

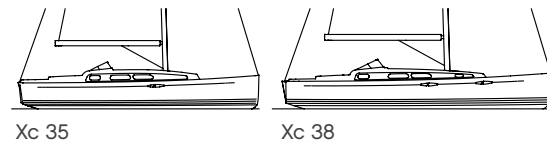
New X6 preview • Xp 33 and Xp 55 launched • Xc 35 unveiled
Gold Cup spectacular • X-Yachts 2014 range

X-YACHTING

2014 Edition

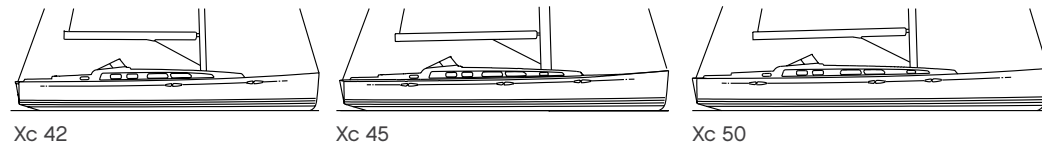
x-yachts.com





Xc 35

Xc 38



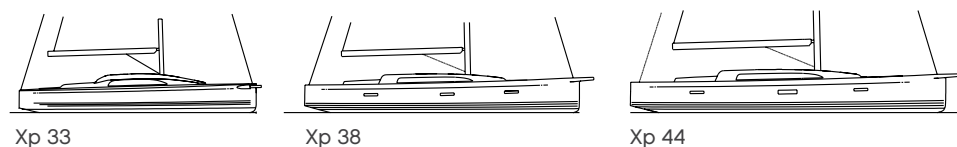
Xc 42

Xc 45

Xc 50

Xperformance

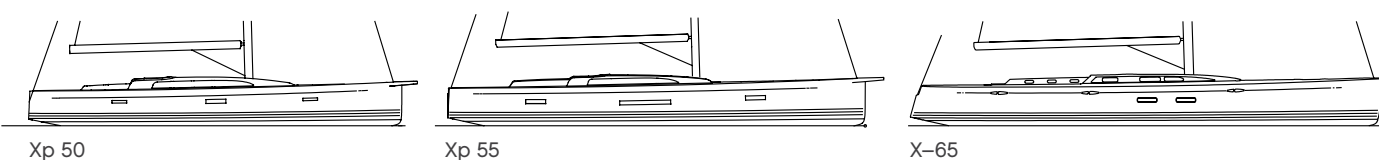
Sleek, comfortable yachts combining world-class performance and cruising amenities.



Xp 33

Xp 38

Xp 44



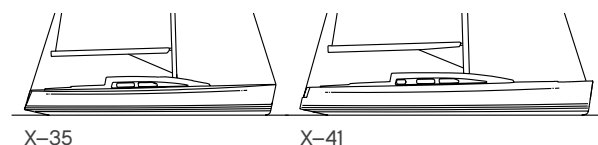
Xp 50

Xp 55

X-65

Xracing

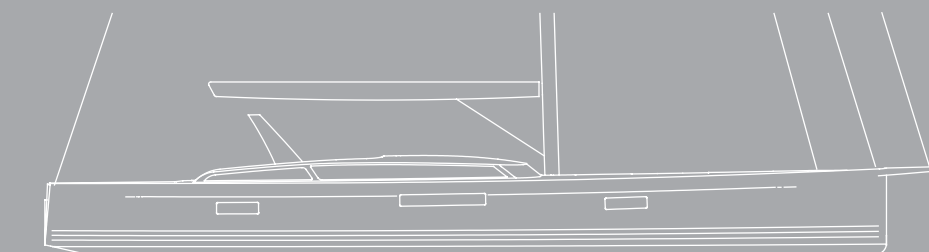
Thrilling racing in ISAF recognised One Design Classes, with annual European and World Championships.



X-35

X-41

The new X6...



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2014 edition

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One to remember

The year 2013 was just an amazing 12 months, the year we had all been waiting for. It saw the launch of our newest additions to the family with the Xp 33 and Xp 55 completing the Xperformance range, one at each end of the scale.

For those of us in Northern Europe it also brought such a lovely long summer, that we could all remember just why we want and need to go yachting, and why sailing with friends and family is such an enjoyable thing to do.

In the Southern Hemisphere we celebrated the Australian region becoming the biggest X-Yachts market, as X-Yachts also successfully broke into new markets worldwide, including China, Chile, New Zealand and Canada.

Finally, it was the year when the X-Yachts Gold Cup returned to the prestigious Royal Yacht Club of Denmark (KDY), as more than 1,000 sailors celebrated and competed over three long days, in

the most fantastic weather. You can read all about the memorable Gold Cup on page 108, along with tales from X-Yachts owners around the world.

We hope this edition of X-Yachting will help inspire memories of a truly great sailing year, as well as demonstrate just what X-Yachts and the X-Yachts global community is all about. There is comprehensive information on the core X-Yacht ranges, the Xperformance and Xcruising lines, and a special focus on the latest models – including the introduction of an all-new baby Xc 35 (see page 64).

We're also proud to release preliminary details of a new 'super cruiser' currently in development. The 60-footer will be a performance cruiser built utilising the best of contemporary race boat technology to guarantee superb sailing qualities, offered with every facility you'd expect from a luxurious bluewater yacht.

We hope you enjoy this edition of X-Yachting and another superb year of sailing. **X**

Above: A highlight of 2013 was the X-Yachts Gold Cup in July with 110 boats including Allan Nissen's Xc 50 'Sibonga'

The X6 represents the first in a new development of performance cruising yachts. The twin-rudder X6 will utilise the same hi-tech construction techniques as X-Yachts adopted to build their latest generation Xp racer-cruisers, including vacuum infused epoxy with localised carbon for strength, stiffness and stability. It also comes from the same drawingboard as the award-winning Xcruising family.

Combining the best elements of these two world-beating ranges will be an all-new, luxurious and impressively fast collection of performance cruising yachts for state of the art bluewater sailing.

The first model will be in the 60-foot range, a sector which is dominated by traditionally styled, relatively heavy cruising yachts. 'In developing their latest model, by using the Xp construction techniques, X-Yachts sets out to achieve a 15-20 per cent weight saving over a traditionally built 60ft cruiser, while offering improved performance and amenities compared to Mediterranean-style 'daysailer' yachts. The new models will be offered with a wide choice of sail options, with high priority given to ensuring the yacht is easily handled with just one or two crew.

The 'X6' is currently under development and set for launch in early 2015. →

Introducing: X6

X-Yachts is proud to unveil the first model in its newest range of contemporary performance cruisers



21st century cruising

Central to the concept of the X6 is a raised saloon, which gives unrivalled light and spaciousness in the interior, with panoramic views and seamless movement between the saloon and cockpit.

The cockpit offers a huge choice of options to create customised sailing and outdoor entertaining areas, including pushpit seats, helmsman's seats and a comprehensive range of biminis and sprayhoods. A large stern garage is designed to accommodate modern watersports equipment, including a 3.2m Jet RIB tender, and diving equipment/compressors.

The mainsheet may be led down to the cockpit sole (as standard) or onto a carbon arch, offered as an option to create a clear and safe cockpit. High specification deck gear includes furling headsails with optional hydraulic rams, self-tacking jibs, and an inner forestay, all designed to create an adaptable and easily managed sail plan.

There is a full range of rig options including a 'Park Avenue' boom, and in-boom or in-mast furling. The keel is offered in both shallow and deep draft, with 'L' and 'T' bulbs available. →



Multiple options

The X6 may be personalised to suit each owner's style, from sleek and minimalist (see above) to the comfort and protection of full cruising mode (see right). Safety is a priority throughout, with all sheeting winches located aft (or beneath decks) for an uncluttered central cockpit, and high coamings offering security and protection.

Modular seating in the adaptable mid-cockpit enables multiple configurations including 'U' and 'L' shaped sofas or a wide sunbathing platform, together with a cockpit table to accommodate up to 10 people. The coachroof may also carry discrete solar panels.

The huge transom garage combines storage for a Jet RIB tender of up to 3.2m, with roller launch system and integral powered winch. There is a wide teak-topped bathing platform, with an optional retractable passerelle concealed in the transom. →



Above: Modular 'U' or 'L' shaped cockpit seating with removable aft section, optional helmsman's and pushpit seats, glass windscreen and passerelle

Far left: Cockpit table lowered to form sunbathing platform

Left: Cockpit table and seating for up to 10 guests

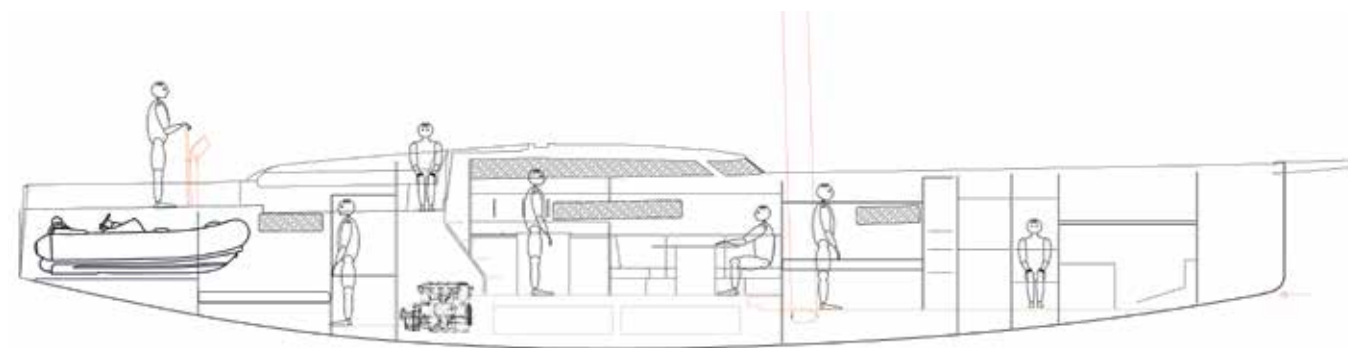


Complete choice

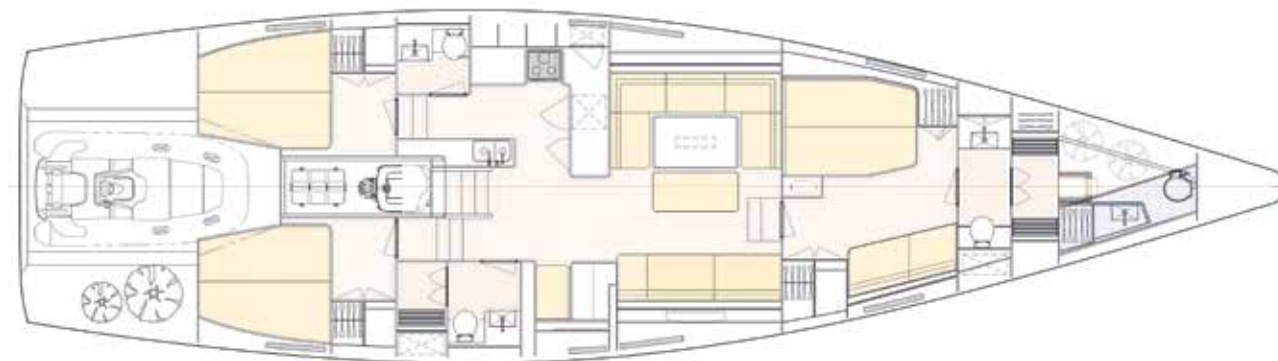
The contemporary appeal of the X6 continues down below, with a comprehensive range of interior custom options in layout, materials and colours from hi-tech kitchen surfaces to hand-crafted wooden joinery.

There is also a wide choice of interior layouts, with three or four double cabins, an extra-large galley, optional heads and 'workshop' conversion all available. Owners may specify a separate crew cabin with its own entrance and heads, and a dedicated fixed navigation station.

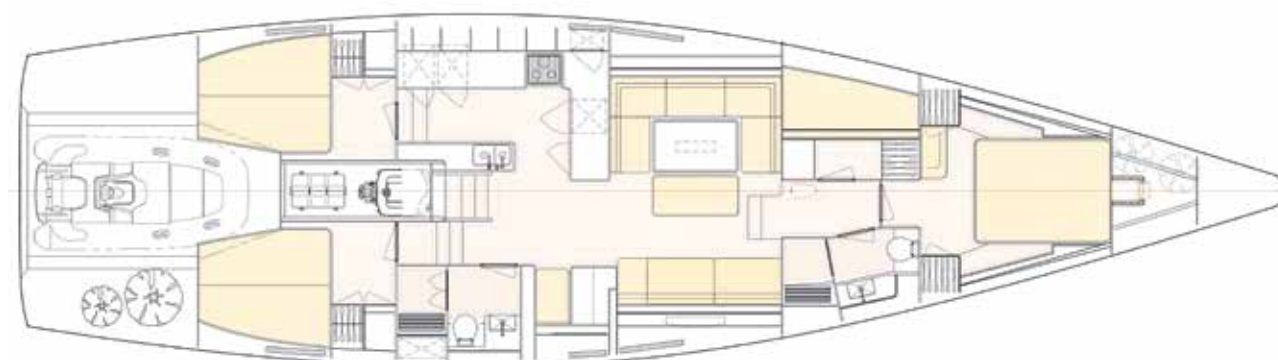
Provision has been made for all navigation, communication and media systems, as well as functional appliances such as a washing machine and kitchen accessories throughout the high specification galley. **X**



Three cabin, three heads layout with owners ensuite forward



The owners' cabin may also extend forward with the ensuite to port, while a workshop may be created (replacing the aft port heads)



A fourth twin bunk cabin and enlarged galley are also available as options

Different approach

The Xp range is a hi-tech family of performance cruiser-racers designed and built without compromise

The Xp range is the fourth generation of performance yachts created by X-Yachts, and distills over 30 years of experience to create a range of boats which excel for both racing and cruising.

Launched in 2011 to great acclaim with the Xp 44, the Xp range also includes the Xp 38 and Xp 50. Last year the family was completed with the launch of two more models, the Xp 33 and Xp 55. Each is designed to raise the bar for production cruiser-racer yachts in improved build quality, attention to detail, innovation, sailing experience and comfort – as well as continuing the X-Yachts tradition of success on the race course.

Stability is key, with each yacht designed to carry an increased proportion of its weight in the deep bulb. A significantly improved ballast to weight ratio, thanks to a hi-tech epoxy vacuum infusion build process with localised use of carbon, also contributes to an enjoyable and responsive sailing experience. **X**

Xperformance features

- Optimised using VPP programs for performance across all wind ranges
- High stability and large sail plan
- Ergonomic helming position
- Single-line reefing as standard, in-boom furling available on larger models
- Carbon and steel keel frame structure for strength, safety and reliability

Xp features

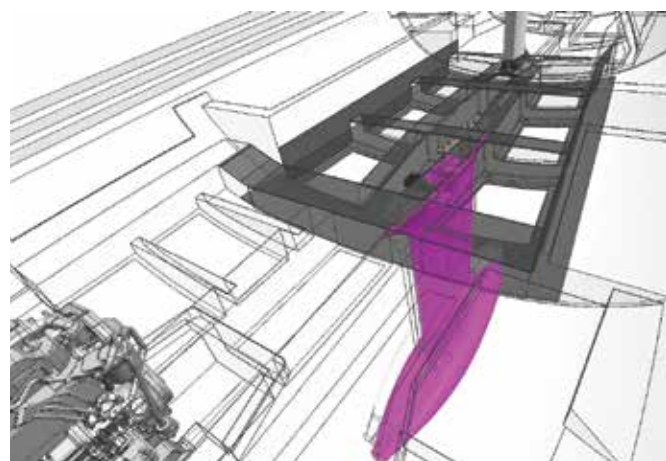
The Xp yachts may be highly customised with many innovative features

The Xp range is designed to be truly dual-purpose, and each model is offered with both standard aluminium and optional high aspect carbon rigs. The Xp 33, 44 and 50 are also offered with a T-bulb keel in either standard or deep draught, while Xp 55 owners may choose from a number of keel options.

The X-Yachts steel keel frame has been updated with a new carbon/composite structure which gives an improved strength to weight ratio for hull impact resilience and rig stability with a lighter overall weight.

Asymmetric headsails and under-deck furlers ensure owners can switch simply between short-handed and fully crewed sailing modes. The Xp 38, Xp 44, Xp 50 and Xp 55 feature a choice of four multifunctional bowsprit options, while the Xp 33 has a modern retracting bowsprit, and every Xp may also carry a symmetric spinnaker pole.

The pedestal and cockpit area may be personalised with numerous bimini and sprayhood options, and on the larger four designs a pop-up table can be submerged within the cockpit sole. 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. **X**



Finish options include wooden galley, white top cupboards and wooden freeboard/lower cupboards as shown, with optional aft-facing chart table



Standard flush top



Optional compass mount with grab-rail



Optional small instrument mount with grab-rail



Optional large instrument mount with grab-rail



Optional extra large instrument mount



Standard GRP cowl with integrated anchor fitting



Optional carbon bowsprit without anchor



Optional white painted carbon bowsprit with integrated anchor fitting



Optional GRP cowl for rating efficiency



The Xp 38, Xp 44 and Xp 50 yachts feature a ground-breaking sliding navigation table for flexible interior seating

Xp 33

Serious fun

The newest addition to the Xperformance family is the Xp 33 pocket-rocket

The Xp 33 is a high stability 30-footer which benefits from the same advanced construction techniques as the larger yachts in the Xperformance range for superb sailing performance and build quality.

Smooth lines, ample buoyancy both fore and aft, a plumb bow for maximum waterline length and subtle chines create a hull which is fast on all angles of sail. A custom-designed double spreader aluminium mast is offered as standard, with a carbon rig available as an option. Non-overlapping headsails, a single line headsail furler and retractable bowsprit increase the sailing fun and racing potential while ensuring sail handling is stress-free, even when short-handed. →





Ergonomic design

The Xp 33 deck layout and cockpit is designed to be highly functional. A rod linkage steering system connects to the single rudder underneath the cockpit sole and enables the tiller to be positioned aft, behind the mainsheet. This allows the skipper to easily control the boat when cruising, or to communicate smoothly with the main trimmer whilst racing. The composite tiller is fitted as standard with a Spinlock adjustable extension.

The cockpit is wide and spacious. Aft of the mainsheet track there are moulded foot chocks integrated into the cockpit sole, with two opening lockers giving access to a generous storage compartment for fenders, mooring gear and similar. Forward of the main track, wide benches offer a comfortable cruising ride and room for race crew manoeuvres. Six Harken winches are fitted as standard, of which two may be easily upgraded to top racing spec.

