

X-YACHTING

Simply 'X' range revealed

The full design process

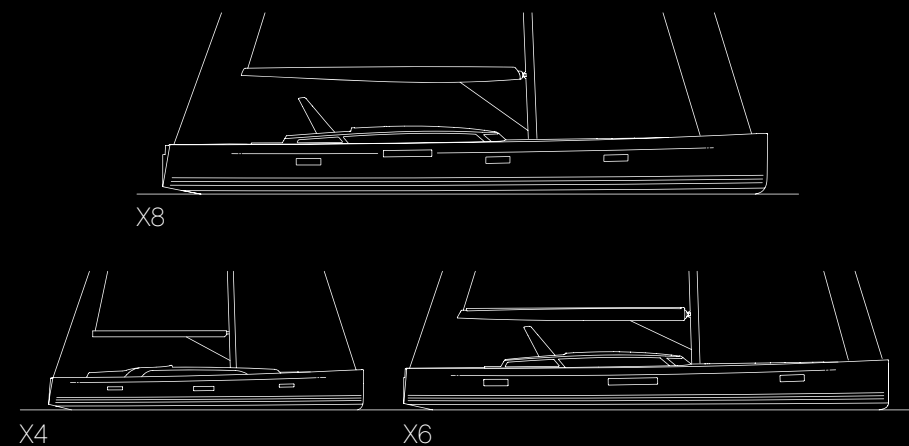
Gold Cup 2015 highlights

Cruising tales from
around the world



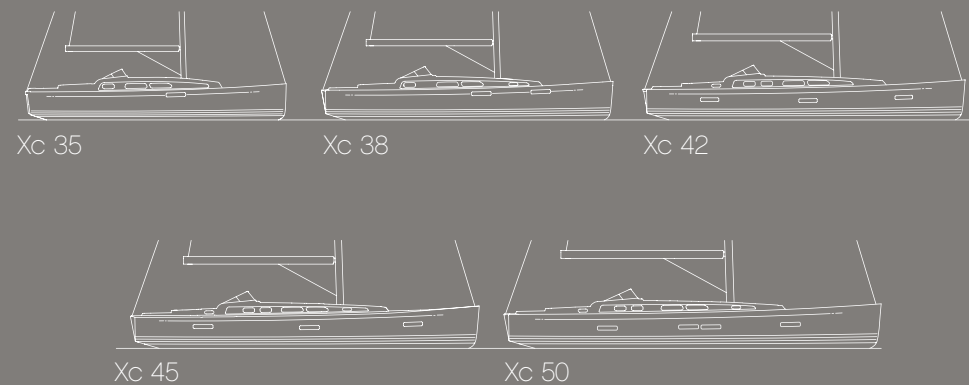
2016 Edition

X



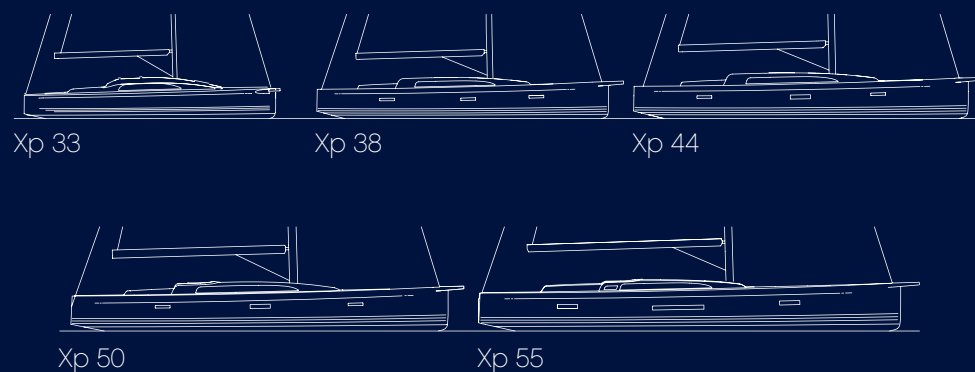
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Xc



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Xp



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

Contents

2016 edition

X-YACHTING 2016

- 05 Welcome
- 06 From start to finish
- 10 Breathing X-Yachts

Xrange

- 14 Simply X
- 18 X4
- 24 X6
- 32 X8

Xcruising

- 36 Next Generation Cruising
- 40 Xc 35
- 46 Xc 38
- 52 Xc 42
- 58 Xc 45
- 64 Xc 50

Xperformance

- 70 Superior sailing
- 74 Xp 33
- 80 Xp 38
- 86 Xp 44
- 92 Xp 50
- 98 Xp 55

X-Yachts Gold Cup 2015

- 104 Golden Days

X World

- 114 Global Presence
- 124 Baltic Adventures
- 130 Frozen in time
- 134 Island hopping

Dealers

- 136 Top of the world
- 138 Turkish delight
- 140 Meet the team: International dealers



14



36



70



104

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Go Beyond

Dear Reader,

We hope you enjoy reading the 16th edition of X-Yachting, X-Yachts annual magazine. Produced to give readers an insight into the world of X-Yachts, it does everything from highlighting our favourite moments and reporting from X-Yachts' events from the past year to offering X-Yacht owners the chance to tell their own stories and introducing you to every model in our three ranges.

Approximately 5,500 X-Yachts have been delivered to a highly experienced audience worldwide, over the past 38 years. Every yacht is built for experienced sailors who seek optimal sailing pleasure, and until 2008, all yachts were designed and produced with the ambition, to be able to win highly prestigious regattas.. Over the years, X-Yachts were victorious in all kinds of events including Commodores Cup, Sardinia Cup, ORC and IRC handicap classes.

The introduction of the dedicated cruising range, Xcruising, in 2008 was a natural choice as many of X-Yacht's loyal clients wished to carry on with their sailing career but no longer wanted to be out on the race course. They expressed their loyalty to our brand along with insight into their new sailing needs, asking for a more cruising orientated range. We took all the feedback on board and combined it with our in-depth design and production knowledge to create a range for sailors that dreamed of ultimate, long distance, comfortable blue water cruising.

As a consequence of introducing the Xc range, the Xperformance range was developed to raise the bar of competitiveness within the traditional cruiser/racer market. It introduced high tech modern boat building technology, vacuum infusion epoxy and carbon to name but a few of the features.

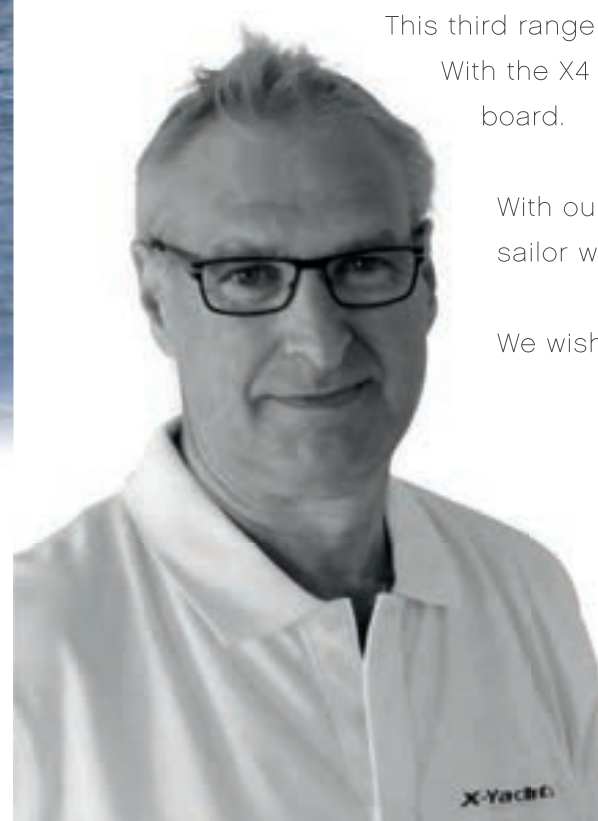
Now X-Yachts introduces a third hybrid by mixing the best from both ranges. With modern build technologies, it enables us to offer a new breed of yacht that targets the audience who value cruising over racing, but want to do it in a modern high tech built "machine". The models will be less classic than the Xc's but more comfortable than the Xp's.

This third range will complement the other two and complete the X-Yachts range. With the X4 and X6 launching in Summer 2016 and the X8 on the drawing board.

With our three ranges, we are all excited to offer something for every sailor who enjoys pure sailing pleasure.

We wish you a memorable 2016, full of sailing on X-Yachts.

Niels Jeppesen
CEO and Founder of X-Yachts





From start to finish

Ever wondered how a boat goes from idea conception to sailing on the sea? Øyvind Bordal, Bådmagasinet talks to Niels Jeppesen

When X-Yachts started in 1979, all the design work was done using pens, paper, rulers, lead weights and protractors along with a combination of mathematical and physical calculations and aesthetic considerations. The result – a mixture of faith and knowledge, tested over time, and improved and adapted in light of much practical experience. Today there are oceans of data and advanced software, which can process vast amounts of information in almost no time. This consequently allows the designers to obtain solutions quickly, without the laborious testing of prototypes in tanks.

We visited X-Yachts CEO and Founder, Niels Jeppesen to find out what really happens in the boat design world these days. Designing a boat is a long and expensive process so where do you start? "I can use the development of our Xc series as an example", says Niels, while we sit down at their meeting table, surrounded by work stations with advanced graphics flying around on large computer screens. "It pretty much started with our many faithful customers who were starting to age. They no longer wanted a racing yacht but a boat that was a little easier to handle, and more comfort for inshore and

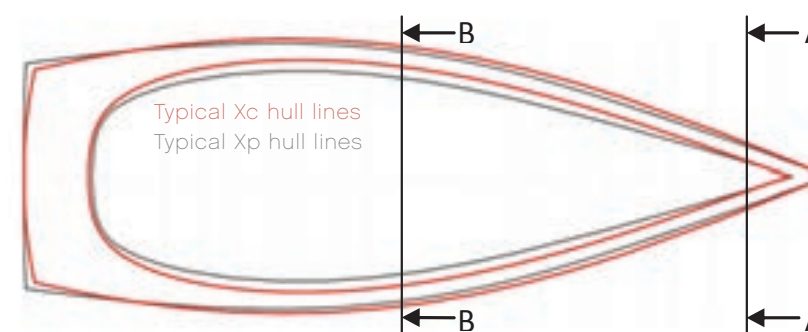
offshore cruising. Thus began the long process. We actually spent a couple of years talking with our highly experienced customers and dealers from around the world who offered us valuable feedback and advice. Furthermore it is very expensive to develop a new series so it was important that we identified the key needs in the market, and started to determine how we could meet them before we went any further." Niels emphasised that one of the features they spent the most time developing on the Xc series was the hull shape. "If you look at many of the mass production boats, they are wide with high freeboards. This

Image above: UK Design team with major X-Yachts shareholder, Ib Kunoe. Left to right: Jacob Deane (naval architect), Alexis Eyre (Marketing & Communications Manager), Benoit Mancini (Design Office Manager), Ib Kunoe (major shareholder), Rocio Gandarias (Naval Architect), Niels Jeppesen (CEO & Founder), William Fox (Naval Architect)

combination plus equipment results in a heavy boat. In order for a heavy boat to move, it needs a lighter keel and thus a smaller sail area to retain stability. These boats are often also flat bottomed, making for a rough trip in wavy seas. It is important for us that our boats are not only pleasant to sail downwind but also at all other angles of sail. We achieved this by choosing

a V-shaped hull shape with emphasis on the bow section and a displacement increase of over 30%, whilst retaining the width. The increased interior volume produced more space for bigger tanks and other essential cruising equipment, placed low and central in the boat, allowing for excellent weight distribution. Our thoughts at the time – the greater the displacement, the →

The Xc range benefits from very similar Xp hull lines, offering surprising performance. Deeper sections and V shape forward increase volume, comfort and seaworthiness



X^c vs X^p



Section B-B Section A-A

Deeper V shaped forward sections
Deeper hull sections at midships

What is VPP?

VPP (Velocity prediction program) is software that predicts a boat performance. Handicap systems such as ORC also use VPP. X-Yachts uses its own developed VPP, which includes ORC calculations in its software.

A boat's VPP data is also by advanced navigation instruments, especially for racing. A polar diagram is just a way to display a VPP on a boat. A VPP is a matrix with many 'speed predictions' that is, the predictions of the potential boat speed in certain wind speeds and angles. Most VPP do not take into account the waves, however it is particularly useful for designers, when they have to work on a boat's performance, comparing it in different conditions.

Once you have entered all the key boat details including schedule, weight, draft and a 3D profile of it, the program can then calculate the resistance of air and water in certain speeds and how the momentum of the sails is affected.

heavier the keel, the bigger the sail plan, thus stability and performance optimisation.

Once we had finally decided on our hull shape, we used the VPP programs to determine the consequences of each design change in light winds, strong winds and so on. With these programs, it is very easy to test new hull lines and see what happens on a wide variety of parameters. I must say, the program proved that even in bad, wavy conditions, the Xc models still retained a high level of comfort, whilst still retaining a decent speed. Niels gestures me to come over to one of the designer's desks.

"William Fox works on installations along with a team of specialists at headquarters and is key to the early stages of the designwork. It is very important that when we design a new boat, specifications are our one of our first priorities. We need to decide what installations we want on board and consider how they are going to be installed. We can not guess how much a boat is going to weigh and how its stability will be if we do not know what we are going to have onboard and where it will

be positioned. How big should the engine be and where should it and its tanks sit? How thick should the laminate be? How much of the boat's displacement can be put into the keel?

There is another challenge. When the boat is sailing, the weight can vary a lot which depends on many things including how much equipment is on deck causing drag, whether the tanks are empty or full, how many people are on board and so on. We run between 600 and 700 simulations on our VPP program, testing all these 'load conditions' on the boat in a wide spectrum of weather, both light and heavy. Our aim – to produce a boat that even if the weight varies whilst sailing onboard, it remains entirely safe.

Once these simulations were completed and we were satisfied with our preliminary outline for the hull lines, we then checked the 'space conditions' – is there enough width in the bow for the bunk? Is there enough space in the galley to move around? And so on."

