sections for added ventilation and daylight within. There is ample storage room, thanks to all tanks being hidden beneath the floorboards, freeing up space within the sofas, with a further 6.5m of stylish overhead lockers. Additional space-saving features include the Xp's innovative dual-purpose sliding chart table and navigator's seat, and an optional monitor which can double as both navigation screen and television.

Keen chefs will appreciate the large U-shaped galley, with optional 85-litre front-opening fridge, larger top-loading fridge-freezer, microwave slot and indented worktop for safe working at sea. Meanwhile diners can enjoy nearly 2.5 metres of extra-deep sofas situated in a sociable U-shape, with an additional fixed two-person seat.

The three cabin, twin head layout features a particularly spacious and comfortable double cabin forward, with dedicated heads and a shower with glass hinged door and seat. There is the option of additional pipecots in the two aft double cabins, and of a crew berth in the forepeak.

In both the saloon and cabins the units are made from a high gloss white composite, which gives an elegant modern appearance, combined with X-Yachts' renowned craftsmanship and joinery in finest quality wood finishing.







## **Xp 55** Ultimate performance

X-Yachts is proud to unveil the Xp 55 – designed to offer new levels of comfort and sailing experience

## NEW 2013

ith the global success of the Xp line confirming X-Yachts' position as world leaders in performance yacht design, the marque is taking things to the next level with its forthcoming Xp 55.

Achieving worldwide sales of more than 100 Xp models in just over a year since the inaugural Xp 44 hit the water, the fourth generation of top performance, dual-purpose designs from the Danish yard has surpassed all expectations. With the knowledge gained from over 30 years' experience building performance sailing yachts – and over 5,000 boats sold – X-Yachts are now developing an all-new Xp 55 yacht, designed to set new standards for luxurious performance sailing.

## Twin modes

espite being the largest yacht in the Xperformance range, the Xp 55 has been designed with short-handed sailing in mind from the outset. Concealed control lines are led aft to four high specification self-tailing winches as standard, placing all sheets, halyards and trim lines to hand for sail handling with ease. The adaptable Xperformance bow features an optional carbon sprit or fixed tack point for setting a 240m2 asymmetric, while the sprit can also neatly house the yacht's anchor arm.

The standard specification includes a transom garage with space for a 3.10m RIBm as well as four large cockpit lockers, and a folding cockpit table which can be stored within the cockpit sole.









## Home from home

allow owners to choose either a three-cabin, arrangement, or a twin heads includes the chioce of a full- in the forepeak/sail locker.

wo interior layouts width double bunk with separate ensuite, or the double bunk to the side with additional seating three ensuite heads and extra large shower forward.

Ample hanging storage in design (one accessible from the stylish wardrobes is available in saloon), with additional room all cabins as standard, while there for storage and appliances aft is also the option for additional of an extra-large galley area. pipecots in both the aft double The forepeak master cabin also cabins or to create a crew bunk

ull length	16.76 m	54.99 ft
WL	14.87 m	48.79 ft
eam	4.77 m	15.65 ft
raft – standard	2.85 m	9.35 ft
allast – standard keel	6,300 kg	13,889 lbs
isplacement – light	16,800 kg	37,038 lbs

### ENGINE/TANKS

Engine diesel	80.2 kW	110 HP
Water tank standard	550 Ltr	145 (US)
Fuel tank standard	400 Ltr	106 (US)

Mainsail (Alloy rig)	97.8 m <sup>2</sup>	1,052.6
Mainsail (Carbon rig)	74.80 m <sup>2</sup>	805.1 f
Genoa (106%)	37.1 m <sup>2</sup>	399.0 f
Spinnaker (all-purpose)	240 m <sup>2</sup>	2,583.1



>



## Lighter touch

he Xp 55 interior combines Scandinavian modernism with a luxurious level of finish. The spacious saloon benefits from ample coachroof windows and deck hatches, as well as stylish ambient and task lighting. The U-shaped galley is both secure for working whilst under sail or motor, and fully equipped with options including top-loading or front-opening fridges, eye-level microwave, and large capacity oven.

Two three-cabin layout options are available, including the option to enlarge the galley and aft port cabin and allow room for facilities such as a full-size washing machine. X-Yachts' traditional high-quality craftsmanship is evident in all woodwork and finishing, while the interior also combines high gloss composite materials for a clean, modern look.







## betermet \$ Proven \$

The X-34 has a successful track record on the racecourse and a popular following among cruising couples



	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
ŝ	ENGINE		
	Engine diesel	14.5 kW	20 HP
	SAIL AREAS (Standard)		
	Mainsail	40.3 m <sup>2</sup>	433.6 ft
	Genoa 106%	27.6 m <sup>2</sup>	297.0 ft
	Spinnaker	92.5 m <sup>2</sup>	995.6 ft



he X-34 is a compact, multi-purpose cruiser-racer which has won trophies under both IRC and ORC, but also packs in plenty of accommodation and amenities for a comfortable cruise with family or friends. Easily handled by a couple, the X-34 is perfect for short-handed sailing either on the racecourse or on holiday. Her proven pace enables owners to not only eat up the cruising miles, but the X-34 has also earnt multiple offshore racing wins under RORC, including doublehanded trophies and around the cans victories.

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. Down below a two double cabin interior, with large saloon and L-shaped galley, offers ample storage and opening portlights, and a dedicated nav station.



## **X-65** Supervacht Style The X-65 is X-Yachts' stunning flagship, capturing Maxi yacht performance and comfort in a sleek 65ft

he X-65 offers high performance, high specification, and a high degree of customisation to allow every X-65 owner to create their own perfect yacht.

The largest design in the X-Yachts stable, the X-65 gives finger-tip control both at the helm and in the cockpit, with twin wheel pedestals and top specification deck gear including electric winches and in-boom furling controls. She carries a carbon mast and "Park Avenue" boom while clean teak decks, flush-mounted hatches, recessed fittings and frameless port lights create sleek, minimalist lines. The 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.





X-65 Dime	nsions	
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 <sup>2</sup>	1,413 ft²
Genoa 108%	109.1 m <sup>2</sup>	1,174 ft²
Self-tacking Jib	95.0 m <sup>2</sup>	1,023 ft²

## **Custom interior**

he X-65 interior plan may be adapted to create a truly personal space. A range of three or fourcabin layouts can accommodate double, twin or crew berth options, with indulgent owners' cabins either fore or aft. There is also the choice of an open or closed galley, to accommodate both open-plan and separate living spaces.

Owners may choose from a wide selection of highest quality materials, including Corian wash basins, handcrafted teak furniture and a wide range of wood finishes. The latest technology is available in personally specified media and entertainment systems. Every X-65 also 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.



## EVERY JAGUAR CAN DO THINGS MACHINES CAN'T.

A Jaguar. Not manufactured, but created. Powerful, agile and instinctive in everything it does. It'll make you feel different; it will make you feel alive. Feel it. Be moved. And ask yourself: "How alive are you?"

**JAGUAR.DK** 

## Pedigree pace

**JAGUAR-DANMARK AS** Bryggervangen 39 2100 KBH. Ø Kontakt: 3927 2211 Mail: kontakt@jaguar.dk

www.jaguar.dk



XF XJ XK

-Yachts have over 30 years of experience designing and building regatta-winning yachts. The X-35 and X-41 represent the distillation of that knowledge into fun, fast one-designs. Both are ISAF-recognised one-design classes, offering big fleet, first-past-the-post racing including European and World Championships in spectacular locations, and their own starts at prestigious events such as the Copa del Rey. Both models are also highly successful 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.  $\boldsymbol{X}$ 

23

- deck gear

### X-Yachts' racing line offers top level competition around the world



### **Xracing features**

• Slim hull with low centre of gravity • Large sail plan for exciting racing in light airs • 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

## Selo fleet fun

With one-design racing worldwide, the X-35 offers exciting first-past-the-post competition as well as handicap-winning performance

DEN

FIC

### 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 lbs
Displacement	4,300 kg	9,480 lbs

ENGINE/TANKS Engine diesel

#### SAIL AREAS standard

Mainsail	40.1 m <sup>2</sup>	431.6 ft²
Genoa (108%)	33.9 m <sup>2</sup>	364.9 ft²
Spinnaker	105.7 m <sup>2</sup>	1,137.8 ft

14.5 kW 20 HP



NED 194

global conference organiser

135

235

72.

FIN

ultra

he X-35 hit the water with a splash, selling over 100 boats before the inaugural yacht in the Xracing line was even launched. With over 250 X-35s sold today, there are well-established fleets all over Europe, Japan, the USA, and the rest of the world, offering owners and crews the chance to compete on a level playing field 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 clear, ergonomically designed cockpit is designed for slick boat-handling manoeuvres, whilst her refined control line system and optional furling headstay also makes the X-35 a smooth sail for more shorthanded crew. The large wheel offers a great helming position, with a very light and direct 'feel' for superb control and responsiveness, powered by a large mainsail, 108% non-overlapping jib and symmetric spinnaker. The three cabins provide accommodation for eight, with a functional interior that also features a removable saloon table for ease of sail handling. X



on

**K**Crossover The X-41 is an ISAF-recognised

one-design which was voted 'Best Crossover' at Boat of the Year, giving the best of both worlds



X-41 Dimens	ions	
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 lbs
Displacement	6,800 kg	14,991 lbs
ENGINE/TANKS		
Engine diesel	29 kW	40 HP
SAIL AREAS standard	l	
Mainsail	54.5 m <sup>2</sup>	586.8 ft <sup>2</sup>
Genoa (106%)	43.8 m <sup>2</sup>	471.6 ft <sup>2</sup>
Spinnaker	147.6 m <sup>2</sup>	1,588.6 ft²



design competition, but also success under IRC, IRC and ORC handicap rules, all in a stylish racing yacht which also offers rapid, comfortable cruising. Voted 'Best Crossover' by the Boat of the Year judges on her launch, the X-41 - like her smaller sistership the X-35 - was awarded ISAF recognition as a onedesign class within two years. The multi-purpose racer-cruiser has a winning track record both inshore and offshore.

The X-41 carries non-overlapping headsails on a carbon mast and boom, with a deep 'T' bulb keel. Designed to be both tough and responsive, the



-41 owners not only enjoy strong one- X-41 features a steel frame keel girder, doublespreader 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, a large navigation station, white moulded galley and airy saloon with removable table and optional cabinet sections. 🗶

# 

An international fleet enjoyed close competition and varied conditions for this year's X-35 World Championships

adalona in Spain welcomed a truly international fleet for the 2012 X-35 World Championships, held from August 25-31. The 22-boat entry saw a strong representation from Italy, as well as Spanish, Danish, German, British and Dutch teams, plus visitors from Japan, Ukraine, Finland and Russia all arrive at the Catalan venue, just outside Barcelona.

The World Championship was testing from the start. After the first race was sailed in 8-12 knots, for the second race of the day the local breeze, the Garbi, increased to well over 20 knots. The tightly packed fleet saw some exciting mark roundings, while the Italian *Margherita* and reigning world champion teams *Oxygen* both incurred penalties which saw the two favourites drop from the podium as the Finnish representative *Audi Ultra* won the first race, followed by Italian teams *Karma, Hotelplan* and *Lelagain*. The Danish *Oxygen* crew proved why they are the world champions by fighting back in the second race – after a good start they chose the right side of the beat and led from the outset as spinnaker handling proved key for many on the course. *Margherita* also recovered to finish in second place, followed by *Lelagain*, whose fourth and third put them in the lead overnight.

The second day brought a new easterly of around 11 knots, known locally as the Levante, which combined with a heavy chop made the sea state an increasing factor in boat handling. The black flag >





## X-35 Euros

The 2012 X-35 European Championship was a tough contest of big breezes and big waves in Hankø, Norway

Left: Racing was held at Hankø, in the Oslo Fjord, Norway.

here was plenty of talent on the water at the X-35 European Championships in Hankø, Norway, with 10 boats representing three countries. The four-day X-35 championship opened with grey skies and light rain, but brightened to pleasant sunshine and 14-16 knot conditions with tricky choppy seas. Race managers at the Royal Norwegian YC held two scheduled inshore races, the first won by Norwegian sailor Rune Lande on Ellida 3.5 leaving last year's world champion team Oxygen helmed by Morten Ulrikkeholm in third. In second place came Swedish entry Firefly. The excellent Hankø conditions continued through the second race where the fleet split equally on both sides of the racecourse. At the bottom mark the top three rounded tight together, but Ellida 3.5 suffered from a bad spinnaker take-down and dropped to last. At the finish Firefly won 30 seconds in front of Himlaleite, closely followed by Oxygen. The Firefly team, helmed by Johan Lindell, led after the first day by three points from Himlaleite and Oxygen tied on the same points.

