

X6 Maxi unveiled • Xc 35 launched • Xcruising next generation
World championship wins • X-Yachts 2015 range

X-YACHTING

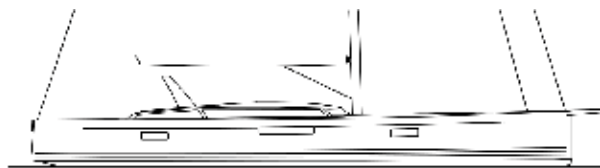
2015 Edition

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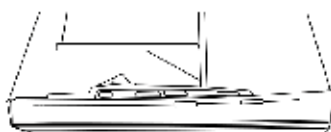


Xcruising

Dedicated long distance cruising yachts with enjoyable handling under sail.



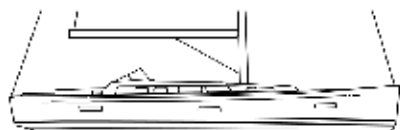
Xc 35



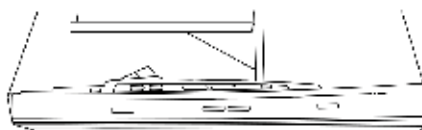
Xc 38



Xc 42



Xc 45



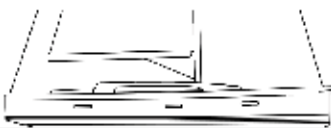
Xc 50

Xperformance

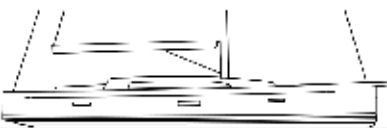
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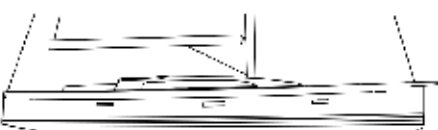
Xp 33



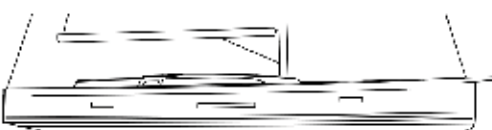
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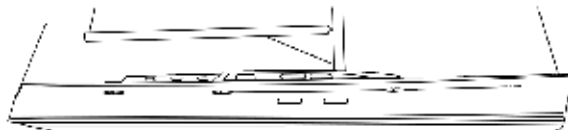
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Xp 50



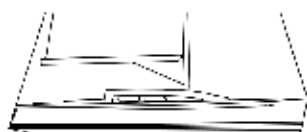
Xp 55



X-65

Xracing

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



X-35



X-41

X-Yachts
WORLD CLASS SINCE 1979

www.x-yachts.com

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X-Yachts
WORLD CLASS SINCE 1979

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Published by X-Yachts A/S · Edited by Alexis Eyre / alexis@x-yachts.com

Editorial consultancy Helen Fretter / True Angle Editorial www.true-angle.com

Design consultancy Claire Thoroughgood / GreenGood Media www.greengoodmedia.com

Design & illustrations: Rocio Gandarias, Agnieszka Ociepa & Jacob Deane / X-Yachts · Printed by Zeuner, October 2014

Cover image: the Port Adriano Sailing Experience, see page 120



A yard with history

X-Yachts was founded by the Jeppesen brothers Lars and Niels, together with their friend Birger Hansen, in 1979. Thirty-five years on, the marque's list of winners continues to grow

Throughout the 1960s and 1970s, brothers Lars and Niels grew up in a part of Denmark where modern GRP boat production was being pioneered. Their father introduced them to sailing in a wooden clinker-built 22ft 'KDY Juniorboat' and they soon caught the bug. With the leading Danish GRP boatbuilder/designer Bjørn Olsen based in the same town, the pair were inspired and it was a natural progression for Lars to become

a boat builder and Niels to become a yacht designer. Together they also raced keelboats in Denmark with both their father and Bjørn Olsen.

The Banner 30ft and Ravage 36ft were both designed in 1978 by Niels, and both built using an extremely light full sandwich construction. They were inspired by the new wave of designs coming from the drawing-boards of designers such as Ron Holland, Laurie Davidson and Bruce Farr, and they were

built by Lars, Niels and their friend Birger Hansen for Danish boat yards.

Later that year the trio, all in their early twenties, made the decision to form X-Yachts. The J/24, a one-design keelboat, had just arrived in Europe from the USA. Niels, Lars and Birger's X-79 One Design became the Danish solution to this new breed of yachts, where luxury and comfort was minimised, and weight saving and light displacement was prioritised.

The X-79 was launched in April 1979, →

"The X-79 won the world's biggest sailing race, the Sjaelland Rundt, with more than 2,200 yachts"



The X-102 'Soldier Blue', skippered by Ib Ussing Andersen, was the first major international X-Yachts win at the Three Quarter Ton Cup in 1981 in Helsinki, Finland



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The XC 42 "X-One" with owner Ib Kunøe, majority shareholder of X-Yachts.
Photo by Per Heegaard.

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X-Yachts continue to win on the international stage, with Jaak Jøgi's X-41 'Forte' (EST) winning division at the 2014 ORC worlds in Kiel – where X-Yachts made up nearly a third of the fleet



“The X-102 design captured the official ORC World Championship title six times during the 1980s”

took part in the world's biggest sailing race (of numbers of participants), the Sjælland Rundt. With more than 2,200 yachts, the X-79 finished two hours ahead of the second-placed boat, which was a J/24 owned by Lars Iwe, today's vice president of Royal Danish Yacht Club. Today Lars Iwe owns and sails successfully his Xp 38 'Soldier Blue', named after his first ever X-Yacht, an X-102, which was the first X-Yacht to win an

official World Championship back in 1981, when it triumphed at the Three Quarter Ron Cup. The X-79 became a northern European One Design Class very soon.

The X-102 was the second X-Yachts model, a cruiser-racer with a centre cockpit and aft coachroof, designed to dominate what was the handicap rule of the time, the International Offshore Rule (IOR). This was the era of the 'Ton' classes, such as the Mini Tonner,

Quarter Tonner, Half Tonner, Three Quarter Tonner and One Ton classes, administered by ORC and sailing an annual world championship. Each Ton class was defined by a maximum rating under the IOR Rule.

Designers such as Bruce Farr, Tony Castro, Ed Dubois, Ron Holland, Dough Petersen, Laurie Davidson and Phillip Briand all have their roots from these level rating classes. The X-102 'Soldier Blue' skippered by Ib Ussing Andersen, won the Three Quarter Ton Cup in 1981 in Helsinki, Finland. A sistership named 'Lille Du' defended the title in Denia, Spain in 1982, and the hull design captured this official ORC World Championship title a further six times during the 1980s.

In the 1980s, X-Yachts introduced their first generation 'cruiser-racers', winning a host of prestigious international races as well as serving the increasing market for production cruiser-racer designs. However, they also introduced yet two more models in the same light displacement series as the X-79. One was the X-99, which based on drawings alone presold more than 100 yachts and was established as X-Yachts first ISAF Recognized Class as early as 1987.

Since then X-Yachts has gone on to develop hugely successful cruiser-racers including the IMX 40, more ISAF recognised one-designs such as the globally popular X-35 and X-41, and most recently the new cruiser-racer Xp line which has scored success under both ORC and IRC. **X**

X-Yachts champions

YEAR	MODEL	BOAT NAME	SKIPPER	VENUE	LOCATION	TITLE
1979	X-79	X-79	Jeppesen	Around Sjælland	Denmark	Overall winner
1979	X-79	X-79	Jeppesen	Around Tjörn	Sweden	Overall winner
1981	X-102	Soldier Blue	Ib Ussing Andersen	¾ Ton Cup	Finland	Overall winner
1982	X-102	Lille Du	Ib Ussing Andersen	¾ Ton Cup	Spain	Overall winner
1985	X-¾ Ton	Green Piece	Henrik Søderlund	¾ Ton Cup	Sweden	Overall winner
1985	X-One Ton	Euro Class	Jens Christensen	Admiral's Cup	England	Team 5th/3rd individual
1985	X-One Ton	Krone	Tom Carlsen	Admiral's Cup	England	Team 5th
1985	X-One Ton	Maitresse	Sten Kjølhed	Admiral's Cup	England	Team 5th
1986	X-One Ton	Andelstanken	Jens Christensen	One Ton Cup	Spain	Overall winner
1987	X-Two Ton	Plettjerner	Ib Ussing Andersen	Admiral's Cup	England	Team 5th /3rd individual
1987	X-¾ Ton	Jelfix	Peter Carls	¾ Ton Cup	Belgium	Overall winner
1988	X-¾ Ton	Okyalos 8	Henrik Søderlund	¾ Ton Cup	Italy	Overall winner
1989	X-¾ Ton	Okyalos 9	Henrik Søderlund	¾ Ton Cup	Greece	Overall winner
1989	X50 One Off	Andersbanken	Jens Christensen	Admiral's Cup	England	Team 2nd
1990	X-One Ton	Okyalos 10	Henrik Søderlund	One Ton Cup	Spain	Overall winner
1994	IMX 38	Runner	Tim Scot	S. O. R. C.	USA	Overall winner
1994	IMX 38	Blue Sim	Emilio Cinti	IMS European	Italy	Overall winner
1997	X-332 Sport	X Lady	Pier Ravaioni	IMS European	Italy	Overall winner
2000	IMX 40	E-Moción	Alberto Viejo	Sardinia Cup	Italy	Team winner
2000	IMX 40	Telefónica MoviStar	Pedro Campos	Sardinia Cup	Italy	Team winner
2002	IMX 40	Exploit	Pier Ravaioni	IMS European	Italy	Overall winner
2002	IMX 40	Courrier Nord	Gery Trentesaux	Commodores' Cup	England	Team winner
2002	IMX 40	Fastwave 3	Eric Fries	Commodores' Cup	England	Team winner
2002	X-442	Clin D'Oeil	Jean-Yves le Goff	Commodores' Cup	England	Team winner
2007	X-332	Chinook	Johan Friedrichsen	ORC Worlds	Norway	Overall Winner, Class B
2010	X-332 Sport	Patent 3	Jürgen Klinghardt	ORC Worlds	Germany	Overall Winner, Class B
2010	IMX 40	Veolia	Bastiansen / Christensen	ORC Worlds	Germany	2nd Overall, Class A
2011	IMX 40	Gertrud	Peter Ortendahl	ORC Europeans	Norway	2nd Overall, Class A
2012	Xp 44	XP-ACT	Josef Schultheis	Rolex Middle Sea Race	Med	ORC & IRC Class 3 Winner
2013	X-41	Premium	Priit Tammemagi	ORC Europeans	Sweden	2nd Overall, Class B
2013	Xp 44	Xenia	Dr. Buchwald	ORC Europeans	Sweden	3rd Overall, Class B
2013	Xp 44	Alizee	Laurent Camprubi	Giraglia Rolex Cup	Italy	Overall Winner
2014	X-41	Forte	Jaak Jøgi	ORC Worlds	Germany	Overall winner, Class B
2014	Xp 44	Koyama	Inaki Castaner	European ORC	Spain	3rd overall, Class B

X-99 – recognised ISAF class 1997-2010 • X-41 – recognised ISAF class 2009-present

X-35 – recognised ISAF class 2007-present

New classics

The 2015 models of X-Yachts' dedicated cruising line, the award-winning Xc range, combine updated specifications and styling with luxurious comfort



The Xc range was launched in 2008 with the Xc 45, which was named European Yacht of the Year, an honour her smaller sister the Xc 38 also held. Six years on, 250 Xc yachts have been delivered and around one million nautical miles sailed. Today the Xcruising line also encompasses the Xc 42, Xc 50 and Xc 55, plus the latest addition to the range – the Xc 35, which debuted last year. New modifications for 2015 include larger bathing platforms and hull portlights. All Xc models are based on the same principles of moderate hull shapes with increased displacement to allow for larger engines, batteries, tanks and anchoring gear. The Xc yachts also share deep sections, and a forward 'V' shape to minimise slamming and make for a comfortable motion when going through waves, either under power or sail. Designed for long-distance passages, the Xcruising line features extensive teak decking, and a wide choice of windscreen, sprayhood and bimini options. **X**

Xcruising features

- Moderate draft for remote anchorages (extra-low draft available)
- Folding transom to form a swim platform (motorised on larger models)
- Excellent cockpit protection, with options including windscreen, sprayhood and bimini
- Optional 'A' frames for asymmetric sails, discontinuous rod rigging, through-deck mast with tapered section
- Teak cockpit and swim platforms as standard on Xc 38, 42, 45 and Xc 50
- Generous diesel engine in well-insulated compartment



Xc qualities

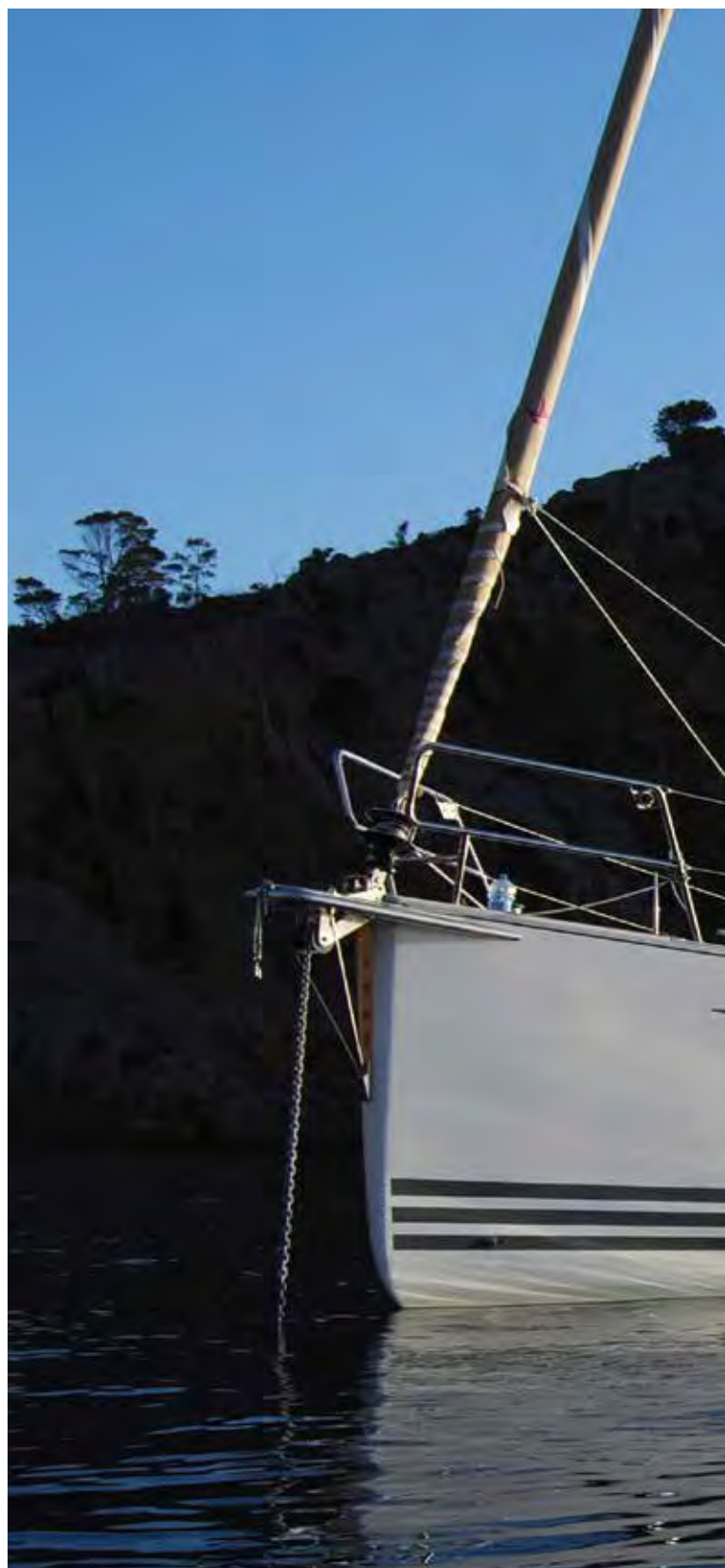
The Xcruising range leads the market with the highest quality deck fittings and choice of comfort features

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. Large tank volumes, a folding propeller and powerful engine in a soundproofed compartment add to the enjoyment of life at sea. **X**

Right: The Xc 45 shown with bimini and windshield, as well as optional furling boom and A-frame bowsprit.