How do you decide on a sailplan? X-Yachts has always had a good reputation for having good stability.

Niels says, "The sail plan is designed to be reefed at a certain windspeed. This is based on the stability of the boat and geometry of the sailplan. If it is an Xc model, we want it to be able to carry a full sail up to 18-19 knots and if it is an Xp model, then 15-16 knots. We are simply finding the heeling angle that provides the best speed. This usually sits at around 18-19, possibly 20 degrees. The wider the boat generally is, the less the heel."

Apart from keeping an eye on the

competitors, where does your product development and inspiration come from when you have worked in the business for so many years?

"We do often compare ourselves to our competitors so we keep up to date with where the market is going," Niels says. "Of course we are constantly innovating internally but we also be aware of what the competition is doing as well. We look at all aspects of the market including innovative ideas, design details that make the boat go faster, aesthetics etc. This enables us to make beautiful, functional boats. That is the way it is being a designer. There are many things that you cannot pick up on VPP, you also have to think creatively. How do you work out the calculations? There are four naval architects; all trained at Southampton University and one interior designer working at X-Yachts Design UK with one more naval architect in the Danish headquarters. The team works in collaboration with a British, structural engineering company, the suppliers and on a FM software program to come up with the final calculations. Niels explains, "our naval architects discuss ideas with our production

staff and material suppliers. Together, we go through various options with the British consulting firm, resulting in a final calculations and an answer on how the boats are going to be built. For example, Xp and the new X range models are all laminated in vacuum infused epoxy in order to produce boats with lighter hulls, enabling the keels to be as heavy as possible for a certain total displacement." How do you communicate these final details to the suppliers? "Every

little detail will have its own working drawing", says Niels, "and each one is then sent out to each supplier including the sail makers, riggers and so on. We choose only the best suppliers for– and of course the suppliers need to work together. In this phase, clear communication is absolutely fundamental. And only then..... after we are 100% sure that we have been through every tiny detail, do we start putting the whole puzzle together and build the boat." **X**



The X6 in production at X-Yachts Headquarters, Haderslev, Denmark



Systems diagram showing the engine compartment from the new X6 with engine, batteries and tank



The first X6 hull being laminated at X-Yachts Headquarters

Breathing X-Yachts

Highly accomplished X-Yachts sailor and Quality Control expert recalls his fondest memories

PHOTO: PER HEEGAARD



Dan Pedersen (helming in blue & black stripey top) racing on Xp 50 'Nor XL' at the X-Yachts Gold Cup 2015

X-Yachts has also underlined the importance in employing World Class sailors, not only enabling us to design and build yachts, suitable for delivering "superior sailing pleasure" but also enables us to offer an outstanding service to our dealers and clients. Dan Pedersen is one of these world class sailors and is often invited on board clients' new X-Yachts to help them understand their boats from setting up the rigging correctly to showing them the small tricks to get the best out of their new boat. Dan Pedersen has been with X-Yachts for over two decades and heads up

the Quality Control department. He has won everything from European Championships to SORC Miami. Born in the town of Præstø, on the east side of Sjælland, he grew up relatively close to where the Jeppesen brother's lived, in Stubbekøbing. He ended up sailing with them on their parent's half tonner 'Grinde' a couple of years before they started X-Yachts.

Do you have any good memories of racing on 'Grinde'?

One particular memory was the first time I jumped on board. We entered the Danish Championship against a competitive fleet of 25 other similar

models, including a boat with the Danish Olympic Gold Medallist in the Soling Class, Waldemar Bandelowski. That didn't put us off though, and we ended up coming second overall. A really fun event!

When did you first step on a boat?

Before I can remember!! Both my father and grandfather were sailors, which at the time was very rare, as most men who went out to sea were either fishermen or mad men! When I was six years old, I started sailing in an Optimist dinghy, followed by other dinghies, until I was 15, when I finally got into keelboat sailing. I never

looked back! I officially became the proud owner of my first keelboat when I was 19, a semi-manufactured Danish 23-footer, called an L23.

Have you ever owned an X-Yacht?

Absolutely! When the first X-Yachts model came out, the X-79, it started winning all the races. I wanted one and in 1984 eventually became the official owner. I ended up winning most races on it with my crew. That was the start of my chain of X-Yachts, including an X-99, several X-332s and more recently an X-35. I also raced on other people's X-Yachts as well and still do! Since 1984, I have

had the privilege of sailing on every single X-Yacht model, except for the X-95, X-2ton, X-452 and X-312.

What are some of your best racing memories?

Where do I start? I used to race mostly with the world Class sailor, and the former Chief Engineer at X-Yachts, Niels Ditmar. One of the first races I enjoyed after my employment was sailing the prototype for the IMX 38 in Kings Cup in Phuket in 1993, closely followed by the famous Miami SORC on board another IMX 38. We won both, giving the model a great kick-start into the

market.

We sailed a lot in Northern Germany, and I recall the good times we had on the Danish owned X-612 "Dali" during 1995 and 1996. The owner was a very busy Danish businessman. We made sure he was kept happy by winning lots of races!

How did you land up in X-Yachts?

In 1991, I was asked to come and race on an X-412 with Niels and Lars at Kiel Week. A few months later, Lars phoned me asking if I would come and join forces with them. I said yes!! I already lived and breathed X-Yachts anyway so it was hard for me to resist! →

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Having had a few month trial, I managed to convince my wife Susan and we said "goodbye" to our friends and family and moved to Haderslev. Our kids, Cille and Emil, were raised here and considered "locals".

Have you always been in Quality Control?

No, I actually started in the Development Department as Development Coordinator until 1997. We developed a number of X-Yacht models including the X-382 and IMX 38 – six new models over 3 years – not bad for a record!

What does your position in Quality Control consist of?

I head up the X-Yachts Quality Control section. X-Yachts are extremely technical and complex thus I need to ensure each product within each system consistently meets the high quality standards and I am always looking at ways to improve these levels further. The majority of the time this involves ensuring that our sub dealers contracts highlight the sheer importance of only ever ship us products of the highest quality. The guy handling the After Sales Service sits next to me, so if/when there is a "problem" is reported by a dealer or client, I am immediately aware of this and can instantly put in procedures to make sure that this problem does not occur again. This not only helps fix issues straight away but it helps us eliminate potential

A GOLDEN TABLE OF RESULTS

3 x Danish championships	X-79, X-99
3 German Championships	X-79, IMX-45
5 European Championships	X-79, X-99
3 World Championships	X-99
2 x X-Yachts Gold Cup "Over 50"	Xp 50
2 x German IMS Nationals	X-442, IMX 45
2 x Dutch Championships	X-99
1 x UK Championship	X-99
5 x Fæidern, Norway, Overall winner	X-612, X-412, IMX 40, X-35
2 x Around Fyn, Denmark Overall winner	X-612
1 x Around Sjælland, Denmark, Overall winner	X-612
1 x SORC, Miami, Overall winner	IMX 38
2 x Kansai Race week, Japan, Overall winner	IMX 38
1 x Kings Cup, Thailand, Overall winner	IMX 38
5 x Maior Regatta, Germany, Overall winner	IMX-40, IMX-45, X-362S, X-99
3 x Spi Quest, France, Class Winner	X-332, X-362, IMX-45
4 x Fruhjahrs Woche, Germany, Overall winner	X-442, IMX-40, X-99
3 x Kieler Woche, Germany, Overall winner	X-442, X-482, IMX-45, IMX-40
3 x Herbst woche, Germany, Overall winner	X-362S, IMX-40, X-612

mistakes before they happen. It is also important to make sure, that our dealers are well informed, and are able to sell the most suitable equipment to their clients. All in all, we hold great pride in ensuring our clients are satisfied with their X-Yachts, especially as our business often comes from existing clients.

Has anything changed over the past decade?

Yes like any company, we are constantly trying to progress to ensure our clients receive only the best. An example being we have always launched our new boats for inspection and testing before they are

handed over, either through collection from Haderslev or by truck, but as of this Autumn 2015, we are now testing all the rigging of new boats as well before they are put on the trucks to ensure all the rig parts fit perfectly, before they leave the yard. Furthermore, the X-Yachts design team always consult me on deck and cockpit For years X Yachts have included a "German Main Sheet" system, which we have now started to see on other models in the market, However they don't run their sheets under their deck which except for aesthetics also stops the crew from tripping on the sheets and stopping the main sheet functioning properly. **X**

Dan and his family: (left to right) Dan, Emil, Susan and Cille



Simply X

Xp for Xperformance, Xc for Xcruising,
simply X for the best of both worlds



X-Yachts introduces a brand new range, X. Designed to complement both the existing two ranges, Xperformance (Xp) and Xcruising (Xc), X models will offer both excellent sailing capabilities and a wide, spacious interior. This range will be for the discerning sailor no longer wanting to race but enjoys cruising at speed. They will include modern, innovative design features above and below deck, the latest build technologies and the use of exceptionally high quality materials. By introducing this range, X-Yachts aims to continue sharing the passion for modern "yachting".

With the announcement of the X6 project back in January 2013, we are almost complete and the first two X6s will be launched in early to mid-summer 2016, closely followed by the X4. **X**

Designer's Comments

The objective

The new 'X' range consists of the X4, X6 and X8, letting the owner enjoy the best of both worlds - a "modern/sexy" design with high levels of comfort.

The design philosophy was very clear from the outset - like all our ranges, we place a huge emphasis on giving the owner a superb and comfortable sailing experience, on a yacht that is easy to handle by all the crew.

These models are not designed to win races, which means no ORC / IRC handicap rules need to be met. This allows for more room to be innovative and thus we have designed hull lines that are more 'powerful', by widening the bow and stern sections. These changes can hinder performance racing on a windward / leeward racecourse, but improves sailing performance whilst reaching while cruising. Furthermore the wider sections, allow for a bigger interior space and more spacious owner's cabin.

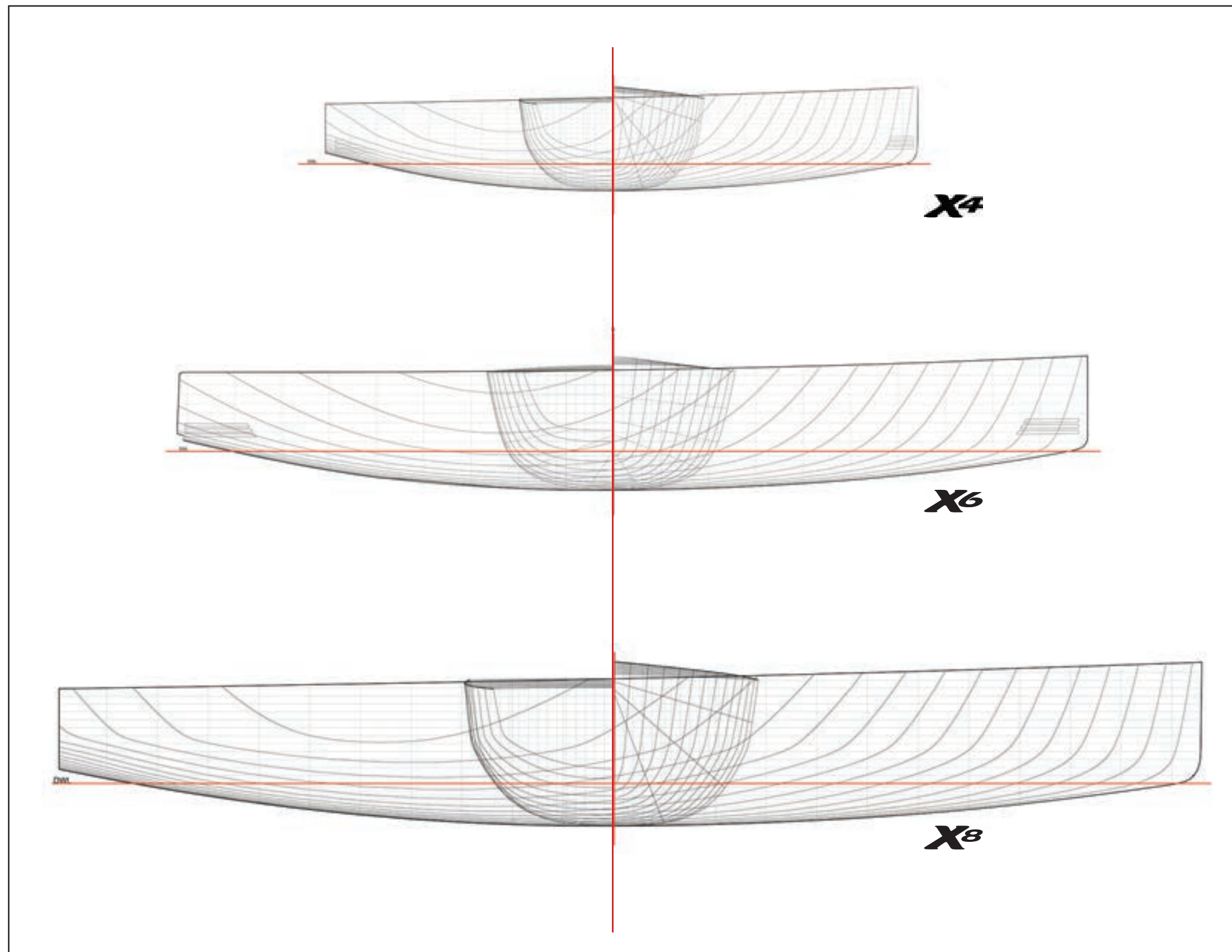
The models will only incorporate the best build technologies. An example is the use of vacuum infusion epoxy sandwich lamination technology with local carbon reinforcements in the hull. Each hull is crafted by a laminating team that have become the biggest producers of high tech hulls in the last four years, with almost 300 built over in this period.

Epoxy not only makes an ultimately stronger construction, but also gives the added advantage, that the hull topsides will remain undistorted, for a much longer period, seeing less shrinking.