The second day of the 2012 X-35 European Championship opened rainy and cold with 12 knots of wind. *Swegon* dominated all day with a convincing three firsts in a row, *Oxygen* and *Norwegian Steam* followed closely. But this position was not secure, as *Firefly* and *Norwegian Steam* were only four points behind the two Danish leaders with five more races to be held.

Race day three finally enjoyed some sun and warm weather as race one started with 10-11 knots from the south-south-west. Rune Lande's *Ellida 3.5* made a good start in the sixth and was never challenged to finish first. The X-35 fleet had been quite well-behaved at the starts, but by the seventh race the boats were feeling fired up and a general recall was needed, followed thereafter by the black flag. Despite being trapped at the windward end of the line for a poor start, *Firefly* helmed by Johann Lindell managed to get in front halfway down the first run, a position they held until the finish in front of *Oxygen* helmed by Morten Ulrikkeholm. *Norwegian Steam*, helmed by Eivind Astrup from the Farr 40 class, and *Kylie* helmed by





### WORLD CLASS SOLUTIONS FOR WORLD CLASS YACHTS



Windy conditions put a premium on skilled spinnaker handling, but also put big smiles on the crews' faces!

was also deployed as the competition hotted up, with five boats disqualified from the second start. *Margherita* (Roberto Mazzucato) had the best day with two second places, while *Karma* (Pegoraro Vladimiro) took the overall lead after a race win.

Margherita ended a run of second places when they won the fifth race, while Lelagain took the sixth. But Karma proved too consistent with a second and a third to hold firm at the top of the leaderboard despite Oxygen challenging hard. Pegoraro Vladimiro's Karma eventually sealed the title in style by winning the final and seventh race. After starting well and holding second place for the first two legs behind leader Audi Ultra, on the third leg the Karma team took command of the fleet to round the fourth mark in the lead and cross the finish line in first place.



European champions Oxygen chasing the event runners-up Swegon.

#### **Results:**

1st DEN 7 Oxygen Morten Ulrikkeholm (Kerteminde SK) 21 pts, 2nd DEN 9835 Swegon Søren Junker Nielsen (Horsens Sk) 26 pts, 3rd NOR 88 Norwegian Steam Eivind Astrup (KNS) 29 pts. But while emotions ran high on board the winning boat, out on the course the final results were still changing. The Danish Oxygen crew had a great first leg to finish second, while Lelagain could only cross the line in 10th, giving Oxygen second overall and confirming Lelagain in third on the podium. The Italian Margherita crew finished in 15th, which left them fifth overall as the German Niramo X-Treme team secured their best result of the regatta with a third in the last race, to climb to fourth overall.

#### **Results:**

1st Karma (ITA) Pegoraro Vladimiro 14pts, 2nd Oxygen Morten Ulrikkeholm (DEN) 22pts, 3rd Lelagain (ITA) Allesandro Solerio 25.2pts.

Knut Michael Nygaard showed good endurance to contend the race between them, with *Steam* getting the better of them at the line.

The final day's racing was held in light to moderate, flat water conditions that were not characteristic of the week. This set the stage for an intense fight for the podium positions with Oxygen only five points in front of the chasing pack, and Firefly, Norwegian Steam and Swegon on the same points. Sure enough, there was a big push for the line at the start; Oxygen got away clear in the middle while Swegon and Norwegian Steam clashed at the starboard end. Swegon also started clean and fast, while Norwegian Steam took a penalty even as they made it clear that they would file a protest. Swegon sailed well to win with two boats between them and Oxygen.

With only three points advantage to *Oxygen* going into the last it was setting up for a dramatic finale. *Oxygen* made a clean start with all boats extremely cautious to avoid an OCS. *Oxygen* held steady in second, nicely controlling the fleet, to earn their title as the new European Champions. *Norwegian Steam* took third and the last podium place, with *Swegon* second overall.

Rune Lande, secretary of the Norwegian X-35 Club said: "This has been a successful championship sailed in good conditions, I thank the Royal Norwegian YC organisation, the sponsors, and all the teams for coming to compete, and congratulate all our winners."



## Baltic battle

The 2012 Audi X-41 World Championships were held in Helsinki, Finland in August 2012. Here's how the title was decided...

Words: Robi Gripenberg | Photos: TBC

**98** X-YACHTING 2013



The international teams included an all-female entry from Norway.



Above: The winning team on Normet keep their crew weight nicely together.

he X-41 World Championships were held in the beautiful city of Helsinki, also known as 'Venice of the Baltics'. Of the 12 teams registered for racing there were two boats from Norway, including one all-female crew. This fantastic Norwegian team were 180kg lighter than allowed by the crew weight but it certainly did not hamper them on the race track. There were also three boats from Estonia, three from Finland and one from Latvia.

The oldest yachting club in Finland at 151 years young, Nyländska Jaktklubben NJK was responsible for all racing activities while ashore competitors enjoyed being in right in the heart of Helsinki at Valkosaari where all the yachts were moored and evening dinners were held.

All in all 10 races were sailed in a variety of conditions. During the first day only two races could be held due to very light winds but during the following days' competition there were three each day allowing all 10 races to be completed as planned.

The one-design competition lived up to expectations with all yachts very closely matched in speed and winning advantages gained by trimming, manoeuvres and tactics. At the first downwind mark in one race, after three miles of racing, all boats were within 15-20 seconds at the buoy. You can imagine the shouting, but there were no accidents and no protests with all skippers fully observant of the rules.

The winning team on *Normet*, owned by Aaro Cantell with OP Lumijärvi at the helm, were owerwhelmingly in a class of their own, winning six out of 10 races. The second boat *Nicole IV*, with owner Riku Nissilä and Kenneth Thelen at the helm, won the other four first places giving the Finns a clean sweep of all 10 races. In third came *Premium* with Mati Sepp at the helm, after tying on equal points with *Nicole IV*.

In the evenings competitors enjoyed delicious food served in the memorable setting of Lauttasaari island, and daily prizegivings with the winner of each race receiving a prize. Thomas Nilsson, skipper of *Wolfpack* from Norway commented after racing: "I would like to thank all the other teams participating for great and close racing. It's racing like this that really shows the power of pure one-design sailing. Sadly only nine boats were able to come to Helsinki, but I guess this is worse for those that didn't come, than for us who were able to enjoy racing in the Worlds this year!" The X-41 fleet is now looking forward to racing in Capri in September 2013. X

#### **Results:**

1st Normet (FIN 19) Aaro Cantell 21pts, 2nd Nicole (FIN 45) Riku Nissilä 23pts, 3rd Premium (EST49) Optigroup Team 23pts.

## **POWERFUL, COMPACT ENGINES** WITH LOW EMISSIONS

Volvo Penta's smallest engines can handle the toughest demands in the world when it comes to emissions, like the D1 and D2 from 12.2 to 75 hp. With electronic stop functions and minimal vibrations, D1 and D2 engines are perfect for yachts. EVC allows many accessories and functions to be retrofitted.



### **Trusted for the** toughest sailing

Just like you, the crews in the Volvo Ocean Race are relying on Volvo Penta for all onboard power. Standard engines, straight from the production line.



### Engine data in the chart plotter

The NMEA 2000 interface makes it possible to display engine data in a chart plotter. All essential information is convenient presented in one place.



### Volvo Penta genuine accessories

We develop, manufacture and service our accessories with the same care as we do with our engines. That way, you get high-quality products that you can rely on.



### We are always near - world wide

Every Volvo Penta engine comes with the support of a global network of 4,000 dealers in more than 130 countries. Download our dealer locator to your smartphone.



www.volvopenta.com

## 

The award-winning Xcruising line was inspired by X-Yachts owners' enthusiasm for bluewater sailing



Yachts launched their first ever dedicated cruising yacht, the Xc 45, in 2008 following a clamour of demands from their worldwide client base. The knowledge and experience gained from three generations of performance yacht design saw the Xc 45 awarded the prestigious European Yacht of the Year title, while the Xc 38 scored a remarkable double by winning the same prize in the luxury cruiser category on her launch.

The Xc 42 and Xc 50 models complete this market-leading range. 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 interior volume and high stability, allowing for a luxuriously wellequipped interior. All feature a deck layout and sail plan designed for relaxing short-handed sailing, as well as ample accommodation and spacious cockpt for sociable sailing with a full complement of family and friends.  $oldsymbol{X}$ 

### **Xcruising features**

- 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 in well-insulated compartment

## Xc qualities

Every yacht in the Xcruising range includes top-specification cruising features for complete comfort and enjoyment

he Xcruising range captures X-Yachts' renowned sailing performance, but with increased interior volume for spacious accommodation. The deeper hull sections allow Xc models to carry additional displacement, but also give a smooth motion in choppy sea conditions. The Xc range retains X-Yachts's world-renowned reputation for safety, with an immensely strong steel keel frame structure providing superb resistance to grounding.

Sail handling is designed to be stress-free whether short-handed, single-handed, or sailing with a full complement of friends and family. The Xc 42, 45 and 50 have the option for an additional inner forestay to set a smaller, balanced sailplan in stronger breezes. Single line mainsail reefing is fitted as standard, with the option for in-boom furling. Besides a furling genoa the Xc yachts also have an anchor A-frame which allows modern furling cruising spinnakers to be set, or asymmetric sails with a simple snuffer device for dousing.

Down below there are a number of options to create the perfect living space. The Xc 42 and 45 models can feature a long length of sofa with a forward-facing navigation station, or a larger heads with separate shower and two armchair-style seats in the saloon. Large tank volumes, a folding three-blade propeller and powerful engine in a well soundproofed compartment add to the enjoyment of life at sea.  $oldsymbol{\mathcal{X}}$ 



Safety to hand The cockpit features a central pedestal and instrument mount, with secure grab handles and ample teak surfaces throughout the cockpit, deck and forepeak areas.

Swim and store The raked Xc transom conceals an integral swim platform and liferaft storage, with an additional storage compartment in the Xc 50 and optional davits for smooth tender launch and recovery. Stern anchors can also be fitted.



### Well protected

Rain or shine, the Xc range is designed for complete comfort, offering a range of bimini and sprayhood options.





Optional wind shield with integrated spray hood

Conventional spray hood in strong canvas





Optional bimini

## sideal pairing

The Xc 38 matches X-Yachts' trademark performance with true cruising comfort in a compact package

he award-winning Xc 38 is the newest model in the Xcruising range, and was named European Yacht of the Year in the Luxury Cruiser category in 2011. The judges praised the Xc 38 for high levels of comfort, with many particularly impressed by the spaciousness of the interior. From sail handling to anchoring,

the Xc 38 is designed to be easily and safely sailed double-handed, whilst still

XTENSION

offering ample space both above and below decks to accommodate friends or family. Under-deck halyards give a clean, uncluttered deck layout with all lines led back to the coachroof. A German-style mainsheet puts control right at the helmsman's fingertips, with furling genoas and self-tacking jibs for simple, stress-free headsail handling, plus optional davits to ease launching the tender.



## **Inner space**

he interior of the Xc 38 is a market-leader for both its generosity of size and quality of finish. The two-cabin layout creates a roomy feel, with comfortable double cabins and large saloon, and a luxuriously large heads with separate shower. Opposite a well-equipped U-shaped galley there is a dedicated forward-facing navigation station, while aft there is a practical dedicated storage compartment for bulky items. 🗶

### 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) Ga
Fuel tank (standard)	200 Ltr	53 (US) Ga
SAIL AREAS standard		
Mainsail	44.1 m <sup>2</sup>	660 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

Spinnaker (asymmetric) 131 m<sup>2</sup>

1,410 ft²










davits for a tender.





## Room for all

he three cabin layout includes the option for a forward-facing nav station aft of nearly 2 metres of saloon seating, or an extra-spacious heads with separate shower and a neat navigation station sited between two comfortable armchair-style seats. Accommodation includes an en suite owners' cabin forward and two symmetrical aft double cabins. The ergonomic galley also has room for additional appliances such as a front-opening fridge, dishwasher and microwave oven.  $oldsymbol{X}$ 

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 Ltr	137 Gal		
Fuel tank (standard)	250 Ltr	66 Gal		
SAIL AREAS standard				
Mainsail	53 m²	570 ft <sup>2</sup>		
Genoa 108%	43.5 m²	468 ft <sup>2</sup>		
Genoa 140%	56.6 m²	609 ft <sup>2</sup>		
Self-tacking jib 94%	36.1 m²	389 ft²		
Spinnaker (asymmetric)	158.2 m²	1,703 ft²		

# XC42

-----

With top quality sailing products - system solutions that create lasting connections: the perfect balance logy, customer wishes and customer benefits.