Below: Optional teak decking on sidedecks and coach roof.



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



Standard sprayhood, folded in own 'sock'



Wind shield with integrated spray hood



Sprayhood, raised for protection



Xc 35

Perfectly formed

The newest and smallest member of the award-winning Xc family, the Xc 35 is a compact cruiser with a big heart





The Xc 35 was launched in 2014, and nominated for the 2015 European Yacht of the Year in the Luxury Cruiser category. The Xc 35 shares the same DNA heritage of her bigger Xcruising sisters to offer a perfect compromise between cruising comfort and sailing performance. She is a compact but surprisingly well equipped bluewater cruising yacht with smooth hull lines, a stylish yet practical cockpit and uncluttered but functional deck layout. Easily sailed short-handed, she can also accommodate guests with a two double cabin layout, spacious saloon and ample storage. There is also a choice of keel drafts. →



Quality finish

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, and frameless flush-mounted deck skylights.

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.

Additional cruising features include teak on the 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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Total control

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, and recessed through-hull fittings and a folding propeller for reduced drag.

Above deck, there is a keel-stepped tapered mast section, with discontinuous rod rigging as standard, and powerful backstay adjustment 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. **X**

Xc 35 Dimensions

Hull length	10.36 m	34.0 ft
LWL	9.60 m	31.6 ft
Beam	3.52 m	11.5 ft
Standard draft	1.90 m	6.2 ft
Alternative draft	1.60 m	5.2 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 m ²	384.8 ft ²
Genoa (106%)	29.65 m ²	319.15 ft ²
Genoa (135%)	37.75 m ²	406.34 ft ²
Spinnaker (asymmetric)	101.14 m ²	1,089 ft ²



Xc 38

Double the fun

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 double-handed, yet still offers ample space both above and below decks to accommodate guests and family. →

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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. →



Xc 38 Dimensions

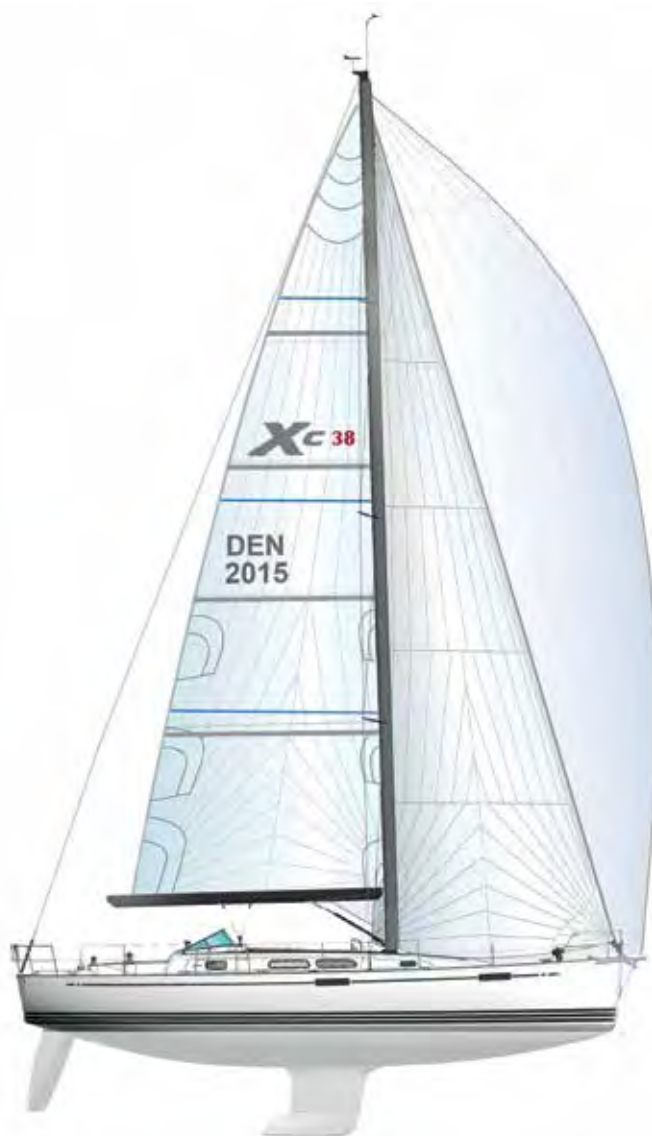
Hull length	11.58 m	37.99 ft
LWL	10.38 m	34.06 ft
Beam MAX	3.81 m	12.50 ft
Draft (standard)	1.98 m	6.50 ft
Draft (shallow)	1.60 m	5.20 ft
Ballast (standard keel)	3,775 kg	8,320 lb
Displacement (light)	8,700 kg	19,180 lb

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 m ²	660 ft ²
Genoa 140%	478 m ²	5145 ft ²
Genoa 106%	36.2 m ²	390 ft ²
Self-tacking jib 94%	32.1 m ²	346 ft ²
Spinnaker (asymmetric)	131 m ²	1,410 ft ²



Peace of mind

The Xc 38 offers a clean, uncluttered deck layout thanks to under-deck halyards, with all lines led back to the coachroof. Deck hatches are flush mounted, the anchor is concealed within its own recessed foredeck locker, and stylish teak surfaces are fitted as standard.

A German-style mainsheet is within easy reach of the helmsman for rapid responsiveness and complete control. The maintrack is also moved out of the cockpit to give a clear route from stern to companionway. Furling genoas and self-tacking jibs make for stress-free headsail handling, plus the option of davits to ease launching the tender. **X**

Xc 42

Next generation

The 'second generation' of Xc 42 yachts is unveiled for 2015, with subtle updates bringing this proven family favourite up-to-date





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. →



Multiple options

The Xc 42 is offered in two spacious three-cabin layouts, with either a forward-facing or central navigation station, and either a compact WC or extra-generous wetroom-style heads, both accessible from the main saloon.

New interior styling points for 2015 include full LED lighting, both above and below decks. Thanks to new larger hull portlights there is also increased natural light in the saloon and cabins. The galley features new fixtures and fittings, including automatic soft-close drawers, and space for appliances such as a microwave and Nespresso machines. →







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Cruise in style

The exterior of the Xc 42 also benefits from some updates for 2015, including optional teak on the side decks and coachroofs, as well as new hull and canvas colour choices. The bathing platform has increased in size, and the standard wheels now incorporate 'crashbars' with an option for integrating the throttle and bow-thruster controls. **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	5,160 kg	11,376 lb
Displacement (light)	11,400 kg	25,133 lb

ENGINE/TANKS

Engine diesel	40 kW	55 HP
Water tank (standard)	520 Ltr	137 Gal
Fuel tank (standard)	250 Ltr	66 Gal

SAIL AREAS standard

Mainsail	53 m²	570 ft²
Genoa 108%	43.5 m²	468 ft²
Genoa 140%	56.6 m²	609 ft²
Self-tacking jib 94%	36.1 m²	389 ft²
Spinnaker (asymmetric)	158.2 m²	1,703 ft²

A large sailboat with white sails and a wooden deck is sailing on a blue sea. The boat is angled towards the right, with its sails partially deployed. The background shows a clear blue sky and a distant shoreline with trees.

Xc 45

Pure cruising

The first ever dedicated cruising design from X-Yachts, the award-winning Xc 45 gets an update for 2015

The Xc 45 was the first model in the Xcruising range to be launched, and was named European Yacht of the Year, 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. The next generation of the Xc 45 features larger bathing platforms, enlarged hull portlights, improved storage and functionality in the interior, and updated styling options. →







Choice of cabins

The high quality galley has also been updated with space for optional appliances such as a Nespresso machine, microwave and top-loading deep freezer, automatic soft-closure drawers, and specially designed refuse storage. Corian worktops and a toughened glass splashback are fitted as standard.

The saloon now features a larger table, restyled cushions for improved comfort, and integral book cases for storage. There is a choice of interior finishes, including black or white Corian worktops, maple or striped holly floorboards, and fabric or microfibre upholstery in modern colourways. →



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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	5,965 kg	13,150 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



Saloon options

The Xc 45 has a flexible interior with three double cabins and two heads. There is a choice of standard forward-facing full-sized nav station, with a WC accessible from the saloon, or a more compact chart table and spacious heads with separate shower stall. The navigation station area has also been updated for 2015, with ample storage, chart plotter positioning and the yacht's electrical panel above. **X**





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.

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. →





High specification

Custom options include an extra large owners' cabin with ensuite heads to port, incorporating space for appliances such as a washing machine. Alternatively the Xc 50 can accommodate a forepeak crew cabin, and central master heads. Aft there are two roomy double cabins, with the option of both ensuite. Alternatively an extra-spacious galley can be created with additional worktop space to port, and a single aft heads with shower. The galley features space for two refrigerators, optional microwave, and Nespresso machine.

Interior finish choices may also be customised, with a choice of contemporary and traditional materials, to complement the hand-finished furniture made by X-Yachts' own craftsman joiners. →



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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)	7220 kg	15,913 lb
Displacement light	16,085 kg	35,460 lb

ENGINE/TANKS

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

SAIL AREAS standard

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

Controlled power

Underway, the high stability Xc 50 is generously canvassed, but with a high specification deck layout and controllable rig, 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. **X**





The sailor's choice

Mario and his family have sailed over 4,000 miles on their Xc 45 'Xen Weg'. He explains why the boat is ideal for serious bluewater sailors

"The first surprise of sailing the Xc45 on a long trip is her fantastic sailing capabilities. She is remarkably fast for a comfortable ship, despite being loaded with lots of heavy equipment, such as a generator, dual air-conditioning system, watermaker, washing machine, stowed dinghy and outboard engine, a liferaft, complete diving equipment, two anchors, 100 metres of chain, 600 litres of fuel, the same of water..."

"Despite all this, with just 8 knots of wind, it is possible to get 7 knots of boatspeed using a Code Zero. In the normal configuration of mainsail and 104% furling genoa, she really comes to life as soon as she sees 10 knots of wind.

"During the 4,000 miles we have been sailing and living onboard 'Xen Weg', we have encountered all sorts of weather and seas. It is hard to explain how light she feels. She always feels in balance,

reacts very directly and can be steered with two fingers. Literally. You feel the Xc 45 really wants to move fast, no matter how the elements are.

"When the going gets tough, it is important to know the limits of both the ship and your crew. The Xc 45 behaves extremely well in challenging conditions, and that is a great feeling. She cuts through the waves like a knife, and keeps on going straight, like all the X Yachts I have sailed.

"Inside, when she's fighting through the waves and against the wind, you only hear the speed of the hull in the water. Not a single creaking or cracking sound from the rigging, mast or wooden structures. Nothing. That is beyond doubt thanks to the super-strong and stiff structure of a yacht that has been built with rod-rigging and a steel chassis.

