



X-YACHTING

NEW IN THE 'PURE X' RANGE

Introduction to the X4⁹ and X4⁶

GOLD CUP 2017 RACE REPORT

Plus an invitation to X-Yachts 40th
Anniversary, Gold Cup 2019

Guest Article

MORE DESIGN INTELLIGENCE

Marc Lichte, Head of Audi Design

PHOTO COMPETITION 2018

Our winners announced.

2018

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NIELS JEPPESEN WELCOMES YOU TO THE 2018 EDITION OF X-YACHTING.

In 2017, we launched the upgraded the Xp range, presented the impressive X6⁵ at Boot in Düsseldorf, exposed the important quality features of all X-Yachts to the public, held our biannual Gold Cup 2017 in Skovshoved Harbor and have been planning at the same time how to run the next Gold Cup in 2019. About which you can read more in this edition of the magazine.

For X-Yachts, 2019 will be a very special year, since we are celebrating our 40 years anniversary. You can look forward to the next edition of X-Yachting Magazine, because it will be an anniversary edition creating an overview of all high-lights and X-Yachts that were designed and produced throughout half a century.

In this edition of the magazine, we are introducing you to our new X4⁹ launched and rigged for the first time in January 2018 and sent directly to the boat show in Düsseldorf. The X4³ turned out to be one of our most popular models in many years and so it seemed natural to make yet another successor, the X4⁶ which we are also presenting to you on the following pages.

As you can see in our event reports in this magazine, X-Yachts is still among the top positions in the yacht races all over the world.

We look forward to meeting you out there in 2018 and wish you enjoyable reading!

Kind regards
Niels Jeppesen



Founder & CEO

Image: Niels Jeppesen & Ib Kunøe, at the Gold Cup 2017 in Skovshoved.

Events & Results

29. SEPTEMBER - 8. OCTOBER 2017 BARCOLANA 49 TRIESTE

Organized by SVBG (Societe Velica di Barcola Grignano) de Trieste, this race is a unique experience.

Barcolana doesn't use handicap or a rating system, the boats are only classified by length.

Having the chance to sail the X-55 with another 2,101 yachts in the same starting line, is a unique and unforgettable experience.

It is a big challenge to keep the team focused and motivated for the many hours of this 600nm race, however this Adriatic zone is one of the prettiest.

I fully recommend to X-Yachts owners as the X-Yacht is a great boat for such a regatta: fast, stable and very reliable. Comfortable and well equipped for resting in the few times you can in this 4-5 day regatta.

Miguel Gonzalez
X-55 'mardivino'

Results of X-55 'mardivino'
1st MAXI Crucero Class
3rd MAXI General Class.
31st Crossing the finish line (General).

17. - 25. JUNE 2017 KIELER WOCHE

For the ORC Club welcome race – taking place 17th – 18th June, there were 26 registered X-Yachts out of a total entry list of 75.

Among the X's were Walter Watermann in his Xp 44, "X-Day", German ORC Champion 2016 (ORC IDM) and Torsten Bastiansen's X-41 "Sydbank", 3rd in ORC IDM 2016, 2 more X-41's, two Xp 38's and another Xp 44, the popular previous models X-332 and X-362 Sport and a couple of X-35's.

The race course leads to Eckernförde from Kiel-Düsternbrook and back to Kiel Schilksee.

1st place was won by Torsten Bastiansen's X-41 "Sydbank"!



16. NOVEMBER 2017 ARC RALLY

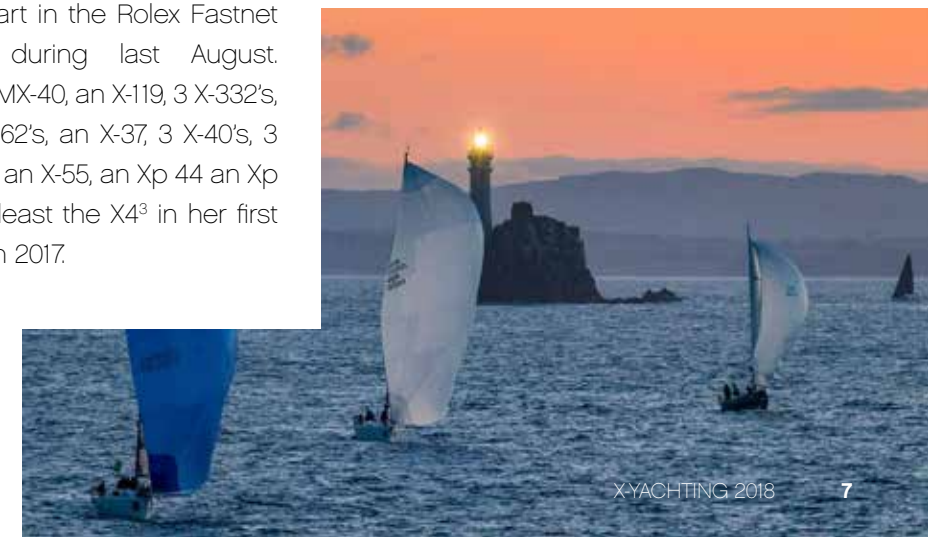
On the 16th of November, X-Yachts held a reception party for the ARC participants. Rocio Gandarias – in Las Palmas for the start of the ARC – was the hostess of the party.

Rocio is a naval architect, a sailing enthusiast and a previous employee in X-Yachts Design; She knows all there is to know about an X-Yacht and has been consulting the sailors with good advice before leaving the harbour of Las Palmas.

The ARC+ 2017 goes via Cape Verdes, and the ARC 2017 from Gran Canaria to St. Lucia.

6. AUGUST 2017 FASTNET

20 X-Yachts from 10 different countries have taken part in the Rolex Fastnet Race 2017 during last August. Counting an IMX-40, an X-119, 3 X-332's, an X-34, 2 X-362's, an X-37, 3 X-40's, 3 X-41's, an X-46, an X-55, an Xp 44 an Xp 50 - and not least the X4³ in her first racing season 2017.



1. - 3. JUNE 2017 151 MIGLIA

Out of 123 entries in the ORC race, two X-41's took the overall 1st and 2nd places.

1st place went to "Lisa" owned by Di Vincenzo Giovanni and the 2nd place to "WB Five", owned by Bassetti Gianclaudio.





28. OCTOBER - 3. NOVEMBER 2017

MIRW

18th trophy won by the Xp 38 "Extreme Ways" at her 3rd participation to MIRW. Following her overall 1st position at the ORC North Aegean Cup in Porto Carras, Greece.

The international event, organised by Marmaris International Yacht Club (MIYC), brought together 114 competing boats from 13 different countries.

The Xp 38 "Extreme Ways", skippered by Andrew J. Holdsworth, the overall winner of both regattas that she participated in 2014 and 2016, once again finished the week in the 1st place overall, dominating the race among highly competitive and ambitious opponents like in previous

years, and bringing the number of trophies they won to a total of 18 in just three years.

With an incredible score of 1st place in 4 of the 7 races run and 2nd in all the rest, the multi-national, young, but now more experienced crew of "Extreme Ways" successfully fought back the unpredictable wind and sea conditions of Marmaris.

"Extreme Ways" was again co-sponsored by the exclusive distributor of X-Yachts in Turkey who provided technical and logistical support and assistance through their Certified X-Yachts Technical Service Centre based in Marmaris.

21. - 28. OCTOBER 2017 MIDDLE SEA RACE

Another Rolex Middle Sea Race is over and this year turned out to be particularly tough especially on the northern Sicilian coast with the yachts facing 35 – 40 knots of Mistral on the nose with very confused and rough seas.

'Xp-act' skippered by Timmy Camilleri and Josef Schultheis were well prepared and managed to get through those tough 24 hours in good shape to then have an exhilarating run home to finish 2nd in Class in both IRC and ORC and 5th overall in IRC!



29. APRIL - 1. MAY 2017 MAIOR OFFSHORE REGATTA

The Maior Offshore Regatta annually takes place in the beginning of May in Strande Bay in Germany. X-Yachts was represented – and winning – in the ORC1, 2 and 3 classes.

Torsten Bastiansen from X-Yachts ended up with three 1st and four 2nd places in his X-41, securing him and his crew an overall winner status in the ORC2 class.

With his Xp 44, Owner Walter Watermann with his helmsman Max Gurgel and crew took 4 1st places thus becoming the overall winner of the ORC1 class.

From Denmark, Michael Møllmann and crew were the overall winners of ORC3, the largest ORC group with 20 participants, in his X-37.



30. JUNE - 8. JULY 2017 ORC WORLDS

ORC OVERALL RESULTS:

1° X-41 "Lisa" - Class Results: 1° ORC1
2° X-41 "WB Five" - Class Results: 2° ORC1
6° X-46 "Canapiglia" - Class Results: 1° ORC0
10° Xp44 "Roccabella" - Class Results: 2° ORC0

2017 SEASON USA RESULTS

The Xp 44's racing performance in New England is nothing short of exceptional. Both Warrior Won and Lucy Georgina placed 1 and 2, respectively, in the ORC division in the Marblehead to Halifax Race. Lucy Georgina was also second in line honors in the Marion to Bermuda Race.

Warrior Won had a stellar debut in 2016 and as a result won first place in the New England Offshore Championship. Some of her highlights are:

1st - Newport to Bermuda Race. St. David's Lighthouse Trophy

1st - Stamford - Block Island Race
1st - Round Long Island Race
1st in Class - Stamford-Vineyard Race
1st - Marblehead to Halifax Race 2015

In the Mid Atlantic the Xp 44's had great success as well. Rival posted some terrific wins:

1st - Annapolis to Bermuda Race with Line Honors
1st - Annapolis Labor Day Regatta
1st - EYC Boomerang Regatta
1st - St. Mary's Governor Cup
1st - NASS Race to Oxford





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Customer Satisfaction

Since 2013, all new X-Yachts owners were asked whether they were satisfied with the service they received during the purchase process of their X-Yachts.

The answer is unambiguous; over 4 years, there has been an average score to this question of 8.9 with the highest score of 10.

The clear and simple question was "How likely is it that you would recommend a friend to buy an X-Yacht?"

The process of buying a new boat is relatively long: From awakening of interest through marketing and sales efforts, to reading all relevant material and going over price lists, consulting with X-Yachts experts. And then into the second phase where the customer makes a final decision to buy. Then into the third phase with the configuration of the boat which requires assistance from experienced sales crew – and finally the boat enters into the fourth phase – the building phase.

For some customers, this can be a long period of patiently waiting. During this time, the customer receives photos from the production, enabling him to see the current process: And when he has questions to the staff, they will always find time for a telephone conversation or even a meeting.

When the boat is finished, all relevant documents are made ready, the boat is getting finally prepared to sail, and will be handed over to the customer.

Throughout this phase, the customer is therefore offered a well-founded basis for an answer to the question "How likely is it that you would recommend a friend to buy an X-Yacht?"

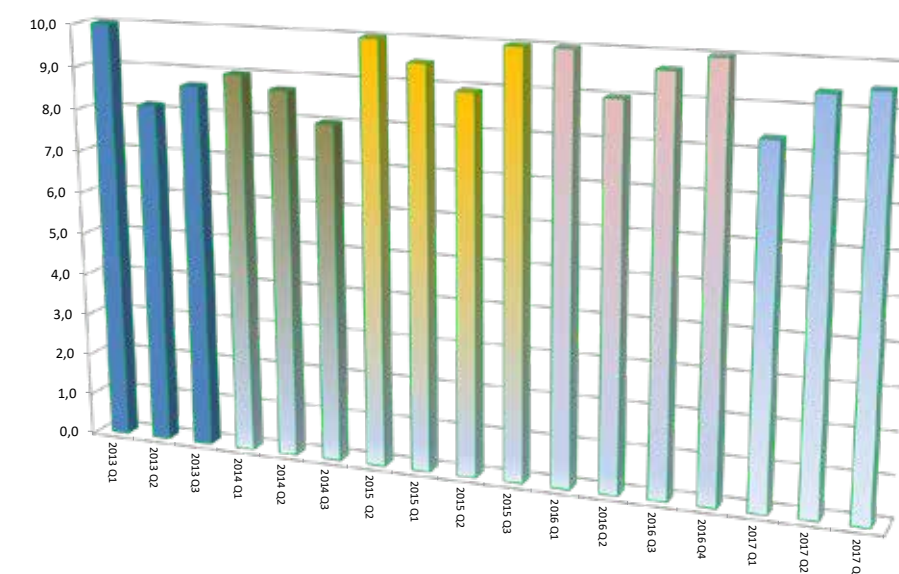
During the past 5 years, X-Yachts has averagely built 100 boats a year – from 33 feet till 63 feet.

CUSTOMERS TESTIMONIAL

"We have sailed/delivered quite a few new- and used yachts for X-Yachts between the Xc 38 and the X6⁵ and we have learned the organisation to pay a tremendous amount of attention to detail and the staff to be greatly committed to customer satisfaction. Their yachts are incredibly well-built and designed utilising cutting edge technologies and Danish smartness. Being more expensive than cruiser racers of the same size every penny ends up in more added value, in terms of quality, performance and comfort. If you cannot enjoy an X-yacht, what can you enjoy?" - Erick Veldhuis

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COMPLETE
RUNNING RIGGING
FOR

X-Yachts
WORLD CLASS SINCE 1979



SUPERB SAILING PLEASURE

A yacht which delivers **Superb Sailing Pleasure** is a yacht which sails well in a variety of wind conditions and sea states, offers luxurious comfort, is safe and reliable and provides pure enjoyment when at sea.

Every detail of an X-Yacht, from the hull lines through to the world-class craftsmanship, stem from this idea.

The difference between X-Yachts and other yacht builders come from how the yachts are designed, built and specified technically. Production cost is not the main priority at X-Yachts, instead features and equipment are chosen, no matter the cost, to ensure all models excel in key areas.

Safety | Sea Keeping | Performance | Build Quality | Luxury

X-Yachts Qualities

SAFETY

The safety of you, your family and your crew is by far the most important thing at sea. It doesn't matter if you are racing at top regattas or cruising around the world with a young family; you want to be absolutely sure you are in the safest possible yacht.

X-Yachts' years of experience, combined with exceptional build quality and some cleverly thought out features ensure you will be as safe as possible on board.



WATERTIGHT ANCHOR LOCKER

A watertight bulkhead separates the anchor locker / sail compartment from the interior living accommodation for safety and reassurance in the event of a collision.