The Xp 33 may also be easily adapted into cruising mode, with an optional electric anchor windlass and removable stainless steel anchor arm. A self-draining anchor locker is fitted as standard, with gas bottle storage in the port aft cockpit. →

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Xp 33



Living space

The Xp 33 is offered with a classic three cabin interior layout. The main saloon includes two comfortable sofas and a removable central table with integral storage, while the engine is easily accessible thanks to a removable GRP cover beneath the companionway. Aft are two symmetrical cabins, while forward there is an optional comfortable and private triangular berth. A single heads with shower is forward of the saloon.

A practical galley lies to port with GRP worktops, a two-jet gimbaled gas stove and stainless steel sink. To starboard a forward-facing navigation station includes the yacht's electrical switchboard as well as space for additional navigation and communication equipment. **X**

Xp 33 Dimensions – Standard

Hull length	9.99 m	32.78 ft
LWL	8.86 m	29.07 ft
Beam	3.21 m	10.53 ft
Standard draft	1.90 m	6.23 ft
Ballast (standard keel)	1700 kg	3,748 lbs
Displacement (light)	4,300 kg	9,480 lbs

ENGINE / TANKS

Engine diesel	14.5 kW	20 HP
Water tank (standard)	110 Ltr	291 (US) Gal
Fuel tank (standard)	50 Ltr	132 (US) Gal

SAIL AREAS (standard)

Mainsail	33.8 m ²	364 ft ²
Genoa (106%)	29.2 m ²	314 ft ²
Asymmetric spinnaker (cruise)	93.0 m ²	1,001 ft ²



Xp 38

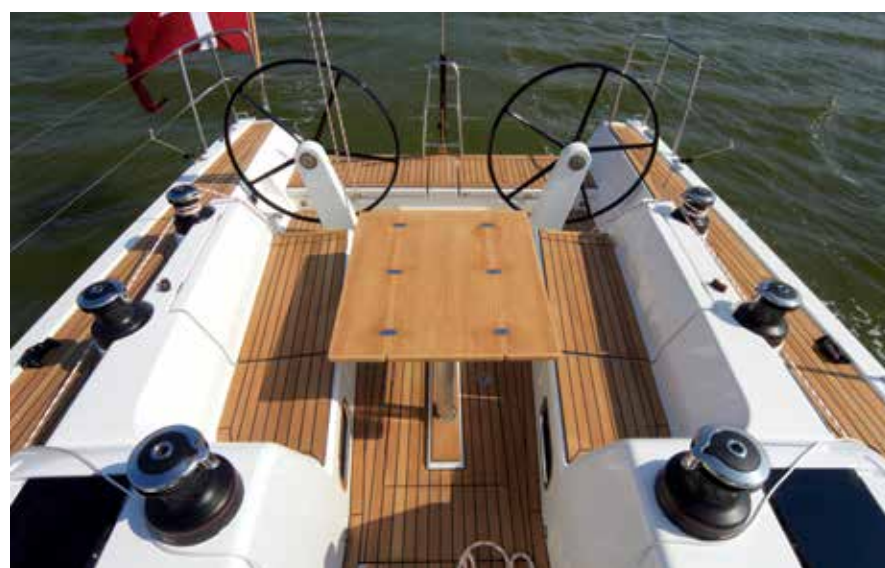
Experience counts

The Xp 38 delivers an unrivalled sailing experience in a dual-purpose cruiser-racer

The Xp 38 was launched in 2011 and quickly developed into a global fleet, with boats sold from Japan to Hungary, Switzerland to Australia. It was nominated for Boat of the Year, with one judge commenting: "The main reason you own this boat is because you love sailing. Seeing it underway, it just lights you up." (Tim Murphy, Cruising World). It has also scored a host of race victories under both IRC and ORC, this year including the Palma Vela and Bohusracet double-handed race.

This enjoyment comes from the Xp 38's high level of responsiveness, thanks to high ballast ratio, light and stiff epoxy infusion construction and carbon keel structure, and controllable sail plan. High stability and ease of handling makes the Xp 38 a rapid and comfortable yacht to cruise with excellent sea-keeping in all conditions, as well as a high performance racing design for both inshore and offshore. →





Quality touch

Deck-recessed halyards and control lines, flush deck hatches and port-lights create a clutter-free and aesthetically appealing deck layout. Design details include an optional folding table concealed within the cockpit sole, with dedicated storage for all the essentials – even the washboards. The twin composite wheels are offered with a range of pedestal options, including compass and instrument mounts, with optional electric or high-powered manual winches.

The standard rig package includes an

aluminium mast with discontinuous rod rigging and hydraulic backstay for efficient and repeatable tuning. The Xp 38 was also conceived with an optional deep draft keel configuration with high aspect ratio fin, carbon rig and performance deck gear.

As with all the Xp models, the composite keel features a lead bulb and cast iron fin, precision moulded and encapsulated in a vacuum infused GRP layer for a perfect, hydrodynamic finish. Through hull fittings are also recessed to reduce underwater drag, together with a faired 'S-drive' engine strut. →



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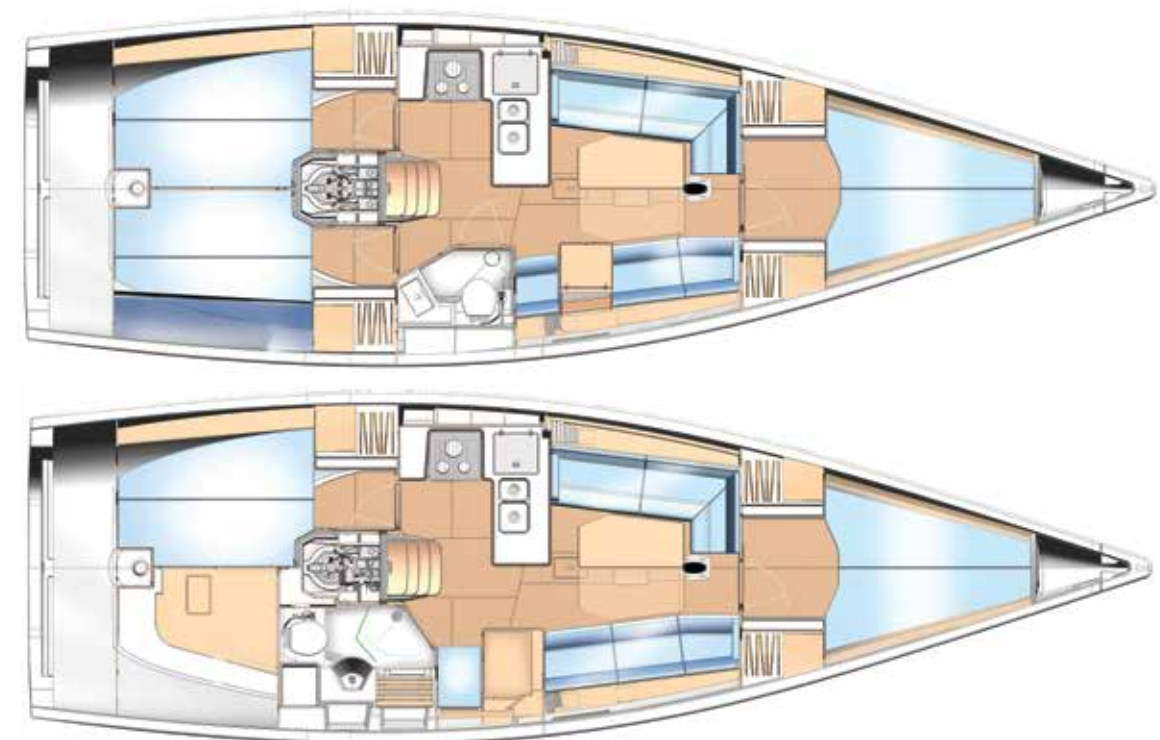
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Choice of cabins

The Xp 38 includes both classic three-cabin or spacious two-cabin layout options. The three double cabin option includes symmetrical aft berths (which may have optional freeboard shelves or pipe cot berths added) and a master double forward. It comes as standard with the Xp sliding chart table, or an optional fixed aft-facing chart table, and a heads to starboard with shower over. The two-cabin option creates an extra large heads, with separate shower featuring hinged door and seat, and a spacious storage locker to starboard that is accessible from the cockpit and can accommodate all cruising equipment. There is a fixed forward-facing chart table, and double cabin to port.

Both layout options include an L-shaped galley, folding saloon table surrounded by L-shaped sofa, additional seating and generous storage. It is offered in a range of interior colourways, with a new teak galley option also available. **X**

Xp 38 Dimensions

Hull length	11.58 m	37.99 ft
LWL	10.36 m	33.99 ft
Beam	3.70 m	12.14 ft
Draft - standard	2.10 m	6.89 ft
Draft - deep	2.40 m	7.87 ft
Ballast - standard	2,760 kg	6,085 lbs
Displacement - empty	6,775 kg	14,936 lbs

ENGINE/TANKS

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

SAIL AREAS standard

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



Xp 44

New wave

The Xp 44 combines latest technology with three decades of X-Yachts experience in performance yacht design

high res needed

The Xp 44 was the first of the Xperformance line to be launched, representing X-Yachts' fourth generation of cruiser-racers. It was designed utilising Velocity Prediction Programs for a highly optimised hull shape which performs well in a range of wind conditions, on all angles of sail, and under both ORC and IRC racing handicap systems. Key elements of the hull design include reduced upright beam and wetted surface area, while the transom shape ensures that as windspeed builds and the boat powers up, the overall waterline length increases for additional speed.

Additional performance is gained through the Xp 44's exceptional stiffness and high stability, achieved by a high ballast ratio with additional weight in the keel bulb keel, and lightweight structures thanks to epoxy infusion build processes. →



Xp 44



X PERFORMANCE



The Xp 44 features a folding transom with telescopic swim ladder

Race or cruise

The Xp 44 introduced the innovative Xperformance bowsprit, with options including a carbon bowsprit to set asymmetrics, a GRP cowling, and optional anchor attachments for hassle-free cruising.

The Xp 44 is supplied with an aluminium rig as standard with carbon mast and boom as an option, both developed in conjunction with leading sailmakers to create an efficient, easily adjustable sail plan. The Xp 44 also carries multiple halyard options to allow owners to optimise their boat for racing or cruising, inshore or offshore. Standard deck features include a below decks furling drum, low friction racing blocks, and large self-tailing winches (powered optional). →



PHOTO: MARTINEZ STUDIO

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Xp 44



Innovative interior

The Xp 44 also introduced the Xp range's adaptable new sliding navigation station, supplied as standard, which allows for additional seating or a forward-facing chart table. It is also offered with a fixed chart table option.

The three-cabin layout includes symmetrical double aft cabins, a forward cabin with ensuite heads, L-shaped galley (now available in a new wooden finish option as shown above), additional heads accessible from the saloon, and spacious seating area around a removable saloon table. Flush-mounted hatches and stylish LED lighting creates a light and welcoming space, day or night. **X**

Above: The interior is available in a range of colourways, with a new wooden galley finish option

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	3,850 kg	8,488 lb
Displacement - empty	8,650 kg	19,070 lb

ENGINE/TANKS

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

SAIL AREAS standard

Mainsail (Alloy rig)	59.6 m²	642.0 ft²
Mainsail (Carbon rig)	64.2 m²	691.0 ft²
Genoa 106%	47.2 m²	508.0 ft²
Spinnaker	170.0 m²	1,830 ft²





Xp 50

Dual performer

The Xp 50 is a high-performance cruiser-racer which offers impressive pace and ease of handling

The third yacht in the Xp range to be launched after the Xp 38 and 44, the longer waterline length of the Xp 50 allows additional cruising features to be incorporated, as well as increased straight-line speed. In line with the rest of the Xp range, the 50-footer utilises epoxy infusion build processes for improved stiffness with reduced weight, a carbon keel structure for maximum safety and ultimate stability, and a precision-moulded composite keel with iron fin and lead bulb giving a high ballast ratio. A choice of standard aluminium or optional carbon rig packages, and standard or deep draft keels, allows Xp 50 owners to optimise their yacht for racing or cruising, short-handed or fully crewed, inshore, offshore or bluewater sailing. →



Adaptable features

The Xp 50 bowsprit features a removable stainless steel anchor fitting, neatly integrated as standard below a removable GRP cowling. Alternative options include a carbon bowsprit with or without integrated anchor fitting, for setting large asymmetric and code sails with ease, or a flush cowling.

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

Concealed control lines run aft with a Maxi-style mainsheet system for a clutter-free, functional and comfortable cockpit area. There is a choice of biminis and two-pole sprayhood with opening window, together with the Xp folding cockpit table for flexible entertaining space. Liferaft storage is integrated under the cockpit sole, while the transom garage accommodates a 2.3m inflatable tender. An electrically operated transom door also forms a teak-topped bathing platform with stainless steel swim ladder. →



Choice of high quality wooden and composite interior and galley finishes



Optional forward-facing chart table

Personal space

The Xp 50 interior benefits from exceptional amounts of daylight, thanks to an elegant coach roof design with two opening window sections for increased ventilation and light within. The saloon includes a roomy U-shaped sofa around a central table with integrated storage, and a secure U-shaped galley with three-jet gas cooker, and options including an 85-litre front-opening fridge and microwave.

There are three double cabins, with freeboard shelving or pipecots available in both aft cabins. The forward master cabin features a large central double,

and an ensuite heads to port with dedicated shower compartment.

The Xp 50 interior may also be highly customised. Layout combinations include twin showers and the Xp sliding chart table fitted as standard, or alternatively the twin shower layout is offered with an optional aft-facing navigation station.

Owners may also choose a single shower, twin heads arrangement which allows for additional saloon space and a fixed forward-facing chart table. The forward sail locker can also be custom fitted with optional freeboard-hung pipe berth and WC. **X**

Xp 50 Dimensions

Hull length	14.99 m	49.18 ft
LWL	13.31 m	44.00 ft
Beam	4.41 m	14.53 ft
Draft - standard	2.65 m	8.69 ft
Draft - deep	3.00 m	9.84 ft
Ballast - standard	5,140 kg	11,332 lbs
Displacement - empty	11,900 kg	25,573 lbs

ENGINE / TANKS

Engine diesel	55 kW	77 HP
Water tank standard	550 Ltr	145.5 Gal (US)
Fuel tank standard	300 Ltr	79.5 Gal (US)

SAIL AREAS (Standard)

Mainsail (Alloy rig)	876 m²	9430 ft²
Mainsail (Carbon rig)	896 m²	9650 ft²
Genoa 106%	64.3 m²	692.0 ft²
Spinnaker	2100 m²	2,368 ft²



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



Xp 55

The next level

The Xp 55 is the flagship model in the Xp range, and raises the bar for performance sailing yachts

The Xp 55 offers an unbeatable sailing experience combined with luxurious levels of comfort. Since its launch in 2013 it has impressed reviewers and sailors alike, with test reports praising the boat for its 'dinghy-like feel', fast pace, and the ability to sail the boat rapidly and easily double-handed. Utilising the same hi-tech construction methods as the rest of the Xp range, the Xp 55 has an impressive ballast ratio for her size for controllable, stable high performance sailing. →



All to hand

Although the largest yacht in the Xperformance range, the Xp 55 has been specifically designed for short-handed sailing. Concealed control lines are led aft to four high specification self-tailing winches as standard, which place all sheets, halyards and trim lines to hand. A below-deck furling drum, longitudinal genoa tracks with adjustable jib cars and concealed control lines are fitted as standard.

The mainsheet is attached to a single point at the cockpit floor and led aft via the mast/halyard

channels below deck for ease of handling from the cockpit. For racing, a windward tweaker block system can be deployed to allow narrow sheeting angles for both main and genoa.

The Xperformance bow options include a carbon sprit or fixed tack point for setting a 240m² asymmetric, while the sprit may also neatly house an anchor arm. The helmsman's position may also be customised with a choice of five pedestal options, including an extra-large instrument mount with potential for a dual control throttle. →



Xp 55 Dimensions – Standard

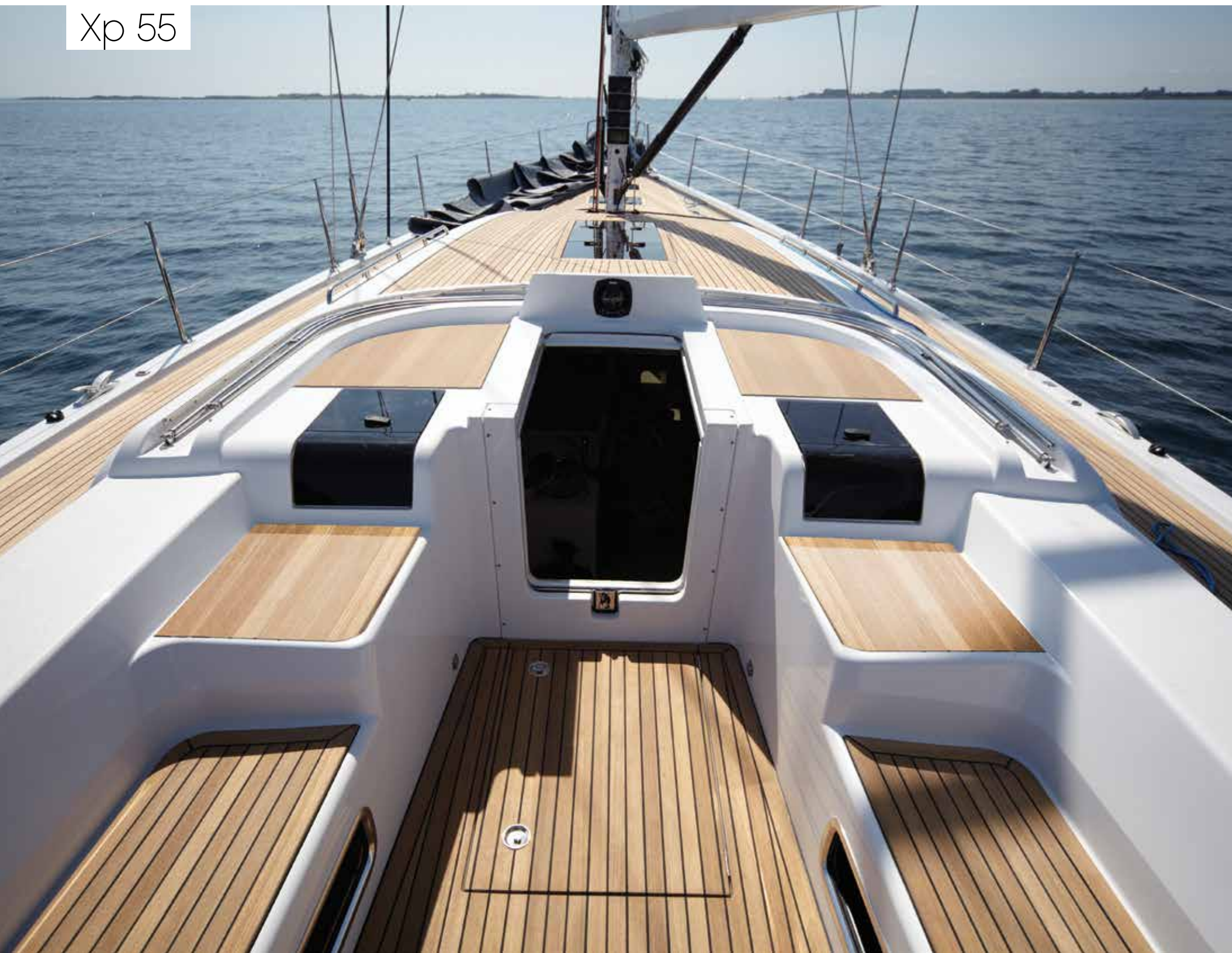
Hull length	16.76 m	54.99 ft
LWL	14.87 m	48.79 ft
Beam	4.77 m	15.65 ft
Draft - standard	2.85 m	9.35 ft
Draft - deep	3.2 m	10.5 ft
Draft - shallow	On request	
Ballast - standard	6300 kg	13,889 lbs
Displacement light	16,800 kg	37,038 lbs

ENGINE / TANKS

Engine diesel	80.2 kW	110 HP
Water tank standard	550 Ltr	145 (US) Gal
Fuel tank standard	400 Ltr	105 (US) Gal

SAIL AREAS (Standard)

Mainsail (Alloy rig)	99.6 m ²	1,072.1 ft ²
Mainsail (Carbon rig)	102.8 m ²	1,106.5 ft ²
Genoa 106%	74.8 m ²	805.1 ft ²
Spinnaker	240.0 m ²	2,583.3 ft ²



Modern appeal

The Xp 55 cockpit is ergonomically designed as well as providing a stylish space for relaxing. Attractive teak decking is fitted as standard, with the option to extend the teak to include side decks and coach roof. Additional finishing touches include folding Nomen mooring cleats. The deck hatches, portlights and windows are flush, with advanced hinge design on the opening coachroof windows ensuring that no fittings are visible from the outside, whilst allowing for increased ventilation and natural light down below.