# Separation of the second secon

The Xc 45 was the first ever X-Yachts dedicated cruising design, and heralded the beginning of the award-winning Xcruising line

he Xc 45 was named European Yacht of the Year after her launch in 2009, thanks to her combination

of cruising comfort, together with X-Yachts' trademark sparkling sailing performance and responsiveness. As with the Xc 38, 42 and 50 which followed, the Xc 45 incorporates many key X-Yachts hallmarks, including a steel hull/keel girder for strength and

resistance to grounding, and deck and sail layouts designed for ease of sail handling when sailing two-up. As the first model in the Xcruising range, the Xc 45 also introduced new design features including a positively raked transom with integral swim platform and liferaft storage. There is a central instrument console aft of the cockpit table, and extensive cockpit protection options.





## All mod-cons

he flexible interior can be configured in two or three cabin versions, with either a conventional full-sized nav station or more compact chart table and spacious heads with separate shower stall. High quality finish options include white or varnished teak bulkheads. Ample storage, a well-equipped U-shaped galley, and room for appliances such as a washing machine mean the Xc 45 offers truly independent living aboard. 🗶

#### 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 Ltr	162 Gal
Fuel tank (standard)	440 Ltr	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 m <sup>2</sup>	475 ft²
Spinnaker (asymmetric)	180 m²	1,938 ft²



## PERFORMANCE DYNAMIC SAFETY

HighTech Yacht Ropes Made in Germany



LIROS Skandinavia AB info@incoropes.com www.incsropes.com \* Refined Styles The flagship of the award-winni Xcruising range, the Xc 50 is a sophisticated bluewater yacht

The flagship of the award-winning

he Xc 50 is the largest of the Xcruising range and offers a wide range of custom options, but has been designed with an attentive eye on the smallest details to produce a yacht of unsurpassed elegance.

From elegant flush hatches on deck, to smart interior recessed teak stripes, the Xc 50 offers matchless style both inside and out. Underway, the high stability Xc 50 carries an impressive but easily managed sail area to produce peerless sailing performance - the Xc 50 will 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, and

includes a 106% non-overlapping genoa, and 94% self-tacking jib. The mainsail comes with slab-reefing as standard, or there is optional in-boom furling. With the ability to eat up sea miles, the Xc 50 is also easily handled shorthanded, with under-deck halyards led aft to self-tailing winches (including electric options).

The innovative Xcruising folding transom includes additional features on the Xc 50. Besides a hinged liferaft storage compartment to starboard there is also 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.



#### Xc 50 Dimensions

	0113		
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) G	
Fuel tank standard	614 Ltr	162 (US) G	
SAIL AREAS standard			
Mainsail	70.9 m²	763 ft²	
Genoa 106%	56.7 m <sup>2</sup>	610 ft²	
Self Tacking Jib 94%	50.3 m²	541 ft²	
Asymmetric spinnaker	202 m²	2,174 ft <sup>2</sup>	





72 X-YACHTING 2013



## **High specification**

ustom options for the interior include an extra large owners' cabin with ensuite heads to port, including space for appliances such as a washing machine. Alternatively the Xc 50 can accommodate a forepeak crew cabin, and central master heads. Aft there are two spacious double cabins, each ensuite – or an extra-large galley can be created with additional worktop space for port and a single aft heads/shower. The stunning galley features space for two refrigerators, an optional microwave, and stylish Corian® worktops. Interior finish choices can also be customised, with white surfaced bulkheads and recessed teak stripes for a contemporary look, or teak veneer to complement the hand-finished teak furniture made by X-Yachts' own craftsman joiners. X

# Midnight Sun

Alfred Punke and Ursula Dürkop took their Xc 38 for a spectacular journey along Sweden's west coast this summer, they share their itinerary...

Anchored at Skutholmen.

ur destination for the summer of 2012 was the Swedish west coast, north of Smögen. With our new Xc 38 we were confident that we could cover the distance comfortably and still have time to enjoy the fantastic nature of the northern archipelago during our one-month trip.

We started from our home base, the YCG Großenbrode, with an opening 84 miles to Kerteminde. A light southerly morning breeze combined with the fast streams of the 'Great Belt' saw us averaging over 7 knots so we decided to push on past our original destination of Korsör, to Kerteminde, another 20 miles away. This enabled us to make two stops: we had heard of a wonderful beach at Sejerö island, which we visited by bike and lived up to expectation; and the holiday venue of Anholt, with its crystal clear waters and sandy shore.

However, since we were aiming to get to the archipelago within a week, we had to up the pace. We covered the 50 miles towards Gothenburg easily thanks to a downwind run. However, a sudden change in conditions to heavy rain and a breezy westerly meant we were happy to reach the first harbour possible, Vrångö, which gave us perfect shelter thanks a huge stone mole to the west. Using our new stern anchor for the first time to dock (we had practised beforehand), caused some entertainment for the neighbouring boats but was easy in reality.

Huge rocks signaled our arrival in the archipelago after an easy sail to Marstrand, the capital of the Gothenburg islands area. Sitting on the boat, watching the sun setting the rocks on fire, with a glass of wine we were getting that back to nature feeling already, and we were still in a city harbour!

Chatting with other boats we heard the name Mollösund recommended several times so we decided to head for it. With the help of our German "N.V. Verlag" maps we found an easy way through the Pater-Noster Islands, and the shallow water shortly before Mollösund, between the Björken and Kaptens Island, proved easy to handle – although you do need a plotter. Sadly when we approached Mollösund harbour it was too crowded so we decided to search for the next marina on our way north, Käringön.

I always find it a little scary to sail through an archipelago without in-depth preparation, and straying into shallow water in this case would give you a 0.7m depth. But with plenty of concentration everything went fine, and we found Käringön, a jewel of an island with pretty houses and impressive views. It was so lovely we decided to stay another day, before setting out for Smögen.

We took the fast track outside of the islands, and made an exciting >







Sundowners on deck.

start into the Skagerak as the channel south of the famous Måseskär lighthouse welcomed us with a sudden swell of 3m waves, but we felt confident our Xc 38 was built for such rough seas. Just as soon as the swell started, it vanished again once we reached the open sea. Another pleasant day of broad reach sailing meant we arrived with plenty of time to enjoy exploring bustling Smögen and a walk to a fantastic vista on the island of Kleven.

After another cruise through the famous Sotekanalen – an artificial 6km channel through the island of Sotenäs, so narrow that no sailing is allowed – we headed for Hunnebostrand. This marina is overlooked by the Söndre Hoge Mountain, which I climbed after dinner for my first sunset beer, making it slightly more exhausting but refreshing!

#### At anchor

We had not yet explored the islands the way the real sailors do: with With just eight days to get back home, we divided the cruise into a stern anchor, fixing the bow with mooring ropes and pitons at relatively small day trips. We wanted to minimise the distance for our the rocks. We decided Hamnhomen/Skutholmen would be our first last day on the water, as the forecast was predicting low winds, but I was a little disappointed at the thought of finishing our trip with a anchorage, as it is well protected against winds from all directions, and an old smuggler hideaway. When we approached the only free 40-mile motor. But slowly the breeze came back as we arrived at the spot with easy access to the shore some Swedes told us they needed Kiel-Ostsee-Weg, and we were making 5-7 knots as all the boats in the spot for their 86-year-old father, who would arrive soon. They front of us got closer and closer until we finally passed them. I'm no racer, but it is a good feeling to sail a little faster than the others and asked us if we could instead take the place next to a steep rock face. Since I used to be a climber, that was my type of challenge. Their during our trip, this was always the case. Mind you, we didn't meet sprightly 86-year-old father sailed in shortly, and what's more he had any another X-Yachts... 🗶

#### www.profurl.com

an X-Yacht, a prototype built in 1986!

Skutholmen was a true Swedish west coast island, with large areas of flat granite rock and just enough flora to give your eyes a little relief from the stone desert. It is picturesque and unique, and worth a much longer trip than ours. Our next stop was our northernmost point, Fjällbacka, another rock-embedded marina that reminded me of the Alps. Another vista, another sunset, we couldn't get enough. Then it was an enjoyable cruise to Storö, as recommended by our new Swedish friends.

Navigating into the protected natural harbour of Storö needs some careful preparation thanks to shallow waters close to the entrance and a narrow – and I mean really narrow! – passage inside. The adrenaline was pumping, but we made it through safely. Storö's lighthouse is a must-see with its fantastic view, and the chance to learn about navigation in pre-GPS times, but not for those who get giddy as its 10m ladder is almost vertical! A marked trail guides you around the whole island with its amazing flora and geology and you will also find hundred-year-old compass marks on the rocks.

Next we visited Lysekil, arriving during the famous Women's Match Racing event, and headed for the lovely Fiskebäckskil, just two miles across the Gullmarn-Fjord, and home to white Captain's houses and a superb seafood restaurant.

With 5-10 knot north-westerlies we enjoyed a wonderful sail through the inner channels as we found our way back through the Pater-Noster Islands. Our final destination on the west coast was to be Vinga, another port with a long and interesting history and a small natural harbour between two little islands. The sailing from Marstrand to Vinga is fantastic, as the channels broadened out sufficiently for us to set main and jib and we enjoyed our final night moored amongst the nature of the west coast islands.

## Balearics with the boys

OFFICIAL SUPPLIER FOR STEERING SYSTEMS (XP RANGE)

#### Eddy Verbinnen enjoyed a boys' adventure to Ibiza with a difference, when he cruised the Balearic region with his two young sons...

had a dilemna. My wife was busy working on a packed summer schedule at the Royal Ballet School of Flanders, meaning she could no longer enjoy the long family holidays we had planned on our Xc 42. Casting around for crew I found that all my sailing buddies had already booked their time off - so who to sign up as crew for a trip from mainland Spain to Ibiza? The answer soon became clear: our two boys Tim and Loïc may only be 8 and 10, but they were more or less born on board boats and have spent every holiday of their life on X-Yachts based around the Mediterranean. They were more than up for the challenge!

The idea raised some serious questions from the grandparents who were not at all sure about me doing this on my own with the kids. I have been sailing for more then 35 years, with many years of racing, have never had any incidents on board and I knew that I would be extremely careful. "You can have a heart attack!" I was told. Happily I saw a specialist who pronounced me very low risk.

So in July we flew to Alicante to join our part-owned Xc 42 Xfor2 in Denia. The next morning we set off early, at around 6am, sailing to Ibiza with the moon setting at my back as the sun was coming up to the east. The kids woke up around 0900am, and had breakfast in





the cockpit as I explained to Loïc that the autopilot was on course for Cala Vadella, our favourite mooring spot in Ibiza, which they knew very well from last year. By then we were almost halfway









throught the 55-mile crossing. I explained to him how to read the charts on the plotter, how to zoom in and out, and what he should do if I suddenly did suffer a heart attack. He listened very carefully and then said, "You're not actually going to have this heart attack, are you?"

As usual, there was almost no wind off the Spanish coast in the morning, but by around 1000am the breeze started to pick up a bit and soon we were reaching under jib at around 7 knots on an idyllic flat sea. One hour later we had 20 knots true and I was enjoying steering by hand for fun. The Xc 42 sails easily and predictably and is well balanced. Due to her high ballast ratio she is very stiff and keeping a full height, flattened main up is no problem at all. Even Loïc took the wheel for a while, before being lured away by Tim on a games console

The rocky horizon of Ibiza soon came into sight and Loïc enjoyed some a dunking standing at the bowsprit. Tim was keen to join him, but as the wind was picking up to over 22 knots with some larger waves started to form, I asked them to come back to the cockpit. Even in the heavier gusts the boat sails smoothly and never shows any intention to round up into the wind. It is a boat which gives great confidence.

Once we arrived at Cala Vadella, Loïc took the wheel and deftly kept the boat heading into the wind while I furled the jib and took down the main. I prepared the anchor, but to my surprise they were two moorings laid in the centre of the cala and one was free. Loïc picked it up from the first try and had already slipped the line onto the mooring cleat by the time I arrived at the bow, which left me beaming with pride. We all dived into the inviting water before lunch under the bimini at our favourite anchoring spot.