TRAVELLER POSITION

If you're cruising, especially with young children the mainsheet and traveller can be dangerous on board. On our Xc range we have moved the traveller to forward of the sprayhood and on some models there is an option for a mainsheet arch to keep the cockpit area as clear and safe as possible.



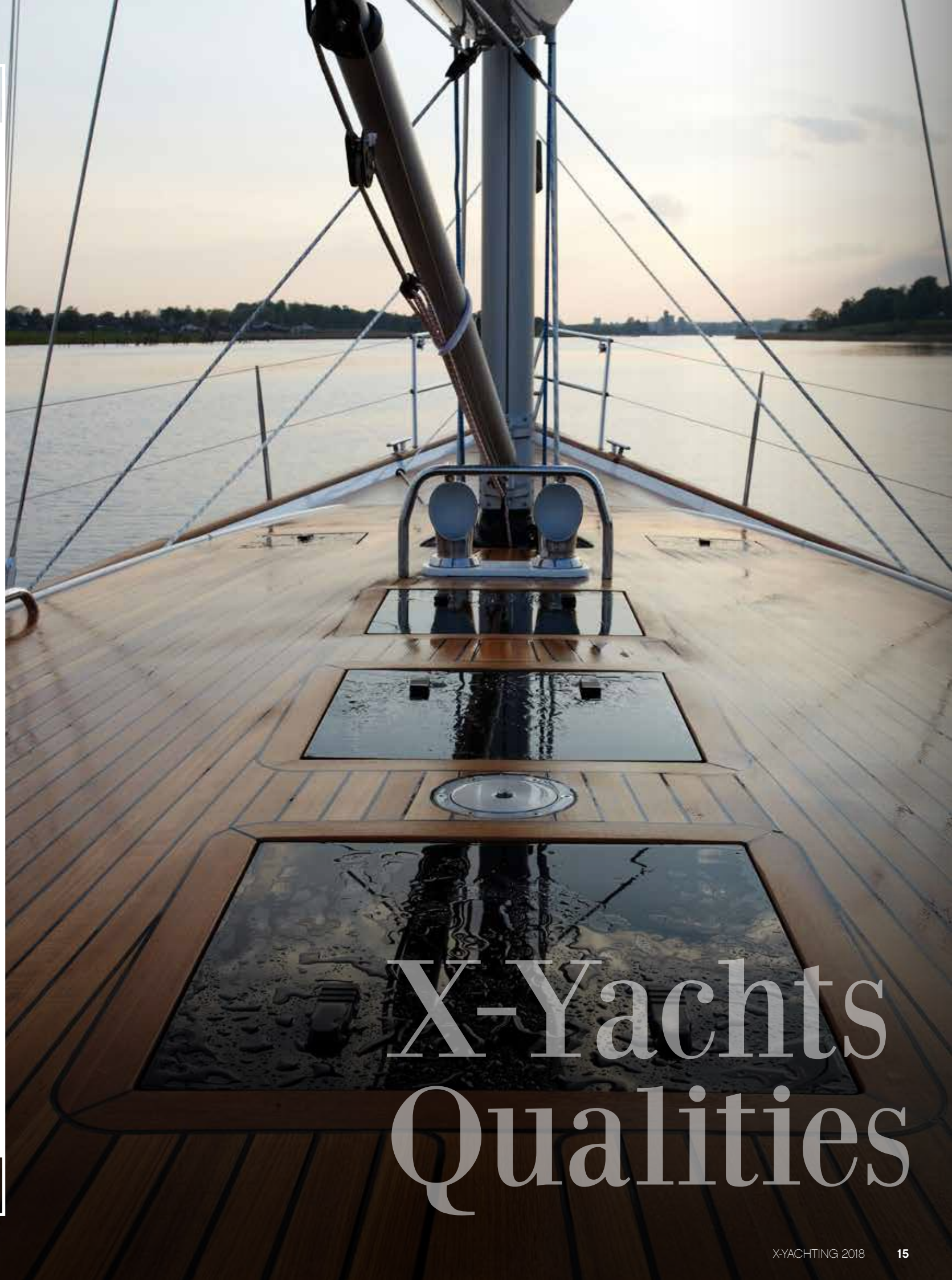
LIFERAFT POSITION

On many of X-Yachts' models, dedicated liferaft lockers can be found in the cockpit floor, making access easy even in extreme conditions. Models without dedicated stowage have well sized cockpit lockers which can be used to store liferafts and other safety equipment.



CLEAR DECKS

With all furling lines and halyards run below deck and the flush deck hatches, not only do X-Yachts look sleek and smart they provide a clean safe working environment when at sea by reducing trip hazards and places where sheets can catch.



X-Yachts Qualities

ATTENTION TO DETAIL

It's the small things that make a big difference to life at sea. Everything on board your X-Yacht has been cleverly thought out to maximize your safety and comfort.



HANDRAILS

Many modern yachts that have opted for a clean, minimal interior often lack good handholds for when at sea. As X-Yachts are designed for sailing not just staying in the harbour we have included strategically placed handholds around the boat that are also which also fit perfectly with the stylish interiors.

FOOT CHOCKS

To ensure you feel safe and secure when moving around the cockpit at sea or helming we have many ergonomically designed foot chocks well positioned around the boat.



BOW SPRIT

A range of bowsprit options are available for both the Xp, X and Xc range in order to ensure flying an asymmetric spinnaker is efficient and easy in light, medium and heavy winds.



PRACTICAL GALLEY LAYOUT

The galley on an X-Yacht is designed to be as practical as possible to use whilst at sea as well as in the marina. U and L-Shaped galleys offer a way to brace yourself whilst heeled and there are good hand rails around the gimballed oven.



DECK EQUIPMENT

Deck equipment is not only well specified, to ensure it is reliable and safe, but all the lines are lead to exactly where they need to be. Furler and traveller control lines are lead back to winches, and barber haulers are fitted where needed.

GEL-COAT

Above the water line X-Yachts use a UV resistant gel coat to ensure darker hull won't fade over time. Below the waterline we use a clear gelcoat. This allows the builders to closely inspect the hull and ensure a perfect vacuum infusion.



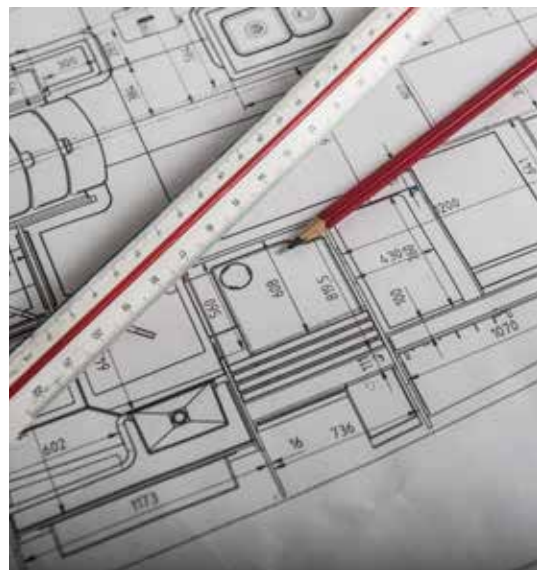
RODRIGGING & TURNBUCKLES

Rod rigging is fitted as standard to all X-Yachts & is oversized to reduce stretch. X-Yachts uses racing turnbuckles which are much easier to adjust than the traditional type and look sleek & stylish.

INTEGRATED WATERLINES

The famous 3 waterline stripes that have featured on X-Yachts right from day one are integrated into the gelcoat rather than being painted on, ensuring they don't wear out and look tired.



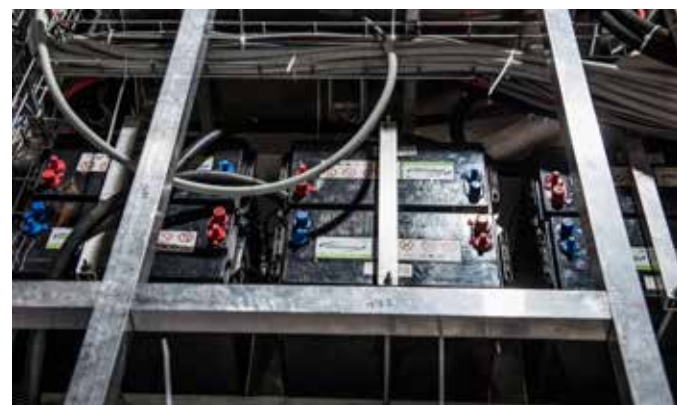


PRECISE TOLERANCES

X-Yachts are designed in great detail before construction even starts. All mouldings are CNC'd using very accurate computer controlled machinery, consequently X-Yachts are built to very precise tolerances which are checked at every stage of the build process.

OVERSIZED BATTERY BANKS

Battery banks on X-Yachts are oversized to last longer than required and provide longer autonomous range. X-Yachts uses AGM batteries for improved reliability, faster charging and they are less prone to sulfation. Lithium-ion batteries are also available as an upgrade on most yachts.



HIGH QUALITY CABLING

X-Yachts uses 'tinned' copper wire, especially in locations that are almost impossible to reach once the boat is built. Although more expensive, this greatly enhances the expected life span of the wiring, eliminating possible future malfunctions.



SYSTEM ACCESS

System installations are fully modelled early in the design process to ensure good access to systems without compromising interior space. Having access to all the systems will allow you or your crew to work quickly and efficiently.



ENGINEERING INSTALLATIONS

X-Yachts are designed for extensive sailing, whether blue water cruising or regatta racing you need to be sure that all the systems on board are reliable.

Our team of engineers, with over 30 years experience, fit all the systems from engines, generators, and air conditioning systems in house ensuring it is all fitted and installed to the highest standards.





SUPERIOR GALLEY FACILITIES

Cooking and entertaining guests on board should be enjoyable.

The galley facilities on board are designed to make this as easy as possible whether passage making at sea or at anchor in a beautiful location.

With front opening fridges, integrated coffee machines, and top of range options for dishwashers, boiling water taps and much more time in the galley will be a pleasurable experience.



CABIN LIGHTING

The beautiful interior light fittings are handmade by 'Cabin of Denmark' who manufacture the finest yacht lighting. LED ambient lighting that can be fitted around the headlining and flooring creates the perfect low level lighting.



SUPERIOR FIXTURES & FITTINGS

The stainless steel fixtures and fittings throughout the yachts are designed to be functional and withstand a life a sea while being beautifully designed. With custom options available it is also possible to create a stunning modern look to any interior.



HIGH END ENTERTAINMENT

The TV and audio system options on board include ranges from luxury, state of the art suppliers such as Bang & Olufsen and Bose.



FINISHING TOUCHES

Whether it's a set of timeless Gorge Jensen clocks and Barometers or Dedon directors chairs the little touches make all the difference.



BATHING PLATFORMS

Most models come with or have optional bathing platforms which can be lowered to create a teak-topped swim platform complete with integrated bathing ladders.

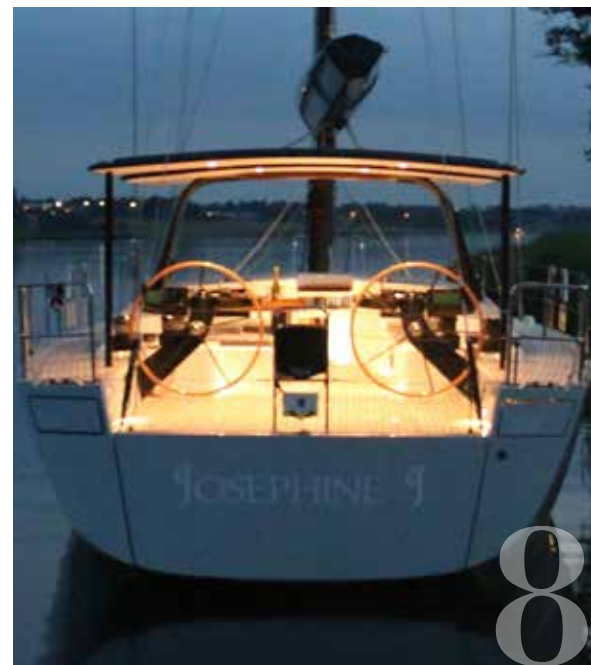
OUTSIDE SPACE

It's not only X-Yachts' interiors that have been designed to create a luxurious living space, the outside areas are equally important.

COCKPIT TABLES

The cockpit furniture throughout the range is designed to benefit your style of sailing. X-Yachts offer a range of cockpit table from fixed tables with integrated navigation electronics, to removable tables ideal for racing yachts.





CUSTOMISATION

Your yacht should be as unique as you and the small details make all the difference.

X-Yachts provide a choice of interior furnishings and fabric options and can further advise on bespoke options to create an interior style that can be completely customised to truly reflect you.

From carbon fibre doors and table pedestals to a traditional dark wood finish X-Yachts make your yacht what you want.

1

Bespoke fixtures and fittings such as Dornbracht 'Tara' wall-mounted mixer taps make an impressive statement.

3

Bespoke carbon fibre interior doors, finished in clear-coat, with matching door handles.

2

Joinery units can be customised to perfectly fit chosen crockery, ensuring secure and safe storage.

4

Fabric and material choices are not limited to cushions and seating in the saloon, freeboard panelling and worktops are just examples of other areas of customisation.

5

Brushed stainless steel work top in the galley. Inspired by commercial kitchens, stainless steel work tops offer a high-quality, durable and hygienic alternative to the standard corian.

7

Bang & Olufsen 'Beolab 3' loudspeakers deliver an outstanding sound experience.

6

Custom specified 'Rubinetteria Quaranta' mixer tap in the galley of an Xp 55.

8

Bespoke carbon fibre hard-top bimini with integrated lighting and large solar panel array, offers a modern minimalist solution to the X6⁵.

9

Instrument and control layout at the helm stations is highly customisable to fit the owners exacting requirements. Options include MFD chart plotters, furler controls, thruster controls and engine throttles.

10

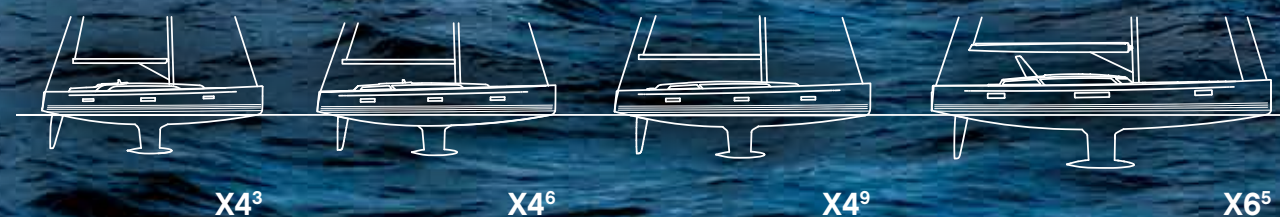
Dedon 'SeaX' folding armchairs are painstakingly engineered and crafted for easy folding. Great for use above and below deck.