The cockpit table swiftly folds away into its own recess in the cockpit sole, while there are additional recesses for the sprayhood framework and canvas, a specially designed 'garage' for the washboard, and built in halyard tails 'bin' for a clutter-free, safe and smart cockpit and coachroof area.

The electrically operated folding transom can be deployed to create a teak topped bathing platform with swim ladder, while the aft 'garage' can accommodate tender dinghies up to 3.0-3.2 m in length, with dedicated liferaft storage under the cockpit sole. There is also a bow locker with electric anchor windlass. →



Dismountable cockpit floor foot chocks



Cockpit table in place



Cockpit floor storage for liferaft, coffee table and gas bottle compartment



Interior design


The Xp 55 interior offers an exceptional level of customisation, with a choice of layouts (all with three spacious double cabins) and finishes.

The master cabin includes an ensuite WC and shower room, which may be fitted forward with the double berth to port, allowing access to the forepeak and sail locker. Alternatively the master berth may be central with the heads to port, including a separate shower. The aft symmetrical cabins may be fitted with optional pipecotts. There is a choice of a single second heads and wetroom accessible from the main saloon, which

allows for an extra-spacious galley, or twin ensuite heads for the two aft cabins.

Other options include a concealed lifting television in the saloon, and a choice of high quality materials, including Corian galley worktops and hand-crafted wood. Finishing details include custom-designed stainless steel book brackets positioned on the deep freeboard shelves. The galley is equipped with a triple-jet gas oven, microwave, top-loading fridge-freezer, front-loading fridge and ample storage, with space for optional appliances such as a dishwasher or Nespresso coffee machine. ✕



An aerial photograph of the X-65 sailboat, a large white vessel with a wooden deck and a large white sail, sailing on a dark blue ocean under a clear blue sky. The boat is viewed from a high angle, showing its full length and the intricate rigging. The deck is made of light-colored wood and features several rectangular hatches. The sail is a solid white color, and the mast is a tall, slender pole. The boat is moving towards the right side of the frame, leaving a white wake behind it.

X-65

The X-65 is a high specification, high performance cruising yacht, which exudes X-Yachts quality throughout. The largest design in the X-Yachts stable, the X-65 offers finger-tip control, with twin wheel pedestals and top specification deck gear including electric winches and in-boom furling controls. Remarkably given her size, she makes an ideal cruising yacht for those who like to sail doublehanded (see our story on page 120 on 'Katherine's' amazing world-tour), eating up the miles at pace as well as offering every amenity for stress-free anchoring and mooring. However, the X-65 may also accommodate a large number of guests on board with ease.

The X-65 is offered with a carbon mast and "Park Avenue" boom. Flush-mounted hatches, recessed fittings and frameless port lights create sleek, clean teak decks. 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. →

Maximum style

The X-65 offers 'Maxi' yacht performance and cruising comfort, in an accessible 65ft package

X-65



Signature quality

The X-65 interior layout can be adapted to create a truly personal space, including three or four-cabin layouts to accommodate double, twin or crew berth options, and a choice of open or closed galley. A selection of quality materials and fittings is available, with the latest technology available in personally specified media and entertainment systems. Every X-65 also benefits from the unrivalled quality of finish X-Yachts' can offer thanks to their own in-house team of interior architects and craftsman, and a concept-to-fitting control of every fixture, fitting and design detail. **X**

X-65 Dimensions

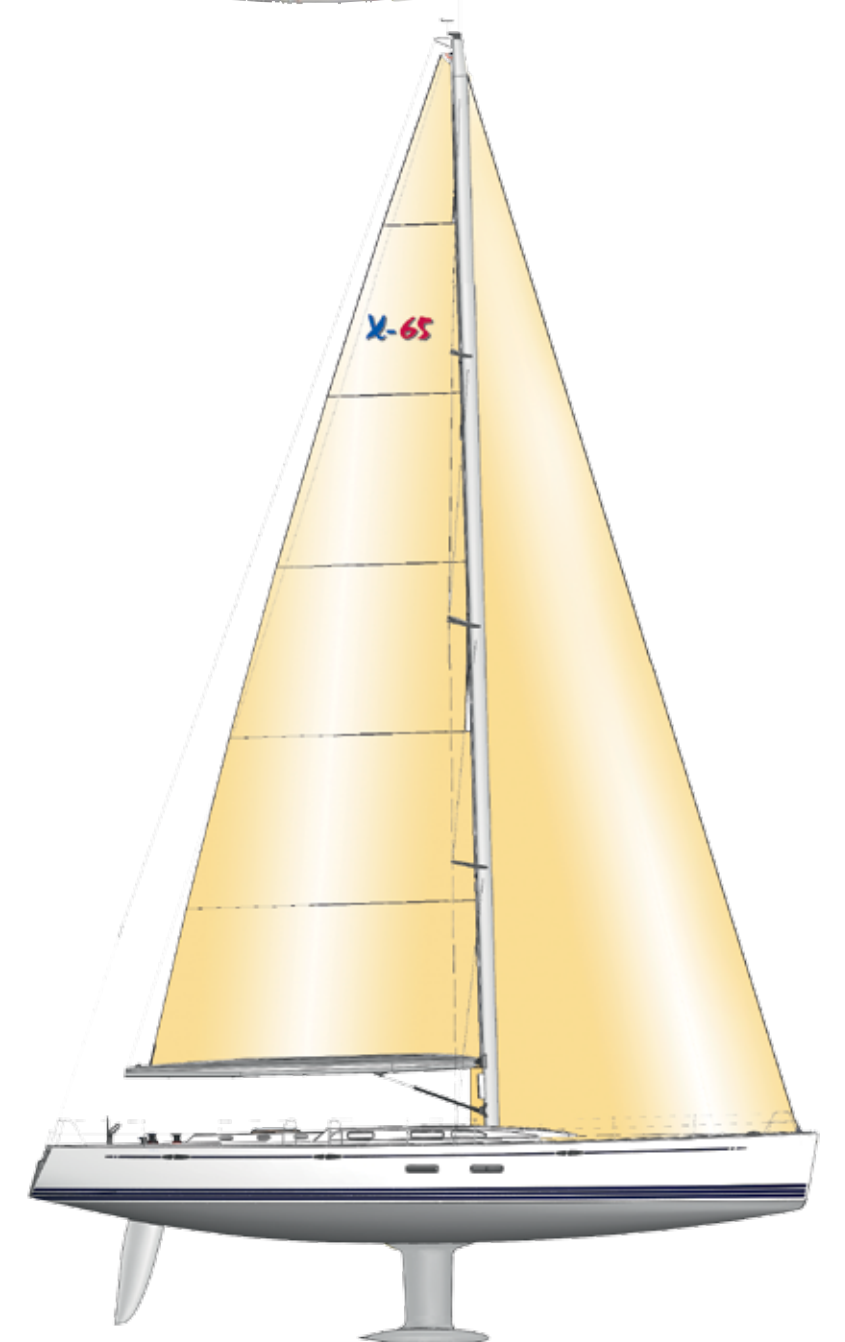
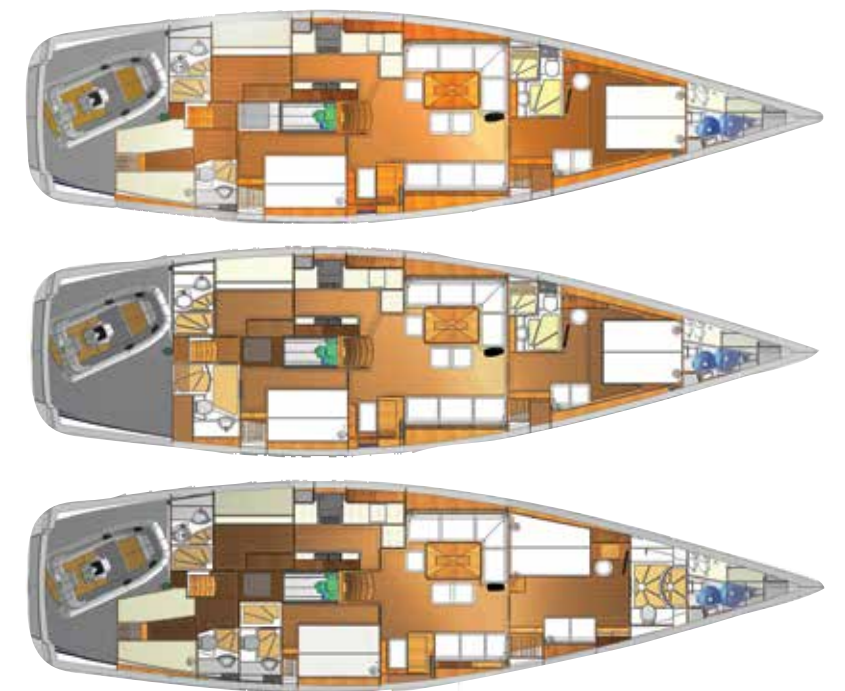
Hull length	20.01 m	65.65 ft
LWL	17.68 m	58.00 ft
Beam MAX	5.36 m	17.59 ft
Draft standard	3.40 m	11.15 ft
Ballast	10,000 kg	22,050 lb
Displacement	27,500 kg	60,638 lb

ENGINE / TANKS

Engine diesel	110 kW	150 HP
Water tank (standard)	913 Ltr	214 (US) Gal
Fuel tank (standard)	779 Ltr	206 (US) Gal

SAIL AREAS (Standard)

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





Designer's choice

As a designer for Volkswagen, Marc Lichte has helped create some truly iconic cars. So when he bought his first new yacht, naturally he turned to the Xp range



In June 2013 the 30,000,000 – yes, that's 30 millioneth – VW Golf rolled off the production line, making it the most successful European car ever created. It was launched in 1974 – just four years before X-yachts was founded – and is now in its seventh incarnation.

As Head of External Design for Volkswagen, Marc Lichte has had a guiding hand on three generations of the hugely successful hatchback, as well as a host of other market-leading models for the German automotive manufacturers. A keen X-Yacht owner for

many years, he this year took delivery of an Xp 33, the very latest generation 30-foot racer-cruiser from X-Yachts.

"I am Head of Volkswagen Exterior Design, and with my team I am designing cars like the Golf, Touareg, Passat, and Beetle," Lichte explains. "During my studies at Pforzheim University I won a design competition. It was like a championship between the four best universities – London, Pforzheim, Detroit and LA. On the jury was Hartmut Warkuß – Head of Volkswagen Design at the time – and he immediately offered me a job in Wolfsburg.

My first project was the Phaeton.

"Usually, in the beginning all the designers work on a project and at the end of the design process the board choose one model. They chose my model, so I had the first car in production. After the Phaeton I designed the Golf Mk5, Mk6 and Mk7, Touareg, Beetle, Tiguan, Passat and Touran."

So, what makes great design? "A car will be produced around every six years. So, great design has to be timeless and on the other hand modern without too fashionable.

"To be honest, my favourite design is the Golf Mk7. It's perfect in proportion, a unique design-theme with perfect surfaces and a very modern expression. That's why the Golf is timeless."

When working on the design of something, like a car, which has both technical and safety issues, how can he balance beauty with functionality? "The most important thing in car design is the proportion! That why I'm working very hard at the beginning of each project with the engineers, to create the perfect proportions. For the Golf Mk7 that means: a long wheelbase, shorter overhangs and lower point of gravity in comparison to the Mk6, without reducing the functionality."

Marc cruising on board his new Xp 33 'Marx'



Do the same issues need to be balanced in yacht design? "I have a similar opinion on yacht design as on car design: first of all the proportion has to be perfect. The yacht should sail very

fast and be precise, and it also has to be timeless, because I want to enjoy my yacht for many years. I don't see many yachts like this on the market."

How do designers continually evolve →



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a design classic, like the VW Golf? "The Golf design is very special. Everybody should immediately identify a new Golf as a Golf. The Golf is a hatchback with a very strong 'c-post' – this is different to the competitors and because of this, very unique. But the secret of the Golf design is the timeless expression. Each generation of Golf has a different design theme and was at its time always modern but never fashionable."

Fulfilling a dream

Marc Lichte has owned X-Yachts for almost a decade. "I learned to sail at the age of six in an Optimist, on a lake close to my hometown in Arnsberg, Germany," he recalls. "After the Optimist I sailed a Laser and my father's Biga 24. With the Laser I start racing across Germany, at events like Kiel and Travemünder Week.

"After studying car design I bought my first boat on the Baltic Sea. I was looking for a used X-79 but I didn't have enough money and ended up with a Three Quarter Tonner. But a dream came true when I got a phone call in 2004 from Olli Leu, who offered me a new X-99, the second last one ever produced.

"I had always dreamt of owning an X-Yacht and after Olli's phone call it finally happened, when I bought a dark blue X-99. I did a lot of racing and cruising over the last eight years, always

having a lot of fun.

"But as my two kids were getting older I started looking for a fast, good-looking yacht, around 33ft with two cabins in the rear. There was nothing on the market like that which would make me happy. But once again I got a phone call from Olli Leu, this time in the spring of 2012, and he told me X-Yachts were planning to build a kind of successor to the X-99. After seeing the first renderings of the Xp 33 I ordered a boat immediately."

Marc took delivery of his Xp 33,

called 'Marx', this year and attended the opening of the 2013 X-Yachts Gold Cup, before heading off on a family cruise. "After the X-Yachts Gold Cup I was cruising this summer for three weeks around Denmark and eastern Germany and we enjoyed every day. It is a pleasure to steer the boat and it doesn't matter if there a strong wind, it is always easy to handle, even with a small crew."

As a designer, he adds, "And I enjoyed all the compliments we got, whenever we arrived at a new marina!" **X**





Allez Alizée!

The Giraglia Rolex Cup is one of the most competitive events in the world, and this year the Xp 44 'Alizée' was crowned overall champion

The Giraglia Rolex Cup is one of the most famous regattas in the Mediterranean, starting with a race from Sanremo, Italy to Saint-Tropez, France. The Cote d'Azur then hosts three days of inshore racing before the grand finale: a 243-mile offshore, rounding the Giraglia itself, a rocky islet off northern Corsica, and finishing in Genoa, Italy.

In 2013 the 61st running of the prestigious event attracted over 200 entrants from 20 countries, ranging from stunning Maxi yachts like 'Alegre' and 'Magic Carpet' to production 30- and 40-footers. The fleet included X-Yachts from around the world, with three Xp 44s from France, Latvia and Switzerland, X-35s from Russia and Italy, plus others.

This year light airs ensured that the offshore record was never in danger from the Maxi yachts, but made it an extremely competitive race for the smaller entries. The Xp 44 'Alizée' completed the course in just under 35 hours, in an exceptionally close race that saw them finishing within minutes of the Swan 42s 'Natalia' and 'Tixwave', the Swan 45 'Thetis', 50-foot 'Non Ti Fermi Mai', and other larger yachts. However, 'Alizée' saw off the nearest competition on corrected time under IRC by more than half an hour for a convincing win.

"It's a great surprise," explained 'Alizée' owner Laurent Camprubi after racing. "At the Giraglia Rock we knew we were well placed in class, but we never thought about winning overall. Instead, we concentrated on the race and our direct competition.

"It's a reward for our great team spirit. We are a really nice mix of ages and the 11-strong team includes my son and his friends." For team member Richard Sautieux winning on 'Alizée' was particularly significant – he first won the race back in 1968 and has waited 45 years for a second success!

Camprubi was rewarded with a Rolex timepiece, while the 'Alizée' team was also awarded the Giraglia Rolex Cup Trophy at a final prizegiving in Genoa.

Championship battle

For Laurent Camprubi the Giraglia Rolex Cup win was the highlight of an amazing season in his Xp 44. "I got the boat in April 2012. I was looking for a cruiser-racer to do the IRC Mediterranean championship, and chose the Xp 44 for her good looks, performance, and to have a boat that we can resale after two or three years with real value! For me an X-Yacht guarantees that.