"The X Yachts designers have clearly succeeded in building a great sailing

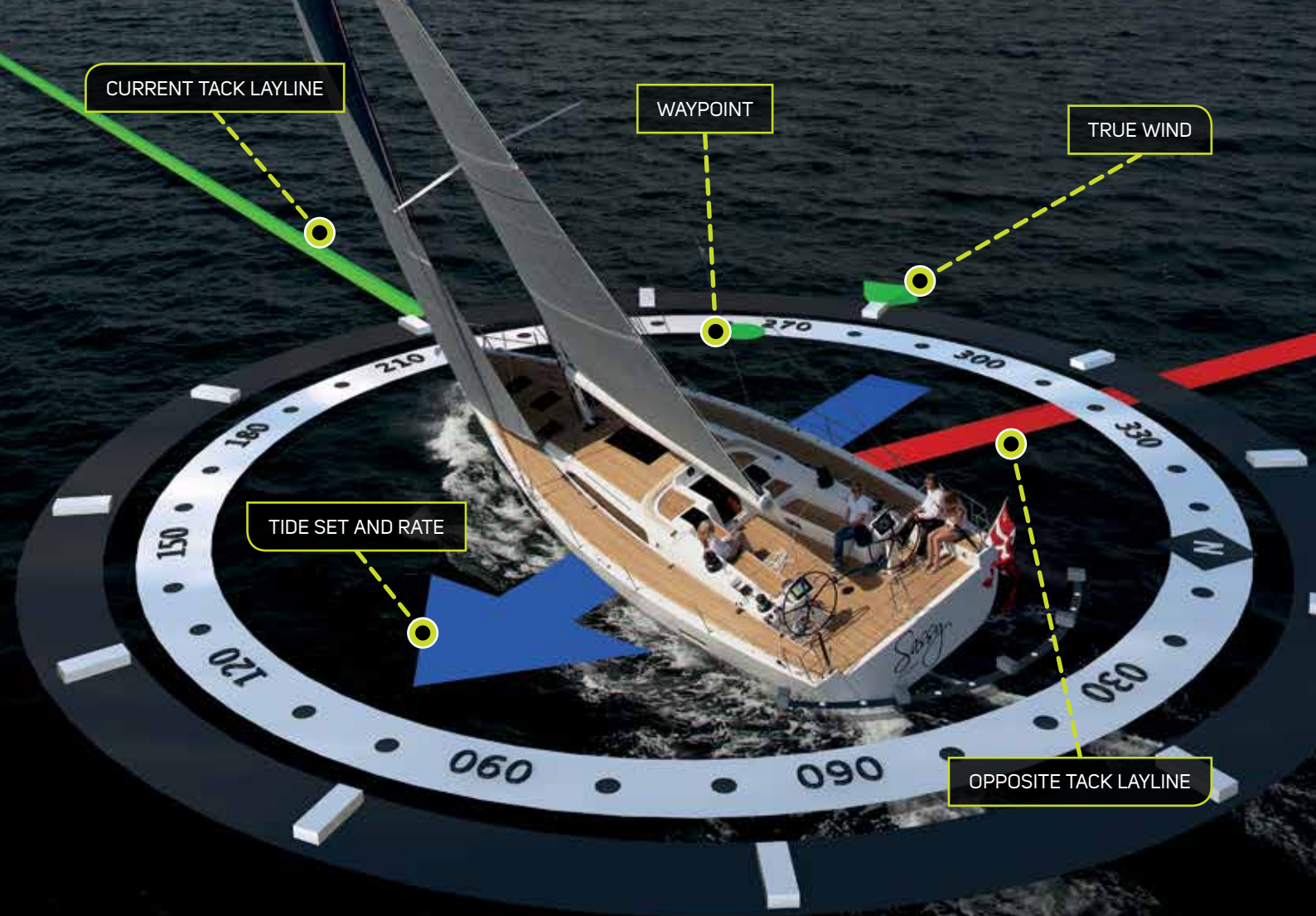
yacht that combines the best of both worlds: unbelievable comfort AND speed. I haven't found another boat with the same capabilities in her category."

Long-haul options

"We have chosen a furling boom on our Xc 45, and we don't regret our decision. As I often sail single-handed or double-handed, to me it is important to be autonomous, so that you can do all the sailing from the wide, comfortable and safe cockpit. Also reefing is a pleasure and easy to do: no more hassle or crawling on the deck to the mast in dangerous situations, no more friction of reefing lines in a single line reefing system, and so on.

"The combination of the fixed glass windshield, sprayhood and very large and strong bimini, mean we can always have the perfect protection configuration for every type of weather. →





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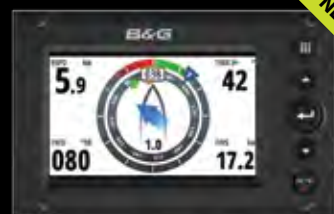
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A Passion for Sailing



“You only hear the speed of the hull in the water.
Not a single creaking or cracking sound”

For people that intend to spend a lot of time sailing in sunny regions, like the Med or the Caribbean, a large bimini while sailing is a must-have. We sailed for weeks in Spain without one on our former boat so know the pitfalls. It is probably difficult to understand for people living in northern Europe, but I guarantee that too much sun drives you crazy after a few days, not to mention the medical dangers that come with it.

“The 75HP Volvo Penta proves to be a powerful and reliable engine for the Xc 45. It easily pushes the boat at a speed of 7.5-8 knots in economic mode, with the known advantages of a saildrive. We have been in situations where we had to use the engine for hours to fight a 30-knot headwind in relatively narrow waters (Strait of Gibraltar). In such situations, it feels good to have excess power (although I miss the good old oil pressure and oil temperature gauges, but that seems to be a new trend...)”

Home from home

“When sailing long distance, my crew love the fact that we are very independent from marinas, which was one of my top priorities when we

ordered the boat from X-Yachts a year ago. With 600 litres of fuel, a generator, washing machine and a watermaker capable of making 110 litres of fresh water per hour, you can stay away from marinas – which I find are often crowded, too noisy and too hot – for a long time. When sailing day and night, it's great to be able to take hot showers every evening and morning, or after a swim in the sea, without ever running out of water. The two large fridges (one

can be used as a deep freezer) are also capable of holding enough food and drinks for weeks.

“The saloon has been designed with real taste, and offers ample space and cosy lighting. We can genuinely spend weeks on this ship without ever missing the luxury and comfort of a house.

“We upgraded to the Xc 45 from our X-43. The new yacht is only two feet longer, but a completely different boat and concept. The difference is huge, and you really have to see it to believe it. Not only inside, but also the huge and comfortable beautifully laid teak deck with recessed flush hatches. On top of all that, as I've said, she's fast and very easy to sail single-handed. The ease of manoeuvrability, especially in harbours, is so typical for a member of the X-Yachts family.

“Recently I read somewhere that, on a motorboat you go from A to B, but on a sailing yacht you are there already, because you live on it. For us with the Xc 45 this is absolutely true: she is a real joy to sail, and we spend the time of our life with family, children and friends. We easily feel home on ‘Xen Weg’ and enjoy every minute of it.” **X**



Perfect performers

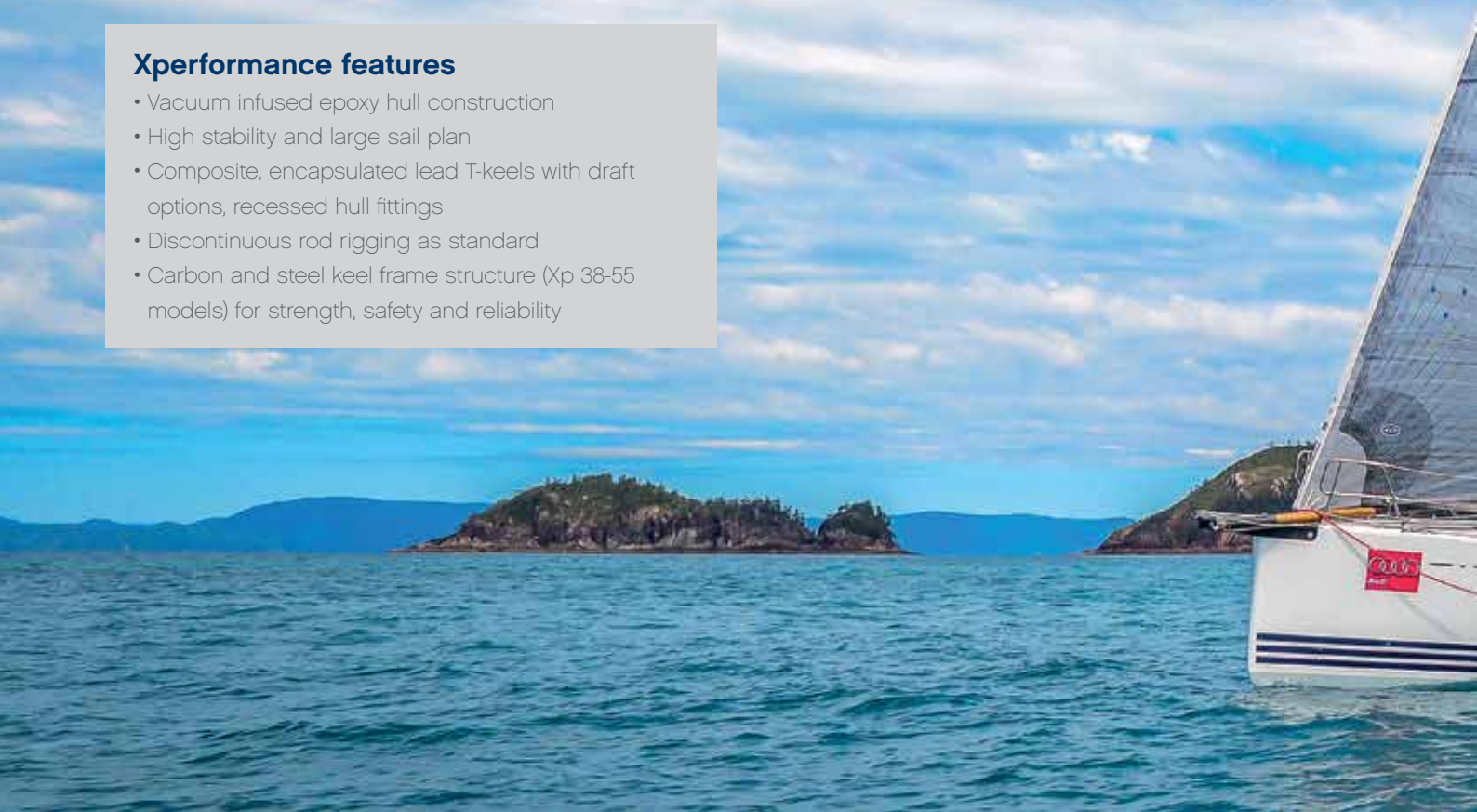
The Xp range continues X-Yachts' tradition as the leading production builder of race-winning designs

Combining a 30-year heritage of creating performance yachts with the very latest in contemporary yacht design and build technology, the Xp range is the fourth generation of performance yachts by X-Yachts. Launched in 2011 to great acclaim, it now includes the Xp 35, Xp 38, Xp 44, Xp 50 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 – and since their launch have continued the X-Yachts tradition of success on the race course, most recently winning their division overall at the ORC Worlds (see page 90).

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

- Vacuum infused epoxy hull construction
- High stability and large sail plan
- Composite, encapsulated lead T-keels with draft options, recessed hull fittings
- Discontinuous rod rigging as standard
- Carbon and steel keel frame structure (Xp 38-55 models) for strength, safety and reliability





Xp innovation

The Xp yachts may be highly customised with many exclusive 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, 38, 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 for flying asymmetric or 'Code' sails and easy anchoring, 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 for comfort in all conditions, and on the larger four designs a pop-up table can be submerged within the cockpit sole. **X**



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



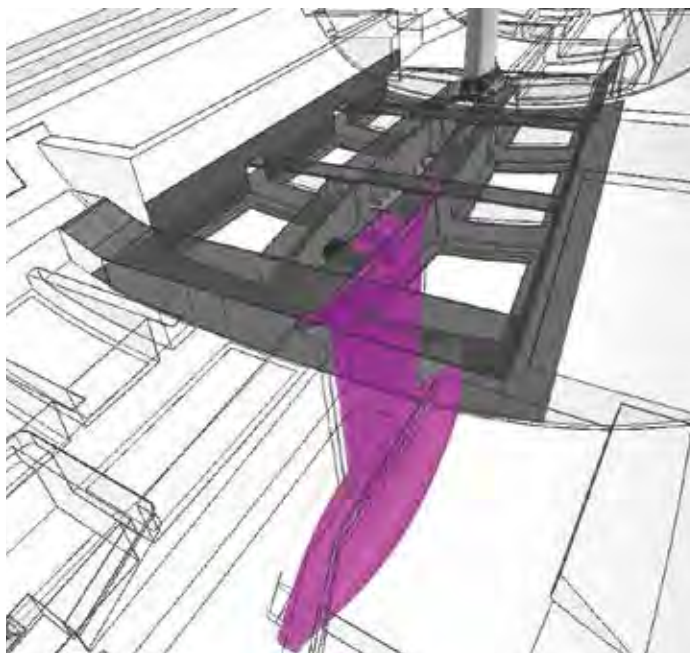
Optional carbon bowsprit without anchor



Optional white painted carbon bowsprit with integrated anchor fitting



Optional GRP cowl for rating efficiency



The Xp range features a carbon/composite keel structure* for rigidity and stability, cast iron keel fin and lead bulb. *(Xp 38-Xp 55 models)




Xp 33

Serious fun

The smallest yacht in the range, the Xp 33 is designed for pure sailing enjoyment





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 sailing 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. →



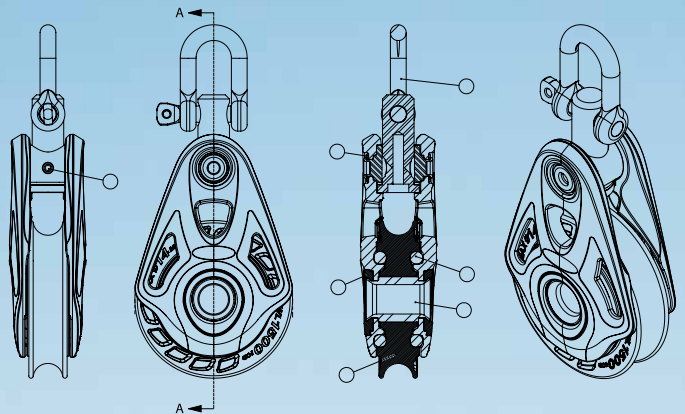




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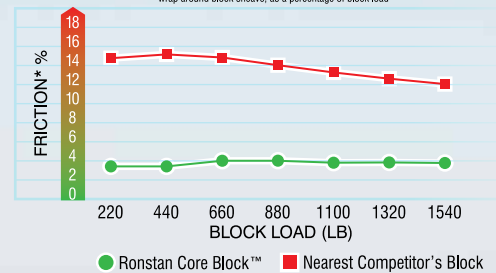
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Living space

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	29.1 (US) Gal
Fuel tank (standard)	50 Ltr	13.2 (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).

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. It has scored a host of race victories under both IRC and ORC. →



Quality touch

Deck-recessed halyards and control lines, flush deck hatches and portlights 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 choices, including compass and instrument mounts, together 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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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 wooden 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



A woman and a young child are walking on the deck of a white sailboat. The woman is wearing a light blue long-sleeved shirt and jeans, and the child is wearing a red life vest over a white shirt and dark pants. They are both looking towards the right. The sailboat's mast and rigging are visible on the left, and the large, dark blue sail is in the background. The water is dark blue with some whitecaps.