Pure X

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

Aimed at the discerning sailor, the X range is designed to meet the demands of sailors who want to enjoy sailing in a wide variety of conditions as well as have all the luxury you would expect from the clean, timeless Danish style, synonymous with X-Yachts.

The first X4³ and X6⁵ were launched in the summer of 2016 and since then have proved to have exceptional sailing abilities as having a spacious airy interior exudes style and luxury whilst also being functionally designed to work either at sea or in harbour.

X4³X4⁶X4⁹X6⁵

Our new range of contemporary performance cruisers.



GRAHAM SNOOK, YACHTING MONTHLY

“One of the best
boats I have
ever sailed

X4³

LUXURY LINES

The new X4³ offers the perfect combination of performance, style and luxury.

The all new X4³ was launched in summer 2016 and has already been nominated for European Yacht of the Year and won Cruising World's 'Best full-Sized Cruiser Under 50ft'.

The yacht has been specified with deck hardware larger than most boats of similar size to effortlessly control the power delivered by her large sail plan and very high stability

Image: Search Magazine

OPTIMAL LUXURY

Over the past two years, interior designers and carpenters have been striving to reach an "expression" for the X6⁵, normally only seen on larger super yachts. The X4³ interior incorporates inspiration from the evolution of this design process.

The galley worktop surface is made in Corian with integrated double stainless steel sinks, a quality mixer faucet, built-in top loading cooling box

(alternatively a freezer), fully gimballed oven and space for additional front opening fridge and coffee machine.

New stylish bookshelves are located behind the nav station and recessed into the bulkhead, separating the owner's and sail cabins, demonstrate exquisite interior detailing and help create a large comfortable owner's berth thanks to an increased hull beam.



OUTDOOR LIVING

The cockpit space on board the X4³ is not only designed to be functional and safe while at sea but has also to create a luxurious outdoor living space. The twin wheels and recessed mainsheet track mean the cockpit area is spacious and uncluttered. The teak cockpit sole and seats come as standard on the X4³.

There is a choice of cockpit tables available including fixed versions with integrated chart plotter and instruments or a removable, easily stowable version. Both offer plenty of space for al-fresco dining.

The optional fold down swimming platform creates a perfect area for relaxing as well as easy access from the water or dinghy. A deck shower is fitted as standard.

The high back rests not only offer protection while at sea but also create a comfy seating area, especially with the addition of the fitted cockpit cushions.

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 winches.

Under the cockpit, 2 cockpit lockers and 2 very deep lazarette lockers are very accessible and practical areas to store your liferaft, fenders, dinghy and much more.



LAYOUT OPTIONS

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.

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

The standard three cabin layout offers an aft facing nav station and can be completed with an optional end-suite in the Owner's cabin.

Alternatively, a two cabin version is available featuring a forward facing nav station and a large lazarette locker.



Standard Layout



Optional Layout 2



Optional Layout 1



Optional Layout 3



X4³ Dimensions

Overall Length	13.09 m	42.94 ft
Hull Length	12.50 m	41 ft
LWL	11.31 m	37.1 ft
Beam	3.95 m	13 ft
Standard draft	2.20 m	7.2 ft
Shallow draft	1.85 m	6.1 ft
Deep draft (T-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 m ²	581.3 ft ²
88% Self-tacking Jib	36 m ²	387.5 ft ²
106% Overlapping Genoa	43 m ²	462.3 ft ²
Asymmetric spinnaker	154 m ²	1,657.6 ft ²



X4⁶

NEXT IN LINE...

The all new X4⁶ is a hybrid between the X4³ and the X4⁹, sitting exactly in the middle.

In November the X-Yachts product committee which consists of; the last years 4 most successful importers, X-Yachts main shareholder Ib Kunøe, sales director Flemming Ancher and founder, principal designer and CEO, Niels Jeppesen, met to discuss the nearest future as well as discuss long term product strategy plan. The meeting resulted in an easy decision, namely to expand the new "Pure X" range and fill the gap between the successful models, the X4³ and the X4⁹.

By selling almost 75 units within the first 15 months of it's project life, the X4³ surpassed sales predictions by more than 100%. X4⁹, announced to the market early July, has sold a remarkable number of more than 10 units, before the World debut at Düsseldorf Boat Show in January 2018.

Now, the X4⁶ is under full development and will hit the water in time for a serious testing process during the summer.

As her siblings, the core X-Yachts qualities comes standard in the X4⁶.



LIGHT, STRONG AND STIFF

X-Yachts started in 2007 to infuse hulls for performance yachts utilising epoxy by the introduction of the 65 ft X-65. Epoxy construction save important weight and it maximise strength and stiffness. In the pure X range all saved weight is used to increase the yachts stability enabling the crew to have a more relaxed time and to feel more safe and comfortable. The fact, that the hulls are cured, baked at high temperatures for almost 24 hours, not only optimise the hull material properties but also minimises the risk of the darker coloured hull surfaces to suddenly start posturing, losing the surface finish.

Today, X-Yachts and Nautor's Swan are the only two series production yacht builders, which goes the full

length building hulls in vacuum infused technology utilising the use of epoxy. Epoxy is the strongest "Matrix", (glue) which is used to consolidate the fibres between themselves and towards the core material.

CONSTRUCTION

A vacuum infused epoxy full sandwich hull, steel hull / keel girder, steel and lead keel with a heavy lead bulb with moderate draft. There is both a shallow and a deep draft option available.

MAST & RIG

An efficient sail plan with the discontinued rod rigging, tapered double spreader mast from a respected supplier, and a deck lay out, which both satisfies the demanding cruiser and also will appeal to the

crew, who want to take the X4⁶ onto a race course occasionally.

DECK LAY OUT

The standard deck lay out comes with; 4 winches, two halyards, selftacker sheet and control line winches next to the entrance, and two main sheet winches aft of the cockpit's backrest coamings within reach of the helmsman. The deck recessed Genoa self-tacker track is for a 88% jib.

There is an option for coach roof top fitted longitudinal Genoa tracks and two dedicated Genoa sheet winches on top of the cockpits backrest coamings, enabling the Genoa size to go up to 106% for improved light wind performance.





LAYOUT OPTIONS

In the standard version there are 3 double cabins. Both aft cabins can be supplied with X-Yachts free board hung pipe berths.

The owners cabin has an ensuite head compartment with adjacent shower unit as standard.

Standard layout features a forward facing navigation station with full length sofa.

SAILING THE NEW X4⁶

A hull with powerful lines, a precision moulded composite T keel with a heavy bulb of lead giving a high degree of stability, enables the X4⁶ to sail fast and point high to the wind.

The 64 m² mainsail, and the 41 m² selftacking Genoa, brings X4⁶ to its maximum upwind speed of 7 knots already in 12 knots true wind according to the Wolfssons VPP programme.



Standard Layout

INTERIOR CONCEPTS

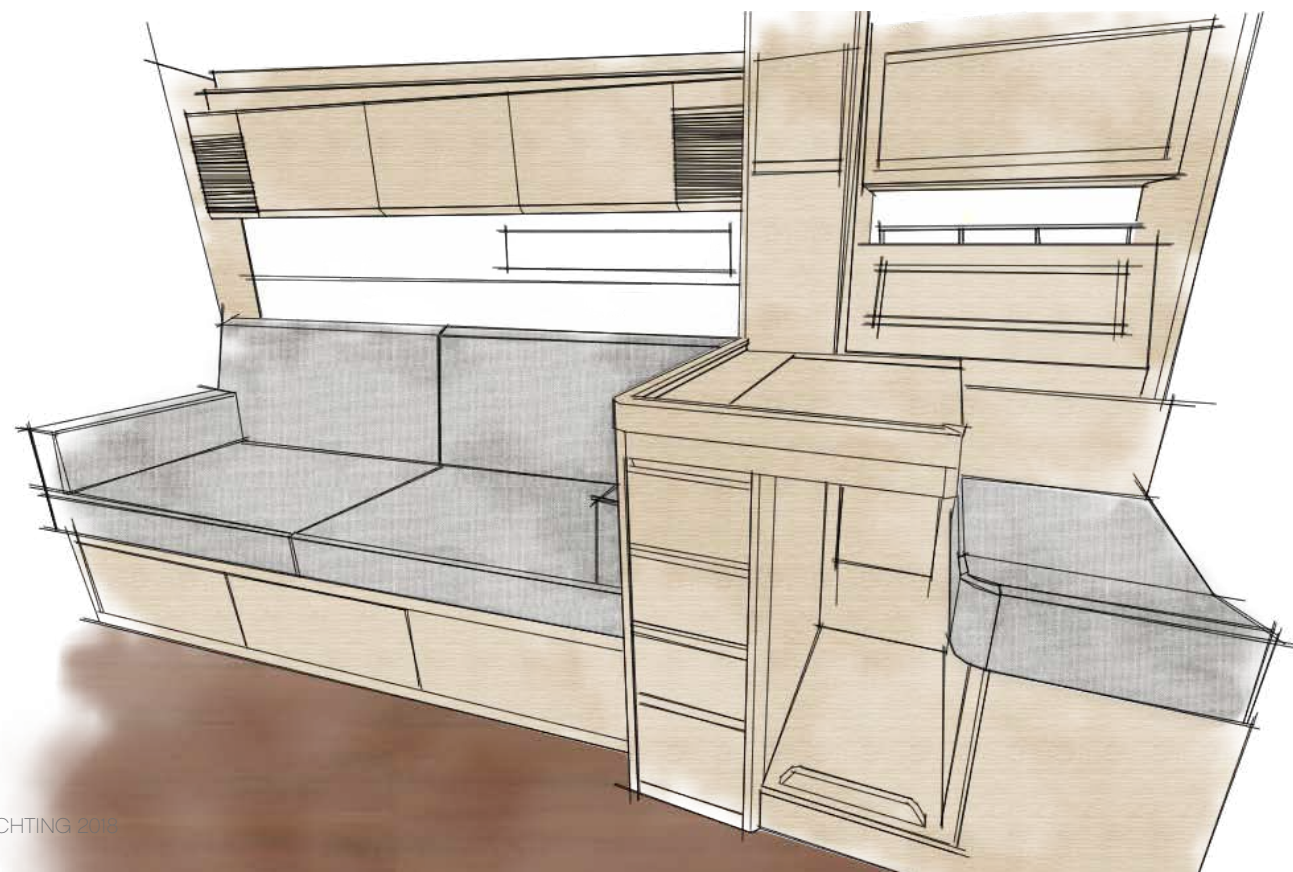
CRAFTMANSHIP

Once again, the interior design will be a Danish quality interior and the carpentry at its very best. The craftsmanship and detailing will be of a very high standard, being both traditional but with a modern appearance. The wooden veneer will be Nordic Oak as standard, with other options on offer.

There will be plenty of natural light and ventilation throughout the entire accommodation.

TECHNICAL

The X4⁶ comes standard with a 57 HP Yanmar diesel commonrail engine, 4 cylinders, a 2 blade folding propeller on an S-drive installation. The engine is mounted onto special rubber engine antivibrant shock absorbers to minimise vibrations, and the engine compartment is foreseen with HQ engine sound reduction insulation to minimise noise.



X4⁶ Dimensions (Preliminary)

LOA incl optional bowsprit	14.08 m	46.2 ft
LOA incl std anchor roller	13.92 m	45.7 ft
Hull Length	13.50 m	44.3 ft
LWL	12.33 m	40.5 ft
Beam	4.27 m	14 ft
Standard draft	2.30 m	7.6 ft
Shallow draft	TBC	TBC
Deep draft (T-keel)	2.50 m	8.2 ft
Ballast (standard)	4,500 kg	9,921 lbs
Displacement (light)	10,900 kg	24,030 lbs

ENGINE/TANKS

Engine diesel	41.9 kW	57 hp
Fuel tank	280 Ltr	74 Gal (US)
Water tank	360 Ltr	95 Gal (US)
Additional water tank	100 Ltr	26.5 Gal (US)

SAIL AREAS

P = 18.3 m, E = 6.15 m, IG = 18.6, ISP = 20.1 m, J = 5.12 m

Mainsail (aluminium mast)	66 m ²	710.4 ft ²
88% selftacking Genoa	41.5 m ²	446.7 ft ²
106% Overlapping Genoa	50 m ²	538.2 ft ²
Asymmetric spinnaker	170 m ²	1829.9 ft ²