"The first season we worked hard on really discovering all about the boat to prepare for racing. The Quantum Sails



CREDIT: ALL IMAGES ROLEX/CARLO BORLENGHI

"We set out to win our class. We never thought about winning overall"

team in France did a lot of specific preparation, and we also modified the boat for offshore with a bigger bowsprit and asymmetric spinnakers."

The Giraglia Rolex Cup has always been a goal for the team. "We set out to win our class – that was the objective because at the time we were third in the IRC Med championships, behind the GP42 'TeamVision', which is a pro crew.

"As usual we prepared our navigation strategy beforehand, and opted for a northerly route... But after the start, we checked the GRIB files once more, and to our surprise, it gave us a new option for the south! So we opted to take that road and in the morning, we could see some

very big boats all around us, so we knew we were in the fight to win our class.

"After rounding the Giraglia Rock, we again took the northerly route, and about 20 miles away from Genoa, we passed a lot of big boats which had stopped underneath us. Arriving at the finish in front of them in real time, we knew that we were winning our class, but it was fantastic to discover that we had also won overall – we had never imagined that.

"Today we are in first place in the 2013 Mediterranean IRC championship. We are really happy with 'Alizée', which is always at the front of the fleet whatever the conditions!" X



New classics

X-Yachts' dedicated cruising line, the award-winning Xc range, combines modern technology with classic style and luxurious levels of comfort

XCRUISING



- for the future

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
- Optional 'A' frames for asymmetric sails, discontinuous rod rigging, through-deck mast with tapered section
- Teak cockpit, swim platforms, sidedecks, coachroof and bulwarks as standard on Xc 38, 42, 45 and Xc 50
- Generous diesel engine in well-insulated compartment

The Xc range was launched in 2008 and includes the Xc 38, Xc 42, Xc 45 and Xc 50 – with the new Xc 35 due for launch in 2014. All are based on the same principles of moderate hull shapes (neither too high freeboard, nor too wide), with an increased displacement to allow for larger engines, batteries, tanks and anchoring gear. Deep hull sections, with a 'V' section forward of the hull, minimise 'slamming' and offer a smooth motion through waves. The X-Yachts steel hull and keel girder structure gives strength and impact resistance. Comfort features include opening coachroof port holes, extensive teak decking, and a choice of fixed windscreen, sprayhood and bimini options. The Xc 45 and Xc 38 were both awarded the prestigious European Yacht of the Year title at their launch, and the range maintains a strong second-hand value. **X**

Xc qualities

The Xcruising range leads the market with the highest quality deck fittings and choice of comfort features

For the Xcruising range X-Yachts created a new collection of hull forms with increased interior volume and deeper hull sections, which allow for generous accommodation but also offer high stability, sparkling sailing performance and a smooth motion in choppy conditions. The strong steel keel frame structure provides unbeatable 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 offer 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. The Xc 42 and 45 models may feature a long 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 propeller and powerful engine in a soundproofed compartment add to the enjoyment of life at sea. **X**



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

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.



The Xc range is designed for comfort in all conditions, and is offered with a range of bimini and sprayhood options.



Wind shield with integrated spray hood



Conventional spray hood in strong canvas



Optional bimini



Perfect package

The latest member of the award-winning Xc family is the all-new Xc 35, a compact cruiser set to launch in early 2014

The baby sister of the Xcruising family is the brand new Xc 35. The smallest yacht in the hugely successful dedicated cruising line delivers superb levels of comfort for its size, under sail and under decks.

The Xc 35 is designed to offer a smoother ride than typical performance cruisers, whether sailing or motoring, thanks to its deeper V-shaped hull sections. The Xc hull shape gives a more comfortable motion in large waves, especially when heading upwind. The hull lines also give a relatively heavier displacement, and allow increased interior volume for spacious accommodation. →

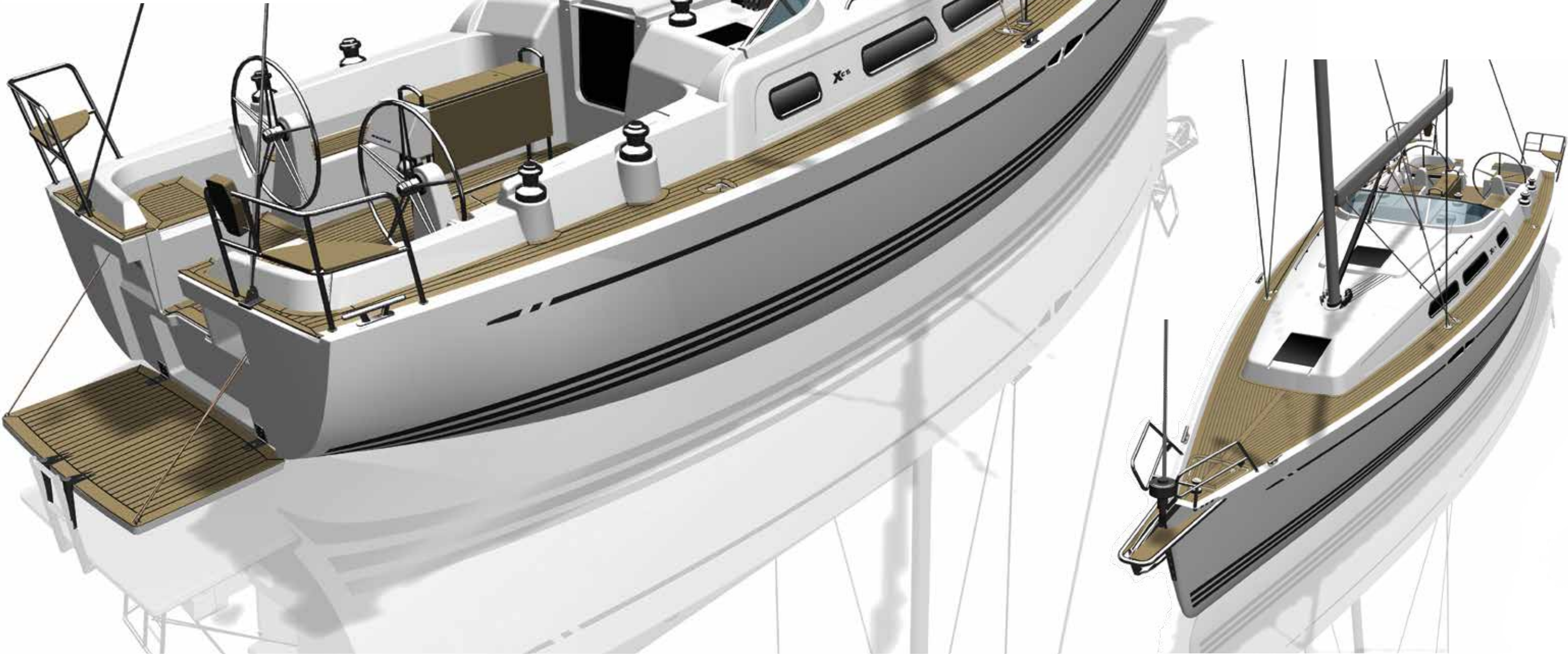


Quality finish

The Xc 35 may be the smallest yacht in the Xcruising range, but it features the same superbly high standards of finish and build. The Xc 35 has a sandwich construction hull and deck with X-Yachts' famous steel keel girder system for unrivalled rigidity and security. It carries a deep keel for a low centre of gravity, with an optional shallow draft version available, and recessed through-hull fittings and a folding propeller for reduced drag.

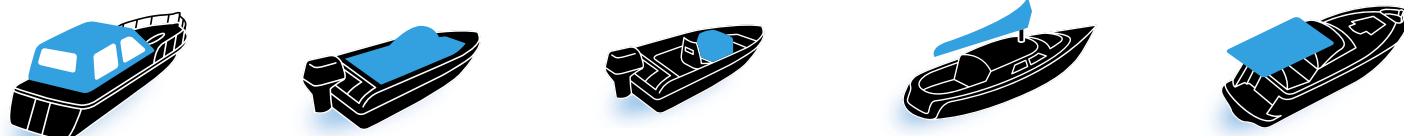
Above decks there is a keel-stepped tapered mast section, with discontinuous rod rigging as standard, and powerful backstay tensioning system for complete control. A furling headstay as standard makes for stress-free short-handed sailing, with twin wheels, six large self-tailing winches and an under-deck mainsheet system led aft from the coachroof, which allows for full cockpit tent coverage.

Additional cruising features include teak cockpit and bathing platform, with the option to extend it across the deck. The large transom door incorporates an integrated hinged stainless steel bathing ladder and conceals the six-person life-raft storage compartment, designed for easy deployment. There are generous cockpit lockers aft and to starboard, and a large self-draining locker to accommodate multiple gas bottles. An optional stainless steel A-frame conceals and protects the anchor, as well as providing a tack point position from which to fly downwind asymmetric spinnakers. The foredeck conceals a watertight anchor locker, where an optional electrical windlass may be fitted. →





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Cruise in style

The Xc 35 is offered in a spacious two cabin layout, with two generous double berths and a comfortable heads with shower as standard. Ventilation and natural light are maximised throughout thanks to opening aluminium-framed portlights with a stylish chrome finish, frameless flush-mounted deck skylights, and 'X'-style hull portlights.

The traditionally styled and highly practical interior is crafted from hand-selected technical teak, and varnished to a satin finish. High quality materials are used throughout, including Corian worktops in the L-shaped galley, toughened glass splashback, and comfortable cushions and mattresses. **X**

Xc 35 Dimensions (Preliminary)

Hull length	10.36 m	340 ft
LWL	9.60 m	31.6 ft
Beam	3.52 m	11.5 ft
Standard draft	1.90 m	62 ft
Alternative draft	1.60 m	52 ft
Ballast (standard)	2,150 kg	4,739 lbs
Displacement (light)	6,450 kg	14,219 lbs

ENGINE/TANKS

Engine diesel	22.5 kW	30 HP
Fuel tank	165 Ltr	44 Gal (US)
Water tank	245 Ltr	65 Gal (US)

SAIL AREAS

Mainsail	35.75 m²	384.8 ft²
Genoa (106%)	29.65 m²	319.15 ft²
Genoa (135%)	37.75 m²	406.34 ft²
Spinnaker (asymmetric)	101.14 m²	1,089 ft²



Xc 38

Compact comfort

The Xc 38 offers superb performance in an easily handled package, ideal for doublehanded sailing

The Xc 38 was the second yacht in the Xcruising range to be named European Yacht of the Year in the Luxury Cruiser category, on its launch in 2011. The judges were particularly impressed by the spaciousness and luxurious levels of comfort in the interior. Under sail, under motor or in harbour, the Xc 38 may be easily and safely sailed doublehanded, yet still offers ample space both above and below decks to accommodate guests and family. There is a clean, uncluttered deck layout thanks to under-deck halyards, with all lines led back to the coachroof. A German-style mainsheet gives the helmsman fingertip control, with furling genoas and self-tacking jibs for stress-free headsail handling, plus optional davits to ease launching the tender. →



Twin cabins

The Xc 38 sets new standards in its class for both the spaciousness of the interior and high quality of finish. A two-cabin layout creates a roomy feel throughout, with comfortable double cabins and a large saloon.

There is a large and luxurious heads with separate shower. Opposite a well-equipped U-shaped galley there is a dedicated forward-facing navigation station, with specifically designed storage aft for bulky items. **X**

Xc 38 Dimensions

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


ENGINE/TANKS

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

SAIL AREAS standard

Mainsail	44.1 m²	660 ft²
Genoa 140%	478 m²	514.5 ft²
Genoa 106%	36.2 m²	390 ft²
Self-tacking jib 94%	32.1 m²	346 ft²
Spinnaker (asymmetric)	131 m²	1,410 ft²





Xc 42

Room for all

Flexible interior options and ease of handling make the Xc 42 ideal for sailing doublehanded or with a larger crew

The Xc 42 offers true flexibility. The adaptable sail plan ensures superb pace on all angles, with options including an inner forestay (without runners). The Xc 42 may fly either a 140% overlapping genoa or smaller 108% genoa, 90% self-tacking jib, or asymmetric spinnaker, for relaxing sailing on long bluewater passages and short stopovers, sailing with two crew or a full complement of guests. Sail area may be easily adjusted thanks to a furling forestay and slab-reefing mainsail, or optional in-boom furling. Anchoring and mooring are also stress-free, thanks to a bow thruster, electric windlass, large bow locker, and optional stern davits for a tender. →

Xc 42



Seating options

The three cabin layout includes the option for a forward-facing nav station with nearly 2 metres of saloon seating along the starboard side, or an extra-spacious heads with separate shower aft and a compact navigation station 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. **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 m ²	570 ft ²
Genoa 108%	43.5 m ²	468 ft ²
Genoa 140%	56.6 m ²	609 ft ²
Self-tacking jib 94%	36.1 m ²	389 ft ²
Spinnaker (asymmetric)	158.2 m ²	1,703 ft ²



Xc 45

Prize design

The first ever dedicated cruising design from X-Yachts, the award-winning Xc 45 combines comfort, speed, style and safety

The Xc 45 was the first model in the Xcruising range to be launched, and was named European Yacht of the Year, being praised for her combination of cruising comfort, performance under sail and responsive handling. As with all the Xc models which followed, the Xc 45 incorporates the X-Yachts steel hull/keel girder for strength and resistance to grounding, with deck and sail layouts designed for ease of handling when sailing two-up. As the first model in the Xcruising range, the Xc 45 also introduced the Xc modern classic style, with 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. →



Xc 45



X CRUISING



Choice of cabins

The Xc 45 has a flexible interior which may be configured in two or three cabins. The three cabin version features two near-symmetrical aft cabins, while the optional two cabin design includes a spacious 'workstation' cabin with access to the deep starboard cockpit locker. There is also a choice of conventional full-sized nav station near the companionway, or more compact chart table and additional 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 additional appliances such as a washing machine mean the Xc 45 offers truly independent living aboard. **X**

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 m ²	660 ft ²
Genoa 108%	50.7 m ²	545 ft ²
Genoa 140%	65.3 m ²	702 ft ²
Self-tacking jib 94%	44.1 m ²	475 ft ²
Spinnaker (asymmetric)	180 m ²	1,938 ft ²



Xc 50

Ocean style

The largest Xc model, the Xc 50 is a refined bluewater cruising yacht

The Xc 50 is the largest model in the Xcruising range and offers a wide range of custom options to allow owners to create an elegant personalised yacht.

Design details include minimalist flush opening deck hatches, smart interior recessed teak stripes, stylish lighting, and a choice of bimini and sprayhood options.

Underway, the high stability Xc 50 is generously canvassed but, with a high specification deck layout and

controllable rig, is designed to be easily managed for unmatched 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 has been created 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 an option of in-boom furling. The Xc 50 is also easily sailed short-handed, with under-deck halyards led aft to

self-tailing winches (including electric options) and a secure central console.

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 a stern anchor, or flammable material such as diesel cans. The centre of the transom hydraulically folds down to form a bathing platform, with optional davits for a tender. →



Xc 50



XCRUISING



High specification

Interior custom options include an extra large owners' cabin with ensuite heads to port, incorporating space for comfort appliances such as a washing machine. Alternatively the Xc 50 can accommodate a forepeak crew cabin, and central master heads. Aft there are two comfortable and roomy double cabins, each ensuite. Alternatively an extra-spacious galley can be created with additional worktop space to port and a single aft heads with shower. The high quality galley features space for two refrigerators, an optional microwave, and Corian® worktops.

Interior finish choices may also be customised, with white surfaced bulkheads and recessed teak stripes for a contemporary finish, or teak veneer to complement the hand-finished teak furniture made by X-Yachts' own craftsman joiners. **X**

Xc 50 Dimensions

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

ENGINE/TANKS

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

SAIL AREAS standard

Mainsail	70.9 m²	763 ft²
Genoa 106%	56.7 m²	610 ft²
Self Tacking Jib 94%	50.3 m²	541 ft²
Asymmetric spinnaker	202 m²	2,174 ft²





Part of the family

When Mario and Sophie ordered a brand new Xc 45 for cruising the Mediterranean, they chose to sail her there from Haderslev themselves, in a fantastic family adventure around Europe. →



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"When we purchased our first sailing yacht seven years ago, we didn't really know yet whether we would use her mostly for cruising or for regattas," recalls owner Mario. "It turned out that we used her for a bit of everything, so the X-43 was an excellent choice, as she was reliable, versatile and fast."

Having sailed from Belgium to Barcelona and the Balearics, the family fell in love with the idyllic Mediterranean, and decided they wanted a dedicated cruising yacht for holidaying in the region.

"As we spend quite some time sailing with family and friends, we started to look for a comfortable sailing yacht, no more than 50ft long as I want to be able to sail single-handed," recalls Mario. "Before studying the huge market of second-hand boats available, we first made a list of characteristics that I wanted our new boat to have. These were all important things for me, ranging from 'absolutely necessary' to 'nice to have!'"

"Interestingly, combining just the three first items in one yacht on the second-hand market appeared to be impossible. So we abandoned the second-hand market, and realised that a new Xc 45 would be perfect for us, completely matching our wish-list. We ordered her in November 2012, with lots of extras to make her ideal for our kind of sailing, and even a custom-designed huge master berth, efficiently dealt with by the team at X-Yachts."

Mario's wish-list

- ☒ A top quality brand
- ☒ Fast, good-looking, and safe
- ☒ Large bimini (essential in the Med)
- ☒ Low maintenance (which excludes most classics)
- ☒ Comfortable for living aboard for long periods of time
- ☒ Designed for single-handed sailing (45-50 ft max, with no winches at the mast)
- ☒ Rod rigging for safety
- ☒ Generator and watermaker (we avoid harbours as much as we can)
- ☒ Air-con (if we do have to be in a hot harbour!)
- ☒ Freezer (for very long trips)
- ☒ Good size electric heads
- ☒ Holding tanks (which are mandatory in many countries now)
- ☒ Latest navigation instruments
- ☒ Chart-plotter at steering wheel
- ☒ Large double bed in the master cabin
- ☒ Three cabins to give us room for the children
- ☒ And a large fuel tank (again, to avoid marinas)



"During the winter, we could follow the building process from zero, as X-Yachts regularly e-mailed us pictures while she was being created."

"I decided that I would have her delivered at Haderslev, and sail her myself from Denmark to the Med, to give me the opportunity to really get to know her."