Xp 44

Dual role

The Xp 44 combines impressive performance with simplicity of handling, appealing to all the family



The Xp 44 was the first of the Xperformance line to be launched, and was named Sailing World's 'Yacht of the Year' in 2014. A highly optimised hull shape offers exemplary performance in a range of wind conditions, on all angles of sail, under both ORC and IRC 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. →



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 winches optional). →





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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 and wooden galley. 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 m ²	642.0 ft ²
Mainsail (Carbon rig)	64.2 m ²	691.0 ft ²
Genoa 106%	47.2 m ²	508.0 ft ²
Spinnaker	170.0 m ²	1,830 ft ²




Xp 50

Cruise control

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





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 cruising or racing, 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. →

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Luxury of space

The Xp 50 interior is dominated by a feel of light and space, thanks to an additional skylight and unique opening coach roof window. There is ample storage (with underfloor tanks freeing up the concealed sofa storage), and 6.5m of easily accessible overhead lockers. A large U-shaped galley features an optional 85-litre front-opening fridge, larger top-loading fridge-freezer, slot for a microwave and indented worktop for safe cooking at sea. The saloon offers nearly 2.5m of extra-deep sofas in a sociable U-shape, plus an additional two-person seat.

The three-cabin, twin-heads layout creates a particularly spacious forward double cabin, with the option of additional pipecots in the aft double cabins, or forepeak crew berth. **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 m ²	9430 ft ²
Mainsail (Carbon rig)	896 m ²	9650 ft ²
Genoa 106%	64.3 m ²	692.0 ft ²
Spinnaker	210.0 m ²	2,368 ft ²




Xp 55

The next level

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



A large white sailboat with a wooden deck is sailing on a blue body of water. The boat's mast and rigging are visible, and the sails are partially deployed. In the background, a coastal town with buildings and trees is visible under a clear blue sky. A white text box with a blue border is overlaid on the right side of the image, containing text about the Xp 55 sailboat.

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. →





Interior design

The Xp 55 interior offers an exceptional level of customisation, with a choice of layouts – each with three spacious double cabins – and finishes. The master cabin includes an ensuite, which may be fitted to port with the double berth central, or the double berth can be fitted to port with the ensuite forward, for direct access to the forepeak and sail locker. The aft symmetrical cabins may be fitted with optional pipecotts, and there is a choice of a single second heads and wet room accessible from the main saloon, which also allows for an extra spacious galley, or twin ensuite heads for the 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 carpentry. The galley is equipped with a triple-jet gas oven, microwave, top-loading fridge-freezer, front-loading fridge and ample storage. There is also space for optional appliances such as a dishwasher or Nespresso coffee machine. →



Fingertip control

Although the largest yacht in the range, the Xp 55 is designed for ease of short-handed cruising. Concealed control lines are led aft, placing all sheets, halyards and trim lines to hand. A below-deck furling drum and longitudinal genoa tracks with adjustable cars are fitted as standard. The mainsheet is led aft for ease of handling from the cockpit, while a windward twalker block system can be deployed when racing for both the main and genoa.

The Xperformance bow options include a carbon sprit of 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.

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. **X**





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	2583.3 ft ²



X-65

Maximum style

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



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 features twin wheel pedestals and top specification deck gear including electric winches and in-boom furling controls. Despite her size, she makes an ideal cruising yacht for those who like to sail doublehanded, 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 comes with flush-mounted hatches, recessed fittings and frameless port lights, creating a sleek, clean appearance. 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. →



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 are 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

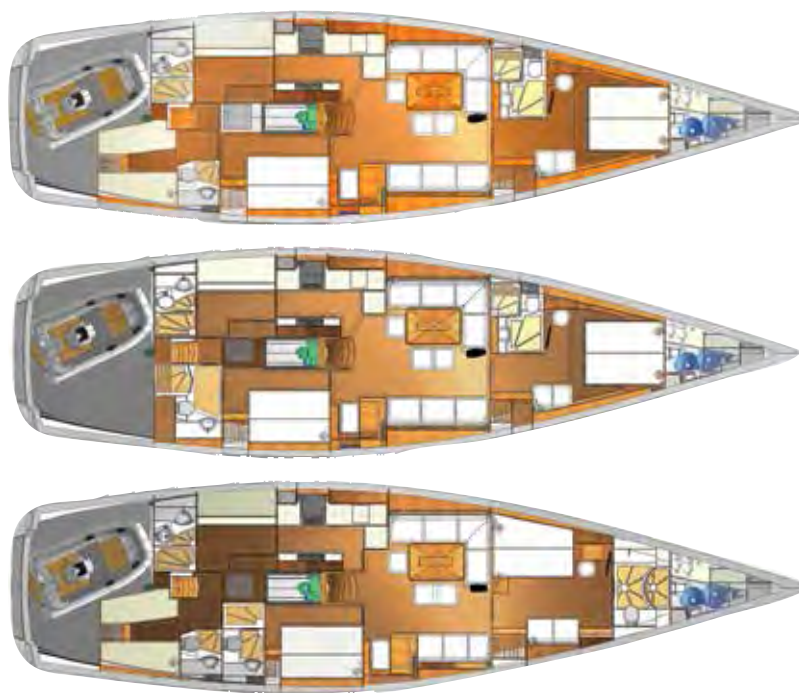
Hull length	20.01 m	65.65 ft
LWL	17.68 m	58.00 ft
Beam MAX	5.36 m	17.59 ft
Draft standard	3.40 m	11.15 ft
Ballast	10,000 kg	22,050 lb
Displacement	27,500 kg	60,638 lb

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



Design for life

The first of a new range of contemporary performance cruisers, the X6 will turn heads thanks to her style and sumptuous comfort



Utilising the very latest state-of the art design concepts, yet unmistakeably an X-Yacht, the X-Yachts designers started with a clean slate for the all-new X6. Developed to provide ultimate luxury, without sacrificing the renowned X-Yachts sailing performance, the X6 will take her owners and crew anywhere in sumptuous style and comfort.

The design of the X6, from its sleek flush foredeck to streamlined, sweeping coachroof, is both clean and considered. Every detail has been afforded the utmost attention, creating a truly modern design that is as practical as it is stylish.

Building upon the best features of the world-

beating Xcruising and Xperformance ranges, the X6 will utilise the same hi-tech, low-weight construction techniques as the latest generation Xp racer-cruisers, including vacuum infused epoxy with localised carbon fibre reinforcements for strength, stiffness and stability.

The weight saved has been put to good use: allowing long-range fuel and water tanks, larger battery banks and optional equipment such as water makers and dive compressors to be fitted without sacrificing performance.

The new 'X' range will be a luxurious and impressively fast collection of performance cruising yachts for state-of-the-art bluewater sailing. →



Scandinavian style

Danish design and architecture is famous for its clean and timeless style. This ethos is central to the design of the X6, which combines an elegant aesthetic with luxurious standards of quality and comfort.

The raised saloon coach roof with wrap-around windows creates a sense of light and spaciousness, whilst offering panoramic views and allowing seamless crew movement between the saloon and cockpit.

Throughout the interior, an uncluttered feel has been achieved thanks to clever storage solutions for the plentiful gear needed for a luxurious life aboard.

A combination of the latest technologies and a finely crafted interior utilising high quality materials creates a truly pleasurable cruising experience. The X6 interior fittings unite natural materials such as soft leather and wood with handcrafted details and cutting-edge innovations.

The X6 may be highly personalised to suit each owner's style, from sleek and minimalist to more hi-tech and contemporary. →

Right: The standard interior

Below: Customised interior with bespoke details and finishes for the first UK X6

Below right: The X6 is offered in a wide choice of interior layouts, including three and four cabin arrangements





Sailing experience

The high degree of customisation continues on the X6 exterior, with a full range of rig options including a 'Park Avenue' boom, and in-boom or in-mast furling. There is a choice of shallow and deep draft keels, with 'L' and 'T' bulbs, as well as a choice of cockpit furniture and an optional mainsheet arch with integrated bimini to create the perfect sailing and on-deck experience. **X**





X6 Dimensions

Overall length	20.12 m	66 ft
Hull length	19.22 m	63.1 ft
Waterline length	17.85 m	58.6 ft
Beam	5.40 m	17.8 ft
Draft (option A: L-keel)	2.6 m	8.5 ft
Draft (option B: T-keel)	3.0 m	9.8 ft
Draft (option C: T-keel)	3.4 m	11.2 ft
Displacement (keel option B)	29,500 kg	65,030 lbs

ENGINE/TANKS

Engine (standard)	119 kW	160 HP
Fuel capacity	1,200 Ltr	317 (US) gal
Water capacity	1,000 Ltr	264 (US) gal

SAIL AREAS

Mainsail	128 m ²	1,378 ft ²
Genoa (106%)	91.4 m ²	983.8 ft ²
Asymmetric spinnaker	280 m ²	3,014 ft ²



King of the world

X-Yachts triumph at the super-competitive ORC Worlds in Kiel

X-Yachts once again has a world champion amongst its fleet – the X-41 'Forte', owned by Jaak Jõgi from Estonia, who triumphed in ORC B. The nine-race series saw very light and challenging conditions but the 'Forte' team raced an extremely solid regatta, with a fifth place discard which gave them the luxury of not having to sail the last race.

Jõgi is no stranger to winning – he was the 2006 X-99 world champion – but their victory still came as a surprise. "We did not know before the Worlds what to expect, even if it was clear that the X-41 fits well in the ORC system," commented Jõgi. "With a good performance we were hoping for a top six position. We sailed very

conservatively, and have avoided taking risks, so it was good speed and good starts that led us finally to success.

"I, and our core team, have sailed this boat from the beginning, since we bought it at 2007. So we have had a lot of time to learn to sail this boat. We put our team together from friends who, before joining the X-41, sailed in two different X-99 teams. Some members of our team have been learning to sail together since childhood.

"I think the conditions in Kiel were ideal for X-41 – we had exceptionally good speed and VMG ability in lighter and moderate breeze which worked out very well in ORC scoring system as well. So we really enjoyed sailing and competing with this boat." →

X-Yachts was the biggest production yacht builder at the 2014 ORC Worlds. Here the Xp 38 'Extreme Ways' leads the X-41 'Premium', followed by the IMX 40 'Mandalay'





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Jaak Jögi's X-41 'Forte'
won ORC B overall



Tough opposition

The 2014 ORC Worlds 2014 attracted the largest ever ORCi fleet, with 151 participants split across three fleets. The ORC B and C fleets were further divided into gold and silver fleets, with the medals decided over the last three races.

X-Yachts made up nearly a third of the total fleet – making X-Yachts by far the biggest production yacht builder at the event. No fewer than 44 X-Yachts competed in ORC B & C, with 29 qualifying for the gold fleet medal races. X-Yachts are also one of the event's main sponsors, offering two days of service assistance prior to racing for X-Yachts owners, and a welcome tent throughout

the week, both for owners who and potential clients.

The Xp 38 and Xp 44s, X-41s and IMX 40 were all showing their strength with 7 X-Yachts in the top 15 in ORC B Gold fleet. Over the week X-Yachts owners scored a total of 26 top three race finishes, including six race wins – showing that X-Yachts really are the production performance cruisers to beat.

Light winds flyer

The Xp 38s demonstrated how strong the performance cruiser design is against lighter ORC racers, despite the light wind conditions. Even on the long distance races the Xps held their

own – scoring an Xp 38 1,2,3 in first race. The X-41s also proved a force to be reckoned with in ORC B and recent changes in the ORC rating rule have benefitted the design. The X-41 crews also benefit from a background of very strong one-design class racing which means the boat-handling standard is very high.

In ORC C X-Yachts teams again made a strong showing, and the X-37 'Hansen' owned by Michael Møllmann got within touching distance of a podium finish, until just losing out in the last race. The enduring X-332 Sport 'Sportsfreund' skippered by Axel Seehafer took seventh with the X-37 'Hansen' in eighth. **X**

First-timer

Aside from the X-41 'Forte's' overall win in ORC B, the new Xp 38 'Extreme Ways' owned by American Andrew Holsworth delivered an incredible performance to finish ninth overall, having only taken delivery of the boat two months previously.

"I think it was about four years ago I started looking at boats," Andrew recalls. "I didn't want a one-off raceboat because the depreciation would just be lunatic, and I also wanted a boat that I could take my girlfriend on, it would be dual-purpose."

"I think the thing that won me over was when we went to the X-Yachts Gold Cup in Copenhagen last year. We went and did windward-leeward racing for three days, which was lots of fun, and then I literally saw the whole fleet reconfigure itself – off came the racing sails and headstays, on went the furling jibs, the bowsprits, the anchors, the cushions. And they were all going up the west coast of Sweden – I just thought, I've been beating myself up in regattas, but these guys have got it dialled! I want to do that!"

As for the result, he says: "I was ecstatic about the result, but I was also really happy about the way it was achieved. I have never laughed as much in a race week in my life. Every day we came out we were a better team, we were sailing the boat faster and cleaner, and communicating better. The first race was our worst race. We all thought we'd sailed reasonably well, but everybody just raised their game collectively every day after that."




Andrew says that 'Extreme Ways' had good boatspeed from the outset. "What I've learnt is to go to the rig manufacturers and sailmakers and set the sails up to the millimetre of what they say. I got the rig in exactly the right position, and everything perfect in terms of the sails and the set-up, and as a result we were fast out of the box. Then it was just down to fine-tuning and moding the boat for the light winds we had. But I thought the boat was really fast, amazingly so really."

The team plans to return for another European season, including the 2015 ORC worlds in Barcelona.

X-Yachts world

X-Yachts are raced and cruised around the world,
with an expanding global dealer network





X-Yachts is committed to spreading their passion for sailing around the world, from our traditional stronghold in Europe, to America and Australia, and new territories in South America and Asia.

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 global sailors, and this issue we have reports from X-Cups and regatta successes around the world, plus the inside story from X-Yachts in the ARC and World ARC. Next year we are also hosting our own global event, with the 2015 Gold Cup in Copenhagen – find out more on page 110. **X**


The X World

- Worldwide dealer network offering support and service
- Biennial Gold Cup and annual X-Yachts regattas
- Global owners' communities
- Complete design, development and manufacturing in-house
- Strong partnerships with high-quality suppliers



Around the world

From Scandinavia to the southern hemisphere, X-Yachts have been racing in X-Cups and regattas



The biggest yacht at the Finland X-Cup was the Russian Xp 50 'Loko', sponsored by Russian Railways

Midnight sun

The Audi X-Yachts Finland Cup took place in Hanko, from August 7-9, 2014. Hanko is the most southerly spot in Finland and is said to be the sunniest area of the country. This year it certainly didn't disappoint: three days of racing produced 28 starts in perfect conditions with 20 yachts on the startline every day. World champions, Olympic gold medallists, Nordic champions, Finnish champions and X-Yachts cruiser-racer crews were among those attending this year's event, the third Audi X-Yachts

Finland Cup. Despite the volume of racing there was only one protest filed – with everything settled in good faith over a bottle of Danish beer.