X4⁹

NEW FOR 2018

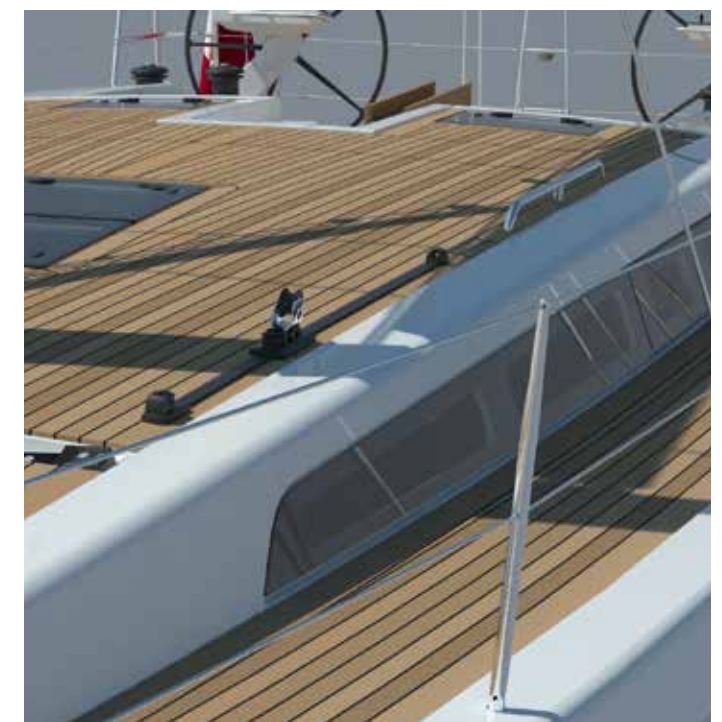
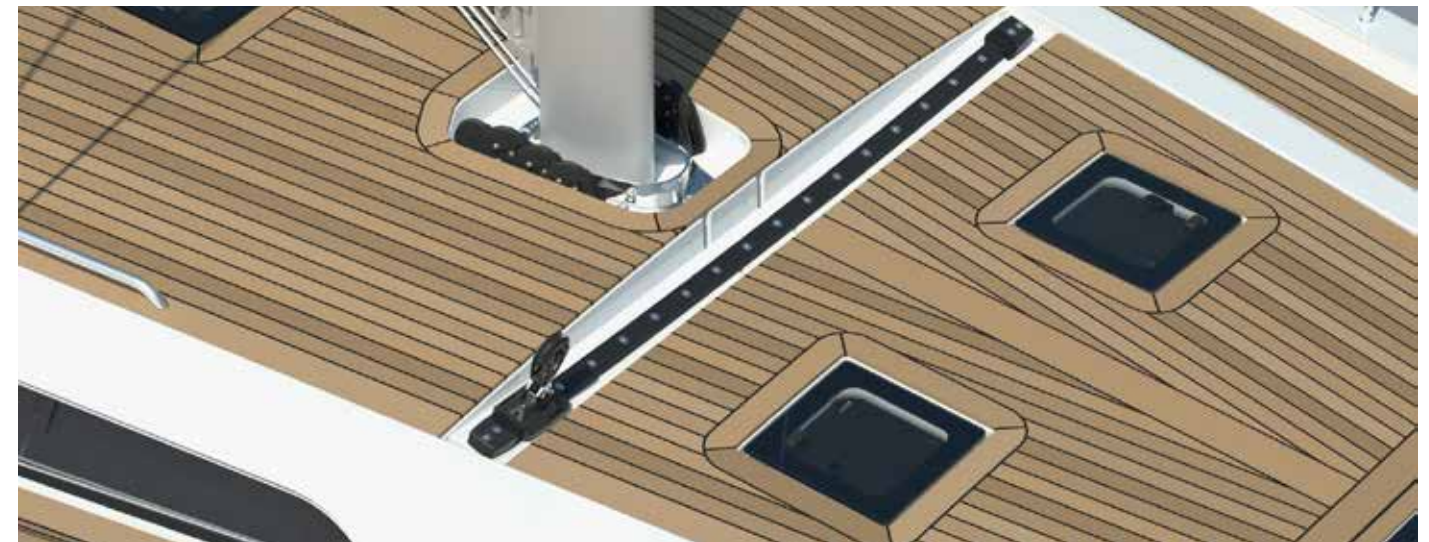
Following on from the success of the X4³ and the X6⁵, X-Yachts proudly launch the all new X4⁹ at Boot Düsseldorf in January 2018

The X range displays a true embodiment of the key features, which sets X-Yachts apart from the competition.

Truthfully following the passions X-Yachts has always adhered to, designing and producing yachts which deliver **Superb Sailing Pleasure**.

The new X4⁹ offers a wealth of features which enables the crew easy handling in all conditions.

Whether doing family sailing trips, long distance blue water cruising or competitive sailing the X4⁹ offers the best combination of everything X-Yachts has developed over the years.





SPACIOUS LIVING

As you step below deck you will notice the spacious entrance with laminated raw teak steps, to prevent slipping, and elegant laminated teak handrails.

THE SALOON

The main saloon features a U shaped sofa to port with options for either a pouffe or a pair of X-Yachts 'Design 1999' chairs.

The table is a beautifully crafted piece of veneered furniture, including a laminated edging.

The hull portlights, along with the 2 large deck hatches allow for plenty of light for a spacious and airy environment.

THE GALLEY

The Galley comes as standard with large double pull-out bins, full pull-out drawers, top loaded fridge with gas strut, double sink, space for additional front loaded fridge, 3 burner gimbaled Eno oven, space for optional Nespresso coffee machine, space for optional microwave oven and plenty of storage space for cooking utensils, food, crockery and cutlery.



NAV STATION

The forward facing chart table version has space for an optional 9" chart plotter and additional communication & sailing instruments behind the top hinged doors.

From 2019 the X4⁹ will be offered in an aft facing chart table version, which includes a separate shower adjacent to the aft head compartment.

OWNER'S CABIN

The owner's cabin is large, spacious and bright. To starboard a large double wardrobe with shelves and drawers as well as ample space for hangers.

The large centre berth, has storage below accessible via two large gas strut supported top lids. Below are two large drawers.



WHAT DEFINES PURE X?

The exciting and fast growing pure 'X' range all share the same framework to deliver **Superb Sailing Pleasure** namely:

- A stiff/strong hull built in epoxy, infused and oven baked.
- Powerful and efficient hull and appendage design.
- Light ends, central located tanks and batteries, minimizing moments of inertia in waves.
- Steel hull girder ensuring the safest and most durable keel attachment.
- High stability due to low centre of gravity, heavy keel lead bulb, lower position of tanks (below floor boards).
- Perfection of appendages shapes (encapsulated keel template).
- Minimal drag (all hull fittings recessed, folding propeller standard, optional antifouling spray applied).
- Keel stepped mast, hydraulic backstay and 3 spreaders for minimum windage and maximum rig control.
- Discontinued rod rigging, (minimizing windage and stretch).



LAYOUT OPTIONS

The X4⁹ welcomes you with lots of new ideas, light and ventilation. There are a number of layout options available, all beautifully presented in a modern and internationally recognisable Danish style and quality.

The port aft cabin, slightly larger than starboard aft cabin, is offered as standard with a large double berth.

It is also available with either standard twin berths or twin berths with the ability of converting into a large double berth using a cushion which fits in the space between.

There is an option for an additional shower in the aft heads when the backwards facing chart table is chosen.



X4⁹ Dimensions (Preliminary)

LOA incl optional bowsprit	15.08 m	49.47 ft
Hull Length	14.50 m	47.57 ft
LWL	13.25 m	43.5 ft
Beam	4.49 m	14.73 ft
Standard draft	2.40 m	7.87 ft
Shallow draft	TBC	TBC
Deep draft (T-keel)	2.71 m	8.89 ft
Ballast (standard)	5,450 kg	12,015 lbs
Displacement (light)	12,900 kg	28,440 lbs

ENGINE/TANKS

Engine diesel	42.5 kW	57hp
Fuel tank	300 Ltr	52.83 Gal (US)
Water tank	310 Ltr	85.85 Gal (US)
Additional tank (fuel or water)	85 Ltr	81.9 Gal (US)

SAIL AREAS

P = 19.00 m, E = 6.60 m, IG = 19.76, ISP = 21.07 m, J = 5.45 m		
Mainsail (aluminium mast)	72.2 m ²	777 ft ²
88% selftacking Genoa	48.1 m ²	518 ft ²
106% Overlapping Genoa	57.2 m ²	616 ft ²
Asymmetric spinnaker	230 m ²	2475 ft ²



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- // Sprayhood fitted to prevent spray inhalation
- // Pylon™ 360 lifejacket light included
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- // 5 year warranty on product registration



Zeus³



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The Zeus³ is a complete chartplotter navigation system for blue water cruisers and regatta racers. The ultra-bright, wide-angle SolarMax HD IPS display combines all-weather touchscreen technology with rotary dial and keypad controls.

Easy to use dedicated, race-proven sailing features including SailSteer, Laylines, and RacePanel. Connect with online services and mobile devices using built-in Wi-Fi, and integrate seamlessly with a wide range of instruments and accessories for greater safety, performance, and enjoyment on the water.

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- NMEA 2000®
- WIRELESS
- IPX7 WATERPROOF
- 2 YEAR WARRANTY

SIZES AVAILABLE

- 7"
- 9"
- 12"
- 16"



www.bandg.com





X6⁵

STATE-OF-THE-ART

The X6⁵ is sure to turn heads wherever she goes.

The X6⁵ was the first model in the new X range. 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 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 X6⁵ 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.



RICHARD LANGDON, YACHTING WORLD

“I have never walked into a boat before and fallen straight in love with it like this



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.



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.



OWNER CABIN HEADS

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





OUTDOOR LIVING

The cockpit area can be customised to your needs, offering a table with adjustable legs, which can be lowered to either coffee table height or to support a large sun bathing area as standard. Optional cockpit cushions are held in place with fitted aluminium sections holding each cushions boltrope. Optional cockpit fridge is located in the aft part of the port side cockpit U-sofa arrangement.



The problem with conventional “top-down” furlers starts at the top.

THE TOP DOESN'T START.

THE REFLEX™ FURLING SYSTEM IS HERE TO CHANGE THAT.

If an asymmetrical or code-style sail is to furl evenly and completely, the head swivel at the top of the rig must feel the torque from the furling drum way down on the deck and reflexively begin to turn. This is not an easy design challenge, and the reason most current units perform unevenly. Top-to-bottom, the Reflex system works to transfer torque to the top—where beautiful furls begin.

Photo © Ed Kukla / Starboard Films



REFLEX DRIVE UNIT: Powerful large diameter drive sheave. Unique quick-release design lets one unit furl all your kites.



REFLEX HEAD SWIVEL: Responsive new geometry starts winding sail immediately when you pull the furling line.



REFLEX TORSION CABLE: Polyester core inside tightly woven stainless. Transfers torque to the head swivel 2x better than anything we've tested.

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www.harken.com/Reflex

CUSTOMISATION

The X6⁵ 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 hydraulic Reckmann headstay furler that comes as standard.



Standard layout



Optional layout 2



Optional layout 1



Optional layout 3



X6⁵ Dimensions

LOA (including anchor roller)	20.10 m	66 ft
Hull Length	19.19 m	63.1 ft
LWL	17.85 m	58.6 ft
Beam	5.40 m	17.8 ft
Standard draft	3.0 m	9.8 ft
Shallow draft	2.6 m	8.5 ft
Deep draft (T-keel)	3.4 m	11.2 ft
Displacement (light)	29,500 kg	65,030 lbs

ENGINE/TANKS

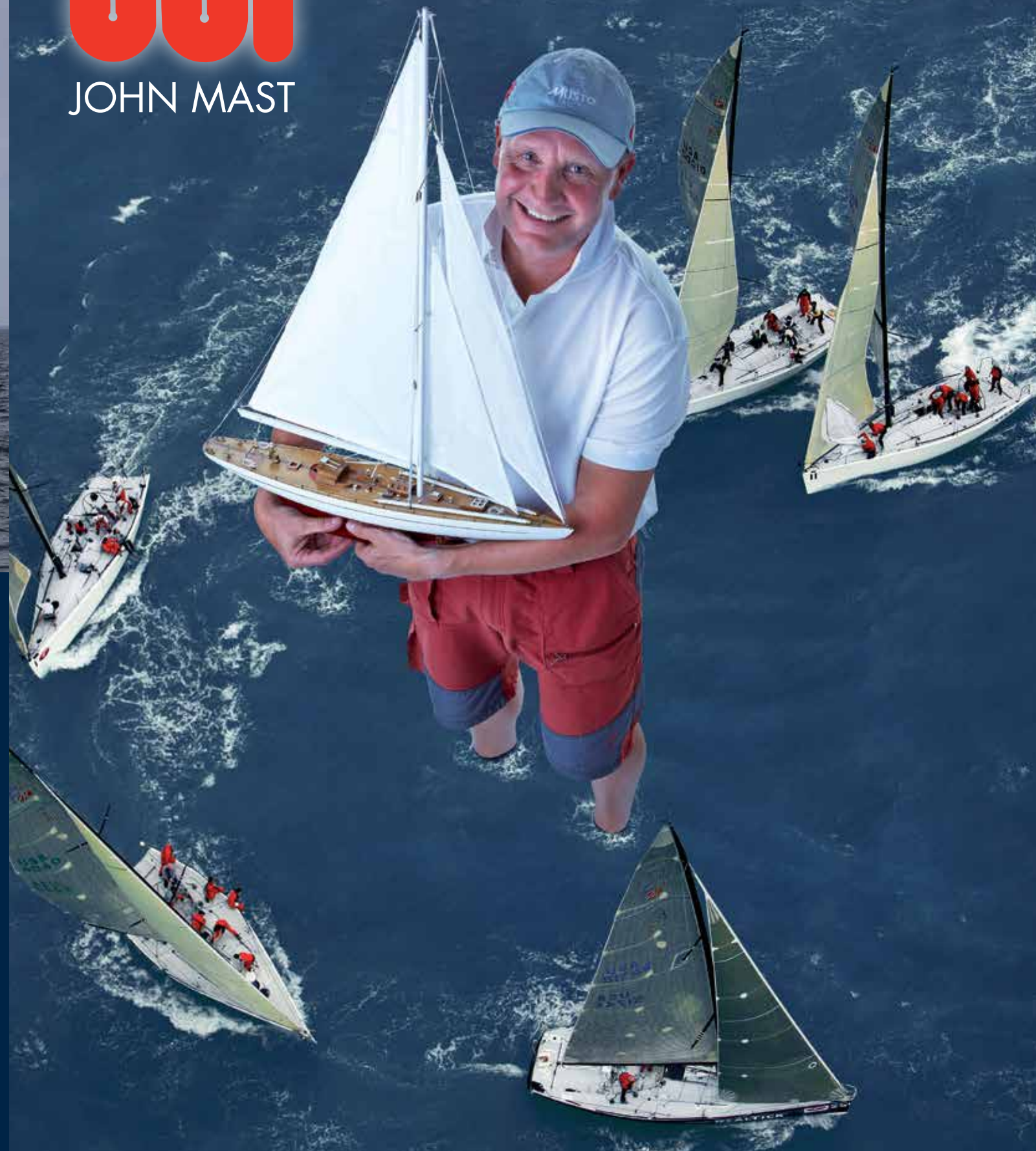
Engine (standard)	119 kW	160 HP
Fuel tank	1,200 Ltr	317 Gal (US)
Water tank	1,000 Ltr	264 Gal (US)

SAIL AREAS

Mainsail	128 m ²	1,378 ft ²
106% Genoa	91 m ²	980 ft ²
Asymmetric spinnaker	280 m ²	3,014 ft ²



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Dreamy Conditions



From July 12th to 15th 400 sailors were once again gathered at the traditional X-Yachts Gold Cup to race and share the common passion for sailing in the X-Yachts. For the fourth time in a row the Royal Danish Yacht Club hosted the Gold Cup – this year in charming Skovshoved, Copenhagen. The sailors were served with three days of varying winds, sun, blue skies and high quality of racing.

The X-Yachts Gold Cup contains every sailing interest which is why the race fleets were divided in 4 classes; Sports Class A, Sports Class B, Family Class and a World Championships for the X-35. This format allows everyone from families and friends to enjoy sailing as a team amongst others in their class to highly competitive racers going for a World title.