X-Yachts will once again introduce a range of head turning yachts into the market and lead the way for connoisseurs who appreciate the same fundamental philosophy:

Enjoying pure sailing pleasure

X



Luxury lines

The all new X4 will be launched
by mid-Summer 2016



The first X4s will be sailing by mid-summer 2016 and be present at the autumn boat shows. The X4 is the second model in the new X range.

With a substantial keel weight and sail plan, the X4 is a dream to sail into wind and waves. The increased load on both the hull and rig makes it also necessary to increase the specification for the dimensions of the deck gear, winches, clutches etc., resulting in ultimate sailing pleasure. →



Optimal luxury

Over the past two years, interior designers and carpenters have been striving to reach an "expression" for the X6, normally only seen on larger super yachts. The X4 interior will be incorporating inspiration from the evolution of this design process.

There is a galley worktop surface in Corian with integrated double stainless steel sinks, a quality mixer faucet, built-in top loading cooling box (alternatively a freezer), fully gimbaled oven and space for additional front opening fridge and coffee machine.

New stylish bookshelves, located behind the nav station and recessed into the bulkhead separating the owner's and sails cabin, add to exquisite interior detailing along with a large comfortable owner's berth thanks to an increased hull beam. →





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X RANGE

Many choices

The high number of deck skylights and port lights, including those facing forward and aft give the interior a light, spacious and roomy feel whilst the double ended main sheets system is lead to two dedicated main sheet winches. On deck, there is a mainsheet track which is recessed into the cockpit floor, a dedicated life raft compartment aft of the helmsman and four spacious cockpit lockers. The bathing platform comes standard. **X**



Standard: 3 cabin/1 head - available summer 2016



Option 1: 3 cabin/2 heads – available summer 2016



Option 2: 2 cabin/1 head – available summer 2017



Option 3: 2 cabin/2 heads – available autumn 2017

X4 Dimensions		
Hull length	12.50 m	41.0 ft
LWL	11.31 m	37.1 ft
Beam	3.95 m	13.0 ft
Standard draft	2.20 m	7.2 ft
Standard draft (L-keel)	1.85 m	6.1 ft
Deep draft (L-keel)	2.50 m	8.2 ft
Ballast (standard)	3,800 kg	8,378 lbs
Displacement (light)	8,850 kg	19,511 lbs
ENGINE/TANKS		
Engine diesel	33 kW	45 HP
Fuel tank	200 Ltr	52.8 Gal (US)
Water tank	340 Ltr	89.8 Gal (US)
SAIL AREAS		
Mainsail (aluminium mast)	54.0 m²	581.3 ft²
Genoa (106%)	43.0 m²	462.8 ft²
Spinnaker	15.0 m²	161.6 ft²



The X6: state-of-the-art

The first model in the Xrange, the X6, will be launched in early-mid Summer 2016



The X6 is the first model in the new range to be launched in early to mid-summer 2016. The model comes with a comprehensive range of options to help tailor each individual's sailing experience. The options include solar panels recessed into a carbon bimini, space for a 3.2m Williams jet rib in the stern garage and teak on not only the cockpit and deck but the side deck and coach roof as well as carbon rigging.

The X6 has been designed to ensure optimal pleasure. The coachroof is raised to allow for a panoramic view and increased natural light when below deck whilst the cockpit area comes with a table with adjustable legs which can be lowered to either coffee table height or to support a large sun bathing area as standard. →



Interior indulgence

Danish design and architecture is famous for its clean, timeless style. It showcases luxury whilst also being functionally designed to work either out on the open seas or moored up in harbour.

Superior quality, detailed interior carpentry and materials used sets it apart from mass produced boats, producing an exquisite, natural interior. The panoramic deck saloon windows and hull portlights allow for ample light to flood in, gifting the interior with a bright and airy ambiance.

Plentiful storage space throughout allows for an uncluttered, 'live on board' lifestyle, giving a place to retreat to when the weather outside is less forgiving.

The bulkhead-recessed shelves can accommodate books and decorative items along with integrated, ambient LED lighting in the saloon whilst the galley offers a spacious area to cater for everyone with white painted and hand polished satin finish and worktops in black Corian (other options available).

The space is designed around the 'Gastronorm Catering System' which transforms the space into a more functional and significantly safer place to prepare and cook food whilst at sea. →





MAST & RIG



Owner's Quarters

Owner's cabin located in front of the mast, with easy to reach storage space under the large double berth. All berths have comfortable, double density foam mattresses which rest on laminated curved battens, providing ultimate ventilation and well-being.

Inside the luxurious owner's heads, there are electrical flushing toilets and dedicated shower rooms in all layout options. →



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Customisation

The X6 rewards the owner with a deck and rigging layout fit for a king. Halyards and control lines are led back to the aft cockpit coamings, making for a clutter free environment. It is decked out with vacuum applied laid teak on sidedecks, all seating, cockpit sole and inside of the transom door / swim platform.

Short handed sailing is easily controlled by four electrical self-tailing winches for sheets, halyards and reef lines, all positioned within easy reach of the helmsman. The optional halyard winches can either be mounted on the deck by the mast or on the mast itself and the 106% furling genoa is easily controlled with an electrical Reckmann headstay furler that comes as standard. **X**



X6 Dimensions

Overall length	20.10 m	66 ft
Hull length	19.19 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	130 m ²	1,399 ft ²
Genoa (106%)	90 m ²	969 ft ²
Asymmetric spinnaker	280 m ²	3,014 ft ²

Xeight underway

Biggest X-Yacht has hit the sketching boards



The X8 is so far just in the sketching stage, where the X-Yachts design team are starting to interpret and visualise ideas expressed by a number of potential clients. The model will follow the same DNA as the X4 and X6 but offer the owner an even higher degree of customisation.

It will be a modern, high tech built, fast and extremely comfortable cruising yacht with a 78ft (LOA) hull, excluding a bow sprit. A place where the owner and guests can be serviced "on board" by professional crew.

The 3D rendering on this page and the 2D drawings overleaf, illustrate our visions for the X8. →

First sketches of all-new X8

The X8 interior will offer a wide variety of lay outs like the one shown but also alternative options such as the owner's cabin being located aft.

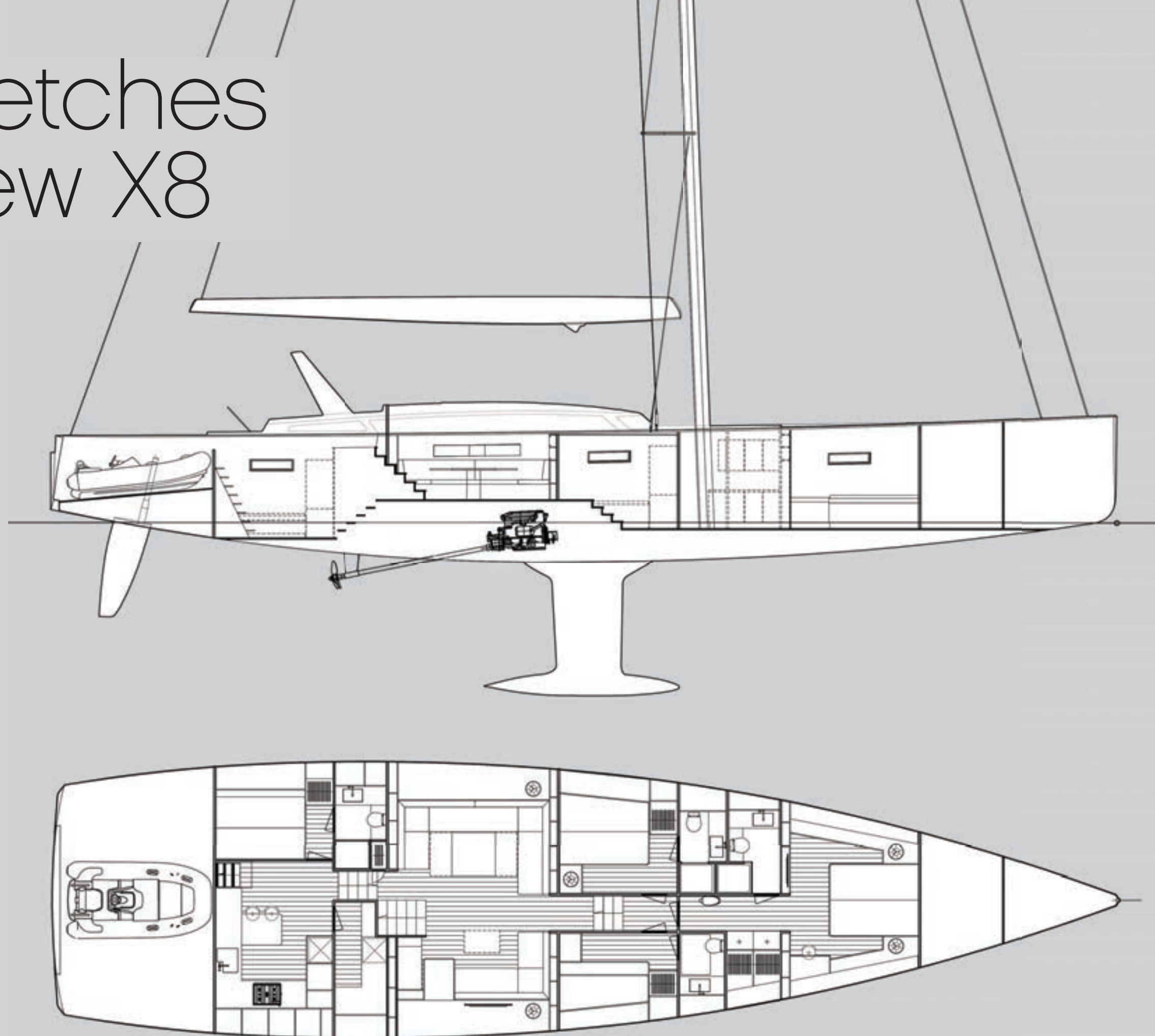
A wide selection of extras, including a removable rigid bimini with integrated recessed solar panels fitted to a carbon main sheet arch, will be offered.

The highly insulated engine compartment positioned under the main cabin sole, will house either one or two main engines (the 60ft, X-612 "Dali, delivered in 1995 and the 73ft, X-73 "Hi Fi", delivered in 2001, both successfully had twin main engines installed, improving both comfort, manoeuvrability and safety) as well as the yachts additional "noise" equipment such as gen sets, air con chiller units, water maker and pumps.

The construction of hull, deck and structural bulkhead will be achieved using vacuum infused epoxy / E-glass in a sandwich construction with the use of carbon fibre.

The hull / keel girder, developed and refined in X-Yachts since 1981, will be constructed using a heat galvanised steel solution.

Keel options will include a variety of T and shallower L-keels, where the bulbs are cast in antimony hardened lead and the keel fins being made of either weldox steel or cast iron.



Next Generation Cruising

Welcomed with open arms, the Xc range has been successfully taken into the next generation

Over the past 18 months, the world renowned Xcruising line was taken into the Next Generation. After one million cruising miles and feedback from numerous owners, we went back to the design board to modify some of the features to bring even more comfort and light into cruising. These included larger bathing platforms and hull portlights.

Today the Xcruising line encompasses five models - Xc 35, Xc 38, Xc 42, Xc 45 and Xc 50 and are all based on the same principles - a moderate hull shape with increased displacement, allowing for larger engines, batteries, tanks and anchoring gear. They 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. →

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**



PHOTO: CIGDEM YURTSEVER

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

Above: Optional teak decking on sidedecks and coach roof.

Right: The Xc 45 shown with bimini



Xc 35

Beautifully functional

The smallest member of the Xc range, the Xc 35 is a compact cruiser with a big heart

The smallest member of the highly acclaimed Xc family, the Xc 35 has won a number of awards over the past six months including Sail Magazine's "Boat of the Year 2015". She follows the Xc DNA by having a fuller hull, a more spacious, commodious interior and an easier motion, without compromising any 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 "a fun ride for cruisers who care about performance" (SAIL Magazine, 2015). Easily sailed short handed, she can also accommodate guests with a two double cabin layout, spacious saloon and ample storage. She comes with a choice of keel drafts and options including a fixed windshield under the cockpit dodger for increased crew protection and an A-frame bowsprit for flying A-sails and gennakers in lighter conditions. →





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Interior Perfection

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 open 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 with 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 liferaft 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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Superior Structure

The Xc 35 has a sandwich construction hull and deck with X-Yacht's 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, 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 m²	384.8 ft²
Genoa (106%)	29.65 m²	319.15 ft²
Genoa (135%)	37.75 m²	406.34 ft²
Spinnaker (asymmetric)	101.14 m²	1,089 ft²





Xc 38

Double Supremacy

The Xc 38 offers a perfectly formed package for those who enjoy 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, the judges being particularly impressed by the spaciousness and luxurious levels of comfort in the interior. Under sail, motor or in harbour, the Xc 38 may be easily and safely sailed double-handed, yet still offers ample space both above and below deck to accommodate guests and family. →



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Dual Luxury

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.