#### Island hopping

After a few days my wife joined us and we headed south for a trip to Espalmador, a very small island which lies between Ibiza and Formentera. The island can only be visited by boat and therefore The young crew take some time off

the beaches are still unspoilt. At the west side of the tiny island, yachts may anchor in tranquil turquoise water while to the east side the waves are much bigger, and it's well worth walking around for a spot of surfing. In the middle of the island there is a mud 'lake' which you can bathe in - apparently it is good for the skin. We did give it a try and can't vouch for the health benefits, but it sure smells bad!

Two miles south of Espalmador is a lovely long white beach which marks the beginning of the island of Formentera. Between the sand dunes there are several small bars and restaurants hidden from view, which gave the boys a true feeling of being moored up like pirates in a quiet bay! The village and marina of Formentera are just one mile to the south.

After 30 years of cruising around the world, including the Pacific, Caribbean, Thailand, Seychelles, Maldives, Greece, Turkey, France and Corsica, to name but a few, we rate the Balearic islands of Ibiza, Formentera, Minorca and Majorca very highly. The weather is usually excellent, almost always 25-30 degrees, and the winds are mostly light, rarely reaching 20 knots. After the guiet of the night and the colder mornings the islands start to heat up and causing some nice sea breezes to fill in for good sailing from around noon. This wind also means you almost never feel too hot.

Also these islands have many nice white sand beaches and 'calas' or coves in which to drop anchor, so we almost never need enter a marina. To cruise like this in comfort you need a boat with good anchor equipment, big water and diesel tanks, a generator, a comfortable cockpit and most importantly a good fixed bimini. I really believe that the Xc yachts are the very best for cruising. They have everything a real cruising yacht needs, and on top of that you also get excellent sailing performance, which is very important in the Med where you have mostly light winds. It can also blow hard but the Xc 42 shines equally under those conditions, as it is a very stiff, fast and easy boat to sail in heavy weather. How could we improve it? Well like every sailor we are always tempted to go one size bigger... 🗶

## In-boom mainsail furling system



## شيبي بالد المشير ليستلما بالزج بجزيد عودهم

ويستعادون بكنفت واصفي ويردا

Parlatzana har, ince Maxim al 484, that 7, facility, and all to quality press.



4 (2) - 26,722 (26,2) - 74,427 277 288 - 86,427 288 4

With the Rada Bacon is too as unlessed system,

Hole in the Wall, a narrow channel between Senora Island and Maurelle Island with strong currents – Skyedancer is doing 7 knots over the ground.

# Gorious Isolation

Robert and Margaret Youngjohns explored the stunning Desolation Sound in British Columbia on board their Xc 45







esolation Sound is one of the most spectacular cruising areas in North America, and an idyllic destination for Seattle-based couple Robert and Margaret Youngjohns who sailed the region this year with their Xc 45 Skyedancer, and a couple of four-legged friends.

Robert explains, "Desolation Sound is about 150 miles north of the San Juan Islands and received its somewhat depressing name from Captain Vancouver during his journeys of exploration in 1792. It is a massive collection of islands and deep fjords and proved intensely frustrating for Vancouver as he looked for a northwest passage back to the Atlantic." These days, thanks to modern



Skyedancer at anchor where Captain Vancouver named the region Desolation Sound.

charting the Sound is a source of enjoyment to yachtsmen rather than frustration, as a protected Marine Park.

"Our starting point was our base of Roche Harbor in the San Juan Islands," recalls Robert. "Roche Harbor is about 75 miles north of Seattle and can be reached by a small plane in less than 30 minutes. With a small airport very nearby, it is the almost perfect place to combine my two passions of flying and sailing!" Travelling by Cirrus SR22 the couple can reach their yacht from Seattle in around 30 minutes, compared to a five-hour road trip.

"To maximise our time in the Sound itself we were able to persuade our friend Ian Fraser of Fraser Yacht Sales to deliver the boat to Comox at the south end of the area. Ian had helped me choose the Xc 45 and is one of those people for whom nothing is too much trouble," added Robert. "We flew up to Comox to pick up the boat and were able to find the delivery crew still at sea for a - slightly shaky - aerial photograph!"

Robert and Margaret have owned Skyedancer for a year, having previously owned racer-cruiser designs. "We made the decision in 2010 after a visit to the factory, and took delivery in 2011. I've raced sailboats all my life and I was looking for something that was comfortable but still sailed well. The X-Yachts philosophy with the Xc range - fast cruisers for people who used to race - fitted perfectly."

The pair usually sail doublehanded, accompanied by at least one  $\succ$ 



The couple's three dogs also enjoy cruising aboard the Xc 45.





#### YACHT TRANSPORT

- National and international transport via truck
- Waterway transport
- Sea freight
- Retrieval of special permits
- Processing of customs formalities
- Additional transportation insurance



Glogau Internationale Yachttransporte GmbH 

Germany

Tel. +49 4321 555187-0

Fax +49 4321 555187-20

info@yacht-transporte.con

## Safe. Reliable. Competent.

#### **YACHT SERVICE**

- Storage/temporary storage Shrink-wrap
- Anti-fouling

Special installations such as e.g. hydraulic swim platforms, multi media devices, generators, air-conditioning systems

## Gori® propeller

## www.gori-propeller.dk

of their three dogs, and rate the Xc highly for sailing as a couple. "It works great – I chose 45 foot as the largest boat I could handle singlehanded without powered systems. We have one electric winch which we use for hoisting the mainsail, but otherwise all winches are manual. Living space is great and we've done weekend cruises with six onboard (four adults and two children) and all been very comfortable."

#### Sounding out the area

The Xc 45 also scores highly with the couple for exploring such remote areas. "The Xc 45 is very comfortable and has capacious stowage for provisions. The oven works well and we've fitted a gas barbeque on the rail towards the rear. We like all sorts of cruising – my wife prefers to get ashore, I prefer the wilderness."

For wilderness cruising, it's hard to beat the dramatic scenery of British Columbia. "The San Juan Islands have a micro-climate which makes them significantly drier and warmer than the notoriously 'soft' weather of Seattle," explains Robert. "They are surrounded by three vast mountain chains: the Cascades to the east, the Olympics to the south west and Vancouver Island to the north west. These provide some spectacular views."

The micro-climate means sailors and wildlife alike enjoy the mildest climate and warmest waters on the British Columbia coast, and visitors to Desolation Sound are treated to some of the richest sea life in the region with sea lions and seals often spotted sunning themselves on the rocks. Dolphins frequently visit the Sound and

are occasionally joined by Orcas (killer whales). "There are amazing anchorages in deep water, small harbours dating back to the early days of pioneers and narrow passages where the currents can reach 12 knots or more," adds Robert.

A particular highlight for the pair was anchoring at Teakerne Arm on West Redonda island. "This is where Captain Vancouver

#### **Red right return?**

If you're thinking of cruising in America - or you usually sail on that side of the Atlantic and are making a trip to Europe or Asia - make sure you're familiar with the two IALA regions. The curious system means that in Region A -Europe, Australia, New Zealand, parts of Africa and most of Asia – port marks are red and starboard marks green, whilst in Region B - North America, Central America and South America, the Philippines, Japan and Korea - the reverse is the case (port green, starboard). Robert admits this did cause a slight cultural misunderstanding on their delivery south. "Margaret had returned to Seattle and I was sailing with two friends from the UK. We were just leaving Nanaimo on a clear calm morning and were reminiscing when we went the wrong way round a marker and came to a slow halt in deep mud. (The helmsman at the time had got confused between IALA A & B buoyage and thought we should round this mark to port.) We were being watched by the local rescue craft who were alongside us within one minute - clearly this has happened before! We didn't need their help and reversed off with no problems. Exchanged pleasantries with the crew of the rescue boat and headed on our way reciting 'red right returning' to make sure we didn't do it again!"



anchored for several weeks and we were able to hike up to the fresh water lake just above the waterfall where Vancouver replenished their water barrels, and swim in the warm waters of a lake that Vancouver's men would have used to get clean."

For a committed sailor like Robert, the only downside of the twoweek trip was a lack of wind. Fortunately, "the Xc 45 sails very well in all conditions," he reports. "She has a big rig which is very evident at anchorage or in the marina when she is next to other boats of similar sizes. We have a 105% jib which works really well and I've never felt the need for anything bigger. We've had a couple of passages with 30 knots and she is very forgiving and very stable. We've even broached when the wind suddenly backed on us and went from 8 knots to 20 knots with the spinnaker up – it was benign and we quickly got things back under control." X



Refuge Cove dates back the 1890s when it serviced the local logging and fur traders.

# Bue horizons

X-Yachts owners are part of a worldwide family of truly passionate sailors

wning an X-Yachts creates limitless opportunities. If you enjoy pitting your wits against fellow racing sailors, long-distance cruising miles, or are considering the adventure of a lifetime, X-Yachts can offer inspiration.

No matter whether your X-Yacht is a cruiser-racer, an Xracing one-design, or a fully equipped Xcruising yacht, participation in X-Yachts events is open to everyone with a calendar of X-Cups around the world, and next year's spectacular X-Yachts Gold Cup – see full details of how to enter on page 112. Thanks to their seaworthiness, speed and comfort, X-Yachts also set the gold standard for bluewater sailing – we have on board tales from the Baltic to the Balearics, Russia to remotest Canada, and an around the world voyage for two young teenagers in this issue. We hope it inspires you to expand your sailing horizons.

#### The X World

- Worldwide dealer network offering sales and support
- Spectacular Gold Cup enter now for 2013!
- Fantastic racing programme across all regions
- Everyone welcome at X-Cup events with Family and Sports classes
- Complete design, development and manufacturing in-house
- Strong partnerships with highquality suppliers



## XCups

X-Yachts owners right around the world enjoyed close racing at their local X-Cup

## **Australia Cup**

he Sydney City Marine X-Yachts Australia Cup was held on Friday, October 15th 2011 on Sydney Harbour. Racing was run by the Royal Australian Navy Sailing Association, a small club with a dedicated and skilled race management team who are first class and set fantastic and true courses. There were two classes, Sport and Family. The first division away was Sport – where the serious teams were playing – who had two windwardleeward races scheduled. The Family class did one longer race around Sydney Harbour without spinnakers and more time to enjoy the views.

Race 1 of the Sports Class got away well with everyone aiming for the best start and sticking to the favoured left-hand side. Ray and Fran Hudson's new Xp 44 Xs Moment showed her true potential and slowly extended on the first leg to win the race. The ever consistent lan Box and crew on the X-442 Toybox finished second and Matrix finished third with Andrew Boller at the helm of the X-41. Race 2 started once everyone had tidied up and once again it was a race to the left shore. Xs Moment got caught up in a bit of traffic on this leg and didn't stretch away like before. Patrice 6 was having a great race and showed that a well-sailed X-41 is still competitive, with Tony Kirby and his crew taking the honours. Another strong second by Toybox kept them in the hunt and in an upset, Ray Carless and his crew on the X-35 Hijinx stormed down the final run to take third place. Ian Box and his Toybox crew won the Sport Class, second was Xs Moment with Patrice 6 third.

The Family Class enjoyed a great sail around Sydney Harbour. Soren Lynggaard from Ole Lynggaard Copenhagen and his wife Hanna happened to be in Sydney on their honeymoon when the regatta was held, so they joined the Xc 42 for the day with John Hickey from our naming sponsor Sydney City Marine. They won the race from Phil and Marylyn Darling on their X-362 Sport *Expresso*.

After racing food and drinks were enjoyed by all the crews as they relived the day's racing before the presentation of trophies. After a short recess, dinner was served while dinner sponsor Ole Lynggaard Copenhagen showcased their beautiful jewellery and Soren Lynggaard spoke of his father's desire to design and make beautiful and practical things... very much like X-Yachts. Marylyn Darling was the lucky winner of a Sweet Drops bracelet kindly donated by Ole Lynggaard Copenhagen and everyone enjoyed a wonderful evening. The organisers would like to thank Sydney City Marine, North Sails, Sydney Rigging Specialists, Evolution Sails, Boatworks, Hood Sails, Cruz Vessel Management and Ole Lynggaard Copenhagen for their continual support.