THE SWEDES DOMINATED THE X-35 WORLD CHAMPIONSHIPS
At the X-35 World Championships it was the Scandinavians who went away with the Top-3. After 10 races the count of points showed that the bronze winners were Swedish Escape (Mats Rimmö) and the silver went to Danish Foxy Lady (Jette Dalegaard).

The winner of the X-35 World Championships 2017 was Swedish Joanna with Jacob Jacobsen at the

helm, who led throughout the whole regatta. "We are so happy to have won this year! We became fourth at our last World Cup in 2015, so it is such an amazing feeling that the training and consistency within the team finally pays off," Jacob Jacobsen said just after securing the World title.

The key to success for the team from Malmö was the combination of good boat speed and tactical smart decisions. Also the teamwork was

an important asset: "We have sailed together on the X-35 for three years now and a lot of us know each other well back since sailing Laser, 470 and X-99 together earlier. For example, the interaction between the main sail trimmer and me on the helm is very important, because the main sail is quite large on the X-35 and plays an important role."

For the Swedish World Champions the X-Yachts Gold Cup is the highlight

of the sailing season: "The Gold Cup is the most important and exciting regatta for our team – because we enjoy racing against similar boats and fight for the win – that's what we like. And then we appreciate the social get together with other sailors too."

CLOSE POINTS IN SPORTS CLASS A AND B

In the Sports Class A the third spot went to the X-37 Morning Breeze

(Bruno Frank) from Switzerland. German QUATTRO racing and Danish Mille almost took turns on winning and becoming second during the 8 races and in the end only one point separated them on the overall results. It was the Danish team in the X-99 Mille (Kim Rasmussen), who had to see themselves at second. Thereby the German X-332 QUATTRO helmed by Klaus-Peter Boock could call themselves winner of the Gold Cup 2017 in their class. "It is an amazing

feeling. Mille was a hard opponent, but in the end we took the win," the team revealed, and continued: "It is absolutely amazing winning here at Skovshoved in this fantastic weather. We really enjoyed this event"

Also in Sports Class B it was that one decisive point that separated first from second. Both having 19 points the shared second spot went to Danish X4³ X4Box (Henrik Jørgensen) and Swedish Xp 44 Veronix (Stephan

Berntsson). On 18 points the Danish Xp 44 Stony helmed by Steen Toftebjerg took the win. "We have fought for this for such a long time and have become second so many times," Steen says. Another strength of the team is their strong history together: "A lot of us on board have sailed together for many years. So for us the social arrangements at the X-Yachts Gold Cup means a lot because we can invite friends, family and sponsors to the dinners and it's an amazing opportunity for us to have a great time together," Steen concludes.

THE BATTLE OF THE LEGENDS IN THE FAMILY CLASS

The Family Class were sent out on long distance race all three days of racing, one day rounding the island Flakfortet right outside the harbor of Copenhagen. And even though the races were sailed after the Danish principal "hygge" it was also a battle between sailor legends onboard the different participating yachts for example Birger Hansen, Ib Kunø, Niels Jeppesen, Kim Haugaard, Per Weiskvist, Henrik Søderlund, Steen Kjølhede, etc.

After the last and decisive race the third place went to X4³, 'Xpedition', helmed by Torsten Bastiansen. The second spot went to the Danish X4³ X-One Ib Kunø, where also Niels Jeppsen, X-Yachts' founder and CEO sailed on board. They were beaten by Danish Xc-L with skipper Birger Hansen racing in the Xc 50. To the great amusement of all the participants at the Gold Cup's award ceremony, Niels admitted in his speech - with glint in his eyes - that it was a little hard to be beaten by Birger, his former business partner at X-Yachts... With only 18 seconds! Birger, who went away with the win,



modestly was happy about having some some nice days on the water.

X4³ JOINED THE PARTY

For the first time at an X-Yachts Gold Cup the new X4³ joined the rest of gathered X-Yachts at this Gold Cup tradition. Many were interested to see the new X-Yachts model on the dock in Skovshoved. Three yachts participated in the Family Class and one yacht in Sports Class B. Henrik Jørgensen from Denmark, who raced his new X4³ in the Sports Class commented: "There are two advantages with the X4³. One advantage is that I really can do the boat racing that we are doing

here in Skovshoved today and the second advantage is, that you are also capable of bringing your family and have a good trip on a vacation somewhere".

HIGH QUALITY RACING

During the four days of racing the X-Yachts sailors experienced everything from light to medium winds on the waters outside Copenhagen. The race courses close to land were exposed to the famous phenomena outside Skovshoved Harbor - every tacticians' nightmare - namely the shifty, puffy winds. The long distance race courses offered more stable winds, but still challenging when racing for approximately three hours around islands. The race committee team from the Royal Danish Yacht Club were praised by many of the sailors during the event for making perfect and fair race courses.

"It was a great pleasure to host the X-Yachts Gold Cup again this year and house so many X-Yachts owners, both from our own club and guests. There has been an absolutely unique atmosphere both on water and land and it is wonderful to witness," says Lars Ive, commodore of the Royal Danish Yacht Club.

TEASER FOR X-YACHTS GOLD CUP PLANS IN 2019

"It really makes me proud to see all 'my babies' gathered at the X-Yachts Gold Cup. I personally also enjoyed meeting up with so many great friends and to see all sailors having a great time together," said Niels Jeppsen, CEO of X-Yachts. Niels participated on the water on team X-One in the Family Class.

Text: Susanne Salminen



X-Yachts[®]
WORLD CLASS SINCE 1979

ANNIVERSARY GOLD CUP

40

1979 - 2019

7 – 9 JUNE 2019



In 2019, we are celebrating the 40 years anniversary of X-Yachts!

One of the major anniversary events of 2019 will be the X-Yachts Gold Cup. This time taking place in the harbour of X-Yachts in Haderslev, Denmark on the 7th - 9th June 2019.

PRELIMINARY PROGRAMME
Friday 7th June, Arrival in Haderslev.
19:00 - Welcome reception.

Saturday 8th June, Distance racing or Up & Down lanes according to your own choice.
20:00 - Prize-giving, dinner, photos and video from the sail, entertainment.

Sunday, 9th June, Distance racing or Up & Down lanes according to your own choice. Team-sailing, 3 boats per group.

20:00 - X-Yachts Anniversary Party: Overall prize-giving, dinner, photos and video from the sail, other entertainment and live music.

Monday, 10th June, Departure from Haderslev Harbor.

X-Yachts HQ will host all shore-based activities. You can expect an eventful and unforgettable Gold Cup in the idyllic area around the Headquarters of X-Yachts and Haderslev Fjord.

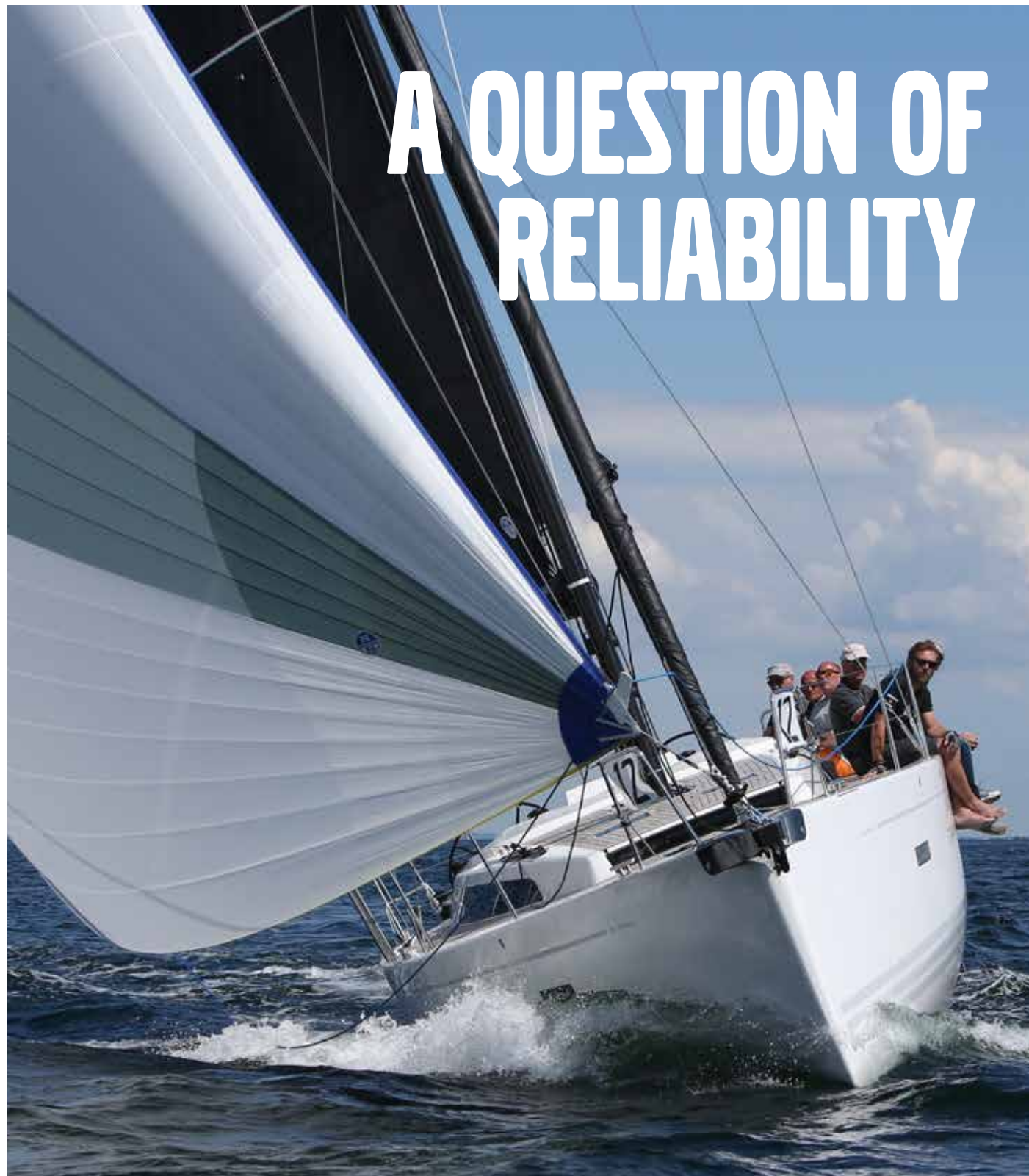
Royal Danish Yachts Club (KDY) and Haderslev Yacht Club (HSC) host the sportive events ashore.

It is important that everyone feel welcome, so we will make sure that there will always be a class that you could fit into – whether you are preferably cruiser or a dedicated racing sailor.

The price for participation per boat will be €100 for 2 full days of sailing. Free berthing is provided throughout the whole event.

Registration will be available at www.x-yachts.com by April 1st, 2018.

A QUESTION OF RELIABILITY



Sailing is about the forces of nature, and all the equipment and knowledge that you rely on to catch the best winds. However, it's also about knowing that you can rely on your engine, anytime you might need it. Please visit www.volvopenta.com

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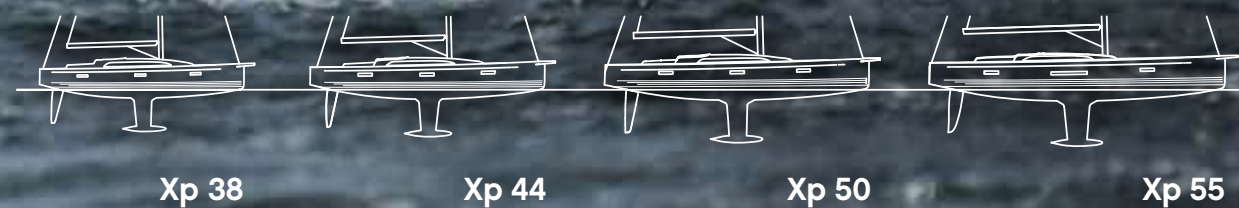
X-celling performers

X-Yachts launches the 2018 edition of the Award winning Xperformance range.

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.

The Xp range consists of the Xp 38, Xp 44, Xp 50 and Xp 55.

Based on experience and feedback, X-Yachts have optimized the Xp's to match the latest demands, giving birth to the new 2018 edition of Xperformance.



Xp 38

Xp 44

Xp 50

Xp 55

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



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 stiff epoxy infusion construction and carbon keel structure, and controllable sail plan. High stability and ease of handling makes the Xp 38 a rapid and comfortable yacht to cruise with excellent sea-keeping in all conditions, as well as a high performance racing design for both inshore and offshore. It has additionally scored a host of race victories under both IRC and ORC.



CLEAN ERGONOMICS

Deck-recessed halyards and control lines, flush deck hatches and port-lights create a clutter-free and aesthetically appealing deck layout.

The newly designed pushpit, pulpits and stations along with the new hull colour options, waterline stripes and window style gives the Xp 38 an updated, modern exterior style.

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.



Xp 38

MULTIPLE CHOICE

The Xp 38 layout options are a classic three-cabin or spacious two-cabin. The three double cabin option includes symmetrical aft berths (optional freeboard shelves or pipe cot berths) 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.



Standard layout



Optional layout 1



Optional layout 2



Xp 38 Dimensions

LOA (including anchor roller)	11.95 m	39.20 ft
Hull Length	11.58 m	38 ft
LWL	10.36 m	34 ft
Beam	3.70 m	12.14 ft
Standard draft	2.10 m	6.89 ft
Deep draft (T-keel)	2.40 m	7.87 ft
Ballast	2,760 kg	6,085 lbs
Displacement (light)	6,775 kg	14,936 lbs

ENGINE/TANKS

Engine diesel	21.6 kW	29 HP
Fuel tank	150 Ltr	39.6 Gal (US)
Water tank	260 Ltr	68.8 Gal (US)

SAIL AREAS

Mainsail (Aluminium mast)	49.9 m ²	537 ft ²
Mainsail (Carbon mast)	53 m ²	570 ft ²
106% Genoa	38.9 m ²	419 ft ²
Spinnaker (all-purpose)	130 m ²	1,399 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.



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.

Along with the rest of the Xp fleet the Xp 44 has had her exterior styling revamped with new colour options, redesigned pushpit and pulpit, new window styles and updated waterlines. 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)



LAYOUT OPTIONS

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.