Casting off

"When D-day arrived, my good friend Bert and I loaded our bags on board 'Xen Weg' and set off on a three-day double-handed maiden voyage to our home town of Antwerp. Although it was cold, especially at night, we enjoyed a beautiful journey, with the opportunity to thoroughly test the engine on the German Kielerkanal, as well as enjoy her excellent handling under sail through the wind and waves of the North Sea off Holland and Belgium."

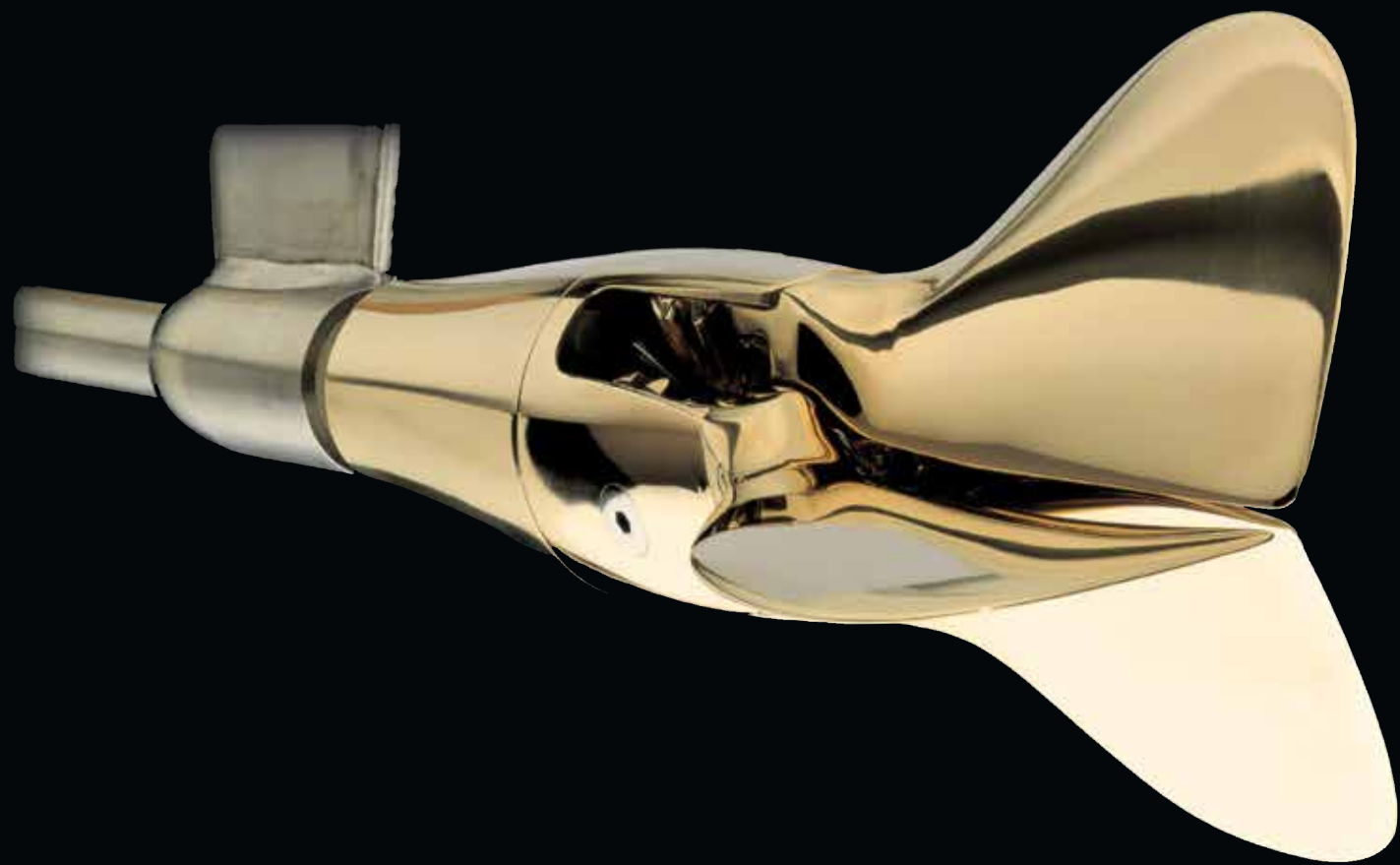
"The Raymarine 4KW radar and AIS Transponder proved useful immediately, as we had to sail through thick fog

at night in busy waters. The most challenging and satisfying part of the trip was our arrival in Flushing, which we had to navigate at night through a narrow and busy channel, with virtually no visibility. With Bert at the helm and myself at the chart table, navigating via the iPad, it was effortless to control the Raymarine E95 plotter with radar- and AIS overlay. These modern navigation aids are absolutely priceless!"

"After officially naming 'Xen Weg' (dialect for 'I'm off!') in Antwerp, we headed south with a crew of four. Often accompanied by dolphins, we were blessed with mostly strong winds on an effortless sail from Belgium, along the French and English coasts, past the Channel Islands and Brittany, across the Gulf of Biscay, and past north-west Spain before a final downwind blast along the Portuguese coastline. Carried on our way by the prevailing Portuguese northerlies, we flew our big red gennaker until the wind reached 30-35 →



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knots, finally arriving in Cascais after 1,000 miles, covered in just six days and nights of thoroughly enjoyable non-stop sailing.

"On our trip we discovered that the Xc 45 is a surprisingly fast ship – and not only when the wind is blowing hard. We were impressed to reach 7 knots of boatspeed with only 8-9 knots of wind, despite her fully loaded weight of 14 tonnes."

Family time

"Later we sailed on to first Cadiz, and then my family joined us to sail from Cadiz to the Balearics. There we enjoyed excellent cruising conditions, pleasant temperatures, and very quiet and comfortable nights on anchor in spectacular bays on the downwind side of the islands, with the hatches open and a nice cool wind blowing through the ship – paradise!

"Spending holidays with teenagers on a yacht is always interesting and intense! We laugh a lot, and try to plan for a combination of activities that suits everybody – sailing around the islands, swimming, snorkeling, scuba diving, lunches on the beach, meeting friends, shopping (often we would drop off the girls with the dinghy so they could go shopping



"For longer passages, I usually sailed at night – the Xc 45 is fantastic singlehanded"



while my son and I played chess or read a book). We explored all the islands of Menorca, Mallorca, Cabrera, Ibiza and Formentera. For longer crossings, I usually sailed at night when everybody else was sleeping - the Xc 45 is a fantastic ship for safe single-handed sailing.

"My wife Sophie is an excellent cook, so we often enjoyed lunches and dinners on board in a quiet bay. And whenever we were sailing away from the coast, we usually trailed a fishing line, and caught quite a lot of fish. With the soy sauce and wasabi we always have in the galley lockers, the whole family could regularly enjoy fresh sushi, sashimi and tartare.

"With over 3,000 miles already logged, our Xc 45 has proven to be a reliable, enjoyable, fast, comfortable and extremely satisfying ship. She is very well built and has exceeded our high expectations in many ways. We look forward to many more family adventures on board 'Xen Weg'." **X**

Transatlantic style

The Atlantic Rally for Cruisers is part-race, part-cruise, and always attracts a huge fleet – last year the Xc 50 ‘Leeway’ finished first in class. We find out how...

The Xc 50 ‘Leeway’ starting the ARC in Gran Canaria.



CREDIT: TBC

An Atlantic crossing is always an adventure, but when Rob Schuttrups and his ‘Leeway’ Xc 50 completed the famous Atlantic Rally for Cruisers – or ARC – last year they also took home first prize in their division.

The ARC starts from Gran Canaria, one of the Canary Islands, and sees over 200 boats set off for Saint Lucia in the Caribbean. There is always a fantastic buzz around Las Palmas marina with 1,200 sailors getting ready to sail across the Atlantic. The fleet attracts everything from racing crews to family boats (many sailing with children on board) and cruising couples. The fleet is divided into racing classes, cruising divisions, and multihulls, with sailors aged one to 81 taking part in the 2012 edition!

Atlantic surf

The ‘Leeway’ team won Cruising Division D.

Rob Schuttrups, who founded X-Yachts Holland nearly 30 years ago, explains: “The ARC is a great rally to join if you wish to cross the Atlantic Ocean. It is a well-run event, and includes interesting briefings, good safety inspections and excellent weather information as well as support on every aspect of preparing for your crossing that you could think of!”

“The start of the 2012 ARC was unusual, with a compact low pressure system causing 30-40 knot headwinds and big swells, which led the

organisation to offer a staggered start with the racing classes starting on the original day, whereas virtually all the cruising entries (the bulk of the fleet) left on the second start date 48 hours later,” recalls Rob.

“By that time the winds had veered to an ideal 25-knot north-easterly wind, providing a fast reach along the shore of Gran Canaria before gybing east and starting the way across the Atlantic Ocean. Just around the island the winds picked up in the well-known ‘acceleration zone’ of Gran Canaria, where our Xc 50 quickly started to surf off the waves creating a ‘top speed’ contest between our crew.

“For the first few days the wind

“The Xc 50 is so steady, with no wild rolling movements”

remained strong, pushing us along and to our surprise we were still very much in the front row of the cruising fleet, surrounded by much larger 60-80ft boats! The Xc 50 was surprising us, being able to maintain such high average speeds in total comfort. Even though we kept doing 200-plus nautical mile 24-hour runs we had it easy, running our generator for power, using the air-conditioning to cool the boat down and even using the washing machine to keep having clean laundry! Living

on board was made that much easier because the boat was so steady, no wild rolling movements, just constantly gliding through the water. Things like cooking, cleaning up, and keeping the boat maintained actually remain really simple tasks.

“We completed the crossing in 14 days. Despite being the slowest boat in our Division by rating, we finished first – a whopping 300nm ahead of the second boat in our class!”

Caribbean celebration

For Rob, this was his fifth Atlantic crossing, and says it was the most comfortable by far! “The Xc 50 is the ideal cruising boat. The hull volume

provides all the space required, not only for stowage (all our supplies just disappeared into the boat without being obtrusive in any way) but also important installations such as

generator, washing machine, water-maker, etc.

“Once in the Caribbean the crew stepped off and I went on cruising along the islands with my wife. Double-handed the boat is a joy to handle and being able to have 100m of anchor chain on board means you can anchor anywhere. Additional sails and outboard engine are also easily stowed away, managing to keep the boat looking clean while living on board. She attracted a lot of positive comments wherever we went.” →



CREDIT: TIM WRIGHT/PHOTOACTION



First in class at the finish in St Lucia.

Leeway's log

Day 1

As you may expect from a group of racing sailors like us we had a nice position off the line with some space to leeward from a big Oyster and a X-512.

During the day the wind picked up to 30-35 knots – powerful conditions made us reduce sail area while 'Leeway' was speeding up more and more! We started a kind of speed record down the waves, in the area of 15 knots. Within a short time this benchmark was beaten by Nanno with a 18.2 knot top speed. Eugen took the record later by catching some nice waves and pushed the fully loaded (and therefore almost 20-tonne!) 'Leeway' up to 19.1 knots! This still stands as the boat speed record (for now...).

Day 3

In the morning we found our 24-hour score to be a good one again: 206 nm!

Day 5

The 'Atlantic gurus' Haico and Rob are still amazed by how many boats we still see every day on the horizon! Today Nanno has been checking new weather forecasts and run them through our routing software. At this point we have a clear decision to make, because a new area of low pressure appears to be forming between us and St. Lucia, which will then bring (very) light winds directly in our path.

So what shall we do? The northern route is the faster one but also with the most risk. There is another very important argument to consider: where will it be warmer? So yes, we will stick to the southern option!

Day 6

Another good 24-hour run at 210 nm, it is truly amazing how easily this Xc 50 is chewing up the miles! All of us really enjoy helming, and Haico has developed

an annoying morning habit where he takes the wheel and almost immediately sets the highest speed for the day. Just to keep everybody sharp, he says...

Last night was beautiful, at first pitch black with a sky full of stars. Later the moon came up and brought a lot of light, all the while surfing along at speeds over 10 knots. More and more flying fish start to fly around, in the moonlight these little fish look like silver arrows.

Day 7

Finally some fishing action! This morning we shook out the reefs and decided to fish, and got a good-sized Mahi Mahi, which ended in our pan for lunch.

Day 8

Last night we sailed through the midway point, we are now closer to St Lucia than to Gran Canaria!

Day 9

After a fast and easy night we sailed into an area with a lot of squalls. At least the rain is fresh water, and that is a lot nicer than getting hit by a big wave of saltwater (which is also happening all the time now)...

Day 11

Today we are averaging around 8 knots downwind, but we have really entered into

cruising mode; so we've finished some books; caught another fish (our second Mahi Mahi!), and ran our washing machine!

Day 13

This could well become our fastest 24-hour run, since gybing we are doing almost 10 knots average, our top speed today (so far) is 18.8 knots. For those who do not sail much, this is close to being too fast to waterski... Good winds, BIG waves, fantastic downwind sailing, we have it all right now!

Day 14

After some fantastic sailing we booked a new 24-hour record of 220nm.

I still cannot understand what those guys at the X-Yachts design team have done... our fully loaded cruiser has crossed the ocean within two weeks, no problem to achieve 210-220nm a day and a top speed of 19.1 knots! Believe it or not we were putting up the bimini in a 17-knot surf! The boat feels strong and safe under all conditions.

Day 15

We have arrived! At 07:16:47 we have crossed the finish line. This means we have sailed just over 14 days on our Atlantic passage, having covered a total distance of 2,883 nm (average speed 8.6 knots)! **X**



CREDIT: TIM WRIGHT/PHOTOACTION

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The X-35 made quite an impression when she debuted, with over 100 sold from the drawings alone, while the larger X-41 was voted Best Crossover Yacht by the Boat of the Year judges on her launch. Both went on to become huge successes, with over 250 X-35s sailing around the world, and both are ISAF-recognised one-design classes. With active class associations owners can enjoy European and World Championships in spectacular locations, and class racing 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 with a highly functional, partly removable interior. **X**



CREDIT: MARIA VUJIN/COPA DEL REY MAPFRE

X-35

Taking on the world

The X-35 enjoyed international competition for its 2013 championships in Malmö and Majorca

The 2013 Volkswagen X-35 World Championships were held in Malmö, Sweden and this year went right down to the wire.

Twenty teams from seven countries competed in a close-fought event that saw everything from Mediterranean-style sun to challenging Northern European winds.

The one-design fleet experienced gentle winds for the practice race – superstition holding strong for many teams who dodged first place to hold onto their luck for the main event! But the skippers weren't so timid when racing began on August 29, with the first race seeing two general recalls on the competitive start line. First honours went to the Swedish

'Team North Sails Sportswear' from the Danish 'Team Swegon'.

In the second race things got away smoothly, with the contest going to the Finnish entry 'Audi X Sail Racing Team, powered by Samsung'. The skippers were still raring to go by race three, with another general recall before 'Team North Sails' took their second win.

The next day the British boat 'Kiss' took the fourth win, while 'Team North Sails' slid to 11th. There was another new winner in Race 5, the Swedish 'Team Firefly by Matrisen'. The last race of the day enjoyed perfect sailing conditions of steady winds and super-close mark roundings, 'Team North Sails' were on top again to score their third win of the regatta.



Close startlines for the 2013 X-35 Worlds in Malmö, Sweden

CREDIT: MALCOLM HANES/VOLKSWAGEN X35



CREDIT: MALCOLM HANES/VOLKSWAGEN X35

Dramatic finale

The penultimate day brought a violent rain storm that reduced visibility and made only one race possible. The fifth boat to win a race was 'Nautiska Racing' (SWE).

On the final day a 22-25 knot breeze with moderate swell made for really exciting racing, and going into the last it appeared that gold would belong to 'Audi X Sail Racing Team' with 'Team North Sails Sportswear' two points behind.

For the final race the wind calmed down a little to around 20 knots, but the decider was still a hair-raising affair. 'Team Laura' took the final win, but the real battle was between 'Team North Sails', 'Audi X Sail Racing Team' and 'Team Firefly'. Johann Lindell's

'Team Firefly' finished second ahead of Mikael Lindquist on 'Team North Sails Sportswear', but 'Audi X Sail Racing Team' had slipped to 11th, giving the overall event win to 'Team North Sails Sportswear' and skipper Mikael Lindqvist.

Silver went to Finland and Teemu Kekkonen's 'Audi X Sail Racing Team, powered by Samsung', and bronze to 'Team Firefly by Matrisen' and Johan Lindell. →

X-35 World Championships:

1st SWE 168 'Team North Sails Sportswear' Mikael Lindqvist 24pts, 2nd FIN 175 'Audi X Sail Racing Team, powered by Samsung' Teemu Kekkonen 30pts, 3rd SWE 39 'Team Firefly by Matrisen' Johan Lindell 41pts.

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X-35 Europeans

The prestigious Copa del Rey MAPFRE regatta is one of the most important on the Mediterranean calendar and has long been a favourite of the X-35 one-design fleet, so it was the perfect venue for the class's 2013 European Championships, sponsored by La Caixa.

On the first day the X-35s enjoyed a 10-12 knot north-easterly. Roberto Mazzucato's 'Margherita' signalled his intentions with two wins, taking an early lead from the local boat 'Red Eléctrica de España' of Javier Sanz, and Alessandro Solerio's 'Lelagain' (ITA).

On day two the Spanish 'Red Eléctrica' team fought back, with a first and a third to draw equal with Mazzucato's 'Margherita'. Alessandro Solerio's 'Lelagain' won the second race of the day to stand just two points behind the leading pair.

The Italian entry rallied on Day 3, with 'Margherita' and 'Lelagain' sharing the victories. 'Red Eléctrica de España' could only finish sixth in the first race to fall to third overall. The theme continued on Day 4, when 'Red Eléctrica de España' (ESP) slipped off the podium to fourth place after the discard was applied, moving Andrea Bruschi's 'XSuntleones' (ITA) up into third after a win in race eight. 'Lelagain' took the second race of the day.

There was a new name at the front on the penultimate day, when 'Who's Next' (NED) took the opener, while 'Lelagain' claimed the second race. 'Margherita' took



CREDIT: ALL MARIA MUÑOZCOPA DEL REY MAPFRE

second each time to solidify their lead after 10 races. Two more top-three finishes for 'Margherita' earned Roberto Mazzucato the title of European Champion after an impressive week. The all-Italian podium was completed by Alessandro Solerio's 'Lelagain' in second and Emilio Bruschi's 'XSuntleones' in third. **X**

X-35 European Championships:

1st ITA35307 'Margherita' Roberto Mazzucato 23pts, 2nd ITA16155 'Lelagain' Alessandro Solerio 28pts, 3rd ITA201 'XSuntleones' Andrea Bruschi 36pts, 4th ESP9779 'Red Eléctrica de España' Javier Sanz 39 pts, 5th NED115 'Who's Next' Alwin van Daelen 60pts.