High quality, detailed interior carpentry sets the Xc 38 apart from mass produced boats. Marine plywood with carefully selected surface veneers, laminated fiddles and door frames, all varnished and polished in satin matte finish. The laminate floorboards are standard teak with holly stripes. The model comes in a variety of standard and optional upholstery fabrics. →

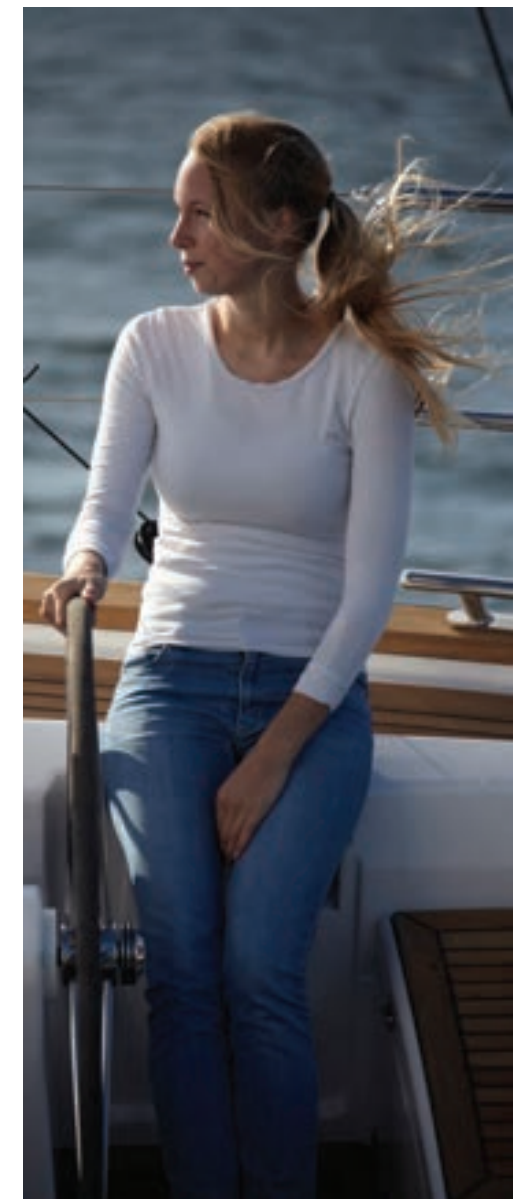




Clean lines

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



Xc 42

Easy to handle

The Xc 42 offers multiple options to suit your every need

The Xc 42 offers multiple options including an adaptable sail plan that ensures superb pace on all angles, with options including an inner forestay (without runners).

She 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. →



Generous space

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 machine. →



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PHOTO: PETER TANNER

X-CRUSING

Multiple Choice

The exterior of the Xc 42 also benefits from some updates, 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



Xc 45

Passion for Cruising

The Xc 45 was the first to be launched in the Xc Range and remains a firm favourite for many

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. Like the rest of the range, she has been taken into the "Next Generation" meaning more spacious bathing platforms, enlarged hull portlights, improved storage and functionality in the interior, and updated styling options. →





Interior quality

The high quality galley comes 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 features a large table, luxurious cushions for improved comfort, and integral bookcases for storage. There is a choice of interior finishes, including black or white Corian worktops and fabric or microfibre upholstery in modern colour ways, with teak and holly striped floorboards as standard. →





YANMAR

Adaptable layout

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 offers ample storage, chart plotter positioning and the yacht's electrical panel above. **X**

Xc 45 Dimensions

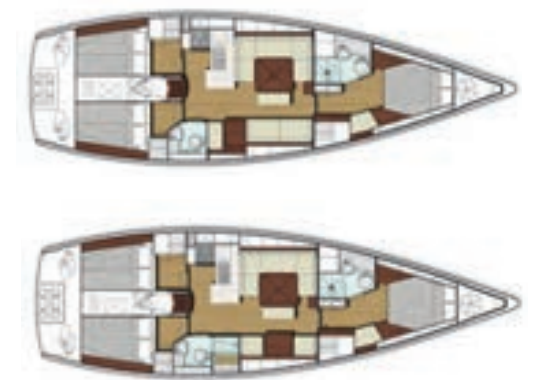
Hull length	13.86 m	45.47 ft
LWL	12.76 m	41.80 ft
Beam MAX	4.32 m	14.17 ft
Draft (standard)	2.20 m	7.21 ft
Ballast	5,965 kg	13,150 lb
Displacement (light)	13,220 kg	29,145 lb

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



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Xc 50

Ocean Indulgence

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



Top notch

Custom options include an extra large owner's 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 a 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. →





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)	7,220 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 m²	763 ft²
Genoa 106%	56.7 m²	610 ft²
Self Tacking Jib 94%	50.3 m²	541 ft²
Asymmetric spinnaker	202 m²	2,174 ft²



Easily managed

Underway, the high stability Xc 50 is generously canvassed, but with a high specification deck layout and controllable rig, it has been designed to be easily manageable, resulting in 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

Superior sailing

The Xp range offers the latest in contemporary yacht design and build technology

Combining almost a 40-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 includes the Xp 33, Xp 38, Xp 44, Xp 50 and Xp 55.

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. →

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

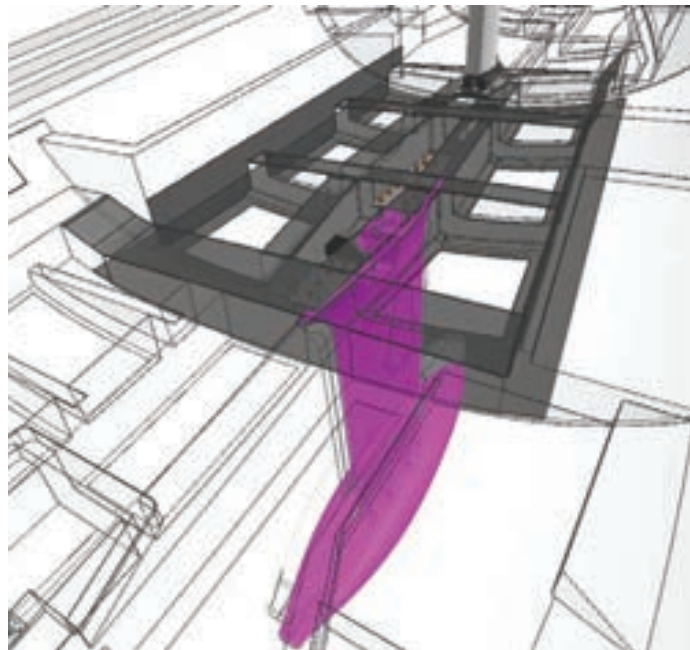
The Xp yachts may be highly customised with many exclusive features

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 variety of keel options.

The X-Yachts steel keel frame offers a 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 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**



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)



PHOTO: X-YACHTS TURKIYE



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

X PERFORMANCE



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

Xp 33

Fun, fast angles

The smallest member of the Xp range was designed for optimal sailing pleasure and performance



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, built 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. →

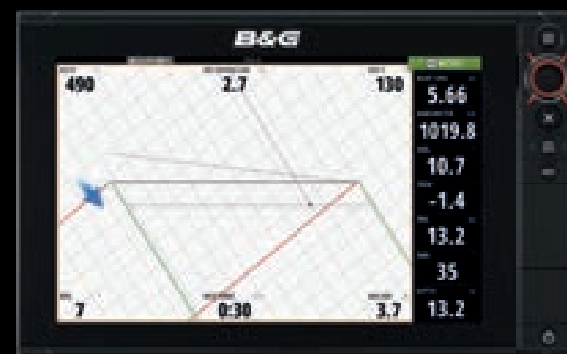


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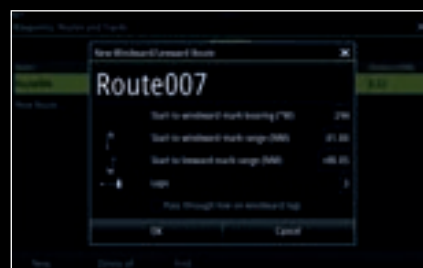
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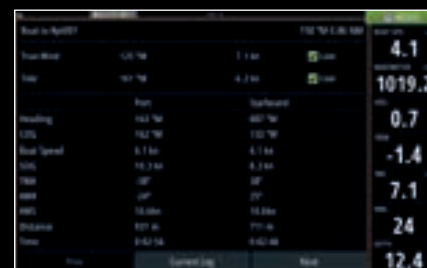
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X PERFORMANCE

PHOTO: X-BOAT PHOTOGRAPHY

Thoughtful 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. →

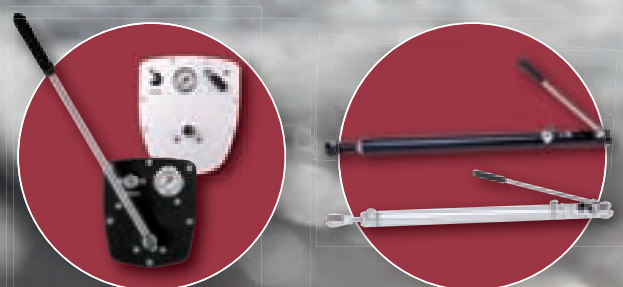


PHOTO: PER HEEGAARD

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Spacious living

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 gimballed gas stove and stainless steel sink. To starboard a forward-facing navigation station includes the yacht's electrical switchboard as well as space for additional navigation and communication equipment. **X**

Xp 33 Dimensions – Standard

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

ENGINE / TANKS

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

Global enjoyment

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

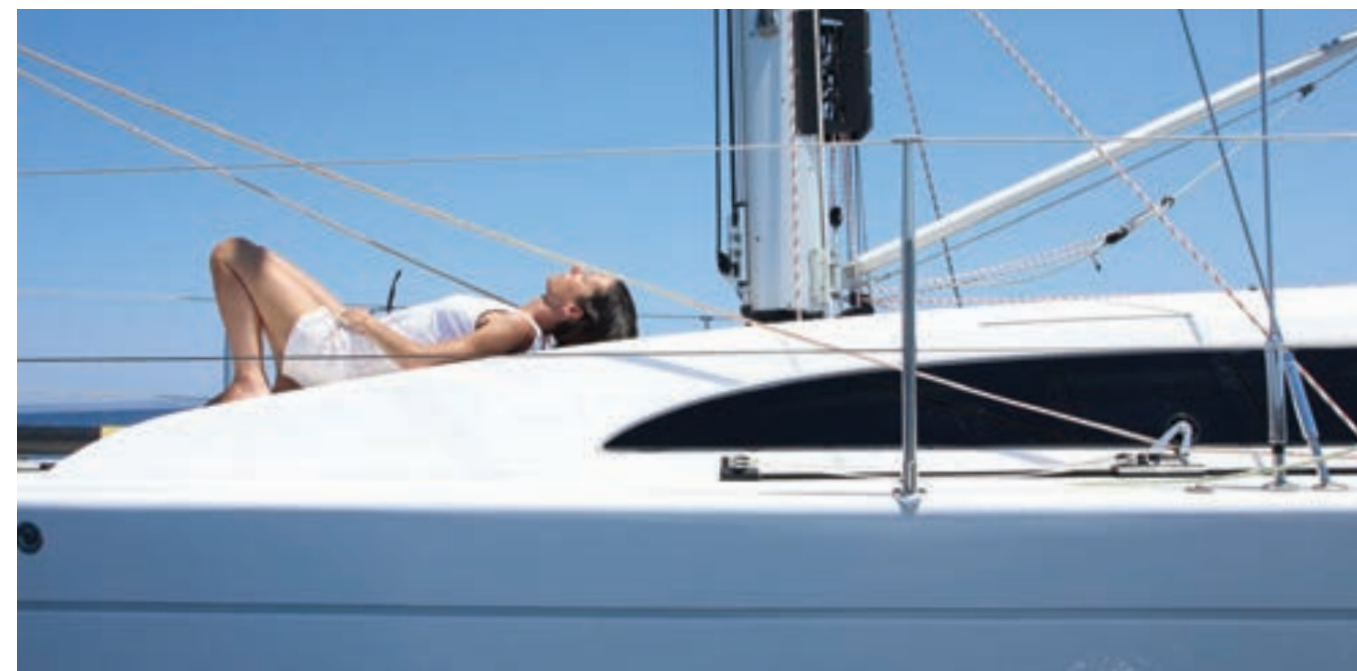
The Xp 38 has rapidly developed into a global fleet, with boats sold in countries from Japan to Hungary, and Switzerland to Australia. It has been nominated for Boat of the Year, with one judge commenting: "The main reason you own this boat is because you love sailing. Seeing it underway, it just lights 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 stuff 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 additionally scored a host of race victories under both IRC and ORC. →





PHOTO: JESUS RENEDO



Clean ergonomics

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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X PERFORMANCE

Multiple choice

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



Xp 44

Double the fun

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

The Xp 44 was named Sailing World's 'Yacht of the Year' on launching. 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. →





Flexible settings

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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Contemporary design

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. ✕

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

Xp 44 Dimensions

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

ENGINE/TANKS

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

SAIL AREAS standard

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



Xp 50

Aspirational sailing

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. →





Clutter-free

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. →



PHOTO: X-YACHTS GOLD CUP 2015, ALEXIS EYRE



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Light & roomy

The Xp 50 interior is dominated by a feeling of light and space, thanks to an additional skylight and a 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 pipecotts in the aft double cabins.

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	1455 Gal (US)
Fuel tank standard	300 Ltr	795 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%	643 m ²	6920 ft ²
Spinnaker	2100 m ²	2,368 ft ²



Xp 55

Above and beyond

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

The Xp 55 offers an unbeatable sailing experience combined with luxurious levels of comfort. Since its launch, 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. Although the largest yacht in the range, the Xp 55 is designed for ease of short-handed cruising. 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. →



Customisation

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 pipecots, 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. →



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PHOTO: X-YACHTS TÜRKİYE

Ease of handling

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 twerker block system can be deployed when racing for both the main and genoa.

The Xperformance bow options include a carbon sprit with 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	2,583.3 ft ²



Golden Days

Sunshine, wind and fantastic company set the teams up for a memorable event in Copenhagen

Twelve nations. 60 boats. Sun, wind and flat waters. Those were the ingredients for four perfect days of racing at the 16th X-Yachts Gold Cup in Copenhagen (15-18 July 2015). The dockside at the Royal Danish Yacht Club in Tuborg Harbour came alive with sailors, spectators and children celebrating the true spirit of sailing. The X-Yachts Gold Cup caters for all from families to the more serious racers. The fleet was split into five classes including the X-35 World Championship; an official ISAF recognised class that X-Yachts took pride in hosting, attracting some of the most competitive and international sailors on the racing circuit today. However there remained one common goal amongst all – to get their hands on the stunning Georg Jensen daily and overall prizes and ultimately the X-Yachts Gold Cup; a wave bowl designed by the world-renowned Danish designer Henning Koppel. →

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Winner of X35 World Championship 2015 'AUDI e-tron', skippered by Teemu Kekkonen with silver place leading the pack on the first day, 'Audi Ultra', skippered by Samuli Leisti



PHOTO: SVERTSEN PHOTOGRAPHY

Day One

Clear blue skies, shifty winds from the west and flat waters kicked off the regatta with the X-35 World Championship out on Øresund waters. The conditions kept the tacticians on their toes as the race management designed windward leeward courses that made for an exciting day of sailing. There was no one winner coming out top with Finnish sisters, 'Audi e-tron' and 'Audi Ultra' and Swedish 'Nautiska Racing' each taking a bullet on the first day. 'Xit', skippered by Robin Tornqvist took a well earned 2nd place in the first race, turning out to be the best result for him in the whole championship. When asked how they felt about the day, one crew member off 'JOANNA' who ended 4th after Day One, piped up "It was really tough out there. You can't make stupid mistakes otherwise you

end up paying for it! Despite all that though, you couldn't ask for a greater day out on the water – sun, wind and hot competition!"