Standard layout



Optional layout



Xp 44 Dimensions

LOA (including anchor roller)	14.25 m	46.75 ft
Hull Length	13.29 m	43.60 ft
LWL	11.89 m	39.01 ft
Beam	4.07 m	13.35 ft
Standard draft	2.30 m	7.55 ft
Deep draft	2.65 m	8.69 ft
Ballast standard	3,850 kg	8,488 lbs
Displacement (light)	8,650 kg	19,070 lbs

ENGINE/TANKS

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

SAIL AREAS

Mainsail (Aluminium mast)	63.9 m²	688 ft²
Mainsail (Carbon mast)	65.8 m²	708 ft²
106% Genoa	48.2 m²	519 ft²
Spinnaker (all-purpose)	160 m²	1,722 ft²



XP 50

ASPIRATIONAL SAILING

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

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.



NEW EXTERIOR

The new Xp 50 will feature the modernised exterior expression including the light grey side decks, new colour options, updated water lines and newly designed portlights. The pushpit, pulpit and stantation bases have also been redesigned to create a sleek new look. The 'T' keel and rudder sections have now been optimized for improved performance and to create a more pleasant helming experience.

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 an inflatable tender. The electrically operated transom door also forms a teak-topped bathing platform with stainless steel swim ladder.

LIGHT & ROOMY

The Xp 50 interior is dominated by a feeling of light and space thanks to the numerous skylights, the large coach roof windows and also thanks to its new oak finish on bulkheads and joinery. The walnut floorboard gives a new character to this now very bright interior.

The Xp 50 hides an incredible amount of storage all around, in overhead lockers along the entire cabin length, under sofas and in many very practical lockers.

The two large hull portlights in the saloon offer a great view on the outside scenery from the 6 people saloon sofa and the starboard bench. The new version is also offering a new optional adjustable saloon table whilst the standard version includes a bottle storage.

The large U-shape galley offers safe and comfortable conditions to cook at sea and includes all the essential elements to make you feel like at home: large top-loading fridge-freezer completed with an optional 85-litre front-opening fridge, a built-in microwave storage and a Corian worktop.



LAYOUT OPTIONS

On starboard, the owner can chose between three different chart table options, a forward facing dedicated navigation station, an aft facing chart table with instruments hidden behind overhead locker doors or a sliding module which offers both advantages of facing forward at sea whilst taking very little space the rest of the time.

The Owner's cabin has been largely revisited for the new version of the Xp 50. Both the feel of space and the storage capacity have been optimised to guarantee compatibility with a cruising program. The berth is hiding large amount of organised storage, accessible via drawers and lifting mattress. Larger window apertures in all cabins now provide even more light and visibility to the outside.



Standard layout



Optional layout 1



Optional layout 2



Xp 50 Dimensions

LOA (including anchor roller)	15.78 m	51.80 ft
Hull Length	14.99 m	49.18 ft
LWL	13.31 m	43.67 ft
Beam	4.41 m	14.53 ft
Standard draft	2.65 m	8.69 ft
Deep draft	3.00 m	9.84 ft
Ballast standard	5,600 kg	11,332 lbs
Displacement (light)	13,600 kg	29,983 lbs

ENGINE/TANKS

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

SAIL AREAS

Mainsail (Aluminium mast)	876 m²	9430 ft²
Mainsail (Carbon mast)	896 m²	9650 ft²
106% Genoa	64.3 m²	692.0 ft²
Spinnaker (all-purpose)	210.0 m²	2,368 ft²

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.



efficiently designed hull. The optional bowsprit, now coming in two different lengths, allows asymmetric spinnakers up to 240 m² to be flown whilst also neatly housing the standard anchor arm.

The large amount of instrument support options offered by X-Yachts means that the electronic

layout can be tailor-made to the owner's preference.

Along with the other models of this range, the Xp 55 2018 Edition is now available with a large choice of hull colours, grey side decks as standard and dark grey helm stations. The new coach roof glass portlight, pulpit, pushpit

EASE OF HANDLING

The Xp 55 deck layout's qualities are not only carried over onto the 2018 Edition, but also improved on!

As a fast cruiser, designed to be manageable even by a short-handed crew, all the control lines, sheets and halyards are led back to the four generously dimensioned winches for easy access from the helm station. Under deck genoa furler and longitudinal tracks with control line are fitted on the standard boat. In the 2018 version, new optional halyard storage will be available to make the working area even tidier and more organised. Thanks to this arrangement, the cockpit remains tidy and clear during manoeuvring, for guests to enjoy a restful sail.

Most lines running under-deck into watertight channels makes the Xp 55 deck visually pleasing, and safer for all.

For the most meticulous sailors, jibs, spinnakers and mainsail have got optional inner-haulers to always achieve the perfect setting and get the most out of the



and stanchion design as well as hull décor give this already successful yacht an exciting new modern look.

The electrically operated folding transom can be deployed to create a welcoming teak-topped bathing platform for easy access to the water or

tender. The garage accommodates all leisure equipment and is also able to house a tender up to 3.0 - 3.2 m in length.

In the forepeak there is a large sail locker that can also be used for storing the fenders, keeping the cockpit lockers free for other equipment.



PERSONAL PERFECTION

The Xp 55 interior offers an exceptional level of customisation, with a choice of layouts and finishes. The newly revamped model delivers a modern stylish interior with the new lighter oak option for a light and airy feel. The numerous large deck hatches as well as the new larger hull windows allow an impressive amount of light to flood in and fill the space as well as offering spectacular views.

The master cabin features a large double bunk which when fitted on the centreline as been cleverly redesigned with a smaller base to create a more spacious floor area, while still retaining a large amount of storage space. The en-suite is to port and creates a luxurious, self contained owners suite. Alternatively the bunk can be fitted to port with the en-suite forward including direct access to the sail forepeak and sail locker.

The aft symmetrical cabins can now be split to create two twin bunks or with the use of an infill a large double offering truly versatile accommodation. If even more accommodation is needed the aft cabins can also be fitted with optional pipecots.

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.

The large U-shape galley offers safe and comfortable conditions to cook at sea and includes all the essential elements to make you feel like at home such as 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.

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.

If you are looking for a yacht that will sail beautifully and perform well in all conditions but are unwilling to compromise on the interior luxury, fit out, and style then the new Xp 55 offers a truly unique mix to keep even the most demanding of sailors happy.



Standard layout



Optional layout



Xp 55 Dimensions

LOA (including anchor roller)	17.23 m	56.50 ft
Hull Length	16.76 m	54.99 ft
LWL	14.87 m	48.79 ft
Beam	4.77 m	15.65 ft
Standard draft	2.85 m	9.35 ft
Deep draft	3.2 m	10.5 ft
Shallow draft	2.5 m	8.2 ft
Ballast standard	6,500 kg	14,330 lbs
Displacement (light)	16,800 kg	37,038 lbs

ENGINE/TANKS

Engine diesel	80.2 kW	110 HP
Fuel tank	465 Ltr	123 Gal (US)
Water tank	600 Ltr	159 Gal (US)

SAIL AREAS

Mainsail (Aluminium mast)	99.6 m ²	1,072.1 ft ²
Mainsail (Carbon mast)	102.8 m ²	1,106.5 ft ²
106% Genoa	74.8 m ²	805.1 ft ²
Spinnaker (all-purpose)	240.0 m ²	2,583.3 ft ²

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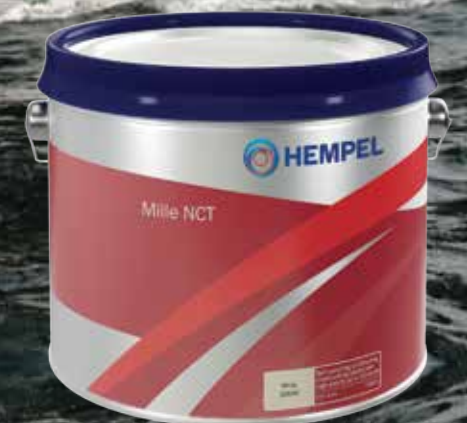
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TRIM GUIDE

It is wonderful to get new, beautiful and well-functioning sails, which are easy to trim.

And the trimming is important to cruising sailors because it is all about sailing a comfortable and happy boat in good balance. New sails give the cruising boat a much better and more comfortable sailing experience with less heeling, better balance of the rudder, remarkable better height and extra tenth on the log. So clear was the conclusion when we tested an older against a new set of sails on a Granada 31.



First, we measured speed, height and heeling with the older sails and then we changed to a new set of North Sails. Both main sails were sewed with horizontal lengths, also called "C-cut" or "cross cut" in a weaved polyester sailcloth better known as Dacron.

TIGHTLY WOVEN SAILCLOTH

The new sails were made in sailcloth from North Sail's own cloth factory in the USA. It is an effective sailcloth which is woven very tight with the most stable "height tenacity" polyester on the market. "Height tenacity" sailcloth is used for racing sails and cruising sails where stability is important. The actual sailcloth for the new mainsail is specially designed to cope the strain which the sails are exposed to along the leech. This helps the sail to keep the shape of the head. Furthermore, the new main sail was made with four full battens to secure the optimum shape of the sail a longer lifespan.

A CALM SAIL

The full battens help the mainsail to be calm when setting up the sail, taking down and reefing the sail, and help the sail slide easily and nicely folded down into the boom cover. The old furling genoa of the boat was traditionally sewn as cross-cut, while the new North furling genoa was designed in an advanced tri-radial cut design where the cut panels are pointing in the direction of the load direction.

BETTER BALANCE

The result of the comparison was that the boat heeled far less with the new sails. Furthermore, we got a much better balance at the rudder with less rudder pressure and thus an easier, calmer sailing because the boat was not so hard on the rudder in the breeze. All in all the sailing experience was much more fun and comfortable.

HEIGHT AND SPEED

With the new North sails the boat was clearly closer to the wind and 0.3 knots faster upwind. It not only gives you a faster, but also a more fun sailing experience and makes it easier for cruising sailors to sail upwind because the better balance of the rudder also makes it easier to helm the boat when windy.

STRETCH STABILITY

It is especially the difference in the sailcloth, which gives dramatic differences between new and older sails. The sailcloth of older sails stretches more in breezes and brisk winds because the sailcloth loses much of its stretch stability. Therefore, the shape also slides more aftwards, and because it at the same time becomes too deep, it may at worst cause the boat to cut uncontrollably in fresh breezes. It is therefore important to have new sails

sewed in a good stretch stability cloth. Then they sail significantly more comfortable and last much longer. With a cheap, non-stretch-stable sailcloth, the sails lose their shape must faster and cannot be properly trimmed after a few seasons.

TRIM THE NEW SAILS

New sails in a good shape and stretch stable sailcloth is not enough. The sails must also be trimmed and all cruising sailors should take this seriously. For cruising sailors trimming is more about getting a comfortable sailing with a happy boat in good balance. "When I am off for summer sailing with my family, unfortunately, I see too many boats where the sails do not function properly because they have been trimmed wrongly or the rig has not been set correctly", says Theis Palm, North Sails.

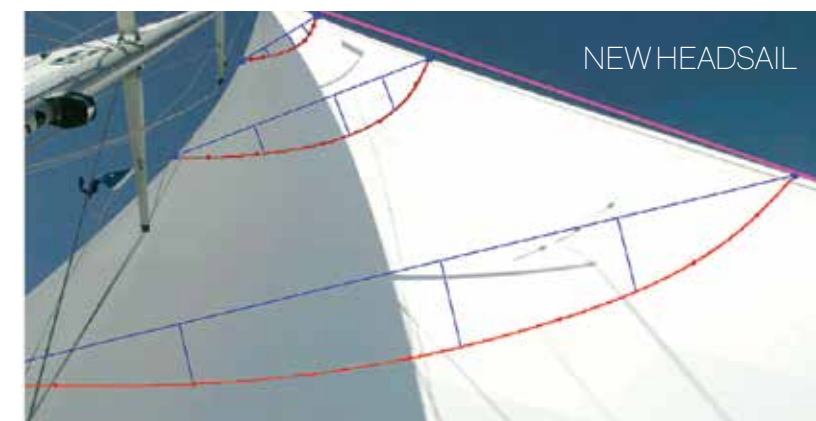
"It is a shame because it only takes a small effort to trim the rig and sails properly so that the family gets a comfortable sail where they can relax. They also get the extra benefit that the boat will sail faster".

PROTECT THE SAILS

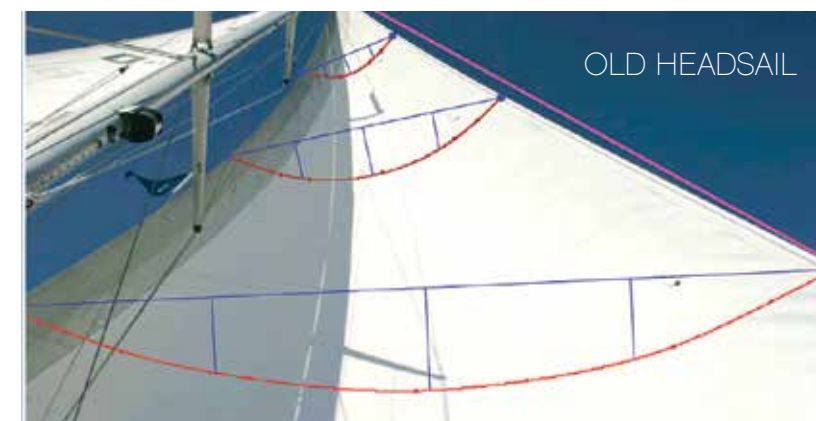
A sailcloth with built-in UV filter was used to protect the sailcloth against the sun's degrading UV rays, significantly increasing the life of the sail. The extra UV protective cover on the leech and foot protects also the genoa against the sun when rolled up. The mainsail is not protected against the sunlight even though it is folded nicely on the boom when in harbour and therefore it is important that the entire sail is covered by a boom cover, which also helps keeping the sail clean and protected.

The sails must also be protected against mechanical wear from especially the rig. All edges and sharp tips on the spreaders and turnbuckles need to be taped or otherwise protected so that the sailcloth and the seams cannot be torn apart. It's also important that the mainsail is laid or rolled nicely together after use. If you leave the rig on the boat during the winter, the sails should always be removed and taken home.