The largest yacht was the 'Russian Railways' Xp 50 from St. Petersburg, and the smallest were the old but still going strong X-99 class boats. The popular Family Class went to Johan Delin's team on the Xc 35 'Jeppe' from Sweden, ahead of the X-372 'Lassux' of Sakari Rinne from Finland. The X-99s were also won by Swedish visitors 'Tax Free', skippered by Johan Andersson,

just one point ahead of Finnish runners-up 'Nautilus' (Sakari Kausto). In the X-41 fleet victory went to Aaro Cantell's 'Normet'.

After racing the fleet enjoyed convivial dinners every evening in the event's own marquee. The hospitality, together with the help of the local Hangö Segelförening and their staff who ran all races in a professional manner, this year's Finland Cup was deemed an all round success.

The next Audi Finland X-Cup will take place in July 2016 in Hanko. →



PHOTO: STUDIO MARTINEZ



Copa del Rey

X-Yachts once again raced at the prestigious Copa del Rey Mapfre regatta in Palma, Mallorca. The 33rd edition of the Mediterranean season highlight ran from 2-9 August, 2014 with starts for international big boat classes such as the TP52s, as well as IRC, ORC and one-design fleets. Out of 128 participating yachts, 30 were X-Yachts, competing across eight different classes in Palma Bay's perfect sailing conditions.

The X-35 class remains one of the most fast, furious and super-competitive at the Copa del Rey, with

entries from across Europe. Italian owner and skipper Alessandro Solerio on 'Lelagain' won cleanly after 11 races. A favourite going into the regatta, he was solid throughout, not only tactically but also retaining constant good boat speed to score three race wins and four second places. 'Lelagain' was closely by the Spanish entry 'Puerto Deportivo Benalmádena', skippered by Daniel Cuevas and owned by X-35 devotee Javier Banderas. 'Red Elctrica of Spain' took third after winning the final two races.

A total of 17 X-Yachts also competed

Above: The X-35 had its own start at the Copa del Rey in Palma, and attracted entries from across Europe

in the two ORC classes. In ORC 1 the Xp 44 'Koyama' put up a good fight against the powerful fleet of eight Swan 45s, who were loving the strong Palma Bay breezes, to come sixth overall out of 40 competitors. A special mention also goes to the Xp 44 'Maserati', who fought hard throughout the week, coming in 13th in the same class.

In ORC 2, Teo Matheu Riera's 'Airlan Aermec', an X-37, took third place after consistently coming in the top four of each race, whilst the Xp 38 'Evolution Racing Sum', owned by Siggie Mansaker, took an excellent fifth overall.



Young guns

The Jack Tar Auckland Regatta was an incredible result for the Lion Foundation Youth Training Programme team onboard the Xp 44 'Lawless'.

The event, the largest keelboat regatta in Auckland, attracted 77 boats with 'Lawless' and her young team entered into the 12-boat 'Open B' division. A Friday 'fun' harbour race did not count towards the overall points and with a dying evening breeze in Auckland Harbour no boats were able to complete the course. However, there was windward/leeward racing on Saturday and two races were completed in very light conditions that built from 5 to 7 knots. In challenging races spotting the shifts proving the key to success. The 'Lawless' team had the boat going fast upwind and led around the weather mark multiple times. The team finished the day with a first and second place under IRC.

The final day had a similar light wind forecast, but a gentle 4-6 knots filled in around midday. In the first race many of the fleet struggled to get off the line, but the 'Lawless' team sailed well upwind to grab lead around the top mark. After a battle with the Elliott 35 Super Sport 'Crusader', also predominately sailed by youth programme graduates, the team

recovered the lead on the second beat and finished first across the line. The next race saw the best breeze of the weekend, with 'Lawless' taking second.

The team finished first overall on IRC, first on PHRF, first on Regatta/General

Handicap and third on line honours. They would like to thank owner Laurie Needham and X-Yachts New Zealand agent Terry Needham. 'It's a great boat and we have really enjoyed our time onboard,' commented trimmer Connor Mashlan. →



'Lawless' was sailed by young sailors as part of the Royal New Zealand Yacht Squadron's youth training programme

PHOTO: IVOR WILKINS PHOTOGRAPHY



The Xp 44 'Lawless' leads the fleet off the start at the Jack Tar Auckland Regatta

PHOTO: IVOR WILKINS PHOTOGRAPHY

Australian X-Yachts dealer
Andrew Parkes took third on
the Xp 38 'Xpress' at Hamilton
Island Race Week



Sails in the city

The 2013 Sydney City Marine X-Yachts Australian Cup enjoyed the spectacular backdrop of Australia's most iconic city, and was held in challenging conditions on Sunday, November 3. The fleet raced in breezes ranging from 25-33 knots from the west and – despite a few broaches – everyone completed the races and had a great day.

Once again RANSA conducted the regatta and the race management was impeccable. The Sport Class competed in two windward-leeward races under spinnaker and the Family Class did a single, longer harbour race around fixed marks.

The highly experienced team onboard Ian Box's 'Toybox 2' really mastered the conditions and the Xp 44 won both races to take the Sport Class. 'Great Xpectations' finished the day with a second and fourth – Rod Wills and his crew showing that a well sailed X-43 is still very competitive as the boat is about to celebrate her 10th birthday. Ray

Hudson on another Xp 44 'Xs Moment' recovered well from a spectacular Chinese gybe in the first race to take third place overall on countback. Tied with them was Matt McCann's Xp 50

'Carabella V', a tough day for a big boat to sail such short legs.

The Family Class enjoyed the fresh conditions and it was a real battle between the two Xp 38s at the front of



The Xp 38 'Solveig II' took honours in the Family Class of the Australian X-Cup

PHOTO: BETH MORLEY/SPORTSAILINGPHOTOGRAPHY.COM



Navigation challenge

Audi Hamilton Island Race Week is the most popular regatta in Australia. Thanks to the support of the Oatley family, who own Hamilton Island, and Audi, the biggest yachting sponsor in Australia, this is a must-do event. The regatta offers blue skies, balmy temperatures, reliable sea breezes, whales breaching on the racecourse, and superb parties, not to mention stunning sailing.

This year Australian X-Yacht dealer Andrew Parkes, was racing on the Xp 38 'Xpress' in IRC Division 3 for cruiser-racers. They were the second highest rating boat apart from the Xp 44 'Xs Moment' (how they ended up in the same class is one of life's mysteries!). The competition was very strong, including a BH36 named 'Local Hero', which has been raced by the same crew for many years and the defending champions 'L'atra Donna'. 'Xpress's' regatta didn't begin well due to the previous division getting in the way of the first start, but from that point they won every other start in the regatta. One of the vagaries of the series is the vast differences in tide direction and flow throughout the week with many back eddies coming into play, especially around the islands. The height of the islands is another factor as huge wind shadows extend to leeward and

parking in no breeze can be more costly than tackling the strong currents. For tacticians the regatta can be extremely challenging and rewarding, but also very cruel, often in the same race – that's what keeps them coming back.

Going into the final race 'Xpress' were in equal third position and needed to beat 'L'atra Donna' to finish on the podium. Andrew Parkes explains, 'The course was a little bit interesting – the last leg was described as 'navigators choice' and competitors could choose a longer and more conservative course or sail a shorter course but also risk no wind and lots of tide. We decided that we'd sail the longer course and cover our competitors.'

'Our game plan was simple, win the start, lead the fleet at the northern end of Dent Island, sail aggressively along the shore to avoid the adverse current and sail as fast as possible to put time on the smaller boats. The plan worked and by the time we rounded the top mark we were looking good to win. Every competitor sailed the same course, except David Redfern on his First 40 'Not A Diamond'. They were over 15 minutes behind us and last on corrected time, with nothing else to lose they took a flyer and went the other way. Unfortunately their gamble paid off and they won the race, we finished second – that gave us a clear third overall.' →

PHOTO: ADAM STARR/HAMILTON ISLAND PHOTOGRAPHY

the field. David McLean and his crew on 'Solveig II' got a jump at the start and held their lead all day. But Andrew Parkes and his crew on 'Xpress' applied some pressure around the course and the margin at the finish was just 4 seconds, with 'Solveig II' taking line and handicap honours. Denis Doyle has been preparing his Xc 42 for a major cruise and 'Sextant' was carrying quite a bit of additional weight, but this didn't seem to hurt them in the strong conditions as they finished second in the division.

Following racing all of the crews made their way to RANSA for the post-race analysis and presentation of trophies. Every competitor received a photo of their boat from the days racing and Beth Morley from sportsailingphotography.com got some fantastic action shots. Special thanks must go to the major sponsor of the regatta, Sydney City Marine, the state of the art facility where all X-Yachts are commissioned and serviced.

PHOTO: BETH MORLEY/SPORTSAILINGPHOTOGRAPHY.COM



The Xp 38 'Xpress' racing under the famous Sydney Harbour Bridge during the Australian X-Cup

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Michail Watford's Xp 44 'Simples' enjoying the sailing out of Cowes

PHOTO: RICK TOMLINSON

Squadron formation

This year's X-Yachts Solent Cup, from May 2-4, 2014, brought with it new surroundings and a very different kind of regatta. For the first time, the event was hosted by the distinguished Royal Yacht Squadron in Cowes.

Twenty-five X-Yachts entered, split into two IRC Sports classes and a Family white-sails class, with models that were almost 20 years old racing competitively against new designs fresh from the factory.

The first race day dawned sunny, bright and clear with a very light breeze from the north-east. After an hour's postponement the three classes finally got away and were swiftly carried east by the strong tide. The wind remained very light and fitful, fading almost completely towards the finish on the Squadron line. First home in IRC Sport A was the X-46 'Ntanda', closely followed by X-99 '2XS' in the IRC Sport B class. In the Family class the brand new Xp 50 'Xtravagance', launched just two days earlier, caught the bullet and cut a striking figure with her hull the colour of antique bronze under charcoal-grey sails.

The remainder of the day's racing was cancelled as the wind faded to nothing, so all retired to the Royal Yacht Squadron pavilion for the Mount

Gay rum reception and Harken Grinder competition. This was followed by a splendid Gala Dinner, with the 'voice of the America's Cup' Bob Fisher as guest speaker. Bob was then kind enough to lead a charity auction for Sail4Cancer, with the prize piece being a stunning Rick Tomlinson print.

The second race day started similar to the first. After another long delay, there were rumours of a light breeze from the south, so PRO Dr Jeremy Cuddigan sent all three classes off to the east with the tide, on courses designed to allow shortening should the wind die.

Often, success in light airs is proof of a good sailor, yet there comes a point where the local knowledge and sailing


experience yields to the luck of being in the right place at the right time. The course was duly shortened and the fleet drifted down on the tide towards the waiting committee boat. IRC A was won by the Xp 38 'Vixter', IRC B by the X-34 'Juno' and 'Xstatic' came home first in the Family class. Unsurprisingly, further races were abandoned, and the fleet made their way back for Pimms and prize giving at the RYS. The winner of IRC Sport A was the Xp 38 'Vixter', IRC Sport B the X-99 '2XS', first overall in the Family class was the Xp 50 'Xtravagance' and overall Solent Cup winners the X-46 'Ntanda'.

Thanks to John Oldridge & Lawrence Hodgkinson from the X-Yachts Owners Association for the report. **X**



Anton Jenkins's distinctive Xp 50 'Xtravagance' took first in the Solent Cup Family Class

PHOTO: RICK TOMLINSON



X-35

Over 250 X-35s have been sold worldwide –
here Teemu Kekkonen's 'Audi E-Tron' (FIN)

Winning one-designs



X-Yachts one-design classes offer superb first-past-the-post racing around the world

The X-35 and X-41 combined 30 years of experience building winning yachts into fast, fun one-designs. The designs not only produced big fleet racing around the world, but are still winning multi-class events on handicap today – see the X-41's overall win at the ORC Worlds on page 90. Over 250 X-35s have been sold, with yachts racing all over Europe, the USA, and even as far afield as Japan. The X-35 has an open, ergonomic cockpit, refined control systems including a 'Magic Wheel' backstay and jib in-hauler system with 16:1 purchase, plus a large wheel for a very direct helming experience. Three cabins provide accommodation for eight, with an adaptable interior that includes a removable saloon table during racing. →