Above: Toybox, winner of the Sport class. Far left: The Xp 44 Xs Moment

#### **Results:**

Sport1stToybox2ndXs Moment3rdPatrice 6

Family Class1stXeme2ndExpresso

lan & Trudy Box Fran & Ray Hudson Tony Kirby 4pts 5pts 6pts

Stuart Loft Phil Darling

X-YACHTING 2013 99



## **HEMPEL BOATCARE** Extreme shine!



www.hempel.com



## **Ostsee Cup**

uropean X-Yachts owners began their summer with this year's X-Yachts Ostsee Cup, held over May 17-19, 2012 in Heiligenhafen, Germany. Thirty-four competitors arrived for the event, organised by X-Yachts' Oliver Leu, enjoying fivestar facilities at the Marina of Heiligenhafen.

After an opening ceremony on the first evening, with a dinner for the participants and live music, Race Officer Karlo Schmütsch was able to successfully run two windward-leeward races the following day. The complete X-Yachts fleet was able to benefit from nearperfect conditions for some fights and fun on the water.

The second day opened with conditions that were a little calmer for the medium distance race. But the wind built over the day to finish in idyllic racing conditions once again.

Competitors sailed in three classes, and over each division boats prize, a fully working radio-controlled sailboat from stockmaritime from every generation of X-Yachts met on the starting line, with with all the logos and emblems of the sponsors on the sails, which older boats going head to head with newer designs like the Xp line was raffled at the end of the prizegiving shortly before an enjoyable and all mixing it up on the podium. closing party which saw some crews continuing the celebrations Besides the class winners' trophies there was one additional special until sunrise!



Perfect sailing conditions for three classes in Germany



**Results:** 

Sport					
1st	Xp 38	Veolia	Torsten Bastiansen	3pts	
2nd	X-37	feel-meer	Andreas Klötzing	8pts	
3rd	X-332	Blond	Sascha Schwarck	9pts	
Family Class A					
1st	X-34	Xsupero	Peter Gillen	4pts	
2nd	X-37	Paxi	Dr. Gert Blettenberg	6pts	
3rd	X-35	Exitement	Martin Debusmann	12pts	
				•	
Family Class B					
1st	X- 382	JuxBox	Jan Meincke	8pts	
2nd	X-50	EXTASY	Thomas Brügge	, 9pts	
3rd	X-412	Shoddy	Christian Heinritz	14pts	
		2			



## TUNED TO PERFECTION

Asten Martin V12 Vantage 6,0 Coupé Carbon black special edition

üllen er på lager i Danmark Kontakt on for financiering,

## V12 VANTAGE PURE ASTON MARTIN





ASTON MARTIN

Aston Martin Denmark Broggerningen 39 DO-2100 Cabeehave (5)

Filialshef Michael Johnson Mails mij Staten martin die 16 21 25 42 16



## **Solent Cup**

he 2012 Solent Cup was hosted by the Royal Southern Yacht Club in Hamble over the May Bank Holiday weekend. The event attracted 20 entries, which included the new Xp 44 Simples, owned by Mikhail Watford, who made a

fantastic debut in his new boat – only taking handover of the yacht on Friday before starting racing on Saturday. Simples went on to be the overall winner.

After registration, Friday evening saw competitors enjoy a barbeque at the Royal Southern YC, spirits not dampened by the weather although crews did opt to eat indoors! After a weather briefing by renowned X-Yachts sailor Jochem Visser, the first race on Saturday morning saw Simples enjoy a flying start with a win in Open Sport A Class, while Peter Jones' X-119 In X Celsis took Open Sport B.

Simples went on to take both the second and third races on Saturday afternoon, while Peter Jones took two thirds to also lead his division at the end of the day. The second win in Sport B went to Peter Hodgkinson and Sarah Bailey in the X-362 Xcitable, while race three went to Neville Hodkin and crew in another X-362 Xtra Djinn. The day's sport on the water was followed by some fun ashore in the Harken Grinder competition. Later that evening guests dined at the



WWW.ASTONMARTIN.DK

Royal Southern Yacht Club where record-breaking solo ocean sailor Dee Caffari delivered an inspirational talk.

On Sunday Simples took their fourth win in a row ahead of Ntanda, Mike Daly's X-46, who had scored three second places. Xcitable won race four in Sport Class B. There was a change of leaderboard for the final race of the weekend, with Blue Vortex, the X-46 winning Sport Class A from Simples, while Pure Attitude, a X-37, took Class B. Simples had easily done enough to win overall in Class A, but things were rather closer in Division B, where Xcitable took second ahead of In X Celsis, but Peter Jones' In X Celsis won the class overall by just one point.

The overall winner of the Family feet was Brian Carlton and team on Xtension, an Xc 38, while Jon Noe's La Nef IV X-332 took Sunday's pursuit race.

After lunch the winners were celebrated in a prizegiving during which X-Yachts GB's Conor Fanning and Stuart Abernethy thanked the RSYC, competitors, race committee, sponsors Pantaenius Yacht Insurance, North Sails, Sebago, B&G, Volvo, Ronstan, Harken and X-Yachts A/S, and all who contributed to the success of the event. Next year's Solent Cup will see a return to the RSYC. For further information contact info@x-yachtsgb.com 🗶

#### **Results:**

Sport Class A				
1st	Xp 44	Simples	Mikhail Watford	4pts
2nd	X-46	Ntanda	Mike Daly	11pts,
3rd	Xp 38	Vixter	Andrew Arthur	19pts
Sport Class B				
1st	X-119	In X Celsis	Peter Jones	12pts
				•
2nd	X-362	Xcitable	Peter Hodgkinson & Sarah Bailey	13pts
3rd	X-37	Pure Attitude	Martin Gray	16pts
Family Class				
1st	Xc 38	Xtension	Brian Carlton	4pts
2nd	X-332	La Nef IV	Jon Noe	4pts
3rd	X-40	Minx	Charles Blampied	6pts

## 2012 round-up



### Copa del Rey

The X-35 fleet once again enjoyed fantastic racing in the Bay of Palma for the prestigious Copa del Rey Audi Mapfre 2012. Twenty-one one-designs took part in their own class, including representatives from Italy, Spain, Finland, Holland, Denmark, Britain and Russia. First went to the Italian entry *Margherita-JS Team*, owned by Roberto Mazzucato, who took three race wins. Second was Mirko Barglolini's *Hotelplan-Spirit of Nerina*, and home team *Red Electrica de España* (Javier Sanz) took third. The new Xp 44 also made her regatta debut in the R1 division.





### **Transatlantic triumph**

The X-65 Karuba V took overall victory in the Transatlantic Superyacht Race in December 2011. The 20m yacht, owned by the Fizulic family, won on corrected time after completing the 2,600 mile course from the Santa Cruz de Tenerife in the Canary Islands to Virgin Gorda in the Caribbean. The race was organised by the Yacht Club Costa Smeralda's in conjunction with the International Maxi Association (IMA) and the Real Club Nautico de Tenerife, and was open to monohull Maxi yachts with an overall length of more than 18 metres making Karuba V one of the smallest entrants. Nevertheless her performance was so impressive she beat the line honours winner, the 66m Baltic Yachts *Hetairos* into second place by more than six hours on corrected time, while Tobias Koenig's Swan 82 Grey Goose took third overall, more than 10 hours behind on handicap. Also in the fleet were the Wally yachts *Indio* and *Kenora*, and the well-travelled 115ft Farr Sojana.

### **Owners' Association**

The British X-Yachts Owners Association has celebrated its first year of events. The association was formed in 2011, with its inaugural event being a sociable sailing rally to picturesque Yarmouth on the Isle of Wight. Shortly afterwards a number of X-Yachts owners formed a committee, supported by X-Yachts (GB), with the mission statement "To further camaraderie and pride of ownership of owners and crew of all X-Yachts". A Laying-



Up Supper was held in the autumn of 2011 at the Royal Thames Yacht Club, London, with the first Fitting-Out Supper held in March 2012. Other events have included a reception at the annual X-Yachts Solent Cup and Southampton Boat Show, and a rally to the Royal Yacht Squadron, Cowes. The association will round off the year with a Laying-Up Luncheon at the famous Leander Club, Henley-on Thames. Plans are also being made for a possible members' visit to X-Yachts Haderslev in Denmark in 2013. For further information visit: www.x-yachts.com/seeems/114153.asp Photo: Klaus Andrew

X-YACHTING 2013 109



### **ORC Worlds**

X-Yachts claimed no fewer than four medals at the 2012 ORC Worlds, as Helsinki gathered the largest ORC World championship fleet ever with 124 yachts. X-Yachts represented no less than 25 per cent of the fleet, as the marque with the most production performance yachts competing. Conditions were challenging and required both a skill and a bit of luck to hit the right corners.

With many of the world's top professionals attending the event, X-Yachts owners fought hard in the Corinthian divisions. In Class A the X-41 Nicole (Riku Nissila) and IMX 40 Foxy Lady (Rickard Bergquist) were second and third respectively, while in Class B the two X-332 Sports Patent (Jürgen Klinghardt) and Boxer (Mats Victorin) repeated the feat. Congratulations to all four crews for their performance and effort in such strong fleets.

The new Xp line was also represented by five yachts, three Xp 38s and two Xp 44s. The Swedish Xp 38 and two Xp 44s both had great starts in the first long distance race, finishing third, fourth and sixth in mixed conditions. Sadly on the second day two German Xps (a 38 and 44) each had to retire due to crew injuries in unrelated events. But the remainder of the Xp fleet enjoyed top 10 finishes in strong breezes with the Finnish Xp 38 Audi Connect particularly excelling in downwind surfing conditions with speeds above 14 knots. All the Xp teams showed great potential - the Finnish and Swedish Xp 38s were especially encouraging, scoring 10th and 11th respectively despite being among the smallest yachts in ORC Class A and the only under-40ft performance cruiser, beating many 40ft-plus yachts.

### **Australian winners**

The annual Sydney Harbour Regatta is the biggest regatta in the city with over 300 boats competing in 26 different classes. Since 2010, X-Yachts have raced in their own class (under IRC), and in 2012 also raced within PHS 1 Division. After two days of great sailing, the X-41 Matrix owned by the Boller/Millen/Smith syndicate came away with both the X-Yachts and PHS 1 Division wins. Second was Ian Box in his X-442 Toybox, and third was the Xp 44 Xs Moment owned by Ray and Fran Hudson. Toybox has won this division the previous two years, and with a new Xp 44 arriving in September 2012, Ian may be holding the trophy aloft again soon.

Further north, there was more X-Yachts success at Hamilton Island Race Week 2012, as Graham and Louise Smith competed with their X-43 Scaramouche in Cruising Division One. Graham is also a part owner of *Matrix*, so had a ready-made crew! The division included boats ranging up to an old IOR 80ft Maxi,



making the X-43 the third smallest. Unusually, scoring a first and second in the opening races didn't help their cause as the arbitrary handicap is adjusted after each race - over the week the X-43 even ended up giving the 80-footer time! - but the Smiths were never headed to win outright. Congratulations all round.  $oldsymbol{X}$ 





## Energy. Anytime. Anywhere.

Victron Energy B.V. \* De Paal 35 \* 1351 JG Almere \* The Netherlands \* Phone: +31 (0)36 535 97 00 Fax: +31 (0)36 535 97 40 \* e-mail: sales@victronenergy.com \* www.victronenergy.com

## www.victronenergy.com





## Gold Cup 2013

X-Yachts is proud to invite all owners to the 2013 X-Yachts Gold Cup, in Copenhagen from July 17-20

(Royal Danish Yacht Club), at the club's eye-catching, architect-designed venue in the Danish capital of

event to remember! Organisers are confident that the 2013 Gold pursuit contests to guarantee exciting finishes for all. Cup will prove to be even more spectacular.

will be three days of racing for five classes. The X-35s race for Cup final evening dinner and presentation.

he 2013 X-Yachts Gold Cup will be hosted by the KDY their Nordic Championship, the X-41 will host their European Championship during the event, and the X-99 fleet has a special Gold Cup contest. There will also be racing for Family Classes Copenhagen. The Gold Cup was last sailed in Denmark A&B, and Sports Classes C&D. If there are sufficient entries, in 2008, when 120 X-Yachts and 1,200 sailors made it truly an racing will also be held for the spectacular over 50ft class, with

After racing crews can enjoy daily entertainment and a Following a welcoming reception on Wednesday, July 17, there prizegiving ceremony, rounded off by a famous X-Yachts Gold



#### New models unveiled

The Gold Cup will also be a fantastic opportunity to see all the very latest from the X-Yachts design team. There will be a special presentation of X-Yachts' new performance model, the fast and fun Xp 33.