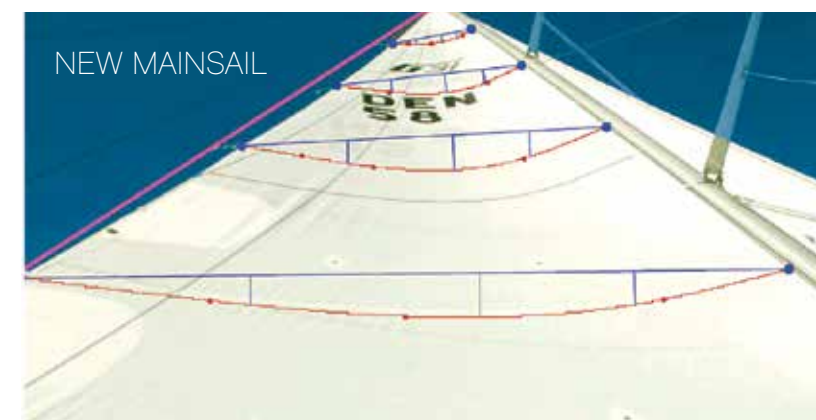
Text: North Sails



The new genoa is clearly flatter and the shape is further forward in the sail as an optimal aerodynamic wing.



The old genoa is clearly too deep and the largest depth is too far back on the sail. The sail is also too circular on the leech.



The new mainsail is obviously flatter with the shape a bit further forward on the sail and is clearly straighter at leech.



The old mainsail is first and foremost too deep, hollow, because the cloth is stretching, but it still twists OK at the top.

TRIM GUIDE

Enjoy the pleasure of sailing downwind

It can be quite a challenge to hoist and recover downwind sails during short-handed sailing. But also quite a thrill when everything works.

A very modern supplementary sail is the free flying code sail, mounted with the tack in front of the existing head sail, hoisted in the spinnaker halyard. These sails are fitted with an anti-torsion cable in the luff.



Photo: XP 44 with Code Zero, Photographer: Øyvind Bordal

WHEN TO USE WHICH DOWNWIND SAIL?

Before deciding sailing with a free flying downwind sail, it is important that good seamanship and safety on board has your highest priority. The sail set-up should fit your handling capability of hoisting and taking down the sails, especially when a sudden change in the weather is challenging you.

Each type of downwind sail has an optimal wind-angle. If you have several downwind sails you can make a sail selection chart based on your

sailing experience, your own testing and practicing on the water. When the wind-force or wind-angles change, then mark on the chart what sail is the most efficient in keeping your boat going and performing the best, keeping the yacht balanced under your control avoiding too much heel.

TIPS FOR HANDLING YOUR DOWNWIND SAILS

The downwind sails such as spinnakers and gennakers are the most challenging sails. They fly free with a centre of force positioned much higher over the deck compared to

the main and the head sail and will therefore easily heel the boat over. It is important to keep a constant proper trimming to keep the balance in the boat and avoid too much heeling or weather helm staying out of a stalling zone. Dead downwind the boat will have a tendency to swing from side to side (pendulum). Trim the kicker down and pull the tweekers on the spinnaker sheets to minimize the pendulum effect.

DROPPING THE FREE FLYING DOWNWIND SAIL

Dropping a free flying sail can be

difficult, especially when you sail short-handed, but it is very important to plan the manoeuvre carefully in details. The halyards and sheets must be prepared for an undisturbed free run without twisting. During the drop it's advisable to change the course of the yacht to point lower in a direction where the sail will start flying into the lee of the Mainsail and/or the jib and where the yacht then is heading a course where it stays more upright.

THE ACTION

First of all you let the windward sheet of the sail go and at the same time the clew is pulled tight inboard the boat. Then you ease the halyard successively as the sail gets pulled in from the foot and upwards in the lee of the mainsail - firm and quickly. On larger boats additional dropping equipment such as SpiSocks and endless top/down furling units are essential for a successful drop of the free flying downwind sails.

RECOVERING THE DOWNWIND SAIL WITH A SPISOCK

Using a SpiSock is an easy way to gain control over the manoeuvre. It is important to ensure that the

recovery line is not twisted around the sail or positioned on the backside of the sail and the recovery line for pulling down the sock must be free hanging on the inside of the sail with the end attached to some fitting anywhere on the foredeck. During the recovery a member of the crew must be positioned on the foredeck to pull the recovery line down. Still it is advisable to bring the heading of the boat down to a wind angle where the heeling of the boat is reduced. When the skipper calls the action, then you immediately loosen the leeward sheet and then the SpiSock can be pulled down. Ease the halyard and take down the sock on deck.

USING A TOP-DOWN FURLING DEVICE FOR RECOVERING THE DOWNWIND SAIL

It is important that the anti torsion cable stay is tensioned properly before using it as furling stay, and the same is the case for the deck-mounted endless line for the furler, which also needs some tensioning to avoid the line to swivel around the furling unit to give the proper resistance in the furling drum.

You have to ensure that the halyard is positioned free of the head stay (min. 200mm in front of the headsail stay). At the tack point of the sail the endless furler must be positioned free turning of all other equipment on the deck.

The Top-down furling solution is a solution where the crew must be experienced and very accurate in the operation because now the gennaker will be furled from the top of the sail. The head of the sail should preferably be less stiff in the reinforcement patch. If the anti-corrosion cable is of a poor quality there is a bigger risk that the sail will twist around the cable. As always practicing the procedure in several wind conditions to find the correct procedure is a good idea. Find the limit for operation according to the anti torsion stiffness of the cable.

READY FOR YOUR NEXT DOWNWIND COURSE

Downwind sailing is always such a thrill, and hopefully these tips can be helpful on your next downwind course. Fair winds.

Text: Elvstrøm Sails



Photo: X4³ with Gennaker / A2, Photographer: Per Heegaard

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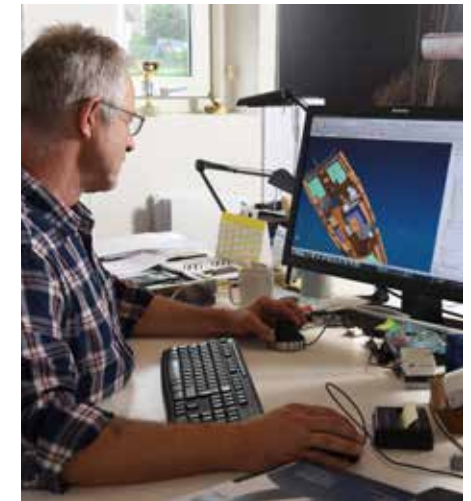
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Arne Munk, rigging



Birger Hansen, one of the co-founders of
X-Yachts, now in brokerage sales



Bjarne Christensen, interior architect in X-Yachts
for 28 years



Boat show hall



Dan Petersen, quality department & Knud Erik
Hansen, after sales management



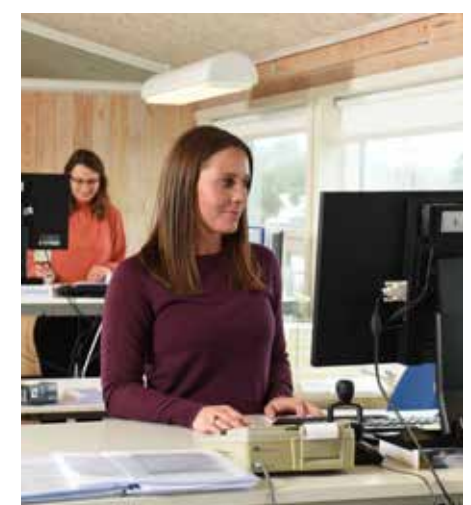
X-Yachts Headquarter seen from the water



Lone Skøtt, receptionist at X-Yachts



The sales department in a meeting:
Kristjan Kristjansen, Flemming Ancher, Torsten
Bastiansen



Ulla Kremmling, accounting - and Ditte Classen,
after sales management

Classic Cruising

Welcomed with open arms, the Xc range was successfully 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.



Xc 35

Xc 38

Xc 42

Xc 45

Xc 50

Dedicated long distance cruising yachts with enjoyable handling under sail.

Xc 35

PERFECTLY FORMED

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.





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 from which to fly downwind asymmetric spinnakers. The foredeck conceals a watertight anchor locker, where an optional electrical windlass may be fitted.



Standard layout



Xc 35

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.



Xc 35 Dimensions

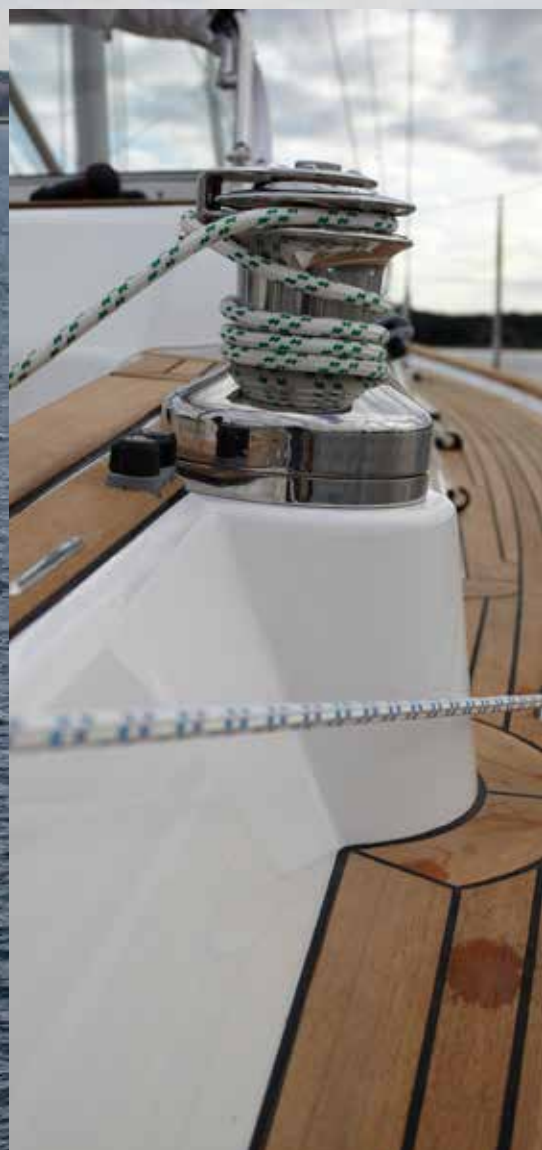
LOA (including anchor roller)	10.94 m	35.9 ft
Hull Length	10.36 m	34 ft
LWL	9.60 m	31.5 ft
Beam	3.52 m	11.5 ft
Standard draft	1.90 m	6.2 ft
Shallow draft	1.60 m	5.2 ft
Ballast standard	2,150 kg	4,739 lbs
Displacement (light)	6,450 kg	14,219 lbs

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



Xc 38

DOUBLE THE FUN

The perfect package for double-handed 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.



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 laminated floorboards are standard teak with holly stripes.

The model comes in a variety of standard and optional upholstery fabrics.



Standard layout



Xc 38

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.



Xc 38 Dimensions

LOA (including anchor roller)	12.2 m	40 ft
Hull Length	11.58 m	38 ft
LWL	10.38 m	34.06 ft
Beam MAX	3.81 m	12.50 ft
Standard draft	1.98 m	6.50 ft
Shallow draft	1.60 m	5.20 ft
Ballast standard	3,775 kg	8,320 lbs
Displacement (light)	8,700 kg	19,180 lbs

ENGINE/TANKS

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

SAIL AREAS

Mainsail	44.1 m ²	660 ft ²
106% Genoa	36.2 m ²	390 ft ²
140% Genoa	47.8 m ²	514.5 ft ²
Self-tacking jib 94%	32.1 m ²	346 ft ²
Spinnaker (asymmetric)	131 m ²	1,410 ft ²

Xc 42

CRUISING FREEDOM

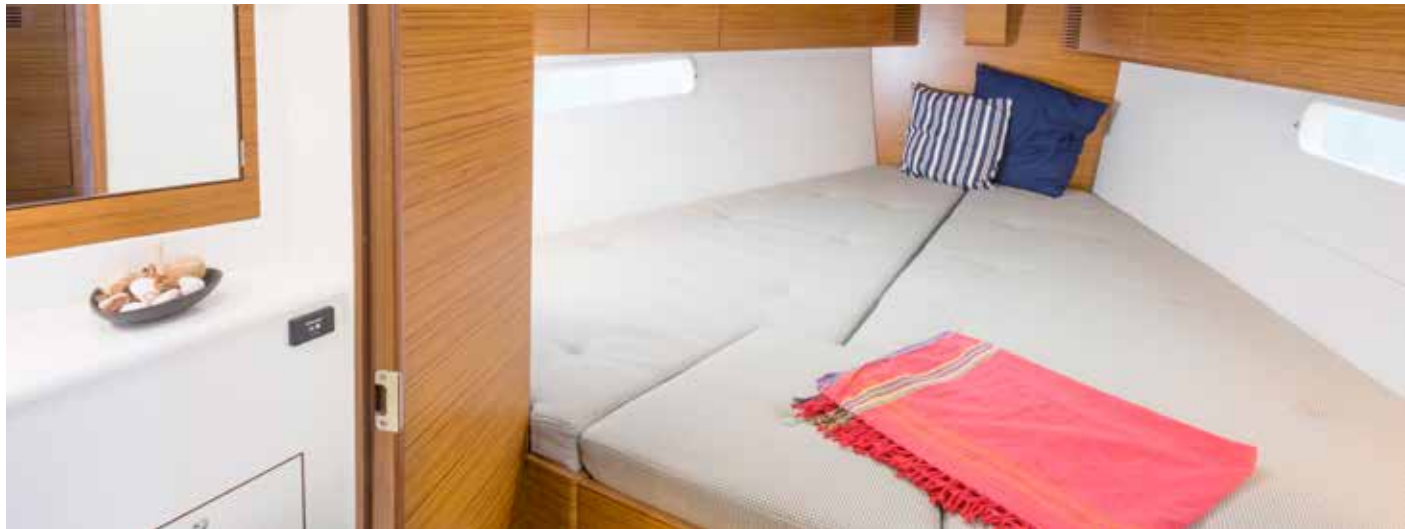
The Xc 42 offers multiple options to suit your every need.

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 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.



Standard layout



Optional layout



Xc 42

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.



Xc 42 Dimensions

LOA (including anchor roller)	13.44 m	44.1 ft
Hull Length	12.81 m	42.03 ft
LWL	11.37 m	37.30 ft
Beam MAX	4.10 m	13.45 ft
Standard draft	2.10 m	6.90 ft
Ballast	5,160 kg	11,376 lbs
Displacement (light)	11,400 kg	25,133 lbs

ENGINE/TANKS

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

SAIL AREAS

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



Xc 45

PURE 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.



Standard layout



Optional layout



Xc 45

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.

SAIL PLAN

The standard rig package includes an aluminium mast with discontinuous rod rigging and hydraulic backstay for efficient and repeatable tuning.