X-35 Dimensions

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

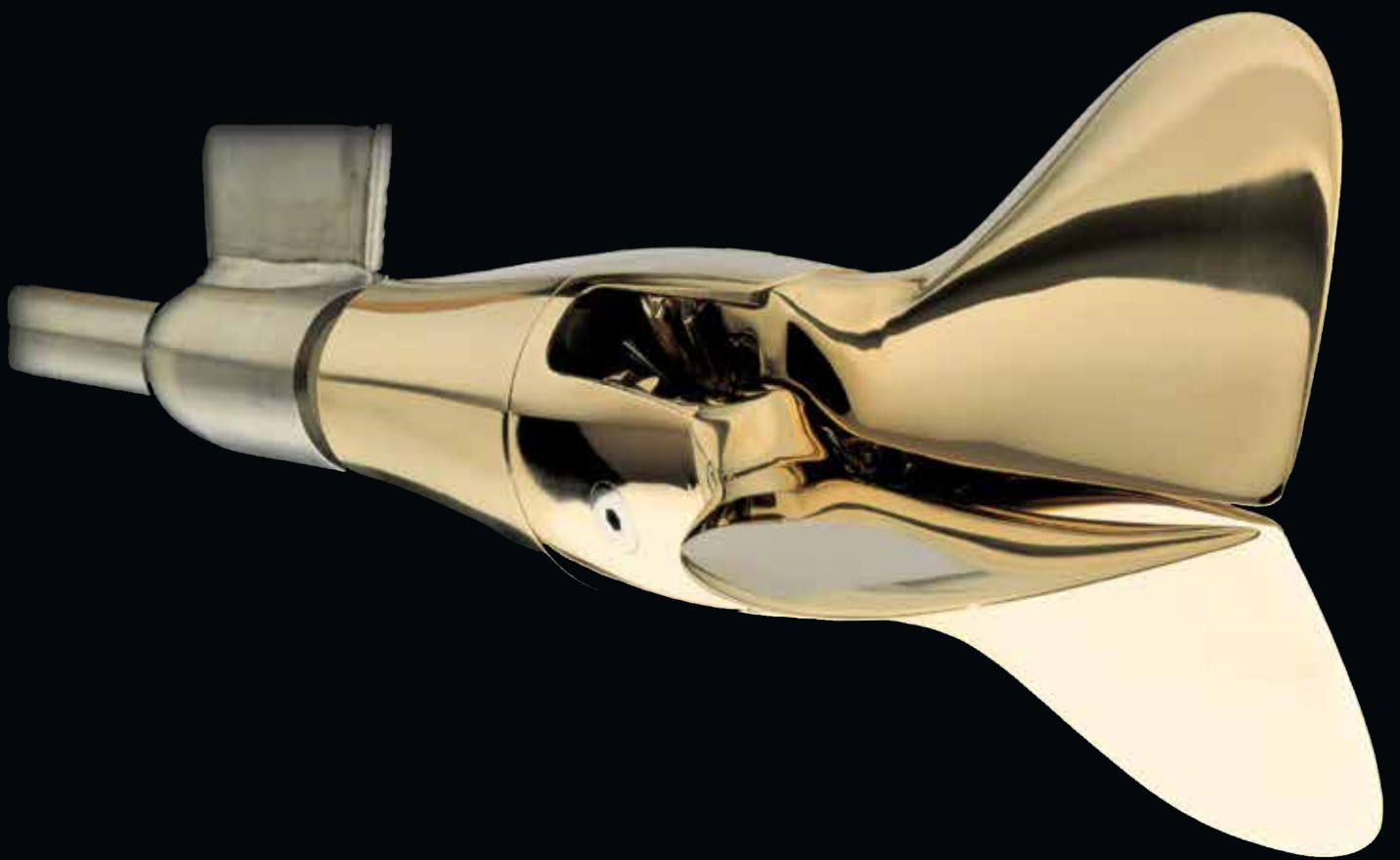
ENGINE / TANKS

Engine diesel	145 kW	20 HP
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SAIL AREAS (Standard)

Mainsail	40.1 m²	431.6 ft²
Genoa 108%	33.9 m²	364.9 ft²
Spinnaker	105.7 m²	1,137.8 ft²

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X-41



Aaro Cantall's 'Normet' won this year's X-41 world championships

Class act

The X-41 has an active one-design circuit, but is also a winning performer under IRC and ORC handicap rules – winning this year's ORC Worlds. Voted 'Best Crossover' by the Boat of the Year Judges on her launch, she is a multi-purpose racer-cruiser. High specification fittings include

a Spectra backstay with masthead 'flicker' and Quattro winches, with twin-spreader tapered carbon mast and boom, deep 'T' bulb keel and direct cable steering. The spacious interior includes three cabins as well as additional adjustable pipe-cot berths, large navigation station, and partially removable saloon. →

X-41 Dimensions

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

ENGINE / TANKS

Engine diesel	29 kW	40 HP
---------------	-------	-------

SAIL AREAS (Standard)

Mainsail	54.5 m²	586.8 ft²
Genoa 106%	43.8 m²	471.6 ft²
Spinnaker	1476 m²	1,588.6 ft²



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Textile Evolution

'Lelagain' and 'Margherita' crossing tacks at the X-35 worlds



X-35 World Championships

The 2014 X-35 World Championships were an Italian affair. Nine races were held in Sanremo, Italy, in June, with challenging conditions that included every type of weather conditions and hugely varying winds. However, after four days of racing Francesco Conte at the helm of 'Giochelotta', with tactician Tommaso Chieffi, was crowned X-35 world champion.

In second place was Roberto Mazzuccato helming 'Margherita', with tactician Gabriele Benussi, while Alessandro Solerio on 'Lelagain' with Branko Brcin, finished third – just one point ahead of the Finnish Teemu Kekkonen on 'Audi E-Tron'. The fierce battle continued down the leaderboard, with 'Audi Ultra' clinching fifth place.

Sixteen yachts from five different countries took part at the event, which was hosted by Yacht Club Sanremo and supported by Bodino Eng, official partner of Italian X-35 racing fleet for the 2014 season.

The Italian fleet went on to enjoy a stunning National Championship at Scarlino in Tuscany, from September 18-21. Alessandro Solerio aboard 'Lelagain', again sailing with 'Branko Brcin' as tactician and a crew comprised of Riccardo Peratoner, Carlo Zermini, Michele Malandra, Claudio Bucchionie

and Matteo Savelli took the title. In second place, seven points behind, was Malilli Balbo's 'Ave Maria', with Francesco Cruciani, while Paolo Sena aboard 'Spirit of Nerina' finished out the podium in third.

X-41 World Championships

For their 2014 World Championships, the X-41 fleet headed to Hankø, Norway. A multinational fleet from six nations gathered from 25-29 June. Finland's 'Normet' got off to a good start in the practice race, along with two Italian

teams, 'WB five' of Bassetti Gianclaudio, and 'Le Coq Hardi', owned by Maurizio Pavesi from Naples. These three went on to share honours for the first eight races, which saw winds blowing up to 20 degrees and challenging conditions that required crews to pay close attention to squalls and gusts. However, on the final day, 'Le Coq Hardi' has a classic 'bad day', which took the Russian 'Technicol' entry up to third place. The top of the podium was unchanged, with 'Normet' taking the title, ahead of Italians 'WB five'. **X**



Francesco Conte's 'Giochelotta' won the X-35 world championships

PHOTOS: VERONICA TANDELLI

Going for gold

Get set for more Gold Cup glory at Copenhagen: we find out more



After the stunning 2013 X-Yachts Gold Cup, which welcomed over 1,200 sailors on 110 yachts to Copenhagen for a truly memorable regatta, X-Yachts is proud to announce that they have signed an agreement with the Royal Danish Yacht Club (KDY) to host the next three X-Yacht Gold Cups.

Director of the KDY, Christian Lerche, explains: "The agreement covers the Gold Cup events in 2015, 2017 and 2019. Next year's X-Yachts Gold Cup is expected to be the largest sailing event in Denmark in 2015. In

2013 110 yachts with some 1,200 sailors took part in the highly successful event."

The next Gold Cup takes place from July 15-18, 2015. "The Royal Danish Yacht Club (KDY) was founded in 1866 – and is now almost 150 years old. The club has 2,000 members and is by far the largest yacht club in Denmark. We have a long tradition of organising major regattas every year at the highest international level – including many championships," explains Christian. "The venue will be Tuborg Harbour in Hellerup – a few kilometres north of Copenhagen. →



INVITATION

to the biggest X-Yachts event in the World



Sport classes. Family classes. Over 50 ft. Class.
X-35 World Championship. X-41 European Championship.



Dinner and social entertainment every night at the Royal Danish Yacht Club
in the contemporary Tuborg Harbour, Copenhagen.



Pre-register your interest online at www.x-yachts.com, official entry opens on
February 1, 2015. A limited number of spaces are available, so register as soon as
you can to ensure you don't miss out!





"The Gold Cup is an excellent combination of sport and vacation. The races – including international championships in some classes – will be sailed on courses on the safe waters of Øresund.

"X-Yachts and KDY intend to create a family-friendly atmosphere with lively social events. For non-sailing visitors the area offers many possibilities for tours to Copenhagen or North Zealand.

"As CEO in the Royal Danish Yacht Club, I am looking forward to welcoming the X-Yacht owners, sailors and families to our club in Tuborg. It was great to have the Gold Cup here in 2013 and I am confident we can make it even better in the future."

Niels Jeppesen, X-Yachts head of design and marketing, adds: "It is my great pleasure that X-Yachts and the Royal Danish Yacht Club have agreed to jointly host the X-Yachts Gold Cup in

2015, in 2017 and in 2019.

"Whenever I visit Tuborg Haven, with its modern architecture, the KDY's luxurious club facilities and the marina so close to the beautiful Copenhagen, it makes me proud to be Danish.

"Denmark is a small country with just 5 million people, but has much to be proud of. Copenhagen is one of Europe's nicest capitals, from the modern architecture mixed with historic scenery around the centre, to the modern harbour front with its famous new Opera House and 'Black Diamond' (Royal Library). Danish traditions are deep rooted and as a nation we are passionate about quality and design, and I feel proud of being an active part of that.

"Copenhagen is a perfect centre to gather participants from a large number of countries. Norway, Sweden, Finland and Germany are all within easy reach,

no more than two days' sailing away.

The Royal Danish Yacht Club is therefore a natural location to host the biannual X-Yachts Gold Cup, X-yachts being Denmark's biggest series production boat yard, with a proud history of leading design over our 35 years."

Don't miss out

Next year's Gold Cup will include racing for Family classes, Sport classes, an Over 50-footer division, the X-41 European Championships, and X-35s.

The event will open with a reception on Wednesday, July 15, followed by three days of racing from Thursday to Saturday, with daily prizegivings and a competitors' buffet, while Saturday evening closes with a gala dinner, live music and dancing.

Registration opens on February 1, 2015. In previous years all places have been filled within just two weeks, so sign up quickly!

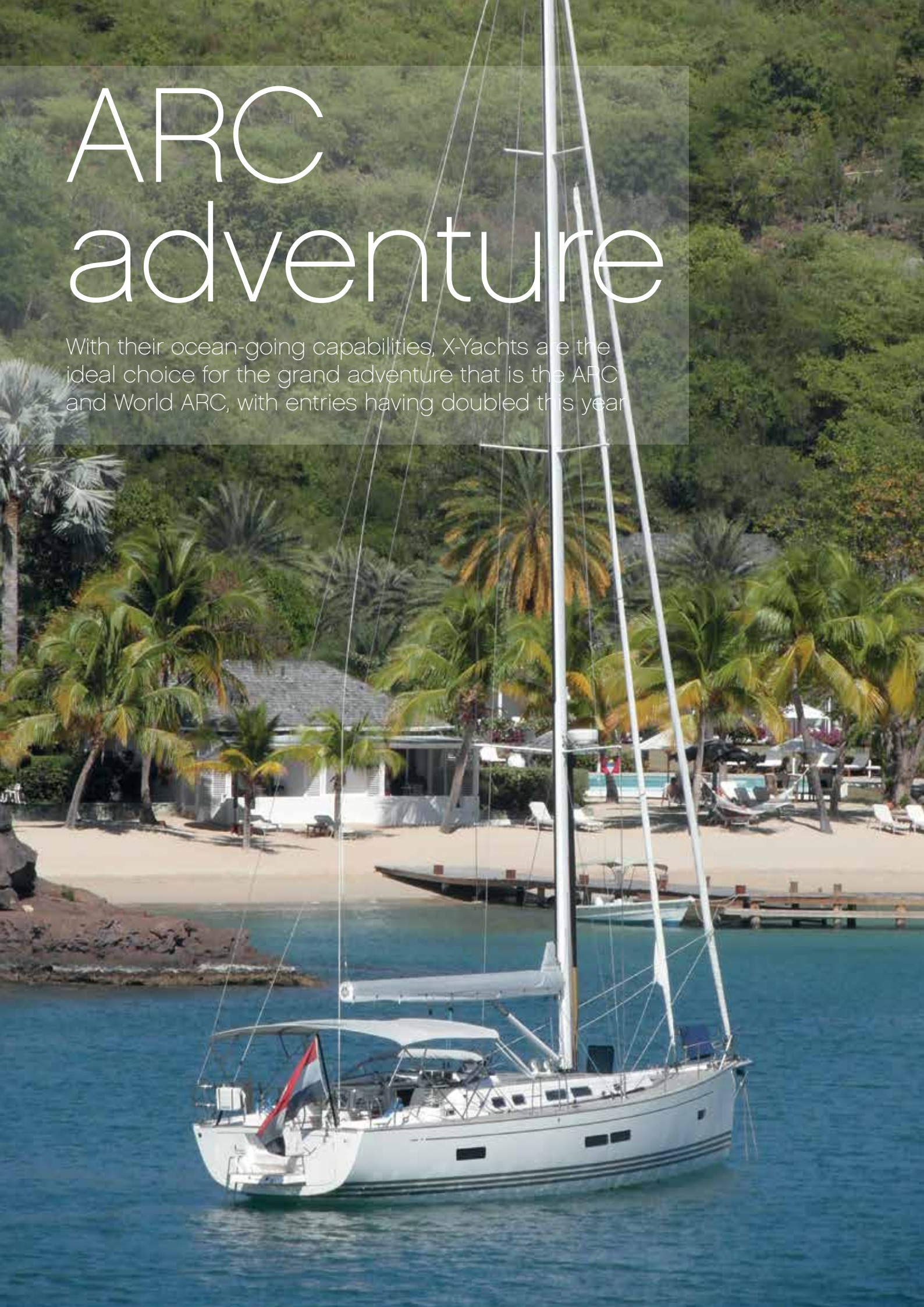
Register online at www.x-yachts.com **X**

Winner of 2013 X35 Nordic Championship 'AUDI e-tron', skippered by Teemu Kekkonen



ARC adventure

With their ocean-going capabilities, X-Yachts are the ideal choice for the grand adventure that is the ARC and World ARC, with entries having doubled this year



The 29th Atlantic Rally for Cruisers will set sail from Las Palmas this November, with a fleet of 192 yachts bound 2,700 nautical miles westward across the Atlantic to the Caribbean.

This year 13 X-Yachts will join the fleet in the Las Palmas to St Lucia ARC, while the Xp 44 'Garlix' of Dagmar & Jens Garlin will be one of nearly 60 boats competing in a ARC Plus, which also includes a Cape Verde islands stopover.

X-Yachts has a strong tradition of success in the event – which is both a rally and a competition, with yachts sailing in racing and cruising divisions. Participants include racing teams, friends and families – many sailing with children, and even pets on board.