2013 X-35 European champions 'Margherita'.

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Gold and glory

The X-41 fleet was treated to spectacular sailing conditions for the 2013 Worlds in Italy, and 2013 Europeans at the X-Yachts Gold Cup



X-41

The largest one-design in the X-Yachts racing stable, the X-41 class held its 2013 World Championships at Circolo del Remo e della Vela Italia, on the beautiful Bay of Naples. The September championship enjoyed 10 races in a steady 7-11 knots of wind with plenty of Italian sunshine and popular crew pasta meals ashore after racing each day.

While entrants came from as far afield as Russia and Japan, it was an all-Italian podium at the end of 10 races. Victory went to 'WB Five', owned by Gianclaudio Bassetti, who counted two firsts and three second places on their way to beating closest rival 'Le Coq Hardi' (CRV Italia), owned by Gianpaolo and Maurizio

Pavesi. Third place went to Pier Vettor Grimani's 'Sideracordis', a previous winner of both the 2009 and 2011 editions of the X-41 World Championship.

The winning 'WB Five' team was comprised of owner Gianclaudio Bassetti at the helm, tactician Branco Brzin, mainsail trimmer Alberto Leghissa, Giada De Blasio, Adriano Figone, Gianbattista Ballico and Michele Valenti on mast, trimmers Andrea Bassetti and Andrea Ballico, bowman Ciro di Piazza, navigator Paolo Piccione and crew Daniela Cipriani.

Although 'WB Five' won the title with one race to spare, the battle for the other places was tight with four yachts within two points going into the last. The →



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'WB Five', winner of the 2013 X-41 World Championships

final race was dominated by local yacht 'Malafemmena' in a light 7-knot breeze. But with two first places and five thirds, 'Le Coq Hardi' just managed to hold onto second place overall, one point ahead of third-placed 'Sideracordis'.

"This was a tight world championship with six different winners of single races, as crews of a very high level fought for four days," commented Roberto Mottola di Amato, chairman of the hosting club Circolo Italia.

X-41 World Championships:

1st ITA 4100 'WB Five' Gianclaudio Bassetti 18pts, 2nd 'Le Coq Hardi' Gianpaolo & Maurizio Pavesi 23pts, 3rd 'Sideracordis' Pier Vettor Grimani 24pts.

X-41 Europeans

The X-41 class competed for their European championships at the 2013 X-Yachts Gold Cup in Copenhagen, with entries representing Finland, Estonia

and Norway, as well as the host nation Denmark. Racing on the one-design course, the X-41 entries experienced challenging and shifty winds of up to 25 knots on the first day, but still managed to cram in 10 competitive races over the three-day event in July.

Following an incredible performance that saw them take seven wins and finish no worse than third in any race, Finnish skipper Aaro Cantell and 'Normet' won the European crown. Second went to the Estonian team 'Premium', owned by Priit Tammemõgi, who also had a consistent run of top four places. Third was the Norwegian boat 'SailLogic Racing' of Magnus Hedemark, who just edged the final podium position from Thomas Oksmo's 'Xeffekt', one point behind in fourth. **X**

X-41 European Championships:

1st FIN 19 'Normet' Aaro Cantell 12pts, 2nd EST 499 'Premium' Priit Tammemõgi 20pts, 3rd NOR 39 'SailLogic Racing' Magnus Hedemark 26pts.



World class

The X-Yachts network of truly passionate sailors is expanding worldwide

X-Yachts is committed to spreading their passion for sailing around the world, and this year welcomes some exciting new territories to their international dealer network, including China, Chile, Canada and New Zealand. Wherever you are in the world you will not be far from an X-Yachts dealer and their renowned customer service.

X-Yachts owners are also constantly expanding their horizons, and this issue we get the inside story on two amazing Transatlantic tours, adventurous family cruising, and impressive racing successes around the world. Owning an X-Yacht also gives you access to some fantastic international regattas, and we have all the highlights from the spectacular 2013 Gold Cup.

We also get some insider secrets on how to make the most out of your X-Yacht, wherever in the world you sail. **X**

The X World

- Worldwide dealer network offering sales and support
- Spectacular Gold Cup
- 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 high-quality suppliers

Gold Cup spectacular

The 2013 X-Yachts Gold Cup welcomed over 1,000 sailors and 110 boats in Copenhagen for a memorable international regatta →



The start of the 50ft Plus Class at this year's X-Yachts Gold Cup in Copenhagen



The winner of the 50-footer fleet, the Xp 50 'Nor-XL' belonging to Otto Backe

Incorporating the X-99 Gold Cup, X-35 Nordic Championship, X-41 European Championship, as well as racing for Family Classes A&B, Sport Classes C&D and a 50ft-plus fleet, the 2013 X-Yachts Gold Cup took place from July 18-20.

More than 1,000 sailors and 110 boats were welcomed to the Tuborg Marina by event hosts Kongelig Dansk Yachtklub

in Copenhagen for the 15th X-Yachts Gold Cup, which was praised by many competitors as one of the best editions of the regatta ever held.

Day one

Things got off to a challenging start for all on the first day, with shifty breezes reaching 25 knots giving the crews

conditions to relish. The race team did an exemplary job, with three races for the big boat class and four for the super-competitive X-99 fleet.

Race officer on the big boat course Jan Madsen commented: "It has been a great day on the water. We managed to finish three races, which was the goal of the day, and only had two boats

sneaking over the starting line before the start went off. So far we have very few protests."

On the one-design course the X-99 sailors were proving extremely competitive. "We managed to get through four really nice races with nice clean starts," explained the race officer, "We had winds of up to 25 knots, which

turned out to be a tad too much for some of the teams."

The winners of the day were Christian Soyka, whose X-99 took two race wins, while 'Team Xive' and 'Mille' also each counted a first in the X-99 fleet; Teemu Kekkonen, who took three straight wins in the X-35s; and Aaro Cantell, who scored three firsts and a second in the X-41 class.

The Xp 33 'Team Elvstrøm Sails' took three wins in Sport Class C, although results were more mixed in Sport Class D with 'Veolia', 'Gertrud' and 'Soldier Blue' each winning a race. The German Xc 50 'Joy' enjoyed two wins in the 50-footer fleet, and the Spanish X-37 'Christina' got off to a good start in the Family Class A with two wins, while two Swedish Xp 38s each took a win in Family Class B – 'Xpresso' and 'Sbubbler'.

Day two

Day two was another treat, with the sun breaking through and bringing more strong breezes to keep the crews on their toes. With gusty conditions spinnaker handling was once again key

In the impressive 50ft-plus fleet, 'XC-L' took the first win of the day, while the new Xp 50 'Nor XL' went one better after a string of second places to win the fourth race. There were more mixed results in the competitive Sport Class D fleet, with 'Veolia' scoring two more first places, and 'Gertrud' taking the other win. 'Abena' continued their unbroken streak of wins in Sport Class C, as did 'Christina' in the Family fleet.

On the one-design course, 'Normet' managed another impressive three wins in the X-41s, and 'Audi e-tron' won all their days races in the X-35 class. The 30-boat entry in the X-99 class continued to provide very even →



Christian Soyka lifts the X-99 class championship trophy for a record sixth time

Golden fifteen

The Royal Danish Yacht Club (K.D.Y.) hosted the 15th X-Yachts Gold Cup in 2013, here's where else the X-Yachts fleet has enjoyed racing together:

- 1998 Lavagna Italy
- 1999 Haderslev, Denmark
- 2000 Imuiden, Holland
- 2001 Port Grimaud, France
- 2002 Marstrand, Sweden
- 2003 Hamble, UK
- 2004 Palma, Spain
- 2005 Arendal, Norway
- 2006 La Trinite, France
- 2007 Scarlino, Italy
- 2008 Copenhagen, Denmark
- 2009 Amsterdam, Holland
- 2010 Scarlino, Italy
- 2011 Glucksburg, Germany
- 2013 Copenhagen, Denmark



The Xc 42 'Boruna' enjoys the sunshine in Family Fleet Division B



The new Xp 55 'Sassy' leads the Xp 50 'Nor XL' to the top mark in the over-50ft fleet



The Xp 33 'Abena', winner of Sport Class C with eight race wins, skippered by William Friis Moeller



The Xp 38 'Soldier Blue', owned by KDY's Lars Bo Ive, who has previously sailed X-Yachts to victory at Three Quarter and One Ton Cups.



Live music and dancing at the final night's party

racing, with 'Reborn' taking two wins but also scoring an OCS, and 'Team Xive' and 'Mille' each getting a gun. After racing all competitors enjoyed a typically memorable X-Yachts dinner and entertainment on Tuborg Harbor.

Day three

Racing concluded in lighter conditions on Saturday, with the race organisers getting the starts underway in tricky light conditions, which then filled in for an enjoyable final day on the water.

"I must admit that I had my doubt whether the race committee had made the right decision just after our start

went, but luckily before long the wind came and stayed. So like the other days it turned out to be some pretty amazing races," commented one Xp 38 crew member after sailing.

Trophy winners included the X-35 'AUDI e-tron' (FIN) of Teemu Kekkonen, new holders of the X-35 Nordic Championship, and the 2013 X-41 European Champions are Aaro Cantell and his crew on 'Normet' (FIN). Christian Soyka (GER) took two more podium places on the final day to earn the X-99 Gold Cup trophy with an impressive winning margin over the 10-race series.

In the Family fleet Ralf Tapken and



X-Yachts main shareholder Ib Kunøe awards Anders Kristensen of host club KDY an Xp 50 half-hull



The winner of the X-35 Nordic Championships, Teemu Kekkonen's 'Audi e-Tron'

his X-37 'Christina' (ESP) won Division A, while Patrik Jenemark and his Xp 38 'Xpresso' (SWE) took Division B. The new Xp 33 'ABENA' (DEN) won all eight races in Sport Class C to win for Team Elvstrom Sails, while Torsten Bastiansen continued his winning ways with the Xp 38 'Veolia' (GER) after scoring a first and second on the final day to claim Sport Class D.

Otto Backe's Xp 50 'NorXL' (NOR) won



Enjoying the sailing in the Family Fleets

some close-fought racing in the Over 50ft Class to just pip Birger Hansen's Xc 50 'XC-L' for the overall win by one point with another Xc 50, Klaus Madsen's 'Joy', just one point behind in third.

After a fantastic final dinner, the X-Yachts Gold Cup prizegiving was led by X-Yachts Director of Design and Marketing, Niels Jeppesen. Then the event was rounded off in fine style with

X-99 Gold Cup: 1st GER 408 Christian Soyka 16pts, 2nd 'Team Xive' GER 446 Dr Martin Christiansen 33pts, 3rd 'Mille' DEN 517 Kim Rasmussen 37pts.

X-35 Nordic Championship: 1st 'AUDI e-tron' FIN 175 Teemu Kekkonen 13pts, 2nd 'Audi Ultra' FIN 210 Samuli Leisti 21pts, 3rd 'Swegon' DEN 9835 Søren Junker Nielsen 34pts.

X-41 European Championships: 1st 'Normet' FIN 19 'Aaro Cantell' 12pts, 2nd 'Premium' EST 499 Priit Tammemõgi 20pts, 3rd 'SailLogic Racing' NOR 39 Magnus Hedemark 26pts.

Sport Class C: 1st Xp 33 'Abena' 'Team Elvstrøm Sails' DEN 29 7pts, 2nd X-362 'Exolist' DEN 225 Thomas Taatø 21pts, 3rd Xp 33 'Tjaba' SWE 12 Johan Delin 24pts.

Sport Class D: 1st Xp 38 'Veolia' GER 6688 Torsten Bastiansen 15pts, 2nd IMX-40 'Gertrud' SWE80 Peter Ørtendahl 17pts, 3rd IMX-40 'Xanthippe' NOR 9976 John Hatch 23pts.

Over 50ft Class: 1st Xp 50 'NorXL' NOR15500 Otto Backe 10pts, 2nd Xc 50 'XC-L' DEN2 Birger Hansen 11pts, 3rd Xc 50 'Joy' GER Klaus Madsen 20pts.

Family Class A: 1st X-37 'Christina' ESP 7900 Ralf Tapken 9pts, 2nd X-34 'OmaX' DEN 101 L.Henning Olsen 13pts, 3rd X-302 'X Time' DEN 113 Rahlf Nielsen 17pts.

Family Class B: 1st Xp 38 'Xpresso' SWE 38 Patrik Jenemark 12pts, 2nd X-41 '2.Kryss' NOR 66 Tom Clement Ludvigsen 15pts, 3rd X-40 'xandus' GER 6079 Hendrik Gottschalk 19pts.

a memorable party as crews danced through the night to a five-piece band.

All at X-Yachts would like to thank Kongelig Dansk Yachtclub, Tuborg Havn in Copenhagen, all our Partners and of course all the competitors for making it such a truly memorable event. **X**



The 30-boat X-99 fleet contesting their Gold Cup

2013 Highlights



CREDIT: KURT ARRIGO/ROLEX

Rolex Middle Sea Race

The Xp 44 'Xp-ACT Banks Sails Racing' won Class 3 and scored a highly impressive third overall in the Rolex Middle Sea Race 2012, a 606-mile offshore classic around Sicily and its surrounding islands.

With a record-entry of 83 yachts for the 33rd edition of the Middle Sea Race in October 2012 'Xp-ACT Banks Sails Racing' finished third in both IRC and ORCi overall, and took first in the highly competitive Class 3 which included three Xp 44s (who each finished the preliminary coastal race within one

minute of each other!).

Owned by Josef Schultheis, the 'Xp-ACT' crew hailed from six nations with the owner joined by Martin Heine, Timmy Camilleri, Sebastian Ripard and Zach Cassar Torregiani, Paolo Semeraro, Jochem Visser, Jamie Smith, Gavin Macguire, and Jordan Smith.

The race started in a 12-knot south-easterly and 'Xp-ACT' quickly took the lead of Class 3. As they reached the Sicilian coast the wind dropped, and it became crucial to keep moving. Thanks to great offshore strategy and crew

work 'Xp-ACT Banks Sails Racing' was first on corrected time at Lampedusa. The last leg to Malta was expected to be a 100-mile fetch in 10–12 knots. However, 'Xp-ACT' was hit by a huge thunderstorm with torrential rain and winds ranging from 40–45 knots. At the time they were sailing with Code Zero up and full main, they managed to get the Code Zero down without damage but due to the ferocity of the storm had to run for nearly an hour in the wrong direction! Eventually the storm passed, leaving left 'Xp-ACT' 10 miles off course

and with an 80-mile beat in light winds and lumpy seas up to the finish, before crossing the finish line in Valletta to a great welcome. The thunderstorm ruled them out of contention for first overall, but they dominated Class 3 and took a highly impressive third place overall.

Owner and skipper Josef Schultheis commented: "We managed to put together a great package of boat, sails and crew to seriously challenge for the top honours. We just missed it but will be back next year and complete our mission!"

Solent Cup

The 2013 X-Yachts Solent Cup, hosted by the Royal Southern YC in Hamble from May 3-5, got off to a breezy start with the first day of racing forecasting 30-knot gusts on the Solent. In the slightly wild conditions Andrew Arthur's Xp 38 'Vixter' was first over the line and first on corrected time in Sport Class A, while in Class B Peter Jones's X-119 'In X Celsis' took line honours but was pipped on corrected time by Peter Hodgkinson's 'Xcitable' (X-362).

The second race presented some tactical challenges. This time in Sport Class B 'Xcitable' took first place while in Class A again 'Vixter' led the fleet home. By race three the winds were close to 30 knots and boat-handling was key. In Sports B 'In X Celsis' came home first but was lost out on corrected time to 'Xcitable'. In Sports A, it was 'Xnara' that took the win. Tired but exhilarated sailors headed back to Hamble for some thoroughly deserved free drinks before a gala dinner.

Sunday was a fresh start with clear skies and perfect 10-knot breezes. In the light airs the new Xp 33 'Bon Example' showed everyone a clean pair of heels. 'Vixter' took two line honours. This gave Andrew Arthur in 'Vixter' a clear win in Open Sport Class A, with an impressive scoreline of just six points – which also gave him the overall win and the X-Yachts Solent Cup. Open Sport Class B went to Peter Hodgkinson in 'Xcitable' with an equally impressive total of seven points. In the Family Class, David Murray took first overall with his X-50 'Touche VI', having split the wins with John Oldridge on his Xc 45 'Perseverance'. Next year the Solent Cup will be hosted by the prestigious Royal Yacht Squadron in Cowes.

Open Sport Class A: 1st Andrew Arthur 'Vixter' Xp 38 6pts, 2nd Richer Cross 'Xnara' X-43 10pts, 3rd David Carratt 'Blue Vortex' X-46 16pts; Open Sport Class B: 1st Peter Hodgkinson 'Xcitable' X-362 7pts, 2nd Kristian Arens/X-Yachts 'Bon Example' Xp 33 14pts, 3rd Peter Jones 'In X Celsis' X-119 20pts; Family Class: 1st David Murray 'Touche VI' X-50 4pts, 2nd John Oldridge 'Perseverance' Xc 45 5pts, 3rd Brian Carlton 'Xtension' Xc 38 12pts.

Below: Contrasting conditions for the 2013 X-Yachts Solent Cup



CREDIT: MIKE JONES/WATERLINE MEDIA



CREDIT: MIKE JONES/WATERLINE MEDIA

The Xp 38 'XSpain' won the Palma Vela regatta overall under ORC on her first competitive outing



Spanish success

The Xp 38 'XSpain' enjoyed a stunning series of results throughout the Spanish summer season, including winning the ORC fleet at the Palma Vela in Mallorca and Trofeo Conde de Godo in Barcelona, and finishing second at the prestigious Copa del Rey.

The Palma Vela in May 2013 was the team's first outing with the boat, but Iñaki Castañer reported: "The boat was specially fast downwind and we were surprised about how easily we could gain to leeward of our competitors. When the wind was about 10 knots the boat was really fast upwind and when it reached about 14 knots we were as fast as the 42-footers, specially on calm seas."

Later that month they raced at the Conde de Godo in strong wind conditions, with no less than 25 knots over the three days of racing. "The boat was extraordinarily fast upwind and very stable and quick downwind, where our speed log showed 18 knots on a wave," recalls Iñaki. "I would also like to highlight the brilliant work of all the crew, who coped with every manoeuvre efficiently and capably, without a mistake despite the tough conditions. At one point, the stability and manoeuvrability of our Xp 38 allowed us to be the only boat in our fleet who managed to keep the spinnaker up."