Day Two

Day Two saw the start of racing for the rest of the participants including the brand new Russian Xp 55 'St. Pavel' in the Family Class and the two Xp 50s 'Nor XL' from Norway and 'Korushka' from Latvia going for Gold in the 50+ Class. The conditions were the favourite topic that evening with everyone enjoying the clear blue skies and gusty, westerly breeze. Even the professionals, racing to be crowned "the best in the World" struggled with the days' winds. "The conditions were very tricky today going from 7 to 17 knots, so the trimmers were on their feet. But we knew it would be →

Golden Years

The X-Yachts Gold Cup has taken place since 1998, launched to give X-Yacht sailors a focal point for each year.

1998	Lavagna, Italy
1999	Haderslev, Denmark
2000	Ijmuiden, Holland
2001	Port Grimaud, France
2002	Marstrand, Sweden
2003	Hamble, UK
2004	Palma, Spain
2005	Arendal, Norway
2006	La Trinité, France
2007	Scarlino, Italy
2008	Copenhagen, Denmark
2009	Amsterdam, Holland
2010	Scarlino, Italy
2011	Glücksberg, Germany
2013	Copenhagen, Denmark
2015	Copenhagen Denmark

X-35, Nautiska Racing, skippered by Douglas Eklund came 3rd overall



PHOTO: PER HEEGAARD

like this in Copenhagen. It's also what makes it fun," said the skipper Teemu Kokkonen from the leading Finnish X-35, 'AUDI e-tron'. The crew, which includes the Danish match race legend, Steen Mohr as tactician, enjoyed three steady races with two 1sts and a 3rd place, followed closely by their sister boat, 'Audi Ultra'.

A little further down the dock side, the Danish owner of the X-34 'SatizfaXion', Ulrik Spork, competing in Sport Class A, a fleet for 33-40ft X-Yachts, admitted in a smiling manner that Danes did not have it easier. "We have one Olympic sailor and one World Champion on board and have sailed in these westerly breezes all our lives – and we still have no local advantage. It's that unpredictable." The Dane, who has sailed X-Yachts all his life, couldn't compete with his country man, Kim Rasmussen off the X-99 'Mille' who leads Sport Class A after three races. In Sports Class B (38-46ft), the Swedish IMX-40 'Gertrud' got a head start with three bullets. "Who knows what will happen tomorrow," commented the skipper, Martin Persson, and looked up at the flags in the stern. "No one knows in these waters."

There was a real mix up in the Family Class with some exhilarating racing. Xc 42 'X-One', skippered by Christoph Barth, took 1st in the opening race, followed by a rather rocky start in the second race, resulting in a 5th. There was also a close call in the first race between Martin Debusmann's X-35 'Excitement' and Kjeld Lærke's X-342 'Xanthippe'. Capturing it on camera did not even help the race committee decipher who edged over the line first, concluding with both boats being awarded a joint 4th.

PHOTO: PER HEEGAARD



The fleet of Xp 44s dominating the Sports Class B start line

Day Three

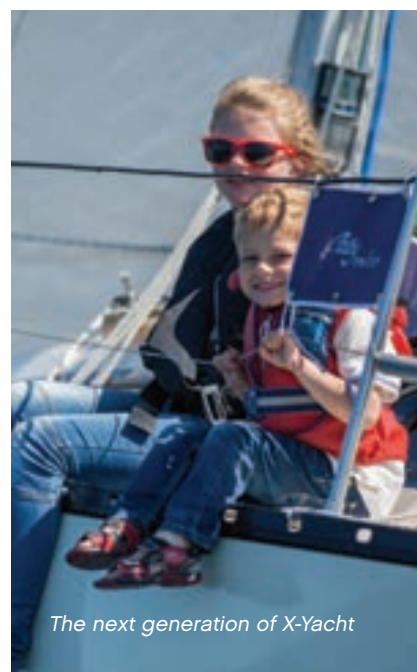
The sailors enjoyed another day of glorious sunshine. Despite the breeze dying out at midday, the international sailing committee with representatives from Finland, Scotland and Spain, still managed to get through two races in the X-35 World Championship and Sport Classes A & B. While the X-35 'AUDI e-tron', continued to lead, their sister boat, 'Audi Ultra' who

lost their second place to the Swedish, Nautiska Racing, who took a 1st and 2nd. It is well known that light conditions reveal the best sailors, since even minor mistakes can have grave consequences. One wrong turn and you might find yourself at the back of the fleet. That however wasn't the case for the front-runners in Sport Classes A and B, Danish X-99 'Mille' and Swedish IMX-40 'Gertrud' maintained their lead from →



Xp 33 'Xpedit' owned by Flemming Ancher enjoying a nice kite run

PHOTO: PER HEEGAARD



The next generation of X-Yacht

PHOTO: SVERTSEN PHOTOGRAPHY



Chilling out in the afternoon sun at the Royal Danish Yacht Club after a hard day's racing on Øresund Waters

PHOTO: SVERTSEN PHOTOGRAPHY



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The Xp 44 'Quinta', owned by Anders Bogason takes 2nd Overall in Sports Class B

GOLD CUP

PHOTO: SVERTSEN PHOTOGRAPHY

yesterday.

The newest boats also proved their worth today with the impressive Norwegian Xp 50 'NorXL' holding onto her 1st place in the 50+ fleet, beating close rivals, Xp 50 'Korushka' in a long distance race that took the fleet out to the shores of Sweden. The Russian Xp 55 enjoyed their one race, leaving some time for swimming off the bathing platform, when the wind died.

Day Four

Like all classes, the Sports Classes were in for some diverse results on the northern course, in similarly challenging conditions with shifty winds. Sports Class A saw X-99 'Bluenose' owned by Kim Henriksen take a fantastic 1st place in the seventh race, disrupting Jürgen Klinghardt's winning streak on his X-332 'patent3', claiming 1sts in two of the final three races.

Sports Class B experienced quite the mix up when Anders Bogason claimed three well deserved bullets on his Xp 44 'Quinta' resulting in him taking 2nd overall. Whilst 'Afrita' another Xp 44, owned by Israeli Easy Swissa and crewed by his family and friends, took a befitting 3rd place after illustrating pure consistency throughout the event. "What more can you ask for than conditions like these as a competitive sailor," noted the owner and founder of X-Yachts, Niels Jeppesen following Saturday's racing. "We couldn't have wished for a better scene to crown the best X-Yachts sailors in the world," who is already looking forward to the Gold Cup in 2017.

The Danish X-99 'Mille' dominated the fleet in Sport Class A, securing gold with



Enjoying some down time between races

PHOTO: SVERTSEN PHOTOGRAPHY

four wins in eight races. In Sport Class B, Swedish 'Gertrud' sailed by Martin Persson claimed Gold in his IMX-40. In the Family Class, no one could stop the Australian IMX 40 'Xplorer' from taking Gold after another win in the final race. Skippered by identical twins, John and Steven Hatch, they have both been avid sailors since a young age. Their distinct Australian yellow crew shirts highlighted their passionate presence both on the water and in the marquee at the evening social events. The Xp 38 'Xpresso' from Sweden was raced by the entire Jenemark family including 10-year-old, Felix. "It's been a fun day. We had some decent starts but it was hard to keep up with the big boats," says the young sailor, who sailed →



Participants enjoying a drink in the late afternoon sun at the Gold Cup bar before the evening's entertainment kicked off

PHOTO: PER HEEGAARD



Latvian Xp 50 'Korushka' enjoying the sunshine in the 50+ Class

PHOTO: SVERTSEN PHOTOGRAPHY



Xp 38 'Soldier Blue' owned by the President of the Royal Danish Yacht Club, Lars Ive, embracing Sports Class B

PHOTO: PER HEEGAARD

one Gold Cup previously, when he was just three. His big sister, Nina, is just as enthusiastic about the racing: "I want to win. Of course I do," laughs the 13-year-old, who finished with 2nd place, just one point ahead of the Xc 42 'X-One'. With the Finns leading most of the week, it was all down to the final day. The conditions were back to 15-20 knots from the West and sunshine. There was no stopping the top three contenders from dominating the leaderboard with the ultimate battle between 'Nautiska Racing' and 'AUDI Ultra' who were both fighting for 2nd place. The final race ended up being the deciding factor, resulting in 'AUDI Ultra' having the best race of the week and pulling in a clean 1st place just ahead of their arch rivals. The regatta resulted in 'AUDI e-tron' being crowned the 2015 X-35 World Champions, closely followed by 'Audi Ultra' and then 'Nautiska Racing'. "We had a great first race that secured us the title, with one race to spare – so it was a perfect day with good, steady conditions," said the skipper of 'Audi e-tron', Teemu Kekkonen, as he was putting on dry clothes after a celebratory dip in the Copenhagen waters. When asked how they will honour the results, Kekkonen laughs "We will celebrate the proper Finnish way," followed by Mohr: "Which means we never 'finish'!" The overall winner of the X-Yachts Gold Cup is chosen by a draw from the

Gold Medals Table

X-35 World Championship

X-35, AUDI e-tron, Teemu Kekkonen

Family Class

IMX-40, Xplorer, Steven & John Hatch

Sports Class A

X-99, Mille, Kim Rasmussen

Sports Class B

IMX-40, GERTRUD, Martin Persson

50+ Class

Xp 50, NorXL, Otto Backe

X-Yachts Gold Cup Overall Winner

IMX-40, Xplorer, Steven & John Hatch

winners of each class. The chance each class winner has of taking the Gold Cup title is determined by the size of their class. With the Georg Jensen wave bowl being something to behold and the tension building up, the presentation of the Gold Cup has always been and remains the biggest prize of the Gala Prize Giving Dinner on the final night. Sure enough, the draw was made and everyone was pleased to see the Australian crew of 'Xplorer' hit the stage to receive their magnificent prize. "It could not have been won by a nicer, more deserving crew" implored Mads Erhardt, Acting CEO at the Royal Danish Yacht Club.

When asked how they felt about winning, Steven replied "it is such an honour to

be here in Copenhagen, celebrating something so dear to our hearts and we LOVE Georg Jensen. What a fantastic addition to an already memorable week!"

The X-Yachts Gold Cup concluded with sailors executing some seriously flamboyant dance moves on the dance floor to a local rock n roll band from Copenhagen, ending what was deemed to be a 'perfectly unforgettable event'. Many crews jubilantly shouted to us as they left waving on their X-Yachts the following morning 'Bring on 2017' which will be taking place at the same venue again - Royal Danish Yacht Club, Tuborg Harbour, Copenhagen. **X**

Participants enjoying a spot of retail therapy



PHOTO: ALEXIS EYRE



The IMX 40 'Xplorer's team receiving their Georg Jensen X-Yachts Gold Cup Overall Winner bowl

PHOTO: PER HEEGAARD



Winner of 50+ Class, Norwegian Xp 50 'NorXL' skippered by Otto Backe

PHOTO: PER HEEGAARD



Xp 38 'Expresso's owner Patrik and his son, Oscar, enjoying the afternoon sun

PHOTO: ALEXIS EYRE

Global Presence

From prestigious awards to trophies on the race course, X-Yachts has had a memorable year of international achievements



Most desired performance cruisers

Every year, YACHT, one of the biggest marine magazines in the European market, do an annual readership survey covering all aspects of the sailing industry. With thousands responding to it each year, they are not results to turn a blind eye to! We are thrilled to announce that X-Yachts was voted the Number One Manufacturer for producing the 'Most Desired Performance Cruisers' on the market today.

No one can stop them!

The Lion Foundation Youth Training Programme in New Zealand is aimed at the top upcoming sailors, aged 17-22 years old. They currently race on an Xp 44 "Lawless" on which they just can't stop winning!

This is the second year in a row they have ruled the seas at the Jack Tar Auckland Regatta, ending up victorious in IRC Division B. The team remained consistent throughout the whole regatta, never once leaving the top three places, despite the variable conditions.

Chris Steele, one of the crew said, "it really is a massive deal for all of these young sailors to be campaigning a boat much bigger than what we are used to. Its an awesome boat."



PHOTO: IVOR WILKINS, OFFSHOREIMAGES.COM

Successful launch

X-Yachts has successfully launched the Xcruising Next Generation Range in Thailand with the first model shipped over in Spring 2015 - the Xc 45.

Welcomed by many, the model has already been nominated in the Asia Boating 2015 Awards with one nominee saying:

"We now understand what all the fuss is about. There are many good cruising yachts on the market, but I doubt any will give you as much sailing pleasure as the models in the Xc range. X-Yachts seem to have found an excellent mix of comfort, easy handling and performance with the Xc 45."



Most rapid around

2014 was a great year for X-Yachts and the ARC. Not only did we celebrate the highest number of X-Yacht entries ever by hosting a tapas and cocktail party for all X-Yacht crews at the beginning of the race in Gran Canaria, the X-participants came out as a pretty rapid bunch as well across both racing and cruising divisions. X-Yachts resulted in being the fastest boats on corrected time of all the manufacturing yards that produce production yachts. Furthermore, X-Yachts dominated with 1st and 2nd place for Xp 44s Arietta and Black Butterfly in their class. When one crew member from Black Butterfly was asked about his experience, he responded "I love sailing on a boat that is so multi functional, whether it is cruising or racing, the Xp 44 is a boat for everyone." →

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Highly acclaimed Awards



Xc 35 - SAIL Magazine

The Xc 35 was awarded "Boat of the Year 2015" in the 31-40ft category in USA's biggest sailing magazine SAIL's annual awards, earlier this year. After doing the full review, their conclusion - "This is not a boat for those who like maximum onboard living space; it is for serious sailors who want to cruise comfortably in a vessel that is fast and responsive. If you are addicted to bloated interiors, you will think the accommodation space on the Xc 35 is too small. But if you are addicted to performance for its own sake and are thinking you'd like to cruise in something that is not too large and unwieldy, this is the boat for you."