Last year the X-612 'Diva' was awarded the Yachting World Trophy for line honours in their division, completing the entire transatlantic under sail power alone, while the X-50 'Sveva' took second in the Racing

Division A. The year before 'Leeway', an Xc 50, won their division (Cruising D) overall. This year

there will be an X-Yachts service tent in Lanzarote to help the 13 boats prepare for their transatlantic, and a special cocktail party to wish all the crews on their way.

Jerry Brown will be taking part in his Xp 44 'Black Butterfly' as part of a world tour which will ultimately see he and his partner Glenda sail their boat



home all the way to Australia. He recalls that he chose an Xp 44 for bluewater sailing because, "When you go to the boat show, a lot of the other boats say they have a good build quality. They say, 'It's almost as good as X-Yachts,' so we thought if they have to say that, then X-Yachts are the best!"

Their plan is to cross the Atlantic with the ARC then take a lengthy voyage

Then ultimately you go across the Pacific to Australia."

Apart from a hydrogenerator and the required ARC safety equipment, Jerry hasn't made any modifications to his Xp 44 for the marathon trip and is very pleased with how 'Black Butterfly' has handled the ocean deliveries so far. "We had three nights to get from Lisbon to the Madeira Islands and we were really

pleased – we were running with the autohelm controlling the boat most of the way. We had some pretty big waves,

about a 4m swell behind us, and the boat handled it really well, and we were pretty dry on board."

Also onboard will be X-Yachts CEO Hans Viggard, who was looking forward to the trip as X-Yachting magazine went to press. "I have been assigned the role as navigator, which primarily means weather routing. Over the past months I have dry sailed the stretch several times 'playing' with both Adrena and Expedition software, and using GRIB files from various sources. I am sure the real thing will be fantastic. I will be the rookie on board, being the youngest with my 51 years!" →

"We have been effortlessly cruising down waves at 8-13 knots"

back to Australia. "The ARC gets us halfway home, but we haven't got any firm plans on how to get the rest of the way yet. Our rough plan will be to go through the Panama Canal, maybe go up the western coast of America because I'm Canadian so I always thought a nice thing to do would be to sail into my home town of Vancouver.



X-Yachts in the ARC

Xc 42	Nichima, Nicola Ballini (ITA)
Xc 42	Euphoria, Len Börjeson (SWE)
Xc 45	Ellida 6, Rune Lande (NOR)
Xc 45	Bluetaste, Roberto Tassinari (ITA)
Xc 50	Leeway, Jukka Laiterä (FIN)
Xp 44	Arietta 4.2, Joe Borghetti (ITA)
Xp 44	Black Butterfly, Jerry Brown (AUS)
Xp 44	GarliX, Dagmar & Jens Garlin (GER)
X-43	BombyX, Helenus A. Gratama (NED)
X-442	Xanadu, Andy Knowles (GBR)
IMX 45	Maline, Børre Sørås-Sæther (NOR)
X-55	Enigma VII, Per Arne Dalene Nielsen (NOR)
X-562	Wood Pecker III, Matteo Sguanci (ITA)

Welcome aboard; little powerhouse

Mastervolt Lithium Ion Ultra



The Mastervolt Lithium Ion Ultra 5 kW was an amazing battery in its own right. But the latest Li-ion Ultra 2.5 kW proves that it can be even more compact. This new member of the family is as wide and high as the 'larger' Ultra, but only half as long! It offers even greater flexibility as well as considerable savings in space and weight. In fact, this powerful compact unit no longer needs a generator. And the superior benefits you've come to expect from the Lithium Ion Ultra concept are also included: an **ultra-long lifespan** and **extremely quick loading times**; **active cell balancing** for efficient and safe use; **integrated battery monitoring** and, if desired, direct system communication via **MasterBus**. This small powerhouse will be truly welcome onboard every yacht!



See www.mastervolt.com/batteries for the specifications

World ARC

Claire and Tim Hagon are taking part in the World ARC on their Xc 45 'Ghost'. They first crossed the Atlantic as part of the ARC, before joining the World ARC on a 26,000-mile trip from Saint Lucia which takes in such tropical paradises as the Cook Islands and Bali. Here are some highlights:

December 13, 2013

Atlantic crossing 14:07.23N 59:55.85W

We gybed at dawn for the final run into St Lucia. Having gone from a windless start to the crossing, we have now been revelling in 20-25 knots of trade winds for the past four days, at which speed 'Ghost' comes into her own, effortlessly cruising down waves at between 8 and 13 knots all day long, even with two reefs in the main and a poled out genoa.

January 23, 2014

St Lucia 14:08.33N 63:42.50W

The start of the World ARC yesterday was wonderful, with 32 yachts starting and numerous spectator boats following us down to Castries where we turned for



Above: Xc 45 'Ghost' owners Claire and Tim Hagon are completing the World ARC

Columbia, a mere 600 miles away. The trade winds are being very good to us and we are being pushed along at about 8.5 knots with 25 knots of wind.

January 19, 2014

San Blas islands 9:32.68N 78:54.06W

Our trip down from St Lucia was a mixture of everything, from trade wind sailing to full on 35-40 knots off the Colombian coast. The waves we saw

on one night were the biggest I've ever seen and the boat speed record now stands at 19.5 knots which we achieved with just a triple reefed mainsail, little more than a handkerchief! We were joined by dolphins for one sunset, leaping out of the waves and pulling full somersaults in front of the boat. Just spectacular!

January 26, 2014

Gutan Locks

The locks that start the Panama canal are an amazing sight. All the yachts will be rafted together in 'nests' of three. The lines to hold us steady have to be 125 feet long, with the crews easing and tightening them as the water swirls around us.

February 13, 2014

Galapagos Islands 0:53.74S 89:36.88W

Turtles were swimming around the boat as we anchored and the infamous sea lions started to appear. They constantly swim around the boat looking for somewhere to dry out, so if you leave a bathing platform down or a dinghy →



PHOTOS: WOOLKERAN HIGGS

Above: The Xc 45 'Ghost' heading off the startline of the World ARC

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engines on today's market Yanmar makes no concessions to performance and quality. Take our compact four-cylinder 4JH80, strong enough (59kW, 80 mhp) for a 60-foot sailing yacht or a 50-foot displacement motor boat. 'Green', but powerful!



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Diving with sharks in Tahiti was just one highlight of the round the world trip

PHOTO: CLAIRE & TIM HAGON



PHOTO: WOC / SHERRY DAY

you can guarantee that you'll have one sitting on it by morning!

March 23, 2014

Hiva Oa

As we turned to come into the bay we could smell the greenery of this lush paradise, after 17 days at sea the smells from land are almost overpowering. Meanwhile the gin flowed and much laughter ensued, we'd done it – the longest trip on our circumnavigation, and in some style too.

May 2, 2014

Tahiti

We spent our first dive surrounded by

grey reef sharks, black-tips and lemon sharks, whose dentistry is just over-kill, then were told tiger shark 'Carolina' had turned up. She is very inquisitive and over 4 metres long. Being in the water

"We'd done it – the longest trip on our circumnavigation, and in some style"

with one of these amazing animals is a very humbling experience, one that we will never forget.

September 7, 2014

Darwin, Australia

The northern territory is vast, with miles upon miles of eucalyptus and screw pine lining the very straight roads. We went to see some crocodiles – amazing, jumping up to grab chunks of buffalo that were being dangled over the side of the boat.

October 11, 2014

nearing Mauritius

19:33.47S 61:37.61E

Just over 200 miles to

go to Mauritius and we've been rewarded with a beautiful Yellowfin Tuna. They are without doubt the fish of the Gods, so the Wasabi horseradish and the soy sauce are poised for a sashimi session! **X**




The World ARC route, with starts in St Lucia and Australia

PORT ADRIANO SAILING

Performance sailing in Palma Bay
is now accessible to all, thanks to
a partnership between X-Yachts
and Port Adriano Sailing





The beautiful Balearic island of Mallorca is one of the world's favourite sailing destinations. Turquoise seas, secluded beaches, sparkling sunshine and reliable sea breezes make Mallorca a true yachtsman's haven.

Home to the prestigious Copa del Rey regatta, as well as many exceptional mooring spots, the island attracts both racing and cruising sailors of all ages. Now this idyllic spot has become accessible to all sailors, thanks to a unique partnership between X-Yachts and our new sailing centre, Port Adriano Sailing, located in the spectacular Port Adriano marina complex.

With a fleet of matched Xp 38 yachts, soon to be joined by the Xp 50, Port Adriano Sailing offers a range of options to suit all sailing levels. Individuals can book a day of high performance sailing, there are private or corporate yacht charter packages, academy sailing sessions, the chance to put an Xp 38 through her racing paces in a regatta, or take part in one of the Port Adriano Sailing's many exclusive events.

All sailors will enjoy the authentic Xp performance sailing experience and some unforgettable moments with the Port Adriano Sailing team of dedicated crew and friendly ground staff who will take care of all travel and transportation logistics in Mallorca. →



PORT ADRIANO



Balearic bliss

Mallorca enjoys more than 300 days of sunshine a year and offers perfect conditions for sailing – whether you want to race in one of the many regattas, cruise around the island, or visit the other Balearic islands of Menorca, Ibiza or Formentera.

Mallorca enjoys a privileged geographical position on the so-called 'Mediterranean Front', right at the edge of the Azores anticyclone and Central European front. What this really means is that Mallorcan weather conditions make it a sailing paradise.

The summer season is blissfully warm without being stifling, and winters are generally mild. The island enjoys a thermal effect which creates a reliable local sea breeze.

Port Adriano, the sailing centre base, is located to the south-west of the bay of Palma, inside the new Philippe Starck-designed superyacht marina, with its own pavilion and the Xp 38 yachts moored right next to a stunning new swimming pool and beach club area.

Visitors to Port Adriano Sailing will not only enjoy a unique experience at sea, but also a very special "apres sailing" atmosphere, with fantastic restaurants and shops just a few steps away. →

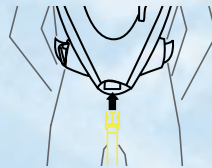




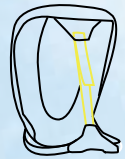
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
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SAFETY LINE CUTTER



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A perfect day

After meeting directly at our reception, or being picked up at your hotel, your day starts by meeting with our dedicated sailing team who will brief you about the programme for the day, making sure that you will not only enjoy

a great day on the water but are also able to personalise your experience by letting us know any specific requests you and your party have.

Each of the yachts has their own skipper and deck hand at your entire disposal during the entire event so you


“Mallorca is home to prestigious regattas and many exceptional mooring spots”



can be hands-on as much or as a little as you want. Onboard we will have a prepared lunch and chilled drinks, and of course can show you the best spots to anchor to enjoy a post-lunch swim.

Returning to port you can also enjoy the entire facilities the Port Adriano marina has to offer. The elegant Philippe Starck architecture is home to restaurants, bars, boutiques, and now a newly built beach club. When it's time to leave, X-Yachts and Port Adriano can also offer a courtesy car for your transport needs.

If you'd like to stay longer, Mallorca offers a wide choice of exciting hotels and exclusive locations. Many years of experience means our team can help you find the perfect combination of fantastic hotels in privileged locations.

To find out more visit www.portadrianosailing.com 

Black magic

We take a look at how Southern Spars and X-Yachts work together to create market-leading rig packages

Southern Spars supply some of the world's most advanced masts. They have designed America's Cup and round the world racer rigs, created custom solutions for superyachts, and pioneered the world's first carbon fibre spar. So, when X-Yachts wanted to develop a range of carbon rigs for their new Xp line, it was obvious who they would turn to. Today, Xp 38, Xp 44 and Xp 50 owners can opt for a carbon rig package from Southern Spars.

The Southern Spars HQ is in the 'city of sails', Auckland in New Zealand, with



PHOTO: SOUTHERN SPARS

Southern Spars masts are made using a female mould construction with reinforcement inside for a smooth, aerodynamic exterior

additional factories in South Africa, the USA, Spain, Sri Lanka, and, of course, Denmark, variously making everything from Maxi masts to one-design packages. Rene Villefrance, Southern Spars European sales manager, explains: "Together with the design team at X-Yachts and our own design team in New Zealand we created a series of carbon masts and booms for the Xp line of boats. Before that, when we worked as Nordic Masts, we also supplied masts for X-Yachts. The partnership actually started way back when X-Yachts set up in 1979 with the little X-79. So it's been a partnership for the last 35 years, producing both alloy and carbon masts."

Southern Spars and Nordic Masts joined together four years ago, at the same time as X-Yachts were developing the Xp 44, the first of the new cruiser-



PHOTO: LOUISE SMITH

racer line, which was launched in 2011.

"We received a sail plan from X-Yachts design team. And basically what we do is make a load summary, where we put all the data we have received, then we calculate the different forces and loads on the backstay, headstay, and side rigging. Then we determine the geometry of the rig.

"At the same time we use the same tools that sailmakers have for designing their sails, so we can make a 3D model of the rig under load, and from that we can see the flying shape of the sails.

"That also gives us a dock tuning guide we hand out to each customer so they can make sure it's set up in perfect combination with the sails."

Aerodynamic

Carbon masts and rigging have long

been favoured by racing sailors thanks to their flexibility and strength with reduced weight and drag aloft – all key components of the Xp range of yachts' responsiveness.

But the weight savings of a carbon rig are also a big advantage for cruising sailors, allowing owners to sail with shallower draught keels – giving access to the best anchorages – while the rig's responsiveness gives greater controllability, making life easier for short-handed sailors. It's said that 1 kilo saved aloft is the same as 5 kilos on the keel bulb – and a lighter rig can save the equivalent righting moment of a whole crew person at deck level.

Rene explains what sets a Southern Spars mast apart: "It's always been in our DNA to use a female mould construction method.

"Then in our design phase we make sure that in the areas we have loads, we add the exact amount of carbon we need in that specific spot. So all our reinforcements are put on the inside of the tube, and from an aerodynamic point of view we have a very clean outside surface." The masts are then 'cooked', giving a one-piece construction.