There will also be the chance to get onboard the latest Xp 50 and the all-new Xp 55, with special test sails available.

PLUS don't miss the first unveiling of a very special new X-Yachts model – watch this space!

#### Don't miss out!

You can enter online at www.X-Yachts.com from February 15, 2013. Don't hesitate to get your entry in - in 2008 the maximum number of entries was reached in just one week, and the KDY are again restricting numbers to ensure all participants' enjoyment and safety.

Non 'one-design' X-Yachts will sail under the X-Yachts Rating System, with each participant allocated their rating on registration. This is worked out using an online calculation program, based on guestions such as the yacht model, keel details, mast, rig and sail dimensions, and equipment carried.

# he deas centre

We take a peek inside the new X-Yachts UK design office to see what's on the drawing board...

ince the Xcruising range was Xcruising range came about in response to launched in 2008, it has been a non-stop few years for the X-Yachts design team, who are based in the vachting centre of Hamble-le-Rice on the UK's south coast. The Xc 45 was swiftly joined by the Xc 42, Xc 50 and Xc 38. But while all four models received popular and critical acclaim, the designers were already looking ahead, and by spring 2010 were hard at work on the Xp range. The first Xperformance yacht, the Xp 44, was unveiled that summer and the fourth generation of performance cruisers range now encompasses an Xp 38, Xp 50, and this year's new additions, the Xp 33 and Xp 55.

#### Design powerhouse

Having produced no fewer than nine new designs in five years - including two awardwinners - the X-Yachts design office are an efficient and talented team, headed up by Niels Jeppesen who has overseen all X-Yachts designs since the company was founded 33 years ago.

The UK design office is responsible for the naval architecture and design engineering of each new model, working in close co-operation with the technical and build teams based at the X-Yachts headquarters in Haderlev, Denmark. From first concept to detailed manufacturing drawing, every element of every X-Yacht is developed in-house, giving unrivalled guality control.

Niels Jeppesen, Design Director, explains: "Meeting our importers and especially owners at events, boat shows or on the water is where we get the majority of input on what they would like to see us design - the

just such requests. Inspiration also comes via my own sailing experience as well as studying both international yachting and interior design trends.

"We keep up a constant dialogue with the production crew about how far they are willing to push for more advanced construction technology as saving weight in the hull, deck, structures and furniture, enables us to increase the keel weight and performance of future models."

The UK based design team utilise the latest 3D design software tools to design the hull lines and structures of each yacht. As the boat takes shape, the next stage is to run it through a VPP - or Velocity Prediction Program, an analysis tool used establish potential performance, and also ensure each cruiser-racer is optimised for IRC and ORC handicap ratings.

All of the design team are keen sailors, frequently racing X-Yachts in the Solent. Design office manager Tim Smyth comments, "Racing with our clients allows us to continuously develop and learn. We get great feedback on things like balance, stability, ergonomics and sail handing, not to mention an opportunity to line up against the competition. It's not just the racing side of things either; a windy delivery across the North Sea really gives you a great insight into the practical considerations on board. We all really appreciate the opportunities we have and I think this tells in the final product."

The UK design team's work continues throughout the build process, supervising the production and generating detailed milling



Industrial Designer Kristian Arens



Design Office Manager Tim Smyth



drawings and fit-out instructions. The interior of every X-Yacht is also created in the UK offices, with the team drawing inspiration from everything from supercars to cutting-edge product trends.

Niels explains, "In 2013 the first launch will be the Xp 55. At the moment the major tooling - for the hull, hull liner, keel girders, deck and deck liner - are all delivered, and these large models are being CNC 5-axis machined to within 0.25 mm accuracy, and the moulds are being made. Thousands of hours goes into engineering the detailed description and creating 'works drawings' of all laminated parts, all the electrical and plumbing systems, working out manuals and CE approval plans, not to mention all the detailed drawings for the yacht's interior."

This year the UK design team moved to substantially larger premises off Ensign Way in Hamble and now share a building with Gurit SP Systems engineering department, who specialise



in advanced construction technology and act as consultants on structural engineering and hi-tech building materials specifications.

So, what's next on the drawing boards? "At the moment work is going on sketching up potential future models, to launch later in 2013, and into 2014 and 2015," reveals Niels. "A wide variety of interesting vessels are under consideration, from mid-sized and larger performance yachts as well as cruising models, right through to potential motorboats and smaller sportsboats.

"X-Yachts' three major strands: the dedicated cruising Xc range, the performance cruisers in the Xp range, as well as the racing Xr range are all being developed further and we may yet develop another strand..." Their latest project is still at the conceptual stage, but a very special new design will be unveiled at the 2013 Gold Cup in Copenhagen next July. 🗶

# To Russia with love

Lee and Andrew Boller christened their new X-65 with a memorable adventure across the Baltic...

ust one more foot...' seems to have been the motto for our journey as X-Yachts owners. Over the past eight years we have grown from our X-412 to an X-50 and now to our X-65. Each time we vowed that this yacht was the last – at least that was the view of the first mate – but each time the skipper was tempted to go just that little bit bigger!

Having sailed our X-50 home from Sydney to Darwin and then on to Indonesia over two years we realised two things. Firstly, that we wanted to carry on sailing further afield and for longer periods of time. And secondly that we tended to put off getting the tender out of the sail locker and over the side in favour of enjoying the view from the cockpit – particularly on long day sails when we only had a single night at anchor. We like to sail with a clean deck and so for us having the tender on deck or towing it behind was never an option, nor was storing kayaks and other water toys on deck. Hence



**116** X-YACHTING 2013



we began our search for a new boat that could accommodate these items, and it was the X-65 which ticked all the boxes.

The factory worked closely with us to make modifications including changing the forward cabin to include an office area, fitting LED lighting throughout, adding Lithium batteries, and even a wine fridge – along with solar panels neatly embedded into the teak deck. We opted for a three cabin layout so that we have one guest cabin and a second that is a double bunk cabin – essential for when on passage – plus lots of storage in the all-important 'garage'. The other key point was that she had to be sailed comfortably two up. Although we will often have company on board it was imperative that systems be manageable by two so that we could enjoy our new home on our own or invite non-sailing guests along, without the pressure to always have additional crew hands.

The choice of a name came easily. She had to have a lady's name and so we chose 'Katherine' after a small township in the Northern Territory of Australia where our business had started, our children were born and we spent many great years. Katherine held a lot of good memories for us and we hope this will follow with our new *Katherine*.

We decided early in the build not to ship the boat back to Australia, as we had done with our X-50. The small glimpse of Denmark that we had seen when sailing in the Gold Cup at Copenhagen in 2008 had whet our appetite and so we chose to stay and cruise the Baltic. In April 2012 we found ourselves back at Haderslev taking ownership of our new yacht. On Saturday 21st at noon we dropped the mooring lines and headed out from the factory. It was an emotional moment when, after two years of planning, we were on our way.

#### Baltic adventure

The highlight of the very first day was the fact that sailing in 15 knots of breeze with just the jib saw our top speed reach 10 knots, and we both agreed we could cruise the world this way, if only someone could just turn the temperature up a little!

Our first destination was Aeroskobing, a pretty town with lots of the buildings dating back to the 1700s that was quietly hibernating before the enslaught of summer visitors.

Next were the traditional Danish marine towns of Svenborg and Marstal, after first negotiating a 33-metre bridge. Given that we



Moored up in Copenhagen

have a mast that requires 32 metres of clearance it was a little close, but thankfully uneventful! Then on to the island of Bornholm and its neighbour Christanso, where we felt a bit like we were walking through the film set of The Hobbit.

Further north we arrived in Sweden and the Renaissance town of Kalmar, then Visby on Gotland Island and onto Mariehamn in Aland, where we were able export the boat from the EU and re-enter her as an Australian vessel. It also gave us a glimpse of the Aland archipelago. Aland encompasses about 5,000 square miles with around 6,500 islands intersected by thousands of miles of (just!) navigable channels. I don't think I've ever seen so many cardinal markers in one place at any one time.

From Aland it was back to Stockholm, where we were joined by two more Australians for the next leg of our journey. We also took another new family member onboard *Katherine* – a Tomtar, or a gnome which according to Swedish folklore is 'a protector of Sheds and Outhouses'! Our Tomtar was promptly renamed 'Bruce of Katherine'





Christening Katherine in Haderslev

and carefully secured to ensure protection for our new home. The commissioning was well and truly over and the holiday had begun!

#### **Russian dawn**

From Stockholm it was a run to Hanko in Finland and then onto Haapsarri, on the Finnish frontier border. The tiny island has a population of just three or four during winter and swells to all of 100 in summer. We were underway the following morning at 2am to sail the final 95miles to Russia. One curious thing about sailing in the Baltic in summer is the lack of darkness at night – even at midnight we had a hint of dawn. It makes for glorious sailing if the conditions are with you.

The climax of our trip had to be our arrival in St Petersburg. Coming into Fort Kronstadt under vessel tracking control was somewhat intimidating initially, accompanied by many hydrofoils that reminded us all of "Thunderbirds Are Go", although the best decision we made was to employ the services of guide Vladimir Ivankiv. Vladimir was on hand when we arrived at the customs dock





Katherine at anchor in Rodhamm

and then met us again at the Central Yacht club. The Yacht Club is still developing, but if you can maintain a sense of humour it all works out in the end. He also organised a trip out to the Summer Palace, which was just mind blowing in its opulence, as well as taking us to a local supermarket for a run down on the necessities (milk, bread and vodka) so that for our remaining 10 days we didn't end up buying buttermilk or sour cream, as has happened in the past...

From St Petersburg we did a run back to Helsinki and onto Tallinn in Estonia – definitely somewhere we would like to revisit having sadly run out of time. We left *Katherine* safely back at X-Yachts in Haderslev after sailing some 2500nms over nearly three months. Next we intend to sail the Atlantic rally in November and enjoy several months of cruising in the Caribbean before donning our warm clothing once more to return to the Baltic and sail the east coast of Sweden and up to Oslo in Norway. Our plans are very fluid. Our boat is our second home and we will slowly make our way home to Australia – one day – but the journey for this X-65 has really only just begun. X

# 39,000 miles together









Kresten looks for whales from the spinnaker pole on the crossing from South Africa to Brazil.

#### The Mohr Ernst family packed up their IMX 40 and set sail on a three year, round the world adventure of a lifetime

ailing around the world is one of those dreams that we all secretly harbour, but few of us will ever act on. "We'll wait," we tell ourselves, "wait until the kids have left home, until we've retired, have fewer commitments..." But Jens Mohr Ernst and his wife Kirsten were determined not to wait – they wanted their two sons, Kresten, now 12, and Jørgen, 17, to experience the world too, so the four of them set of on a three-year circumnavigation in 2009.

"When I met my wife, the first thing I told her was we had to sail around the world together," remembers Jens, "Just to make clear what she was getting into! As a kid I was inspired by following the Whitbread Round the World Race and admired boats like Flyer. Later on Ellen MacArthur pushed those dreams further. A few times I made some shorter singlehanded trips, but found that it was no fun without having my family onboard.

"We always loved both racing and cruising our previous sailboats. The boys are all pretty competitive and started racing Optimists in their early years. Mamma Kirsten was first introduced to a yacht in 1995 when we got our first family keelboat. She liked sailing in calm conditions but seasickness was her problem and we always carried a lot of sail to stabilise the small boat and shorten the trip as much as possible. In 2001 we upgraded to a 31-footer, making it possible to sail longer passages, because everyone felt much better on the new boat.

"After some very successful summer vacations to Sweden I started to look for a boat that would be able to sail us around the world, and at the same time be competitive in around the buoys races. In December 2006 we brought our new IMX 40, *Exabyte*, home to Denmark from Hamble. We spent 2007 and 2008 both racing and cruising with great success and in spring 2009 we started to plan our big trip. We planned to spend two years crossing the Atlantic, going through the Panama Canal, across the Pacific to New Zealand, across the Indian Ocean to the Red Sea, through the Med and back north to Denmark.

"We left Denmark in September 2009 and everything went to plan – crossing the Atlantic and through the Panama Canal. The first big highlight was entering the Pacific and visiting 'Las Perlas', the Pearl Islands in the Gulf of Panama, where we anchored in beautiful bays and had locals come out in canoes to invite us to their village. Lovely passages in idyllic weather, stunning bays and friendly welcomes were our life for the six months and 10,000 nm all the way to Tonga. We all loved it very much but in the end felt we needed to stop and digest the experiences for a while.