Xc 45 - Sailing Today

The Xc 45 Next Generation won the category "Luxury Cruiser 2015" in the annual Sailing Today Awards; an award ceremony hosted by one of the United Kingdom's prestigious sailing magazines.

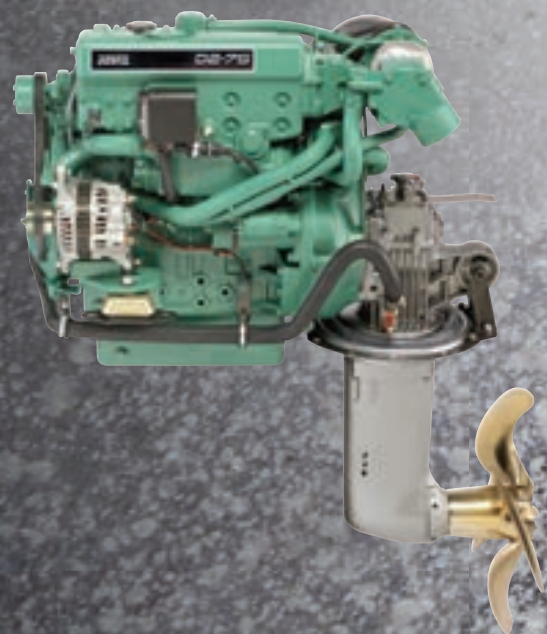
As Sam Fortescue, the Editor, commented "X-Yachts have always made a comfortable and slippery-hulled yacht capable of winning races, with this recently updated model, the company now presents a compelling modern cruiser." →



THE HEART OF A VOLVO OCEAN 65

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Photo: Amory Ross/TEAM ALVIMEDICA

**VOLVO
OCEAN
RACE**
ROUND THE WORLD

Holland X-Cup

X-Yachts Holland Cup 2015 was held on the confined waters of the Markermeer. It was a joint organisation by X-Yachts Holland, the X-Club Nederland (owner's association) and the Almere Regatta which proved to be successful, even more so thanks to their sponsors Pantaenius and North Sails.

After a beautiful Friday evening with a dedicated skippers briefing to instruct the Family Class about the starting sequence and the expected course, Saturday morning brought grey skies and howling winds, gusting 37 knots. The Sports Class was out early on the water, and just as the Family Class was getting ready to leave the marina, the race committee banned the day's racing due to extreme conditions. This did have its positives; they were able to start their social occasion earlier (sponsored by Pantaenius), including drinks, a BBQ and live music, turning into quite a memorable party!. Sunday morning brought blue skies and almost no wind. Again, the Sport class went out early but had to wait



Xp 33 'Xposure' winning the Sports Class

PHOTO: KLAAS WIERSMA MEDIA

out on the water for some breeze to kick in before they could do 3 races around a windward leeward course in 6-12 knots of breeze. The Family Class experienced constantly fluctuating breezes, and after 3 hours of sailing (or sometimes drifting), the wind filled in from every possible angle, resulting in a very exciting finale. The whole fleet

finished within 2 minutes! Naturally this type of finish was soon compared to the Volvo Ocean Race! A huge congratulations to X-382 "X-Zone" in the Family Class and Xp 33 "Xposure" in the Sports Class for their magnificent victories and despite the lack of ideal sailing conditions, a weekend embraced by all!



Ian Box and his Xp 44 'Toy Box 2' at the Australia X-Cup in Sydney Harbour

PHOTO: SPORTSAILINGPHOTOGRAPHY.COM

It's all go down under

Over the last year, there have been two major events in the Australian X-Yacht calendars - the X-Yachts Australia Cup and Audi Hamilton Island Race Week. Starting with the X-Cup which took place in the world renowned Sydney Harbour in February, was held in conjunction with the Sydney Harbour Regatta. Conditions were perfect - fantastic breeze and glorious sunshine. This led to some very close racing and a mixture of both current and previous X-Yacht models ended up filling the podium. Eventually it was Xp 38 owner Mike West of 'Xpress' that was declared the overall winner followed closely by Ian Box's Xp 44 'Toybox 2' in second place. After some tight competition,

it was Ray Parrot's X-332 'X-Ray' that pipped Ray Hudson and his Xp 44 'Xs Moment' to third place. Later on in the 2015 sailing calendar, more excitement was to be had at one of the country's most prestigious events, Audi Hamilton Island Race Week, held up in the Whitsundays on the North East coast of Australia. Set in stunning vistas with migrating humpback whales regularly breaching whilst racing, it makes for a memorable event. This year it was also to be the host of the Australian IRC Championships, heating up the competition even more than previous years (if that is possible!). The tide and shifting winds in the area test even the best of tacticians. The event is normally split out into

rating bands at the 1.10 mark on the IRC but for some reason the regatta organisers decided to race 60 footers against the much smaller 35 yachts, baffling some of the contestants. Ian Box, his Xp 44 'Toy Box 2' and his highly experienced crew were back on the podium again taking second overall. Sporting a new set of sails, the boat was transformed and performed better than she ever has done before making for a delighted Ian. Xp 38 'Xpress', owned by Mike West, came 5th overall. She would have come second had the divisions been split out in the traditional sense. All in all two fantastic events for Australian X-Yacht owners and all eyes are on 2016. →



PHOTO: PHIL ELLERBY

← Dubai to Muscat Record

Xc 45 'Exodus' participated in the Royal Ocean Racing Club's Dubai to Muscat Race

The ecstatic Phil Ellerby, owner of Xc 45 'Exodus' recalled 'Awesome race down! We smashed the record by several hours completing it in 45 hours and 35 mins...under two days to Muscat is unheard of! Average speed somewhere around 8.7 knots for 45 hours!'

After the race, they had a two and half day layover in the magnificent Musandam before a 24 hour sail to Yas Island Marina in Abu Dhabi, ready for the Formula One.

Xtreme Ways →

Xp 38 'eXtreme Ways' owner ,Andrew Holdsworth, lives in the USA but prefers the sailing scene in Europe. "Everything is much closer by, making it easier to try out diverse racing and cruising", he claims.

He entered Marmaris International Race Week and ended up not only winning his class but the whole event after five days full of fast, challenging racing and some memorable evenings. The racing streak just doesn't stop for him and his crew though. They come together regularly from from all ends of the planet and more recently won the 42nd Conde de Godó-Merchbanc Trophy in Barcelona at the beginning of the Summer 2015.

In his downtime, Andrew enjoys a spot of cruising, recently completing an enjoyable, overnight passage from Barcelona to Palma, taking in the warm summer nights in Spain.



PHOTO: X-YACHTS TÜRKIYE

China sea victory

Xc 38 'Ex Libris' most commonly used for cruising with the occasional race, proved her worth out in the South China Sea in Spring in an epic 350 nautical mile offshore sprint called the 'almost San Fernando Race' after the original one was cancelled due to typhoons.

'Ex Libris' was the smallest boat in the "IRC Cruiser Division". With seven onboard, three of which were inexperienced but very keen, they made a fantastic start and proceeded to encounter everything from drifting in the tide to gusts of 25 plus knots over the coming few days.

After 71 hours and 16 minutes, they won the division, 20 minutes ahead of second place. ↓



PHOTO: ANDREA SCHULTHEIS



← Against all odds

The 63rd Edition of the Giraglia Rolex Cup saw a record number of entries with 240 yachts on the start line, including no less than 29 X-Yachts. It was the final offshore race that sealed Xp 33 "Contracorrente" the deal. In the last 50 miles, the breeze eased off allowing the crew the opportunity to fly the Code Zero. Controcorrente was loving the conditions, hitting speeds 1.5 knots faster than the surrounding boats. The crew were thrilled to finish 1st in IRC Class D and 4th Overall.

PHOTO: CONSOLATA BUZZI



The grand Xp ACT ↑

For most of us, the Middle Sea Race stands out from other races for its great scenery and relatively calm weather. This year gave the competitors a bit of a surprise! Starting in calm seas, conditions quickly changed towards the western end of Sicily, resulting in a big storm and big winds. Skipper Josef and his crew did incredibly well in the testing conditions and managed to gain place after place by relentlessly pushing the Xp 44 in gusts, topping at 50 knots! Jochem: "I must give great credit to the design and robustness of the boat. We really pushed her in some of the biggest waves and

breezes I've seen in my career. It is comfortable to know that the gear and boat you are using is not going to let you down. We didn't have a single gear failure which caused so many others to retire." Jochem and the rest of the crew all agreed that 22.9 knots of boat speed, a top speed they reached when barreling down one of the big waves, was definitely reaching the upper limit of Danish quality and design!!

The crew efforts were well worth it though when they not only won their class but took a highly applauded 2nd overall in this prestigious event. Josef Schultheis made his children very proud who themselves are sailors. ✕

Baltic Adventures

Xc 42 Next Generation 'Oojah' explores the delights of the Baltic Sea, some with the ARC Baltic

New Xc 42 Next Generation "Oojah" owners, Peter and Christene Tanner from the UK, recently set off on a memorable Summer holiday, cruising around the Baltic Sea. Here is a blog telling some of their many highlights.

08 May - Haderslev, Denmark

Christene marched between boat and supermarket slowly filling all our storage while I checked our navigation equipment. We've kept our heads down and the big day when we set off is fast approaching. Christene has now become far too comfortable

in harbour and will require some arm-twisting to leave! Do I hear there has been a Royal baby?!

18 May - Middelfart, Denmark

It was almost another week before we left Haderslev as the moment 'Oojah' was ready, the weather was not. We definitely need the boat heater to get out of bed! Our first sail was an idyllic 20nm reach in light air to an anchorage off Faeno in the Little Belt, a lovely cruising area between mainland Jutland & the island of Fyn. A couple of days on, we are temporarily weathered 5nm further on

at Middelfart, a medieval city adjacent to the impressive suspension bridge which carries the traffic across Fyn to Sjaeland & Copenhagen, 100nm to the East.

22 May - Sonderborg, Denmark

We motored to the old town of Sonderburg with its old quay and lovely castle via a delightful anchorage on the island of Als. We are now experts on 500 years of boundary movements between Germany (Prussia) and Denmark - now thankfully resolved!

27 May - Svendborg, Denmark

We have had some good sailing since the last blog, albeit in undemanding conditions. We are now in the South Fyn Archipelago, a myriad of small and very flat islands described as the jewel of the Danish cruising grounds - flat water sailing with lots of small harbours and anchorages; a little global warming and it would all disappear!

6 June - Ballen on Samsø, Denmark

From Svendborg we went South to anchor in the Thorobund and then spent two days weather bound in the very sweet little town of Rudkoping on the island of Langland.

10 June - Helsingør, Sjælland

After a pleasant evening ashore in the fishing harbor of Gilleleje on the largest of Denmark's 402 islands, we sailed on to Helsingør while the weather remained favourable. The backdrop to the marina was the magnificent 15th century Kronberg Castle overlooking the 2nm wide waterway separating Denmark from Sweden. This is more famous as the fictional location for Shakespeare's Hamlet but for 400 years the Danish extracted a toll from every ship going in and out of the Baltic Sea. The price was a proportion of the value of the cargo. The canny Danes also insisted on the first right to buy the cargo at that price to discourage captains from under declaring. For a while Denmark also owned what is now Sweden on the opposite bank so there was no chance of passing under the castle's guns without paying - the Danish crown made a fortune out of this in exchange for ensuring safety from piracy in the Øresund, the water between Denmark and Sweden. They even charged extra for the cannon shot should they have to fire a warning shot! We paid the very reasonable 240DKK marina fee without complaint.

12 June - Copenhagen, Denmark

Copenhagen is sometimes known as the Amsterdam of the North because of its network of canals. By booking well in advance, we managed to moor up in Christianshavn, right in the centre of town. We took a train out to the old capital Roskilde to visit the Viking Ship Museum. Five Viking ships dating from around 850 AD had been sunk in the Fjord to form a defensive barrier. They were raised about 50 years ago and have been painstakingly stabilised



15th Century Kronberg Castle in Helsingør Sjælland

and reconstructed - they have also built replicas of them using traditional methods. They sailed the replica of the big longship to Dublin & back a few years ago but how the Vikings got across the Atlantic in these craft defies belief! We are sticking with 'Oojah'!



One of the viking boats

18 June Rostock, Denmark

From Copenhagen we sailed South down the Øresund to Rostock, a historic Hanseatic City (a trading alliance of the middle ages) past "The Bridge" from Copenhagen to Malmö in Sweden, made more famous by the Scandinavian television crime drama with that name. It is actually a 4km tunnel connected to a 4km artificial island from which there's an 8km bridge.

30 June Rostock, Denmark

After ten days at home, we returned to a very warm Rostock with neighbours Tim and Karen Gabriel to join the ARC Baltic Rally. The 19 yachts make for a very sociable group and after a fun few days getting to know each other, we set off on the 110nm to the Danish Island of Bornholm!

9 July - Rønne, Bornholm, Denmark

The stopover kicked off with a barbecue followed by a coach tour round the North of the island taking

in the ruined Hammershus castle, the picturesque coastal village of Gudhjem, and the very unusual Rundekirk (round church) at Østerlars!

13 July - Visby, Gotland, Sweden

We have officially left Denmark behind and its warm and welcoming people. Onwards to Sweden. We have arrived in Visby and enjoyed a tour of the very attractive old town with its medieval walls, 13th century towers and ten very old churches. Visby's strategic location in the centre of the Northern Baltic made it one of the most important trading centres in the 10th and 11th centuries which led to much conflict and Gotland changed hands many times between the Swedes, the Danes & lastly the Russians, most recently in 1808. It is a popular tourist destination. After a very sociable barbecue on the harbour sea wall, it was time to move on.