The proof is on the water. "Together with X-Yachts and leading sailmakers we often sail together. This is a continuous product development for the rigs, and the same goes for the boats – if we have some good ideas then we'll put them on the table, and discuss it. I think that has been one of the big strengths over the many years we've worked with X-Yachts, that we continue to develop because we sail the boats together." **X**

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Extended family

We meet the team behind X-Yachts GB, and find out more about the hugely successful Owners Association



Above: The X-Yachts (GB) team, left to right: Stuart Abernethy, Julien Renault, Debbie Weldon and Conor Fanning

The X-Yachts Great Britain and Ireland dealership is based in Hamble, on the UK South Coast, just a few minutes away from the X-Yachts UK design office. The team is headed up by managing director Conor Fanning, with general manager Stuart Abernethy. Julien Renault runs the X-Yachts commissioning team and after-sales logistics. However, the first point of call for many clients is Debbie Weldon, who works on everything from accounts to event planning. Debbie joined X-Yachts GB a decade ago and is now a director; she gives us the inside track on

the X-Yachts British operation.

"I had sailed with Conor years ago in Ireland on an IMX 45. I loved the fact that everyone on the boat enjoyed racing it so much. I later joined X-Yachts GB in early 2004. From the early stages we had a great team, who I love to work with. Anyone that knows us will know that we are like a family here. The four of us have each worked together at X-Yachts GB for over 10 years, which says a lot. "Over the years we have also grown our client base into a large X-Yachts family. I enjoy the client interaction and bringing happiness to our owners. Sailing is so

pleasurable for our clients; we try to focus on our clients and the fact that this is their past-time, which makes us proud to be in a business that promotes a positive lifestyle.

"Our relationship with the team at X-Yachts Denmark, built over many years of visiting the facility and having Danish representatives travel to us, coupled with having the X-Yachts design team's office in the same town as us, enables us to have a very close relationship with the brand.

"We offer all things X-Yachts, both new and pre-owned. This includes →

'Savvy', the first Xp 55 sold in the UK, on her launch sail



Michail Watford's Xp 44 sailing in the 2014 X-Yachts Solent Cup



advice to clients in getting the right specification for their new X-Yacht and a detailed handover of their new X-Yacht. We also offer an extensive after-sales service with our factory-trained technicians, including restoration projects and tailored winterisation of X-Yachts during the winter months at our service area, right outside our office here in Hamble."

X owners

"It is very hard to stereotype an X-Yachts owner, all are unique. However, we have found that each of our owners is a passionate sailor, most enjoy cruising but like the added bonus of 'being fast on the water', and many participate in IRC regattas. A boat is a luxury purchase, so our owners are generally successful business people, and want

something a bit more unique in terms of style and quality. We feel very privileged to work with such a diverse clientele.

"Xcruising yachts have made their mark in the UK with a number of our clients having taken part in the ARC and round the world trips aboard their Xc 45s. The Xc models are perfect for UK waters, giving a nice balance of comfort and safety while retaining X-Yachts performance. The Xp line has also been a success with our UK clients who enjoy the higher performance. We have also seen many take their boats to warmer climates such as the Med, where the Xp sailing qualities and sociable open cockpits shine.

"The most notable sale this year is our first ever X6 to a UK client. This boat is due for launch in late 2015 with handover in 2016. We are beyond excited about

this venture and look forward to ensuring this very special project exceeds our client's dreams! The owner is a previous X-Yachts owner, proving the importance of our relationship with our owners.

"We have found that over 50 per cent of our clients are existing X-Yachts family members who are trading up, or even down-sizing. Some new owners sailed aboard their friend's X-Yacht, and then had to become an owner, having experienced the unique feeling of helming an X-Yacht. We firmly believe we don't 'sell' yachts, we are just facilitators of dreams."

Rallying round

The British X-Yachts fleet are a particularly active bunch, and have formed an Owners' Association. This was created in 2011 following discussions between



PHOTO: RICK TOMLINSON

X-Yachts (GB) and keen owners. Chairman Max Hubbard explains, "The inaugural event was a sailing rally in July 2011 to Yarmouth, Isle of Wight, when the crews of six X-Yachts gathered for a reception and supper in a local restaurant.

"Soon afterwards a small number of X-Yacht owners formed a committee, who with the active support and encouragement of X-Yachts (GB), organise and promote a number of annual events for the participation and enjoyment of all X-Yacht owners.

The mission statement of the X-Yachts Owners Association (XYOA) is: 'To further camaraderie and pride of ownership of owners and crew of all X-Yachts.'

The association now has around 60 members, who enjoy both racing and/or cruising their X-Yachts. The schedule includes fitting-out and laying up dinners, receptions, and rallies. Members

Royal Yacht Squadron in Cowes, which proved to be a winner among owners and competitors alike," explains Debbie. "We have agreed with the Royal Yacht Squadron to host the event bi-annually (the

next Solent Cup will now be Apr 29-May 1, 2016). On the alternate years we – in conjunction with the owner's association – will run a rally (next

year on May 2-4, to Poole and Lymington).

"We are extremely excited about the relationships with the Royal Yacht Squadron and our Owner's Association, and already looking forward to and planning our 2015 and 2016 events. Maybe some year we'll get to host the Gold Cup too!" **X**

"Having the X-Yachts design team in the same town enables us to have a very close relationship with the brand"

also benefit from discounts with partner companies, and annual awards are given to racing and cruising X-Yacht sailors.

A key event for all British X-Yachts owners is the X-Yachts Solent Cup, which has been hosted every year since 2004 by the Royal Southern Yacht Club. "This year we hosted the event at the prestigious

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Stateside sailing

One of the most exciting areas of expansion for X-Yachts is North America – we meet the team behind X-Yachts USA

The X-Yachts USA dealership represents X-Yachts across the US and Eastern Canada, taking in some of the most famous and spectacular sailing areas in the world.

The team is headed up by Robert Rodgers, known to everyone as 'Bob'. He founded Rodgers Yacht Sales in 1986 and joined forces with X-Yachts in 2010. An avid ocean racer, he competed in his 15th 635-mile Newport Bermuda Race

this year in an Xp 44 'Lucy Georgina'.

Sailing heritage

The US dealership is based in Noank, Connecticut, and has expanded over recent years to include the Great Lakes, Chesapeake Bay, and Fort Lauderdale, while the Canadian market is handled from Vancouver. Between them the team cover a huge sailing area that varies from the brisk breezes of Lake Michigan

to the iconic sailing heritage of Rhode Island, while the tip of Florida offers easy access to the Caribbean.

Bob explains, "We have appointed four sub dealers to effectively cover the US territory. Ardell Yacht and Ship has two locations in Newport Beach, California and Fort Lauderdale, Florida. The lead contact for Fort Lauderdale is Craig Cadwalader. Craig is a yachting industry icon with 50 years experience selling →



PHOTO: ISTOCK

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The Xp models are currently the most popular with American X-Yachts owners

"An X-Yacht owner from Europe would really enjoy a summer cruising from Maine to Connecticut"

some of the world's finest sailing yachts.

"Craig and his partners founded Ardell specializing in high end yacht brokerage. For decades, they actively avoided entering the new boat marketplace, but this ended when Craig was introduced to the X-Yacht line. He and his partners unanimously agreed that X-Yachts meets their standards of function and quality.

"Todd Rittenhouse, at Ardell in Newport Beach, was raised in a sailing family, attended the California Maritime Academy, holds a commercial license and can legitimately be addressed as Captain!

"Forbes Horton, founder of Forbes Horton Yachts, maintains elegant offices at Bert Jabin's boat yard in Annapolis, Maryland." Forbes and his wife spent two years cruising the Caribbean together and still mix time on the water with business.

"Our search for a representative in the Great Lakes region came to an end when Rich Larson visited us at the Annapolis Boat Show," concludes Bob. "Owner of a spectacular boat yard in Manitowoc, Wisconsin, Rich's passion for and deep knowledge of all things

sailing, combined with his enthusiasm for the challenges of brokering yachts, made him the perfect fit for X-Yachts. Rich is dedicating time and energy to sailing, selling and servicing a growing

fleet of X-Yachts in the mid-West."

What attracts US owners to X-Yachts? "Current owners are drawn to X-Yachts because they were on the search for pure sailing yachts of build quality superior to the mass produced lines that are prevalent here. Most are already familiar with X-Yachts, but not intimately familiar. It's very fair to say that all the owners are appreciative of the many cool innovations X-Yachts continues to introduce."

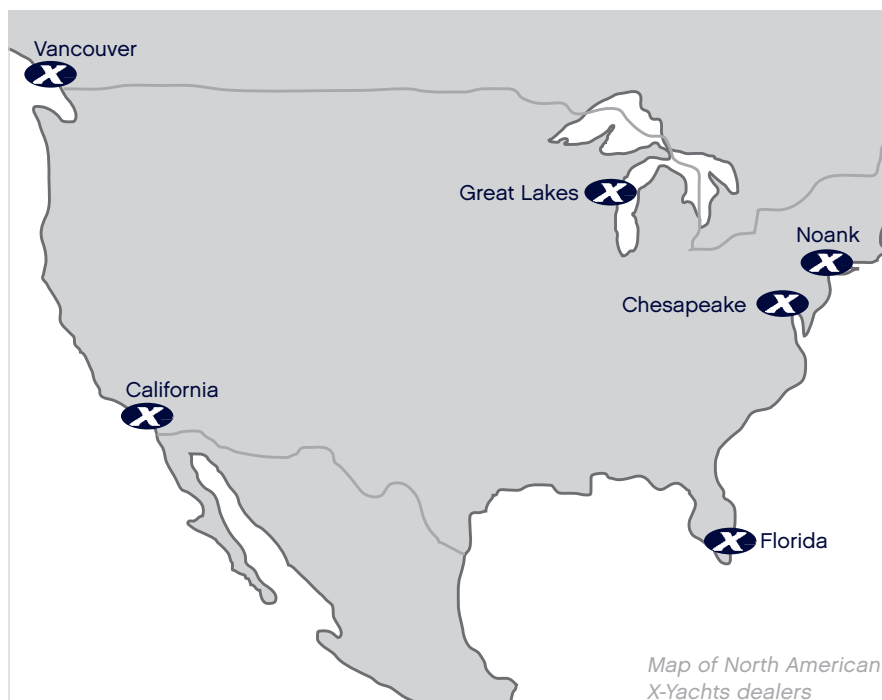
The perfect vacation

So, where would our US colleagues recommend for some stateside sailing? "We would have to recommend New England in the summer," comments Bob. "But we sure don't want to sail here in Noank or the Great Lakes in the winter!

"The Chesapeake is a beautiful cruising ground in the fall, but very hot and muggy in the summer months. An X-Yacht owner from Europe would really enjoy a summer spent cruising from Maine to Connecticut, and could then join the cruisers who head south through the Chesapeake in the autumn months. Late October through November is a wonderful time to provision your yacht and head due south to the Caribbean. That's a programme we would highly recommend. Any X-Yacht owner is welcome in Noank."

X-Yachts USA can also offer a full repairs and warranty service to owners. "Our offices are directly on the waterfront with spectacular views of Fishers Island Sound. It simply doesn't get any better."

To find out more, visit www.x-yachts.com/dealers/usa 



Map of North American X-Yachts dealers

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The boat doctor

Niels Ebbesen has seen over 3,300 yachts leave the X-Yachts yard in Haderslev, and today oversees X-Yachts' unique service department – we find out more

Niels Ebbesen is X-Yachts' Service and Production Unit Manager, and in 2015 will celebrate his 20th year with the company. Over his two decades with X-Yachts he has signed off approximately 3000 new boats and 300 pre-owned yachts that have been restored or serviced, giving an unrivalled depth of knowledge regarding the inner workings of every single X-Yachts model. Niels Ebbesen is X-Yachts' very own boat doctor.

A mechanical engineer by training, Niels' career began in 1975, working at Denmark's biggest boatyard, Granada Yachts, where he was responsible for technical installations for the production of 24-31ft Granada Yachts. In 1985 he joined X-Yachts and became their production manager, responsible for the assembling and production of 1,000s of X-Yachts.

Today he is X-Yachts' Service & Production Unit Manager, and besides running the assembly of new boats is also in charge of the service department at X-Yachts HQ in Haderslev. →





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Despite having spent his working life surrounded by X-Yachts, Niels is still a keen yachtsman. A family man, he is married with three adult daughters. The entire family are all passionate cruising sailors, and over the years have owned an X-412, followed by a X-40. They enjoy cruising in Danish and Scandinavian waters and occasionally participate in Denmark's 'Around the Island' races, such as Fyn and Sjælland Rundt. His biggest sailing accomplishment was when he won his class onboard his X-412 in Fyn Bundt in 2007.

Good as new

Niels has approximately 65 staff – each one handpicked by him, with nearly 1,000 years of experience working on X-Yachts between them – who work at X-Yachts' production facilities in Haderslev. They include highly experienced craftsmen, electricians and mechanical engineers, with around 12 making up the X-Yachts Service Department.

The service department services, refurbishes and renovates second-



hand X-Yachts. No-one knows the yachts better than the very same hands which assembled them in the original production facility, often many years earlier. With over 35 years of

history and experience in servicing and repairing yachts, the X-Yachts production staff's depth of knowledge is one of the company's greatest assets with in-house expertise on each and every model's construction and systems.

Winter overhaul

X-Yachts also offer owners a full range of winterisation options, from a full haul-out to new installations. Owners can discuss their options with X-Yachts' expert team and agree a service plan that includes long-term maintenance, refurbishment or repairs.

Owners often want to bring their beloved, and much-sailed, boats back to new condition. Services include restoring hull or deck surfaces including new teak decks, new bottom treatment, interior joinery or technical installations.

When an X-Yacht is involved in any kind of 'accident', be it a collision or other incident, and an insurance company is involved in the repairs, X-Yachts are frequently consulted by the insurance company and most often chosen to carry out the repair.

"X-Yachts are built to last," explains Niels, "and one of the best parts of this job is when boats that I saw leave the factory as new launches many years ago, come back to us having sailed thousands of miles – usually with only some cosmetic wear and tear."

"We know the inner workings of every X-Yacht, so if you want to upgrade the electronics of an older model, or update the interior of a second-hand boat to your taste, it makes sense to use the X-Yachts team. There's a real sense of satisfaction in seeing a yacht going out to their second or third owner, with just as perfect a finish as when it was delivered to its first owner brand new."

Find out more at x-yachts.com/service 



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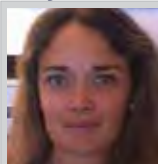
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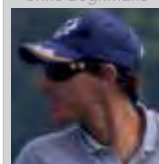
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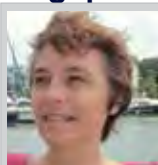
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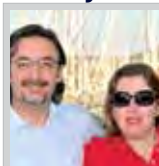


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