"We agreed to go to New Zealand during the hurricane season and stayed in Auckland for seven months. Auckland was fantastic: the people, some great regattas and a nice cruising area around the Hauraki Gulf. In Auckland our two boys had the chance to join local schools – for the first time in their life they actually wanted to go to school, and we all had a hard time leaving New Zealand in April 2011 and saying goodbye to new friends.

X-YACHTING 2013 121





Company or company and the



"During our stay in Auckland the problem with pirates in the crossings but were very happy with Exabyte's performance, being Gulf of Aden escalated and we decided to go around the Cape fast and strong we had no structural problems or knockdowns. We of Good Hope. We also decided to add another year onto our entered Falmouth in over 50-knot gusts but the rest of the way back home to Kerteminde the weather gods looked after us and we had an circumnavigation to have more time to explore. Both decisions easy trip – although it was a little cold returning to 55 degrees north!" turned out to right, and we loved the trip north around Australia and across the Indian Ocean. Reflecting on the trip Jens says the IMX served them well, "We

"Arriving in South Africa was very different to what we had experienced before. Now out of the trade winds we were forced to stay in marinas and had short weather windows to sail from one place to another. But going on safari, meeting very friendly people, great scenery, good food and wine compensated for the often rough conditions.

"From South Africa, we crossed the South Atlantic to Brazil, in the best cruising conditions we have sailed in. There was light winds, and almost no swell for the entire 3500 nm. Halfway we stopped at St Helena and Ascension Island where we had the best fishing ever, catching tuna, mahi mahi and marlin. I'm afraid fishing will never be the same!

"Next we went north though the Caribbean to Bermuda before crossing the Atlantic a third time, first to the Azores and later the UK trying to escape some fast moving low pressure systems and strong winds all way. We had some pretty bad weather on these final

## **Teens on tour**

ailing around the world non-stop is an adventure for anyone, but for brothers Kresten and Jørgen – aged 9 and 14 when they set off - it was an amazing experience. The pair took their turns on deck, father Jens says: "We hand-steered the boat 75 percent of the 39,000nm we put under the keel, and around 80 percent of the way we sailed by spinnaker in the trade winds. There was always a competition going on for who could get the best surf: Jørgen got the all-time record doing 22.3 knots down a big wave. We had an agreement that the boys should wake up the skipper to take the kite down if wind speed

the way, and running under spinnaker at the same time, we learnt got above 20 knots. Of course they never did!" how to drop the spinnaker in less than 15 seconds. Fighting a big Missing three years of school was more than compensated fish, getting it onboard and cutting beautiful fillets for sushi and for by the geography, history and language lessons the boys all kind of delicious meals was a big deal for the boys! Anchoring experienced every day. "We conducted some school lessons on in the world's most beautiful waters, scuba diving, free diving and the boat during the trip, bringing books from Denmark, and they spear fishing also kept their adrenalin going. In the end Jørgen was able to free dive 20 metres below the surface and Kresten also went to school in Auckland for 6 months. "The fishing has been a big adventure itself. Trolling most of 16m without scuba equipment."

had no major problems and were able to sail fast even in very light conditions making passage times shorter. We very seldom had to turn on our motor.

"We all gained a huge amount of experience being on our own in a big cruising world, learning about different cultures and making friendships with a lot of people. Most of the way we sailed in the wake of Captain Cook and other famous explorers, giving us a lot of interesting history and monuments to explore. We all had to change our mindset in a positive way visiting welcoming places all over. Unlike the impression we had from the press, violence and aggression is very rare in the world and helpfulness and kindness are what you find in most places if your approach is positive and open minded.

"Our advice to anyone considering a big adventure? Keep it simple, do it your own way, and test your new boat for one or two seasons before you leave to know exactly how to handle it in all conditions!" 🗶







Homework time onboard Exabyte.

# Family ties

## The Dutch X-Yachts dealership is a true family affair, we find out a little more about the Schuttrups team

ack in 1984 I, my wife Marja, and our newborn son Nanno spent a holiday sailing on the beautiful waters of Denmark where we noticed some good looking yachts with three stripes on the hull," recalls Rob Schuttrups. "Intrigued, we bought a Danish magazine to find out more about them.

"It wasn't until the following winter that we found time to visit the team at X-Yachts, where the address on the Marstrup Mollevej turned out to be a house with a medium-sized shed. We were invited for a coffee around the kitchen table – this was in the days when there was no office!

"Niels Jeppesen showed us around and was talking intensely about his creations, just as if they were his own new babies. On our way back to Holland my wife and I decided that the X-102 would be our next boat. We returned to our own business (a furniture shop that had doubled in size that same winter) when Niels Jeppesen called and persuaded me not only to go for the X-102 but also to take up the Dutch dealership, saying 'it would not take up much of your time'! I agreed and then had to break the news to my wife that we had just started another business!

"March came and so did the X-102, where we exhibited her at the Hiswa boat show. It took almost a year to sell our first X in Holland, an X-79, but she was quickly followed by two X-402s – which were considered massive yachts in those days.

"X-Yachts Holland established itself over the following years as a strong brand. It took until 2000 for me to finally say goodbye to the furniture business and focus solely on X-Yachts, together with my wife. We did a lot of racing with several X designs – not without success, winning many races and championships. Later we switched to long-distance sailing and I have four Atlantic Ocean crossings under my belt so far."

Rob and Marja's two children, Nanno and their daughter Nikki, both virtually grew up onboard X-Yachts but their parents also encouraged them to pursue their own interests. So they were pleasantly surprised when Nanno announced that he wanted to



The Dutch base at Marina Muiderzand, just outside Amsterdam.

join the business after finishing his Masters Degree in Aerospace Engineering in 2007. "Earlier this year we were all surprised again that Nikki wished to join the company as well, having studied communications," adds Rob.

The second generation of Schuttrups now run the dealership, with 30-year-old Nanno as Director and his sister Nikki (25), in charge of the marketing and administration side of things. They are joined by technician Maarten Goos, and frequent appearances by Rob and Marja, who admit that they simply cannot keep away!

"Now that the business is in trustworthy and capable hands we spend more time on our Xc 50," explains Rob, who is currently taking his Xc to the Caribbean. "But we cannot stay away from home for the various boatshows and other social events where we keep meeting our X-Yachts friends, as this has become part of all of us. It's hardly surprising with X flowing through our veins since 1984 and with Nanno and Nikki raised on an X!"

#### The second generation

"My earliest memories on the water are with an X-102 in the South of France," says Nikki. "Every holiday we went to our X. When I was a child I always suffered with seasickness. But this was never a hinderance. I love sailing and seeing the world. Everyday another harbour and a new adventure. I am very lucky that I have already had the chance to discover so much of the world at my age."

Having grown up not only on the boats but around the business, both Nanno and Nikki realised the dealership was ingrained in them. "I always helped my parents during boatshows and weekends when I was available," remembers Nikki. "After studying communications and performing interships in marketing and events I realised that this is where my passion is.

"In 2009 my parents and brother decided to organise the X-Yachts Gold Cup. They asked for my help, as I had just come back from Spain where I finished my internship at an event company. We had a great regatta weekend with nice weather and a full entertainment >



Navigating the famous Dutch canal systems with another new Xc.



Brother and sister team Nikki and Nanno Schuttrups.

**124** X-YACHTING 2013



Superior performance through advanced technology

A DIVISION OF NORTH TECHNOLOGY GROUP. LLC

Better by Design

www.northsails.com

Holland hosted a hugely successful X-Yachts Gold Cup in 2009.

programme during the evenings. Even now clients refer to that that working at X-Yachts has proven to be everything I expected fantastic week. After graduating from my Bachelors degree I started and more." So, how do they all feel about working so closely together? "We working for an American company in office furniture. After I had worked there for two years, my parents decided to work less, which have seen only advantages of working as a family," says Rob,"Of meant that Nanno needed some help on the office. He knew he course we all know each other very well and trust one another. But needed to find somebody with office, administration, marketing and we also are not shy in criticising each other and keep challenging PR skills, and of course someone who loves to sail. Because I had each other. Fortunately this does not lead to arguments as we know experience in writing job descriptions he asked for my help. it is in our best interests to keep innovative."

"While I was writing I noticed that the tasks and skills were cut out for myself. I thought about it for a few months and then approached Nanno with the idea of working together. He was thrilled and I started in May of this year. Because it is a family business I'd spent years listening to conversations at the dining table and already knew a lot of things, so that's a big advantage."

"It's the same for me," agrees Nanno, "I have always been helping out wherever I could. It started with holiday jobs cleaning boats and progressed onto helping our mechanic Maarten perform his work which was great experience - then attending boatshows and even keeping the office open now and then.

"However, I was never pushed to do it. Instead I focused on my specialised in over the years. own education: Aerospace Engineering. I graduated as an engineer "Since the introduction of the Xcruising series we still have the specialising in composite structures (which is still helpful with what same clients, but perhaps with a more long-term orientation. We I do now) after working as an intern for Hall Spars, designing and also see that a lot of these clients are now using their Xc's for longbuilding carbon fibre masts, and at the engineering department of distance cruising. Shell. It was there that I discovered that although I loved my studies "Meeting the needs of such a variety of clients, each with their own I was not so fond of the actual work. Knowing X-Yachts already it specific wishes and areas of interest, makes for an intriguing part of made me think and finally I asked Rob how he would feel if I would our business - particularly making sure we deliver the correct yacht join him and eventually take over. Now, five years later, I can say in the correct specification for every client. Our own experience in both racing and long-distance cruising helps us advise but we are also still learning from every new client.



The family remain keen sailors - here having completed a 24hour race onboard an Xp 44 at lisselmeer with friends.



#### Loyal clients

The Dutch dealership is based in the Marina Muiderzand, just 20 minutes from Amsterdam, with clients from across Holland. The base includes an office, workshop, storage facilities and moorings for both yachts under delivery and pre-owned yachts, plus a 25m land dock where they can offer winter storage and access to the yachts for viewing.

"Our clients are all enthusiastic sailors, keen on having a yacht that sails well but who also demand good looks and a high level of quality," says Nanno. "That's a combination that X-Yachts has

"We also notice that our clients very much appreciate the fact that we are a family business. We aren't just selling yachts but how our clients' will spend their free time and holidays. Sharing this passion gets their approval every time."

Having represented X-Yachts for over 25 years, the Schuttrups family have made lifelong friends with some owners. They have delivered no fewer than eight X-Yachts to one client, while another stays in contact over their adventurous cruises, which have so far taken in the Black Sea, Gabon River in Africa, Brazil, and Cuba.

After spending so much time in the office, do they still enjoy being onboard together? Absolutely. "Even now Nanno and I are older, we try to get together for one week of sailing every summer holidays," says Nikki. That passion for X-Yachts looks set to continue for at least another 25 years. 🗶



## X-perience "Power wherever you are"

0-8 KM





- Hybrid-Evergy and Destric Drive Systems
- Enversely an equational quiet generators.
- Neikatei aasta and improved fuel arvings.
- Warlahride stering partners near you
- Fisher Fands 24/7 909-Hative
- Service and Grouing Kits with ariginal parts.



0-121

100% Service for 100% Power





The French yachting market is a tough nut to crack, but Jean-Luc Chalant's dealership is going from strength to strength. We find out more...



The Xp44 Magician racing in La Semaine de Porquerolles with French actor and guest star Charles Berling on board.

ased on the iconic French Riviera, X-Yachts France was established in 1991 and for the next two decades was owned by the three founders of the Danish company: Niels and Lars Jeppesen, and Birger Hansen. This was unusual, as all other X-Yachts dealership are independent companies, but due to the fact that French yacht dealerships are up against deeply entrenched home-grown names. "The reason was primarily the particularities of the French market where we face hard competition from French manufacturers who have an extremely developed dealer's organisation," explains Chalant, who was appointed in 2009.

Chalant's strategy for dealing with both the tough global financial conditions and unique local market included restructuring X-Yachts France and extending its coverage by appointing additional agents in other regions. In 2011, once this process was completed, X-Yachts France also became an independent company, in line with all other X-Yachts distributors. "We are proud to have made our company successful and profitable the first year it became independent, despite a sluggish economy, political uncertainties and harsh competition," Chalant reports.