The pinnacle of the Spanish racing season is the Copa del Rey, from July 27 to August 3 in 2013, when they finished second to a pure ORC design. "As at other regattas, we were the most competitive boat of the fleet on the broader sailing angles, even more than the Singergia 40 Telefonica," concludes Iñaki.

CREDIT: MARTINEZ STUDIO/GASTRA PALMAVELA

Finland for 2014



Audi

X-Yachts Finland is proud to announce that the Audi X-Yachts Finland Cup will take place in Hanko from August 7-9, 2014. Racing will include class starts for the X-99, X-35 and X-41 fleets, together with Family and Sports Divisions, plus traditional X-Yachts hospitality with a gala dinner and prizegiving on the final night. Further information and the Notice of Race will be announced in February 2014. www.x-yachts.fi



The Xp 44 'Toybox' at Audi Hamilton Island Race Week

CREDIT: ANDREA FRANCOLINI/AUDI

Australian action

Due to gale force winds, the annual X-Yachts Australian Cup was postponed and sailed in conjunction with the Sydney Harbour Regatta in March 2013. A diverse range of X-Yachts competed, from the X-412 (an early X-Yachts performance cruiser) through to the latest generation of Xp 44s. Race one saw the Ian Box and his crew on the Xp 44 'Toybox II' sail a victory. Races two and three were won by 'Xeme', the X-412 with 'Toybox II' in second place as Ray Parrot sailed his X-332 very consistently to three third places.

Day two determined the X-Yachts Division of the Sydney Harbour Regatta, with close points and lighter, shifty winds making for a tricky day on the water. The two Xp 44s 'Toybox II' and 'Xs Moment' enjoyed some great racing at the front of the fleet, but at the end of the day the lighter

conditions suited the lower rated boats giving first place to Andrew Parkes's X-412 'Xeme', from the X-332 'Xray' (Ray Parrot) and in third the Xp 44 'Toybox II' (Ian Box).

Australian X-Yachts sailors also put in a great performance at Audi Hamilton Island Race Week. Hamilton Island Race Week is one of the largest regattas in Australia and makes a welcome pilgrimage to the warmer conditions of the Whitsunday Islands. With uncharacteristic light winds of just 4-5 knots and very strong tides, it was a very light and frustrating regatta for most competitors. The stand-out performance came from the X-35 'Next Light', who finished first or second throughout the regatta – a very difficult achievement under the regatta's unique handicap system. Chris Ryan, Mark Rutherford and their crew revelled in the light conditions to win their class, Cruising 2, overall.





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The Xp 33 'Bon Exemple' has enjoyed a hugely successful season in Ireland

CREDIT: MIKE JONES/WATERLINE MEDIA

Dominant at Dun Laoghaire

After debuting on the Solent the Xp 33 'Bon Exemple' enjoyed an unbeaten string of successes in Ireland, including winning the highly contested Volvo Dun

Laoghaire regatta overall. 'Bon Exemple' dominated IRC Class 1 at the event, beating a 16-boat fleet that included production and one-off designs, and went on to be awarded the Best IRC

Boat Overall.

The Xp 33 also won the Irish IRC Nationals in Class 1, with Colin Byrne on the helm and X-Yachts' Jochem Visser among the crew (see page 126).



Marmaris Race Week

Turkey continues to be an exciting growth area for X-Yachts, and in October 2012 X-Yachts was for the first time a sponsor of Marmaris International Race Week. With over 1,500 sailors competing MIRW is the biggest sailing events in the Eastern Mediterranean and last year had a record entry of 171 boats, including entries from Russia, Ukraine, Israel, Bulgaria, Italy and Germany. X-Yachts was represented by 'Strega' (see above), an X-55 skippered by Italian Olympic sailor Paolo Semeraro with Turkish national sailor Hasan Karabug and Dan Pedersen, X-Yachts engineer and three-times X-99 world champion.

Congratulations to...

The many other X-Yachts sailors who recorded incredible results in 2013, including:

- The Xp 33 'Tjaba', which won class in the ÅF Offshore Gotland Runt, skippered by Anna Drougge
- Andreas Gottschling and his brand new 'Xie Xie', who also got around Gotland in the team's first ever race, having cruised there from her launch in Haderslev (see above)
- 'Snubbler', the Swedish Xp 38 which won the Bohusracet doublehanded race from the Swedish west coast to Norway
- Matthieu Foulquiez and Sylvain Chtounder for winning the doublehanded division of the Quadra Méditerranée En Solo in their Xp 33 'Paucléma'
- Ralf Lassig and his Xp 44 'Xenia', which took bronze at this year's ORC worlds
- Hiroshi Kitada and his X-41 'Kiho', who took second in Division 7 after a 2225-mile match race across the Pacific in the Transpac Race
- Niels Gauter and Ralf Lassig, who took second and third at this year's Kiel Week in their Xp 44s
- The crew of the IMX 40 'Apidalos Nafs', which won their division at the Greek ORC Nationals and the Aegean Regatta overall. **X**



Just the two of us

Nobody embodies the passion X-Yachts owners have for sailing more than Andrew and Lee Boller, who since launching their X-65 in 2012 have sailed nearly 10,000 miles



Stopping over in beautiful Les Saintes, in the Antilles



X WORLD



'Katherine' arriving in St Lucia after completing the ARC transatlantic

Andrew and Lee Boller launched 'Katherine', their X-65, in 2012 and immediately set off on an adventure exploring the Baltic Sea, as far as St Petersburg. This year they decided to sail even further afield, from Southern Europe to the Caribbean, before a North Sea trip to Scandinavia.

"We crossed the Atlantic in November and December 2012, cruised the Caribbean until late April, shipped the boat to Southampton then sailed two-up from Southampton to the Scilly Isles, up the Irish Sea to Dublin, onto Scotland and the Orkneys, before arriving in Copenhagen for the Gold Cup," recalls Andrew Boller.

The Bollers crossed the Atlantic with the ARC (Atlantic Rally for Cruisers) fleet, departing Gran Canaria along with 200 other boats heading to St Lucia in the Caribbean. The four-man crew had an action-packed crossing, unfortunately suffering sail damage, but also enjoying incredible sailing conditions and even some whale spotting!

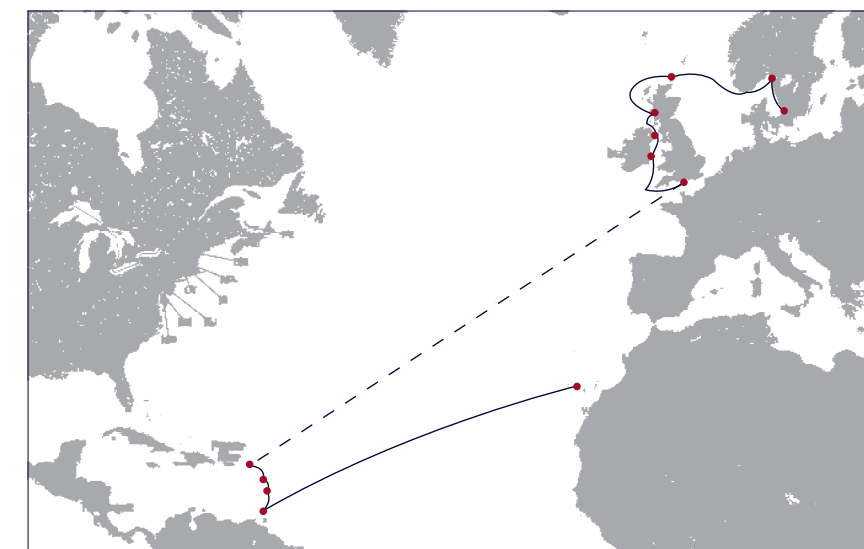
"Having sailed 2,782 nautical miles

we arrived into St Lucia in 13 days and seven hours," wrote Andrew in the yacht's blog. "In the last 48 hours the conditions suited 'Katherine' and she picked up her pace and we found ourselves consuming the miles. We hit 17-plus knots boatspeed twice in the last two days and that was with a reefed main! We are all happy that despite setbacks with sails we were able to show what 'Katherine' was capable of."

Island hopping

Having arrived in St Lucia, the Bollers decided to explore the Caribbean, including the incredible Grenadine islands, where they snorkeled with turtles in the protected Tobago Cays. Their Christmas festivities included Caribbean pork and lobster, barbecued on the back of the X-65, and New Year's Eve on the beach at Petite St Vincent.

But then it was time for a complete change of scenery: 'Katherine' was shipped back to Southampton in the UK, before the pair headed west on a challenging trip from the southernmost →





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Exploring the south coast of England with a visit to Yarmouth on the Isle of Wight

to the northernmost tips of Britain.

They stopped over in Dartmouth, Plymouth and Falmouth, before arriving in the stunning Scilly Isles in June. Lee recalls, "The Scilly Isles are a small group of islands around 30 miles off the south-western tip of England with a total population of around 2,200. We were not sure what to expect but had been told by many that an opportunity to get there was not to be missed. It didn't disappoint."

The family took a trip to the puffin colony of Tresco, and dug their bikes out of the X-65's garage to explore the

stunning island of St Mary. Then it was time to head north to Ireland.

"What makes the long days easier is knowing that you can start at 0500am and finish at 1000pm, and still have enough light to see. Sailing in summer in the north, it just gets lighter every day the further north you go. We arrived in Dun Laoghaire Marina after almost 250nm in two days and, you guessed it, going north we get a northerly!" remembers Andrew.

"We chose to go up the Irish Sea because it sounded like an interesting and less travelled path that proved to

deliver a sailing experience beyond expectation," recalls Lee. "A highlight was undoubtedly our visit to Ireland, where the friendliness of the people outweighed the challenge of the sailing waters."

Next the intrepid pair crossed the Irish Sea on their way to Scotland, cruising the Isles of Mull and Skye before exploring the Orkney Islands. "Scotland we enjoyed for its amazing history, challenging sailing and whiskey tours. In the Outer Hebrides, we uncovered the home of Harris Tweed, and visited lots of other interesting places that we can't wait to return to. →

Going two-up

Since 'Katherine' was launched the Bollers have sailed around 9,700miles, of which about 4,000nm was doublehanded, so, how do they do it?

"We had four on board for the Atlantic crossing and the rest is usually one or two family or friends," explains Andrew. "We have often done the harder legs two-up to avoid subjecting our guest (usually the wives of their husband sailors) to the tougher sections of water so they can visit us and enjoy the locations we end up in, for example we sailed the UK and North Sea crossing and open Baltic sections two-handed and then had visitors join us for scenic cruising along the west of Sweden and Oslo.



"'Katherine' is an exceptional boat to sail short-handed, the size as well as clean and practical deck layout makes a safe and stable platform to work from, and the feel of helming has to be experienced to be believed. At high speeds and in heavy conditions you can still steer with minimal effort, which just builds confidence when sailing in more difficult circumstances and as a couple. You never really feel she is working hard or being pressed to deliver and we have had some quite challenging moments at times in heavy seas and high winds."

Lee adds: "For me I am still amazed that we are sailing a 65-foot boat. I was never a sailor, having come from inland Australia, but thanks to our time on our various X-Yachts and a persistent husband I have total confidence in 'Katherine' and our ability to sail her. We treat her like a racehorse and as such she needs to be handled with care and respect – nothing is done fast, everything is planned and prepared.

"One of the nicest things is the ability to sail in very light conditions when most other boats are already motoring. There are days that you do wonder why you are out there – like a 50-knot squall en route to Las Palmas – but those days are far outweighed by the memorable places such a boat has enabled us to explore.

"For me it's not so much about the sailing (although that's growing on me!), it really is about the destination. Our X-65 has definitely given me the confidence to travel to places that were never on our radar. I guess that's why we are now planning on Lofoten and the north-west of Norway for next season!"



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"As we travelled we continued to meet some great people. While in Oban we briefly met John and Susan who were helping their daughter move her very first 'own' boat, a 25-footer named 'Auk'. What was pretty obvious amongst all of us – it doesn't matter what you sail – as long as you are out there sailing."

Northern highlights

Then it was time to cross the North Sea, sailing through the oilfields in the pitch-black night. Recalls Andrew, "We agree that 'gentleman should never beat' but you can't argue with Mother Nature when you're in the middle of the sea!"

The duo arrived in Norway in the height of summer. "Our first glimpse of Norway's ruggedness and the packed summer sailing of the west coast of Sweden was a real surprise for us, having come from seeing very few boats for many weeks," recalls Andrew. "The tight sailing between rocks along the Swedish coast provided for some exhilarating days and great sailing – the best zig-zagging under jib in 25 knots."

A visit to Norway's smallest town, Stavern, was a particular highlight. "Stavern is a very pretty seaside town that normally has a population of around 5,000 but apparently swells to nearly 40,000 in summer. The harbour we were in had the friendliest, most energetic harbour master we have come across. Christine came down to the boats each morning bearing bread, strawberries, shrimp and sauces from the local market to buy. When we asked how she would cope with the coming week and arrival of 650 boats (normally the capacity is 150) in time for the Stavernfestival she just smiled and laughed."

Change of pace

In between exploring some of Scandinavia's best cruising grounds they made a detour to Copenhagen, to race at the X-Yachts Gold Cup. "We arrived in Copenhagen on July 11th – having sailed



Exploring Sweden's rocky coast

two-up since January we were about to be joined by company. What a contrast to suddenly sailing with 17 people!

"An amazing week in Copenhagen where we brought together seven Aussies, nine Dutch and one Danish to sail 'Katherine' in the Over 50ft class, and the sun shone!"

"The highlight of the week has definitely been meeting some great people along with reminding ourselves of what 'Katherine' is capable of as a performance sailing yacht."

Then it was back to pottering among the archipelagos, "We are cruising - being treated to some amazing sunsets, some beautiful sunshine and not needing to make too many miles at the moment - could get use to this," Lee wrote in the ship's blog.

Finally, after 18 months at sea, 'Katherine' arrived safely in Haderslev for the winter. Andrew and Lee reflect on their two years of yachting: "We have met so many amazing people and have been granted so much hospitality by travellers on yachts, and passer-bys in towns. We have had meals carefully prepared for us to ensure we get a taste of the Norwegian, Swedish or Danish flavour,

some people have driven miles to pick us up or lent us cars, and we even had one fly overhead just to take a photo!

"We have been blessed by the weather, but perhaps too our tolerance has grown with a second season, and we know that to sail in such amazing places has to involve a little effort – otherwise everyone would be here!" ✕

Top 10 memories

1. Having our youngest son Scott sail with us in St Lucia
2. Sailing to the Scilly Isles and seeing puffins!
3. The Sailing Manager at the Royal Irish YC buying us a Guinness on arrival
4. Arriving in Islay, Scotland, using radar in the thick fog, just to share a whisky with our friends on the yacht 'Islay'
5. Being invited to wander through the rooms full of history in Lunga House, in Croabe, Scotland
6. World-class dining in a small cafe at The Digby Chick on Stornoway in the Outer Hebrides
7. The Orkneys: wild, untouched, ancient and historic are just a few words that come to mind
8. Sailing along the Bohuslan coastline for the first time (and hoping that our friend Berend really did know where he was going amongst all those rocks!)
9. The Gold Cup, Copenhagen: 17 people onboard 'Katherine' – what an amazing combination of characters and skill
10. Hot tubs and saunas in the Norwegian mountains



Traditional boats in Stavern, Norway

The speed doctor

Jochem Visser is an X-Yachts owner's secret weapon. Known as 'the speed doctor' for his ability to make boats fly, the X-Yachts specialist reveals why they make race winners

CREDIT: ADAM TARBETT

CREDIT: BOB BATEMAN



Jochem sailing the new Xp 33 to victory under IRC in Ireland

X WORLD

Jochem Visser is one of those rare professionals who not only competes at the highest level, but can also communicate and share their skills with amateur crews.

The Dutch sailor is a talented helmsman, tactician and navigator, and has won three world championships and nearly 50 national titles. He has sailed to victory in all the major events on the big boat circuit, including the Admiral's Cup, Rolex Sydney-Hobart, Fastnet, Newport-Bermuda, and Copa del Rey.

However, it is his skills in boat optimisation, campaign management and coaching which make him so sought after by teams who want to gain an edge in both one-design and handicap racing, and he has specialised in X-Yachts for over 25 years.

"The first campaign I started on my own was an X-99, which was a huge programme," he recalls. "At that period, from 1988 to the early 1990s, the X-99 was a very big fleet, with about 60 boats in the Netherlands alone, and around 100 at the worlds. Basically in those days the X-99 was the class to be in."

Jochem's team won the X-99 worlds three times, with an extensive two-boat tuning campaign and talented team (two of whom starred on board the winning America's Cup wing catamaran in 2013). "Our approach was also quite drastic," he adds, "we moved masts, we

did anything we could to work out what makes the boat go faster. We spent on average four days a week just working on boat speed, so at the end we were very dominant with both our A and B boats, and finished first and second at the worlds."

Jochem continued working closely with X-Yachts when the first IMX 38 was launched in 1993, putting together a winning campaign. "That was quite interesting, because it was also the beginning of the IMS handicap. That boat basically competed in all the events around Europe – Kiel Week, Spi Ouest and out of 75 races it competed

"I don't think we've even scratched the surface yet when it comes to performance"

in under IMS it only lost one! Under IRC we also got a second at Spi Ouest. The boat was a very quick design.

"After the IMX 38 I also got involved in the IMX 40 and IMX 45, helping customers as far afield as Japan, and making sure the first boats got going well. I also got more involved in some of the design features of the boat."

With his experience in the X-99 fleet, Jochem was also a driving force behind the success of the X-35 one-design, frequently at the front of the highly competitive international class.

Performance edge

With 25 years of experience sailing X-Yachts, how does Jochem feel the new Xp range compares to previous generations? "The biggest difference is that people generally have less time to work their boats up now," he explains, "In my day we often spent three or four days a week sailing, and in a boat like the X-99 that was necessary to win. It was a really nice boat to sail, but it came with a lot of crew work, not something you could pick up over a couple of weekends."

"Now boats are developed so they are relatively simple to set up, those teams with good skills will do well, but it's a little

easier for teams to step in at the beginning.

The boats are such a good package that if you can sail well and have a good crew you can basically get up to speed in a weekend.

And with the new Xp

range you see that the new boats have much more natural stability, they're easier to set up and drive."