15 July - Gotska Sandön, Sweden

It was nice to be peacefully at anchor for a couple of nights after →



Christene Tanner

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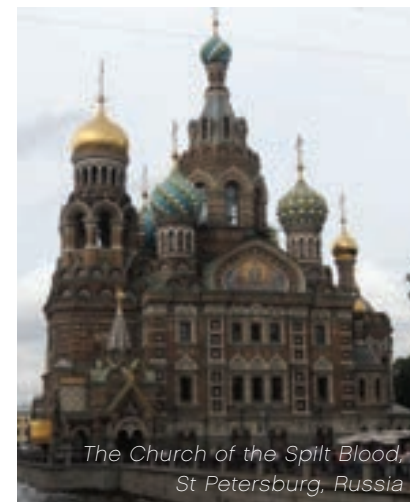
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*Peter Tanner on the passage from
Gotska Sandön, Sweden to Tallin, Estonia*

three consecutive marina stops. We dinghied ashore and the warden explained how the island had been home to a few fishermen and seal hunters in the past but it's now an uninhabited national park with an old wooden lighthouse, a handful



*The Church of the Spilt Blood,
St Petersburg, Russia*

of summer visitors and a small seal colony. The rally has been great fun socially but I must leave you as we set off for a long trip to Estonia.

20 July – Tallinn, Estonia

We sailed the 200nm leg ENE to Tallinn, this time with a wonderful following wind. It was lovely to see the town buzzing after Estonia's tortured history. It was founded by Denmark in 1219, sold to the teutonic knights in 1346, ceded to Sweden in 1582, and lost to Russia until 1918, when it finally became independent. During the Second World War, it was annexed by the

USSR in 1940, occupied by Germany until 1944, and then annexed again by the USSR until 1991. Phew ... The old town is very attractive and we spent a couple of days wandering round the museum, the old churches, the walls and the odd hostelry!

26 July – St Petersburg, Russia

The wind gods were kind to us all and we sailed most of the 180nm to the fortified island of Kronstadt. The officials searched 'Oojah' for an hour, going into places I did not know existed. Every locker was opened, floor boards were unscrewed, bags were emptied. It was amazing to see their meticulous nature. The centre vaguely resembles Copenhagen and Amsterdam with a network of canals around the imposing River Neva. The next few days were going to be intense but fascinating. We visited everything from the Church of the Spilt Blood, full of beautiful mosaics to an amazing tour of the Hermitage with its enormous

art collection – a sheer delight for any art lover! One evening we even went to the Mariinsky Theatre for the ballet La Corsaire – what a spectacle! Only founded in the early 18th century St Petersburg has been through much turmoil and suffering but it is amazing how much has survived and is mostly beautifully restored!

2 Aug – Mariehamn, Åland Islands, Finland

Mariehamn is the principal town of the Åland Islands, an autonomous territory under Finish sovereignty. The islands are between Finland and Sweden, and Swedish is the native language, although in other respects they are an adjunct to the Finnish Archipelago.

We spent 4 days getting from Helsinki anchoring each night in lovely nooks and crannies in the islands, of which there are literally thousands. By day we mostly motored in fine weather, although I enjoyed just one days sailing winding to and fro through →



ARC Baltic participants gathering on 'Oojah'

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the well marked channels! The islands are low & mostly tree covered, interspersed with rocky outcrops so don't influence the wind very much. I thought it was wonderful despite Christene being less convinced of the merits of sailing in such restricted water!

We also visited the Pommern, one of the last square rigged sailing ships, which was in commercial service from 1903 until 1939 and is now a museum. The sail from Australia with a cargo of wool used to take around 100 days and often a very tough life for the eighteen crew.

It now feels as if we are on our way home and we will drop south of 60N on our way towards Stockholm. There is dew on the decks in the morning and the nights are beginning to grow longer after almost continual daylight for two months.

10 Aug – Stockholm, Sweden

Amongst the islands and rocks of the Swedish archipelago, we had our first fog of the cruise which heightened the adrenalin but was also a chance to get to grips with our radar - needless to say the GPS guided us between the rocks without breaking sweat but it was surprising how poor some yachts' radar return were! The Yacht Club was very busy after a week in remoter pastures and Stockholm itself was delightful, especially as it was bathed in sunshine. We divided our time between the old town and the almost compulsory visit to the Vasa, the 17th century warship that capsized and sunk less than a mile into its maiden



voyage. As with the Mary Rose, this was another example of a King wanting more guns on his flagship than its stability would allow - luckily the shipwright who had designed the ship had passed away before its launch so was not around to (wrongly) get the blame!

18 Aug – Kalmar, Sweden

The Swedish archipelago extends 150nm South of Stockholm so with high pressure and good weather now set in, we were able to weave our way down well marked channels between the islands and a multitude of rocks, under sail as long as no tacking was involved - great fun! We found some interesting anchorages and were able to barbecue on a rock at last. After four days we emerged into open water and enjoyed an easy reach between the island of Öland and the mainland to Kalmar. This

old town was originally close to the Danish border and was an important defensive position for the Swedes. When Sweden regained control of the South in the 16th century, its military role ended and the castle became a fine renaissance royal palace for a couple of hundred years before falling into disuse. It has been beautifully restored and made a fitting end to the ARC Baltic.

After a farewell dinner the 19 yachts we have come to know so well over the last eight weeks are now dispersing, some remaining in the Baltic for another season, some rushing home in one mighty hop, and others including ourselves who can spread our return over a couple of weeks. We have enjoyed their company and made some lovely friends but we are also looking forward to returning home. ✕



The Tanners and Gabriels celebrate a BBQ on the rocks in the Swedish Archipelago

Frozen in time

Xc 50 "Carolina" goes on a memorable adventure to the world renowned San Rafael Glacier

A mesmerising mirror effect in the Seno Gala Fjord

Xc 50 "Carolina" and her crew set off on a breathe-taking adventure down the Chilean coast to go and see the highly acclaimed San Rafael Glacier. earlier this year. The skipper, Juan Pablo Del Solar tells us his account.

Tuesday 10 February

'Carolina', our Xc 50, gallantly departed Marina del Sur with four crew on-board; Scott McDowgall from Canada, my sister Cristina, my wife Carolina and myself. Our first day saw us crossing the Gulf of Ancud. With 20-22 knots from the North, we decided to only hoist the genoa, still managing a comfortable 8.5 to 10 knots! Carolina (my wife) and Cristina enjoyed this down time to knit whilst Scott sat below deck catching up on some reading. In general, it was a very relaxing way to spend our first day. With the northerly continuing to blow into the evening, we decided to change our plans and anchor in Estero Pindo on the island of Quehui. On arrival, it was the men's job to anchor the boat while the women cooked up an absolute feast in

the galley accompanied with an abundance of exquisite wine.

Wednesday 11 February

Nothing like an early start to get the mind focussed! We were to cross our second Gulf in two days, the Gulf of Corcovado. Tic Toc Bay was calling! The wind direction remained the same but the northerly having picked up to around 25-30 knots. Again, we only hoisted the genoa. Heading south, we enjoyed some fantastic surfing down waves, resulting in a much quicker passage than originally anticipated,

consistently hitting speeds of around 9 knots. It was a real treat being able to arrive at our destination in such good time, allowing us to drink up the stunning scenery – high mountains and thick, lush vegetation. We knew the following day was going to be solely under engine, so we decided to transfer more fuel from the storage to the consumption tank to ensure we had enough for the whole day. Normally we would have sailed but we needed to get to Puyuhuapi on time to welcome our new guests on-board.



Dolphins playing in 'Carolina's' bow wave in the Seno Gala Fjord

Thursday 12 February

Keeping up tradition, we got up very early and set sail to Puerto Juan Yates – undoubtedly the best port in the region and a perfect location to have breakfast. We were just anchoring alongside two other visiting yachts when all of a sudden an enormous whale surfaced just 300 metres from us. It reminded us just how spectacular nature can be. After breakfast, Cristina and Carolina couldn't resist jumping off the bathing platform into the clear blue waters, common in that area. After yet more relaxation, we eventually lifted the anchor and set off for a nearby cove, Poza de Oro (literally translated as the Golden Pool), which involved passing through the Seno Gala fjord. We were extremely lucky to experience a mesmerising mirror effect, generating stunning vistas of snow capped mountains, clouds and trees reflected in the fjord's waters. Furthermore, just to add to our luck, dolphins kept us company for some of the passage. We anchored up just outside Poza de Oro which is a small cove, sheltered from the elements by a dense native forest and can only be accessed

Negotiating dinner with a local fisherman just outside Puerto Rosita



by a tender at high tide. It is also home to a charming, married couple from Santiago who have lived there for over 20 years and don't plan on ever leaving! We stumbled upon Jaqueline and her 6 beagles in their tin tub when exploring in our tender. A wonderful sight to behold!

Friday, 13 September

We set off on a course to Puyuhuapi, motorsailing at a comfortable 8.3 knots. We were sad to leave the idyllic Seno Gala behind but looked forward to pending delights. We started off sailing down the Jacaf canal which links into the Siebalad canal, eventually ending up in the Puyuhuapi canal. From there, the next chapter of the journey was a bit more challenging. Due to varying depths and obstacles, we needed to hug the port side of the canal, which is not always as easy as you think when you do not know the area. Puyuhuapi is a small town, full of tourists taking a break from the Austral route. The locals however seem to be completely unphased by all the hustle and bustle, fully embracing the tourists with a

wonderfully enthusiastic and hospitable demeanour. Puyuhuapi thankfully also comes with a much-welcomed fuelling station that even accepts credit cards (not common in this area!). The marina has been spruced up over the years, with access to an electricity supply and drinkable water, again also a rare sight in this region!

Sunday 15 September

We set off for San Rafael, not without booking ourselves in for a spa treatment in the hot springs for our return trip to Puyuhuapi first. The first part of the canal was under motor, pootling along to Puerto Rosita, a little sheltered bay south of Puerto Aguirre and a perfect place to have a restful night's sleep.

Monday 16 September

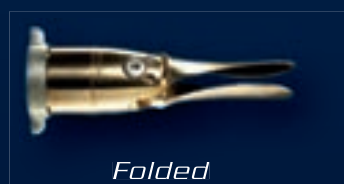
The big day arrived; we were off to the San Rafael glacier region. Destination, Sisquelan Bay which is a peaceful anchorage nearby. We felt fully prepared for the long day ahead, knowing that just over 75 nautical miles needed to be covered. As we were leaving the canal, we came across a fishing boat full of freshly caught seafood. After a little negotiation and an exchange of beer and chocolate, the fisherman agreed to give us three Australes Hake, a Colorado Conger Eel and an enormous spider crab. Our on-board Chef, Sean Ebnet from the USA, immediately got to work on filleting the fish in preparation for one of the most delicious lunches I have ever had and in my opinion, definitely worthy of being served in any top Michelin- starred restaurant! Unfortunately, we did not take into account the huge current (4 knots) we were confronted with on arriving at the Golfo Elefantes. We slogged on but in the end, the tide won and we gave in and shortened our route by 14 nautical miles, anchoring at Estero Odger for the night. ➔

Jaqueline and her beagles in Poza de Oro Cove





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Tuesday 17 February

We got up at the crack of dawn to head to San Rafael glacier. For once the tide was in our favour. It was bliss! Our passage turned out to be rather challenging due to the large number of ice blocks floating around. They are really quite hazardous as you can only visibly see 20-30cm on the surface whilst unbeknown to many, there sits a further 2 to 3 metres of ice hiding below. Scott ended up volunteering to stay on the bow, navigating us through the icy network. He turned out to be fundamental to us not hitting anything. Bizarrely though, on leaving San Rafael later we saw none! We eventually arrived at the base of the glacier in the rain and with little visibility. This did not however stop us from being in complete awe of the glacier, the intense blue of the ice forms, the silence of the area and the surrounding mountains. Those few hours made the whole trip worth every second.

At around 13:00, we left the glacier with the aim to cover 64 miles in just over five hours. We needed to be in Caleta Punta Lynch by 18:30. A big ask but we did have 4 knots of tide with us and we were reading a comfortable 12 knots SOG on the instruments. We did it! Caleta Punta Lynch is one of the best ports in the area to take

refuge from a storm. However, an important warning to any navigators heading here; the entrance is displaced some one thousand metres further south than what is indicated on the charts. It is best to use your eyes to navigate your way in rather than the charts.


Wednesday 18 February

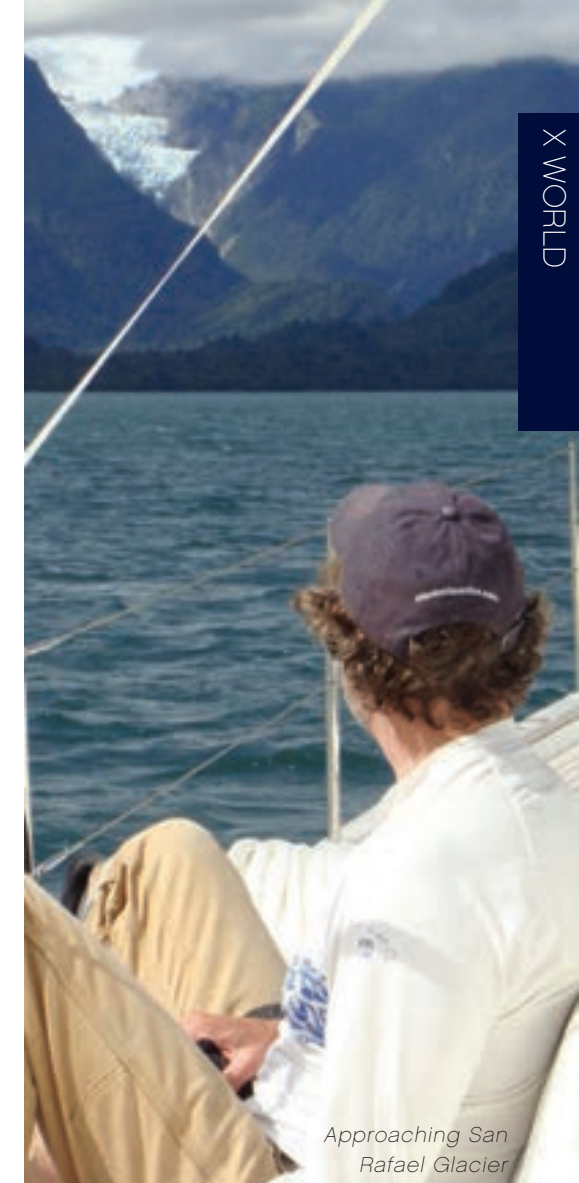
We did a short hop to Puerto Aguirre, which is nestled in in Las Huichas archipelago and home to an abundance of life. It also offers a chance to catch up on sleep in the peaceful ambiance. Just what we needed after a few days of hard sailing.