Chalant has worked in the marine industry for almost 20 years,

having sailed all his life. "I became a passionate sailor in my early days," he recalls. "I graduated as a sailing instructor, and raced dinghies for more than 10 years, in particular Fireballs. Then I moved into cruising. During my years in the IT business I sailed almost all my vacations on chartered boats. I joined the boating business in 1994, and began racing on cruiser-racers at the same time. As I sailed mostly with my clients, I left them to helm (the position I am best at), so I used to often be tactician, but outside of the helm my preferred position is the pit where you are at the heart of the action!

"Before joining X-Yachts I project-managed several custom racing boats, and was directly involved by the client of the first X-65 in the development of that model, which helped me form a tight relationship with X-Yachts' management. Nowadays our business is very demanding, and unfortunately I've sailed much less."

Chalant's team includes Alain Morelle, who has been selling X-Yachts for over 20 years, and has built up strong relationships and trust with his clients. Chalant says he "can remember all and any X-Yachts delivered in France over the years!" Christophe Champroux takes care of aftersales services and deliveries, and



The X-Yachts France team at the Cannes Boat Show.

The islands of St

## **Destination Riviera...**

he X-Yachts France offices are based in Port Grimaud, just a mile from Saint Tropez. Chalant. "It was a visionary and ambitious project For those seeking a more 'back to nature' experience, with a 'lake-dwelling' city. Today Grimaud is one of the most frequented places of France with 12kms of Porquerolles which are protected as a national park, quays lined with gardens and fishermen's houses. in the stunning sailing ground of Îles d'Hyères. It's a real contemporary architectural success."

The region is at the heart of the French Mediterranean sailing community, hosting Corsica's north western coast very rewarding, with prominent regattas such as the Giraglia-Rolex the island's unique aromas, wild landscape and Cup in June, and the Voiles de Saint Tropez late transparent waters. There is more dramatic coastline September, while also being the venue for some of near Marseille, where the steep inlets known as France's most stunning cruising grounds.

The team's personal favourites include Cannes and its two islands of Île Sainte-Marguerite and "Port Grimaud is the village the architect the Île Saint-Honorat, just a stone's throw from La François Spoerry created in 1966," explains Croisette, the glamorous town's famous boulevard. they suggest the 'golden islands' of Port Cros and

> Yacht owners who enjoy eating away the bluewater miles will find the 100-mile trip to "calangues" are formed in the cliffs.





has also worked as technical manager of a TP52 team. Secretary Carole Lequette is another experienced sailor, having worked as a hostess on yachts for many years in the Caribbean. Additionally there is a network of independent agents – in Normandy, Brittany, on the Atlantic coast and in the western Mediterranean.

#### Familiar and fresh faces

Chalant estimates, "Two-thirds of our sales are made to existing X-Yachts owners, whose loyalty is the biggest asset of our brand. Once a sailor joins the X-Yachts community it is forever. But with the Xc line we have attracted buyers outside of our usual client base: most of our Xc clients came from competitors, and a handful of them have never even owned a boat previously.

"With the long awaited Xperformance range we have enjoyed a remarkable success with the new models, with no fewer than three Xp 50s delivered between May and July 2012. Most of our clients sail short-handed during their holidays, this is why the new Xp range appeals so much to them, because of their stiffness and easy handling.

"Despite racing becoming less and less attractive for many of our clients, due to the hassle of crew management and the cost involved, we continue to see many of our clients taking part in national and local races. In Spi Ouest - the major racing event on the west coast of France – X-Yachts are well represented every year as the most numerous brand among the IRC fleets, with over 20 boats. In 2012 we also gathered 12 X-Yachts in a fleet of 55 boats in La Semaine de Porquerolles, one of the top three IRC races in the Med. This week was also the venue for our annual X-Yachts Challenge."

Back at base, Chalant takes pride in the aftersales service they provide. "With the experience of our team, Alain, Christophe and myself, and the close partnership with SMN boatyard which gathers over 40 years of craftmanship covering all aspect of boats maintenance and refit, we can answer many specific requests from our clients. For example recently we fitted a hydraulic inner forestay adjuster on an Xp 50 and upgraded the electric system with lithium batteries. Our customisation, repair and refit capabilities set us apart from the mainstream boat dealers." 🗶

## Meet the team

#### Australia



X-Yachts Australia Pty Ltd 64A The Quavside Birkenhead Point, Drummoyne AUS-NSW 2047 Tel: + 61 (0) 2 9719 9411 Fax: + 61 (0) 2 9719 9926 Mob: +61 (0) 414 645 259 www.x-vachts.net.au ap@x-yachts.net.au

#### Belgium



X-Yachts Belgium Hooiweg 24a 2222 Itegem Tel: +32 475 287 162 Fax: +32 152 432 60 www.x-vachts.be ev@x-yachts.be

#### Bulgaria



16, Loza str 9010 Varna Bulgaria Tel: +35 (9) 52 301 075 Mob: +35 (9) 888 266 409 Fax: +35 (9) 52 301 175 www.elsba.com Pavel Dukov pdukov@elsbg.com



sector 4. Bucharest Romania Tel: +(4021) 312 72 63 Fax: +(4021) 312 72 19 www.x-vachts.ro

Bogdan Alexandrescu

#### Denmark



Birger Hansen



X-Yachts Baltic Ltd Regati pst 1 11911 Tallinn

> Estonia Mob: +372 565 2868 www.x-vachts.ee marko@x-vachts ee

Estonia · Lithuania

Marko Manni Mob: +372 5649 5589 mati@x-yachts.ee

Germany

Christoph Barth

Jörg Barth

Oliver Leu

Nanno Schuttrup

Nikki Schuttrups

Antonio Matos

Ethan Nijk

Portugal · Brazil

Holland

Fördepromenade 4 b

24944 Flensburg

www.x-yachts.de

cbarth@x-yachts.de

jbarth@x-yachts.de

23774 Heiligenhafen

www.x-yachts.de

leu@x-yachts.de

X-Yachts Holland

IJmeerdiik 14 A

1361 AA Almere

www.x-vachts.nl

info@x-vachts nl

Rob Schuttrups

X-Yachts Portugal

Am Yachthafen



Mati Sepr

Robi Gripenberg



#### Great Britain · Ireland



X-Yachts (Group) Ltd

East Point Business Park

Tel: +353 (0) 1 855 8077

Fax: +353 (0) 1 855 9070

Celtech Building

Fairview

Dublin 3

info@x-yachtsgb.com Conor Fanning



www.x-vachtsireland.com info@x-yachtsireland.com Stuart Abernethy







#### X-Yachts Israel Tel Aviv Marina P.O. Box 17330 Tel Aviv - 61173 Tel: +972 3 5244 333 Mob: +972 544 987540 Fax: +972 3 5363 551 www.x-yachts.co.il info@x-yachts.co.il





#### Hong Kong · China













Italy

USA



Puerto Banús 29660 Marbella Tel: +34 952 811 908 Fax: +34 952 812 773 www.x-vachts.es

Clemente Toribio e-mail: ct@x-yachts.es Iñaki Castañer e-mail: ic@x-vachts es

Piergiorgio Ravaion Tel: +39 0185 308 615 fabiobaffiqi@x-vachtsitalia.it

Fabio Baffig

Toby Halsey

Iñaki Castañe Mallorca



Avenida Jaime III, 3 07012 Palma de Mallorca Tel: +34 971 910 191 Fax: +34 971 910 193



Toni Guiu Switzerland · Austria



Germany

Wassersport-Center Seestrasse 46 CH-8598 Bottighofer Switzerland Tel: +41 (0) 71 680 05 36

X-Yachts Marine GmbH Postfach 101413 DE-78414 Konstanz Switzerland Tel: +49 (0) 7531 58 40 42 www.x-yachts.ch Fax: +41 (0) 71 680 05 37 www.xyachts.de info@x-yachts.ch

X-Yachts Marine Sarl Tel: +41 (0) 21 510 22 07





#### France



X-Yachts France 1. Rue des Voiliers 83310 Port Grimaud Tel: +33 (0)494 55 2110 Fax: +33 (0)494 55 2111 www.x-yachts.fr contact@x-vachts fr



atlantique@x-vachts.fr 36 cours des Quais - 56470 LA TRINITE SUR MER Tél: +33 (0)2 97 30 15 47 bretagne@x-vachts.fr Normandie: Snip Yachting Le Port de Plaisance - BP65 - 14150 OUISTREHAM Tél: +33 (0)231 97 34 47 normandie@x vachts.fr

**Bretagne: Aventure Oceane** 

Tibor Bednár

**132** X-YACHTING 2013





Israel





#### Grand-Rue 27 CH-1166 Perroy office@x-yachts.ch

Danila Krokhalev









Turkey

### **International dealers**

#### X-Yachts USA R.B. Rodgers Yacht Sales

PO Box 9204, Noank, CT 06340

Robert Rodgers Tel: +1 860 536 7776 Fax: +1 860 572 1233 Cell: +1 860 625 3898 www.rodgersyachtsales.com rbr@rodgersyachtsales.com

Toby Halsey Cell: +1 860 961 6610 toby@rodgersyachtsales.com

X-Yachts Italia

16043 Chiavari (Ge)

Tel: +39 0185 308 615

Fax: +39 0185 370 329

www.x-yachtsitalia.it

info@x-yachtsitalia.it

Porto Turistico di Chiavari, 15

#### Japan



#### 135 East Co. Ltd 2-16 Imazunishihama Nishinomiya City, 663-8225 Tel: +81 (0) 798 32 1350 Fax: +81 (0) 798 32 0135 www.135-e.com info@135-e.com





#### Sailpower Ltd 12 Flat 11 Forrest Str St Julians, STJ 2033 Tel: +356 21 360901 Mob: +356 7949 4500 Fax: +356 21 314750 www.x-yachts.com.mt

Norway



info@sailpower.com.mt

X-Yachts Norge AS Nessetveien 77 1407 Vinterbro Tel: +47 40 00 33 80

www.x-yachts.no post@x-vachts.no

X-Yachts Norge Vest AS Torgersneset 13 5538 Haugesund Tel: +47 93 40 87 21 Fax: +47 52 71 71 00 www.x-yachts.no

Atalanta Marine 3, Iosifidou Street 167 77 Elliniko

George Ertsos Tel: +30 210 99 10 722 Fax: +30 210 99 58 663 www.atalantamarine.com shipyards@atalantamarine.com

E-Trend Yachting Ltd Mülkiyeliler Sitesi B2-47 Darüşşafaka Mah. 34457 Sariyer - Istanbul

Tel: +90 212 286 99 63 Fax: +90 212 286 74 13 www.x-yachts.com.tr

Cemile Tankurt, General Manager cst@x-yachts.com.tr Tel: +90 532 365 0238

Mustafa Sovutürk, Sales & Operations Director mis@x-yachts.com.tr Tel: +90 533 465 44 16

Danila Krokhalev info@x-yachts.com.tr

### siren@x-vachts.no Siren Røssland

Slovenia · Croatia · Serbia **Bosnia Herzegovina** Macedonia · Montenegro



X-Yachts Jadran d.o.o. Cesta v Mestni Log 55 1000 Liubliana Slovenia Tel: +386 41 730 970 Fax: +386 59 062 132 www.x-vachts.si x-vachts-iadran@siol.com

#### Sweden



X-Yachts Sweden Lidingövarvet Ängshyddevägen 1 181 31 Lidingö, Sweden Contact: Johan Delin Tel: +46 703172669 www.x-vachts.se iohan@x-vachts.se



## X-Yachts 2013

World class competition On show X-35s compete in Capri, X-41s meet in





Gold Cup New Xp 33 unveiled at Paris Salon Nautique, All welcome at the Royal Danish Yacht Club, Malmø, plus Palma's prestigious Copa del Rey Dec 7-16 2012, then Boot Düsseldorf, Jan 19-27 Copenhagen 17-20 July



### **Unmatched Experience** Racing, performance and custom build carbon rigs

## **Unmatched Design Technology**

Patented in-house spar and sail design software delivers unprecedented modelling power and accuracy.

## **Unmatched TPT Construction**

Patented Thin Ply Technology<sup>®</sup> composites produce lighter, stronger, safer spars.

## **Unmatched Carbon Rigging**

More than 85 EC6<sup>™</sup> rigging packages are in service combining lower weight with exceptional durability

## **Unmatched Global Network**

Service support from 300+ experienced staff in six corners of the globe

## **SouthernSpars**

NEW ZEALAND DENMARK FRANCE USA PALMA SOUTH AFRICA AUSTRALIA To learn more, visit www.southernspars.com or contact info@southernspars.com

## Why Southern Spars is the proven leader in carbon spars & rigging...