But X-Yachts owners can still tap into Jochem's expertise to gain a performance edge. "There are many things you can do to help. Most of the time we start off by looking at the bottom treatment, making sure the foils have a perfect shape. Nowadays the boats come well prepared because they are precision moulded, but there is always room for improvement down there. It helps you downwind, upwind, in →



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Shifting modes: the winning Xp 44 'Xp-ACT Banks Sails' faced a range of conditions in the 2012 Rolex Middle Sea Race

any direction. It is a cheap, effective way of improving your overall performance.

"The second thing is the set-up. We can help with how you tune the rig relative to the sails, sometimes working with sailmakers to help it go fast.

"The third step is basically the crew. Most teams are very wise, but it's very difficult to acquire extra knowledge unless you have someone from outside come in. Even when I step on a new boat, I always learn something. As you move from boat to boat, you carry all this information with you and become richer. Crews tend to learn a lot, after a weekend of sailing with me they've learnt a lot of tricks that it would take them a long time to gather on their own."

generally reaching or fetching, and that helped with the rating as well.

"And we also had a really good group of guys with good offshore experience. To keep the boat going in long races, especially in light winds and across the transition zones, it pays to be able to keep working really hard. We were a little bit unlucky during a thunderstorm when we ended up with 40-knot headwinds, but the boat performed very well across a wide range of conditions, and in a race like that, that's really what you need."

"As you move from boat to boat you carry all this knowledge and you become richer"

the Xp 33, campaigning in Ireland to win both the IRC Nationals and Dun Laoghaire Regatta. He is excited about the latest addition to the Xp range. "It definitely makes another step towards high stability and a more efficient way of sailing. They've worked very hard on the design, the keel, making the boat easier to sail without extreme sheeting angles.

"It's one of the fastest boats I've sailed in a long time. It's very quick upwind, downwind, a real machine. There's still a lot more to come, I don't think we've

even scratched the surface yet when it comes to performance. It has a nice open mode, stable and fast, I really enjoy it."

However, Jochem's expertise can also benefit owners of

bigger boats who want to set up for bluewater cruising, or race occasionally. "We see more and more owners are keen to have some help at the beginning to get that knowledge, rather than spending a year trying to work out how to sail their boat best. It is about time, and getting there quicker.

"I'm currently working to produce a whole line of tuning guides, for the whole Xp range. There are lot of people who aren't interested in tuning for racing, but realise that if you set up the rig right it is easier to sail the boat so it benefits when cruising as well." X

Did the Xp 44 design help through the transitional zones? "Yes, it's an easy boat to handle, the deck layout works really well. On some boats you're racing and want to change the jib but it's a hassle because there's no spare winch, but this boat is really well set up for cruising as well as racing, so is really ergonomic.

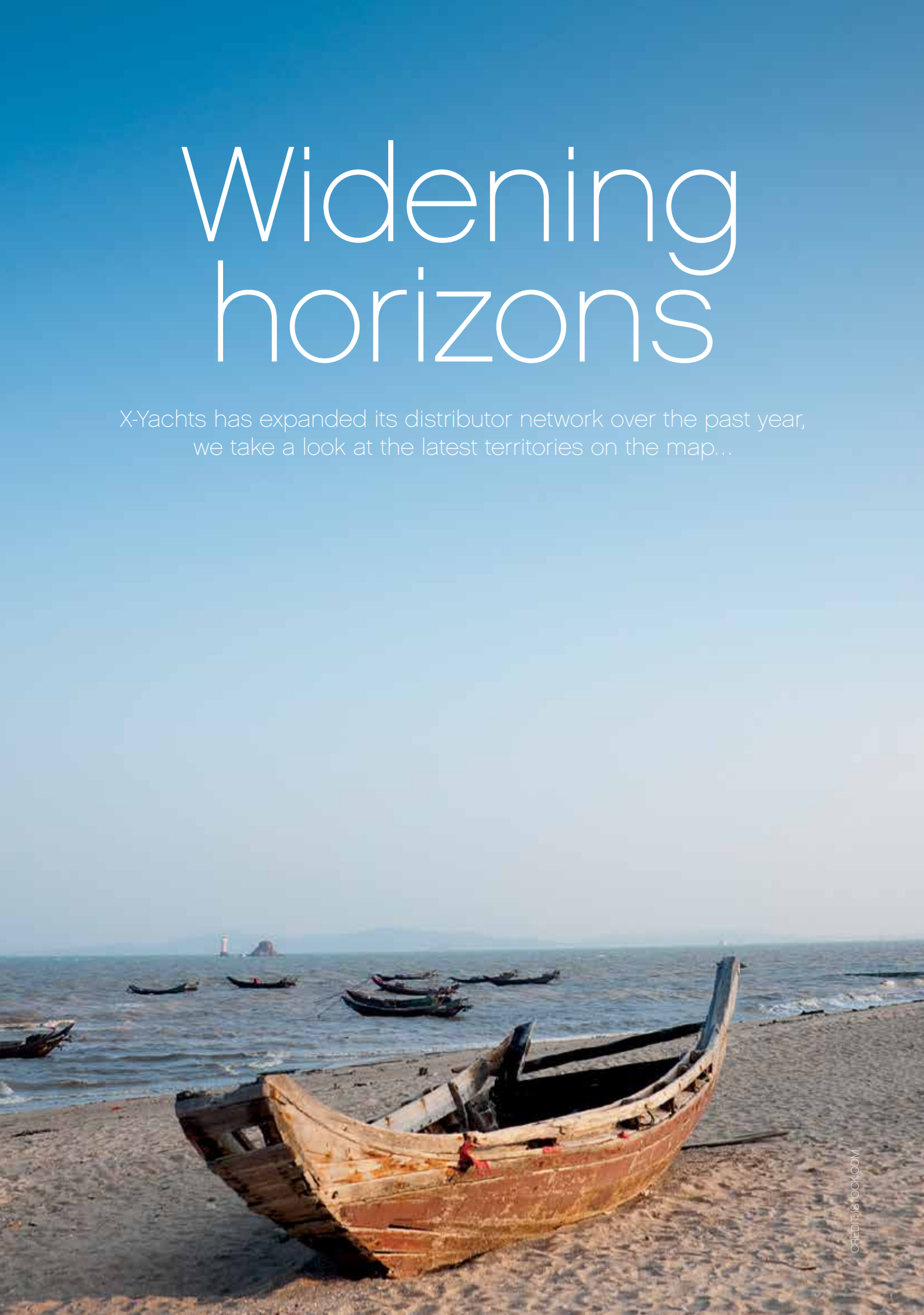
"The other thing is the boat is quite easy to drive in difficult conditions, like when you have lots of chop or at night time, it's an easy boat to 'feel'."

Just the beginning

For 2013 Jochem's main focus was

Widening horizons

X-Yachts has expanded its distributor network over the past year, we take a look at the latest territories on the map...



The seafront city of Qingdao in China is a major growth region for X-Yachts



CREDIT: ISTOCK.COM

China

China is one of the most exciting new regions to open up to yachting in recent years, with sailing growing rapidly thanks to the country's economic boom and vast coastline.

The X-Yachts dealer in China is the Furi Group, based in Qingdao. Qingdao is the fourth largest city in China, and home to over 700km of coastline and nearly 70 islands, making it an ideal cruising ground. It has also become a popular venue for major regattas, hosting stopovers for the Volvo Ocean Race, Clipper Round The World Yacht Race, and Extreme Sailing Series. In 2008 it was the venue for the Olympic Regatta as part of the Beijing Games, making the Fushan Bay China's undisputed 'sailing capital'.

The Qingdao Furi Group was established in 1995 and positions itself as 'a comprehensive operator of high-end brands', including car dealerships, luxury homes, private jets and members' clubs. Situated within Qingdao Olympic Sailing Centre, Furi Yachts and Marina Club aims to create a 'mobile clubhouse on water' for their Chinese clients.

The President of the Furi Group is Mr Zeng Xianbo, a passionate sailor who was a huge supporter of Guo Chuan, the first Chinese yachtsman ever to sail around the world solo non-stop, and is currently sponsoring Song Kun as she bids to become the first Chinese female skipper to complete the Clipper Round The World Yacht Race.

Mr Zeng believes that sailing is the perfect leisure activity for the frenetic pace of life in modern-day China. "When

people are feeling stressed and under pressure they need something to help them relax and recharge their batteries," he says, "On the boat you can do a lot of different things – treat your friends, listen to music, throw parties, meditate..."

"I wish more and more friends could experience the pleasure that sailing gives you and feel the charm of the sea. As the famous Chinese saying goes: 'It's more joyful to share the joy than to enjoy it alone!'"

The ability to use their yacht for hospitality is important for many Chinese yacht owners and entrepreneurs, with 40-50ft yachts proving particularly popular. The Xp 50 looks set to be the first X-Yacht in mainland China, while the Xc range is also suited for cruising the regions of Qingdao, Sanya and Xiamen.

New Zealand

The sailing community in New Zealand is one of the most active, with one in four Kiwis owning a boat of some kind. Home to some of the best professional yachtsmen in the world, New Zealand sailors have been at the forefront of the sport for over 40 years – from 'Rainbow II' winning the 1969 One Ton Cup to 'Steinlager II' winning every leg in the 1989-90 Whitbread Round the World Race, followed by the historic 1995 America's Cup win and its successful defence in 2000. The national 'Emirates Team New Zealand' dominated news headlines throughout the autumn of 2013 as they battled through the finals for the most prestigious trophy in sailing, the America's Cup. →

Caption: The Xp 44 is being considered as a new official class of the Royal New Zealand Yacht Squadron in Auckland



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The city of Auckland, with a population of over one million, is the centre of New Zealand sailing. The Hauraki Gulf offers a huge cruising area including many island anchorages that are protected from the open Pacific swells by Great Barrier and Little Barrier Islands and the Coromandel Peninsula. Auckland has strong youth sailing and a vibrant keelboat fleet with over 4,000 yachts moored in the area's marinas. Shorthanded racing is very

All Boats are able to appreciate exactly what X- Yachts has to offer the New Zealand market, namely fast, comfortable and well rated yachts that can perform both on the racetrack but are equally at home sailing short-handed in cruising mode. As Terry Needham comments, "We have a number of owners seeking higher performance than their current yachts and the X-Yachts range – especially the Xp models – will suit them admirably."

"Cruising in the Hauraki Gulf offers so many idyllic anchorages no more than a few hours sailing apart that is hard to pick the most special"

Terry Needham, X-Yachts New Zealand

popular in winter, and sailors from eight years to 80 can be found on the water, while whole families often raft up during the weekends.

Auckland is the base for All Boat Brokerage, which has been involved in yacht and launch brokerage for over 20 years and began importing X-Yachts in 2013.

All Boat is headed up by Director Terry Needham, who is himself a keen yachtsman with extensive offshore experience including three Sydney-Hobart Races, the Auckland to Fiji race, and many others. He is ably assisted by Greg Blomfield, who currently enjoys cruising his 43-footer but also has also competed in the Volvo Ocean Race.

The most recent addition to the team is Charles Clark, who sails competitively in keelboats and Laser dinghies and has completed several ocean passages. The All Boat office is based at Westhaven, the largest marina in Auckland city, and offers a full International Brokerage and Sales service, including advice, valuations, and deliveries.

With such an experienced team,

The first new X-Yacht to be launched in New Zealand is the Xp 44 'Lawless', which since hitting the water in August 2013 has acquitted itself very well in both evening Cruising Races with a full crew and also in the Shorthanded 60-Mile Race Series crewed by just two persons. Terry adds, "There is a feeling



The Xc range has proved popular for cruising Western Canada

CREDIT: R. YOUNG/JOHNS

that the Xp 44 is the right yacht to create a new one-design class in Auckland racing with the Royal New Zealand Yacht Squadron [New Zealand's premier club]."

Chile

X-Yachts is now targeting the South American market with a new dealership in Chile. In 2013 Windmade successfully introduced two new models into the country by selling Xp 55 hull No.2, and a new Xc 50 yacht.

Windmade are based in Santiago, the capital of Chile, with offices in Vitacura, a high-end residential and commercial area of the city. Windmade's Juan E Reid Tagle explains: "The region has two main sailing areas: the central coastal area near Santiago, which is home to both club sailing and more serious yacht and dinghy racing; and there is also a major hub south of Chile around Puerto Montt, which is home many cruising yachts thanks to its stunning fiords and beautiful landscapes."

The Chilean coast lies along the western edge of South America, facing the South Pacific. Juan adds: "The Pacific Ocean is quite rough so skilled sailors appreciate the benefits X-Yachts offer terms of build quality, and comfort in the often enjoyable but challenging sailing conditions – especially cruising the Xc line in rough waters."

Canada

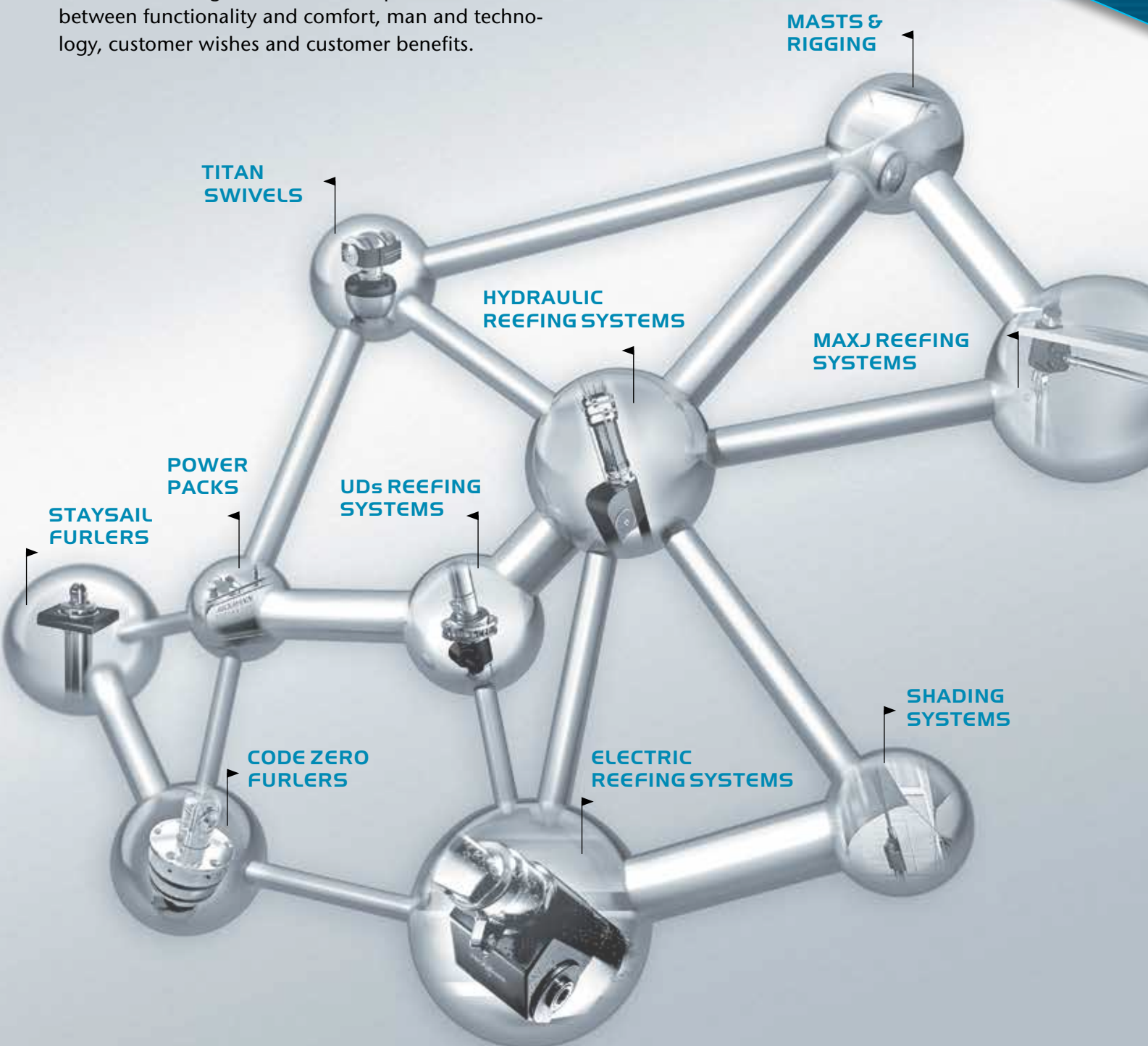
Fraser Yacht Sales has recently been appointed the X-Yacht dealer for Western Canada. Owner Ian Fraser comments, "We are very proud to be involved with such a high quality brand of yachts that are well suited to our sailing and cruising conditions in Western Canada. The X-Yacht range of yachts suits our market by offering a modern look combined with great performance features."

Fraser Yacht Sales is located on busy Granville Island in the heart of →

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Vancouver with mooring facilities right in front of the offices. The highly experienced team also includes Jenny Armstrong, who looks after marketing and the warranty service, and is an Olympic gold medalist – sailing in the 470 class for New Zealand in the 2000 Games, and account manager Marcia Pellicano (Macdonald), who represented Brazil at three Olympic Games sailing in the Europe class.

“Picking a favourite destination is difficult as there are so many to choose from, however mine is Silva Bay on Gabriola Island. It is about 23 miles from Vancouver, an easy weekend getaway.”

Ian Fraser, X-Yachts Canada

Ian comments, “The Pacific Northwest offers some of the best cruising grounds in the world. The protected waters inside Vancouver Island give cruisers thousands of miles of coastline to explore. Heading north to Desolation Sound and further to the Broughtons, there are many safe anchorages and coves to spend summer cruising days. The scenery and wildlife is spectacular with mountains, glaciers, waterfalls, whales, eagles and salmon! Winds are moderate in the summer and gentle breezes flow out of the many sounds so easy miles can be made under sail.

“Fraser Yacht Sales has recently delivered an Xc 42 to a local client that to cruise the Pacific Northwest, while another owner has ordered an Xc 38 to cruise the Baltic Sea in 2014 before shipping to Canada in 2014. Both owners are delighted with their Xc and keen to get out sailing and discover the terrific British Columbian coast in their new yachts. **X**”



CREDIT: ISTOCK.COM

“The best cruising areas are Puerto Montt and the southern fjords. I’m also waiting to take the Xp 55 to an island called Isla Robinson Crusoe in the Juan Fernandez archipelago. Another very interesting spot is rounding the Cape Horn. We’re looking forward to crossing it in the Xc 50.”

Juan Tagle, X-Yachts Chile



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