Thursday 19 February

67 nautical miles to Isla Jechica, crossing through the Moraleda canal was met with a wonderful reach in excellent windy, sunny conditions. We actually ended up arriving a lot earlier than originally planned, giving us time to explore the area in the warm evening rays.

Friday 20 February

Back to Puyuhuapi and 72 miles later, we booked into our hot springs spa treatment and what a treat that was. A must for anyone passing through. Another great adventure was to be had but that's for another time! 



Approaching San
Rafael Glacier

Xc 50 'Carolina' alongside one of the many icebergs at the base of San Rafael Glacier



Island hopping

A family holiday to the islands around Phuket in Thailand made for a cruise to remember on an Xc 45

Erik Lebwinski, a current X-Yacht owner, took the new Xc 45 in Thailand out for a spin for a week in the idyllic islands of Thailand last winter. Below you will find a brief snapshot in to the week he spent there with his family.

"Do you ever dream of going to somewhere like 'the Beach' - a depiction of pure serenity? Well Thailand is the place to go in my opinion (as long as you can escape the tourists!). It offers spectacular scenery with towering green cliffs and inviting white sandy beaches.

We started our adventure in Phuket, heading out to the wide array of tropical islands. There are a variety of resorts, speckled along the islands' coastlines. Perfect spots to drop your anchor and amble ashore for a nice dinner. On day one, after a few hours sailing, we made our first stop on a small island called Ko Hong Krabi. We anchored just off a deserted, white sandy beach and jumped into our dinghy to explore the inner bay, too shallow for a yacht's draft.

We only ended up lifting our anchor when the thought of a sundowner was calling so we made our way east to Phulay Bay. Dropping anchor again and jumped ashore where we sat and enjoyed the sunset from a beach bar at the Phulay Bay's Ritz Carlton, holding a local Thai mojito. The night ended back on board lying under the stars, eventually residing to bed below when the air conditioning became a rather inviting option.

In fact, we ended up changing our plans and staying for an extra twenty-four hours to enjoy the pool and try out the local cuisine of this amazing resort. I have visited a number of resorts in the world but I have never experienced one quite so kitted out as this one. With over 300 staff looking after only 50 visitors, no wonder this resort has won several international prizes.

Another memorable day, later that week was on Ko Mai Phai, a beautiful island with yet more white beaches - a sight you can never get tired of! Although the north of the island is

very touristy, with a lot of boats out on the water, you can escape the crowds and head west to somewhere quieter. We were the only people on the deserted beach. The kids spent their day jumping off the bathing platform and taking in the underwater paradise whilst snorkeling.

As you can imagine, this relaxed, daily pace of life became a regular routine for us throughout the week. We were lucky with the weather, experiencing mostly sunshine and a nice westerly breeze of around 8-10 knots, dropping in the evenings, which is common for Winter here. Perfect conditions for cruising and when you are on a boat that can sit on a comfortable 7 knots in these conditions, you can move about at ease as well, without feeling pressured on time. The islands also offer protection to the elements and keep the sea flat, making for a smooth ride.

All in all, Thailand is worth a visit if you can sail. I am currently feeling refreshed and bronzed and ready for the working week ahead." **X**

Family time on the Xc 45 deck



Cruising in the sheltered waters between the islands

Top of the world

X-Yachts Marine GmbH has become a true family affair for Eugen and Andrea Munz on the shores of Lake Constance



The Munz family enjoying summer on Lake Constance on their Xp 38

X-Yachts Marine GmbH was established in 2004 and works with clients from Switzerland, Austria and South Germany. It is very much a family affair, founded by Eugen Munz and later joined by his wife Andrea. Headquarters are located on the southern shores of Lake Constance, Switzerland with the border to Germany near by. Sitting 400m above sea level, it officially makes them the highest X-Yacht dealers in the world. They both live and breath sailing and have done since a young age, especially Eugen who competed at an international level prior to the days of X-Yachts. He has over 100 trophies in his name and trained in the Olympic team for Sydney 2000.

How did you end up falling into the X-Yachts family?

My cousin Peter Munz was running

a business at the time (1987 - 2001) involved in both real estate and selling X-Yachts. We had been campaigning an X-99 since 1993 both on the surrounding lakes and the sea. So to some extent you could say I had been connected to X-Yachts for a number of years before I started in business. Two years before the Sydney Olympic games started, I withdrew from training and turned my efforts towards studying Economics and international Trade Affairs. My aim - to continue working in the sailing industry, but on the business side. In 2000, Peter wanted to focus more on real estate so asked me to step in and help with selling X-Yachts. I admit it came as a surprise when two months later, Peter told me he was off travelling around the world for two years the next day and could I take over the full operation of the

X-Yachts business instantly?! I am not sure this surprise would have been everyone's cup of tea but I have learnt to embrace these opportunities and have never looked back! Over the following few years, I worked closely with X-Yachts HQ to build up the sales and branding of X-Yachts



Eugen and his son Lasse



X-Yachts Marine GmbH's team (left to right): Eva Steiner, Maggie Stäheli (accounting), Elmar Graf, Olof Pietzko, Max Gigli, Andrea Munz & Eugen Munz

in the region in my cousin's absence and in Summer 2004, I officially took over the full contract and founded X-Yachts Marine GmbH.

Have you ever wanted to go back to professional sailing?

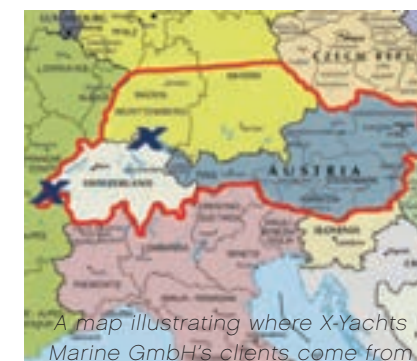
No, I definitely feel I made the right choice in moving over to the business side of the industry, however I could never have got to where I am today without that start in my career. I was lucky enough to make friends with a wide variety of sailors from around the world when I was racing professionally. To this day, they have ultimately become valuable in helping me provide global support to my clients in places I may not always be able to reach.

It does not mean I have stopped racing altogether! Before we had kids, Andrea and I used to race an X-362 Sport and later an X-35 in all the local regattas and a few years ago, I did the ARC with Rob Schuttrups (X-Yachts Holland), coming first overall in Cruising Class D, 320 nautical miles ahead of second place!

What factors help you succeed?

First and foremost, we have very strong foundations: a committed team of seven. This includes Max Gigli, an active flying Moth sailor in his hey day (prior to the introduction of foils!) and now one of our main technicians and sailmakers., Elmer Graf, an avid,

top notch X-99 sailor who now offers the knowledge and sheer manpower when rigging boats in tough conditions, Eva Steiner, the queen of sewing sails and sail covers and Olof Pietzko, a highly skilled boat builder. Without them we would be not where we are today! We also believe we have picked a key location. The shores of Lake Constance along with our office in Lake Geneva enable us to service



A map illustrating where X-Yachts Marine GmbH's clients come from

a large area, making it easy for us to not only access the lakes but the Mediterranean, Baltic and Adriatic as well. Every coast can be achieved within a reasonable timeframe! This not only helps clients but our technicians, Olof and Elmar, who operate a mobile service.

What is your ultimate goal?

Our company ethos is inbuilt into every team member that works for us - the customer is to receive the best

advice in all matters surrounding their X-Yacht. This incorporates everything from flag registration and tax issues to insurance and safety. Ultimately, we aim to bring everything in-house so we can retain full control over the service we offer our clients. In 2008, we started to build a servicing yard up that could do everything from sailmaking and GRP repairs to woodwork and winter servicing. It is important for us that every technician / boat builder is at the cutting edge with electronics and technical improvements go. This allows us to remain customer-oriented at all times.

Any favourite sailing memories?

Sailing...what can I say...it is my life and always has been. Andrea and I own an Xp 38 that we take out cruising with our three children when we have a moment. Our kids absolutely love it. All the jumping on and off the boat into the water, the social life mooring up alongside other friends and exploring new areas. They really are some of the best days.

Can you tell us a bit about lake sailing?

There is no tide, the water is fresh, challenging breezes and if you are on a big enough lake as we are, you can have a week long cruising holiday without crossing your path once. It's ideal for families in my opinion. **X**

X-Yachts Marine GmbH's offices in Marina Bottighofen on Lake Constance



Turkish Delight

Ecmel Yorganci gives an insight into why X-Yachts Türkiye is gaining momentum



The main marina in Marmaris

PHOTO: COURTESY OF NETSEL MARINA, MARMARIS

In 2010, X-Yachts officially launched in Turkey. X-Yachts Türkiye is managed by Ecmel Yorganci and his team. They have offices both in Istanbul and Marmaris.

Why do you have an office both in Istanbul and Marmaris?

Our aim has always been to give clients a full service, whether on or off the water. Our Istanbul office provides a place for people to escape to during the working week. We often find clients popping in for a meeting during their lunch break! Our technical centre at Marmaris however is where all the sailing takes place, offering full technical support and advice to any discerning customers..

When did you start sailing?

In my teens, I was an avid windsurfer but after an accident in my early twenties, I quickly moved onto sailing. In fact, this move was welcomed with open arms by my wife who no longer had to endure hours on the beach, waiting for me to come in. Furthermore, she has come to love the sailing scene and an extremely

good helm (except for when she is cold!). We enjoy nothing more than taking a few hours when we have a moment to breath, to go out on our X-Yacht.

How did you start working for X-Yachts?

Throughout my twenties and thirties, I worked for the EU in Brussels and the OECD in Paris, building valuable management skills. Eventually I gave in and wanted nothing more than to combine my passion with my profession so I could live, breath and talk sailing twenty four hours a day. I worked and built up a solid grounding in the marine industry before I finally came to X-Yachts and it is for this reason, I believe I now run an extremely smooth operation here in Turkey.

What do you look for in a team?

I have always been adamant about building a team that fits two key criteria - professionalism and technicality and thus have acquired a fantastic team. They include Mustafa Soyutürk who started his career in

the Navy and since always worked in the marine and yachting industry, and Bülent Görgün, aka Baron, who runs



Xc 45 'Xenia' in one of the many Turkish bays

PHOTO: COURTESY OF SY XENIA, XC45 MKII

the Marmaris Technical Centre and is a former Olympic sailor and team trainer. It is hugely beneficial having someone who is both a skilled sailor and technician. Regardless of whether he is 68 years old with over half a century sailing career, Baron is still out there racing with the youngsters, giving them a run for their money.

Why Marmaris?

With so many wonderful spots on the Turkish coast, it did take some research to come to our decision but we concluded that Marmaris is the most ideally located. Firstly, it is only a maximum of two hours drive away from eleven highly acclaimed international marinas, both East and West from our base. Secondly, Marmaris offers a luxury and attractive environment, perfectly complementing X-Yachts superior qualities. Thirdly, we are able to offer high quality after sales servicing to clients who due to the location, will always be able to easily reach them." There is talk of further growth within X-Yachts Türkiye to make us even more accessible to our clients and



From left to right: Levent Ince (XY Marmaris), Baron (XY Marmaris), Alex Thomson, Mustafa Soyutürk (XY Istanbul) & Ecmel Yorganci



Izmir, a wonderful coastal city further south from Marmaris, offers an ideal setting. Watch this space!" Ecmel has always been keen on involving X-Yachts Türkiye in some of the local sailing events, of which Turkey has many to offer, offering technical support for owners when they are competing.

How do you get involved?

Every year we sponsor Marmaris International Race Week, the largest sailing regatta in Turkey and the source of a lot of hot competition. One of our clients, Andrew Holdsworth and his Xp 38 "eXtreme ways", not only won his class but won the whole regatta last year, ahead of 150 others. It was fantastic to see! We also sponsor Loryma Cup which is a popular event both locally and internationally, with a much more chilled out vibe. At any of these events, we like to offer technical support for our clients to ensure they have the assistance they deserve. However it is not all about regattas. We also offer professional support at other events as well including the

Istanbul Boat Show, where we became the lead sponsors main 'go to' for corporate hospitality. My team and I helped entertain their key clients on an Xp 55, taking them for trips around the Bosphorus with the world renowned skipper, Alex Thompson, on board. As always, we have a stream of plans in the pipeline and we are looking to build a team together for the Admiral's Cup in August 2016. Watch this space!

Why Turkey as a sailing destination?

Turkey over the recent years has become a very popular place to sail. Known for its minimal tidal range, at only 10 - 20cm, warm waters, idyllic vistas and a coastline that drops steeply into the sea just metres from the beach, it offers an ideal location to enjoy a relaxing holiday with the family. Plus to many, an opportunity to sail throughout most of the year. Furthermore the marinas are highly specced, offering shopping malls, restaurants, swimming pools, beauty salons, making every over night stay an enjoyable one." **X**



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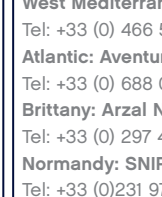
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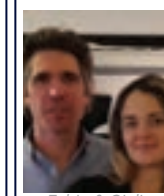
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