Xc 45 Dimensions

LOA (including anchor roller)	14.5 m	476 ft
Hull Length	13.86 m	45.47 ft
LWL	12.76 m	41.80 ft
Beam MAX	4.32 m	14.17 ft
Standard draft	2.20 m	7.21 ft
Ballast	5,965 kg	13,150 lbs
Displacement (light)	13,220 kg	29,145 lbs

ENGINE/TANKS

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

SAIL AREAS

Mainsail	61.3 m ²	660 ft ²
108% Genoa	50.7 m ²	545 ft ²
140% Genoa	65.3 m ²	702 ft ²
Self-tacking jib 94%	44.1 m ²	475 ft ²
Spinnaker (asymmetric)	180 m ²	1,938 ft ²

Xc 50

OCEAN STYLE

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

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

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

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.

The Xc 50 is also easily sailed short-handed, with under-deck halyards led aft to self-tailing winches (including electric options) and a secure central console.

The sail plan has been created specifically for long distance cruising, and includes a 106% non-overlapping genoa, and 94% self-tacking jib.

The Xc 50 will reach maximum hull speed in approximately 9 knots of true wind speed, using the 140% overlapping genoa.

The mainsail comes with slab-reefing as standard, or there is an option of in-boom furling.





Xc 50

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.

MANY CHOICES

Custom options include an extra large owner's cabin with ensuite heads to port, incorporating space for appliances such as a washing machine.

The Xc 50 can also accommodate a forepeak crew cabin, and central master heads. Aft there are two roomy double cabins, with the option of both ensuite.

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.



Standard layout



Optional layout



Xc 50 Dimensions

LOA (including anchor roller)	15.61 m	51.2 ft
Hull Length	14.99 m	49.18 ft
LWL	13.51 m	44.32 ft
Beam MAX	4.6 m	15.09 ft
Standard draft	2.35 m	7.71 ft
Shallow draft	1.95 m	6.40 ft
Ballast (standard)	7,220 kg	15,913 lbs
Displacement (light)	16,085 kg	35,460 lbs

ENGINE/TANKS

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

SAIL AREAS

Mainsail	70.9 m ²	763 ft ²
106% Genoa	56.7 m ²	610 ft ²
Self-tacking jib 94%	50.3 m ²	541 ft ²
Spinnaker (asymmetric)	202 m ²	2,174 ft ²

Baby on Board

X-PLORATION - SAILING IN THE SOUTHERN LAKES OF HOLLAND

When you have sailed all your childhood (and after) on various X-Yachts, then it makes sense to continue doing so when you get a child yourself!



So who are we? Nanno Schuttrups, one of the dealers for X-Yachts in the Netherlands and (me) Quirine, his girlfriend, along with our 14 months old daughter Liz. Our plans this summer were to sail on the lakes of Zeeland in the south of Holland, a great cruising area, somewhere where Nanno had not yet been cruising before. Maybe more surprisingly that we had not yet explored this area is that I was born and raised in Zeeland - so it was about time we went there, especially now as a family of 3! The choice of boat was a beautiful X4³, not bad for Liz to start her sailing life with.

The preparation was excellent as Nanno's sister Nikki (also a X-Yachts dealer) had already sailed the X4³ from our normal mooring place in Marina Muiderzand, where Nanno and Nikki have their office for X-Yachts Holland,

to the sister marina in Bruinisse on the Grevelingen lake, one of Europe's biggest salt water lakes.

After a short drive through typical Dutch weather (plenty of wind and lots of rain) we loaded all of our bags and of course Liz, her food, diapers, toys, etc into the boat and started making it our home for the coming weeks. Liz didn't mind the weather at all, as inside the boat every corner and all switches were quickly discovered and examined. We mounted a small cloth to turn one of the aft cabins into a large confined bed, and soon the gentle rocking motion of the boat made for perfect sleeping conditions. We took it easy and spent another day in Bruinisse, which turned out to be an excellent marina to spend some time with a little girl: beach, playground, supermarket and restaurant all readily available.

Luckily the weather soon turned better and we took off on our first sailing trip as a family. We came fully prepared and brought a bicycle chair for Liz that we had adapted for the boat: she was in the middle of the action, perfect viewing position yet totally safe. Laughing out loud, and throwing her head backwards to try and catch as much wind as possible, she loved it as much as we did!

Nanno was perhaps a bit too eager to go sailing and started off with full mainsail and jib in what turned out to be close reaching in 18 knots of wind (and 8 knots of continuous speed!). - A bit too much exhilaration for the little one to fall asleep again, but a bit of extra bread would keep her awake and happy. Soon we arrived at a small group of islands called the 'Archipel' and despite our draft we managed to go straight in. Moored against a small jetty, in the lee of the islands, Liz quickly fell asleep and we could sit in

the cockpit and enjoy a sundowner. This is what life on board is all about, a perfect start of our holidays.

The next day we had some friends on board with their two children, we sailed around the lake together and visited some islands again where the little ones were looking at jellyfish, tried to catch some crabs, played on the beach and enjoyed the local "Boluscake" for lunch. The day after we headed back to Bruinisse and as Liz was getting used to life on board by now she slept for a few hours straight while we were sailing back. = Proud parents!

Our sailing plans had to take a pause because 2 days of 35-40 knots winds followed with plenty of rain, so we decided to visit my parents who still live in Zeeland and it gave Nanno the opportunity to make another custom piece of sail cloth to close off the back of the cockpit, because after one week on board Liz was not just crawling anymore, but climbing anywhere she could!

When the weather cleared again we started our second week and decided to go to another lake, the "Veerse Meer". But we were not the only sailors waiting for this break in the weather and it took almost 3 hours to get through the locks and start sailing. This meant that our 'sleeping plan' for Liz had to be adapted and we put her to bed when we actually started sailing. But sailing upwind in 10 knots of wind proved to be fine for Liz, only when we started tacking she let us know she wanted to be in on the action again! Inside her cabin we found that after 8-9 tacks she had moved all the way back into the sleeping cabin, but we got her outside and together enjoyed the last couple of miles of the day!



The next day, after a nice breakfast in a sunny cockpit, grandmother stepped aboard to join us from Kortgene to Veere. The Veerse Lake is a narrow lake, but with light wind and again a mostly upwind course (and Liz sleeping once more, what a life!) we enjoyed some great sailing conditions to get to Veere, an old Dutch fishing village. As we arrived quite early in the afternoon we had a great place in the middle of this historic village and decided to stay over for 2 nights. Those days turned out to be some of the best of the holiday; warm, sunny weather, stand up paddle boarding, beach visits, take-away pizza in the cockpit and some local friends visiting us for an evening drink onboard.

On Tuesday we started to think about our trip back to Marina Muiderzand on the IJsselmeer, and with Liz becoming more active by the day (climbing the stairs was no longer a problem for her, but it became one for us as we had to keep an eye on her at all times!) we started motoring back to Kortgene as there was no wind but of course some good old fashioned Dutch rain clouds. However at the end of the day, as so often happens with this type of Dutch weather, the sun showed its face again and we enjoyed another evening outside in the cockpit.

One of the villages we could definitely not miss out on our 'X-ploration' through Zeeland was Zierikzee, one of the largest old fishing villages on the Oosterschelde. Sailing on a broad reach over the Oosterschelde to the Zeelandbrug we had to wait around a bit for the bridge to open again, but with Liz playing in the cockpit (just a bit of water in the recesses for the cockpit table legs was all she needed to have fun) we had plenty

of amusement to wait it out. Straight after the bridge we stacked up alongside other boats in the center of Zierikzee, where we were lucky to have some nice neighbours to have a chat about the local sailing and comparing boats.

On Thursday we took off for our last day of sailing with Liz on board. There was no way we could get back to Marina Muiderzand before the end of the week if we continued making such short daily trips. We needed to make some distance and felt it would be easier if we did not have to look after Liz all the time. So we sailed to the Roompot Marina on the western end of the Oosterschelde, went to the



beach again and then Liz was picked up by her grandparents who did not mind to keep Liz with them for the next two days.

Around dusk we left the Roompot Marina and went to the locks in the Oosterschelde barrier (a true Dutch engineering marvel in water control) with a stunning sunset view. Taking advantage of the low water level at that time we were able to, despite our considerable air draft, safely pass the locks below the fixed bridge and then used the waiting dock on the other side to stay for the night and get some sleep. The next morning we got up early to take advantage of the outgoing tide and headed for Scheveningen. Once truly out to the North Sea the tide turned against us but we didn't mind at all as the sailing was almost too good to be true! Nice W-SW'ly wind between 10-15 knots meant we had the gennaker up for 6 hours, sailing between 7-8 knots of

boat speed. Around 17:30 we arrived in Scheveningen, had a shower, went for dinner together and then enjoyed the yearly fireworks competition at the Scheveningen beach.

How much the Dutch weather can change in summer was proven again the next day. With a thick grey cloudy sky, some rain squalls and plenty of wind (SW 20-25 knots) we had some sporty sailing ahead of us to get to Amsterdam. But with the boat acting as some sort of a 'hop on, hop off' boat all vacation, we of course had to have some guests today as well. Our good friend Jaap and his 4 year old son Guus (immediately declared captain for the day) joined us for the sleigh ride north with many surfs in the double digits. Within 2.5 hours we reached IJmuiden, which meant an average of 8.5 knots. At IJmuiden we entered the Noordzeekanaal and arrived in the Amsterdam Marina around 16:00, where Liz was re-united with us and the boat again.

For those who do not know, the restaurant 'Loetje' at this marina serves some excellent steak which Nanno and Jaap thoroughly enjoyed. Their secret recipe involves using a whole pack of butter to cook a single steak... something you just need to forget. Don't miss it when you go past Amsterdam Marina some day!

Sunday morning marked our last little trip of just 2 hours to return the boat to Marina Muiderzand. Looking back at these 2 weeks we definitely had a great holiday. And sailing with such a little one on board? We can only recommend it. Boat life is great, and for Liz it meant an endless 'X-ploration' to find all the little corners and climbing possibilities on board. For us it was the perfect way to see whether we would also like sailing as a family, and in the end all 3 of us have the same conclusion: next year we will go sailing again!

FROM THE DECK UP

X4³

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Good As New

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

Over the past few years X-Yachts has developed a unique department dedicated to refurbishing pre-owned

models at the company's Haderslev boatyard in Denmark. Each boat is fully overhauled and updated by skilled craftsmen, resulting in every yacht departing the yard in an 'as new' condition that is of a standard far higher than any of her contemporaries.

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

All yachts undergo a thorough inspection on arrival, with each item assessed for usability and wear and tear. The checklist is divided into the following key sections: hull, deck and rudder, woodwork, engine, electrical systems, plumbing, deck hardware, instruments, and mast and rigging.

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

KNOWLEDGE AND SKILL

An important advantage of carrying out this work at the X-Yachts yard is the depth of knowledge among the work force about all of the company's previous models. This means work



can often be carried out surprisingly quickly, given the extent of each refit. The time for each boat varies depending on its age and condition – a three or four-year-old yacht may need only 50 hours, whereas one that's 10 years old may require 250, especially if the teak deck is replaced. As would be expected from a company of X-Yachts' calibre, the work is carried out to a very

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

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

ATTENTION TO DETAIL

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

Clearly this meticulous attention to detail attracts a premium on the price of a pre-owned boat, however, the end result a boat that is effectively in as new condition. "If you compare

a boat that has gone through our system with a privately owned boat, it will be around 20 per cent more expensive for a smaller or mid-size boat up to around 38ft, dropping to around 10 per cent for large boats," says Ebbesen.

All systems undergo the same commissioning process as for new X-Yachts, are signed off in the same way, and are backed up with a two-year warranty. Similarly at the end of the process there is a full handover to the new owner. Given the fine craftsmanship and attention to detail that goes into each of these vessels, it's perhaps not surprising that many of the boats attract buyers before the work programme starts. In any case, new owners can choose the systems and final specification, exactly as for a new vessel, but at a significantly reduced overall price.





Our Dream Boat, viXen

This is the story about what lead us to our dream boat, viXen.

The Annapolis Sailboat Show 2015 brought the new X-Yachts into our world and our eyes got big. We had seen older X-Yachts - in fact, there was one on our dock for a number of years - one of the older models with the huge wheel which was almost taller than my partner Peggy at 5'1". They just weren't an option for us; however, we did get to know the owners and were well aware of how well these beautiful Danish-built boats sailed.

Shortly after the boat show not one but two Xp 44's appeared at our marina. One of them was at the end of our dock (was it destiny?). The owner was very excited about his new acquisition and eager to share. He invited us aboard. He was happy to have us examine every nook and cranny which we did - something

you can't readily do at the boat show. He also raved about his visit to the factory in Haderslev, how he saw first hand the process and how well built they are. It was magical. Both Peggy and I fell hard, totally smitten. Every time we were at the marina we would wander over to sneak another look and pine.

We have sailed the Chesapeake Bay for 20+ years and were on our 3rd racer/cruiser -always with an eye out for the next one. As so many do, we dreamed of taking our sailing to the next level, going outside the Bay to explore coastal cruising, but neither of us was willing to do it in our tender 31' boat. Oh sure, many sailors cross oceans in smaller boats, but we're not that intrepid. Couple that with the realization of the inevitable; we're not getting any younger! How much longer would we really be able to sail? How many women sail by themselves in their 70's? If we didn't make the

move soon, it wasn't going to happen.

We were hooked from the moment we laid eyes on the Xp 44 model. However, we felt that 44' was just too much boat for us, a 38'; on the other hand, would be ideal. We went to talk to the X-Yachts dealer in the Mid Atlantic, Forbes Horton, to tell him how impressed we were. X-Yachts appeared to have everything we wanted. There were no workarounds, no compromises. Our experience with the broker we had worked with up to this point had been "there is always a compromise with boats". It seemed, however, that every boat we looked at - new and used - had some "fatal" flaw. He would come up with promises, work arounds and repeat the mantra that no boat can have everything. Luckily for us, he was mistaken.

So what was our "impossible-to-meet" list of requirements? We

wanted a boat that performed as well or better than our previous boats but had the stability that would give us confidence and comfort to cruise the coast. We wanted a boat that would handle all conditions well, both in fair and foul weather, but also keep us competitive in those in-formal beer can races with our friends. A roomy comfortable cockpit and a much roomier v-berth were musts. Another major consideration was having a boat that we could continue to sail as long as our health allowed as we "matured". We found it in viXen, our Xc 38. She has completely exceeded our expectations. As one of our seasoned sailor friends commented, "she just looks right moving through the water".

X-Yachts, like many of the newer boats, have the twin helm wheels, stern perch seats, a large fold-down transom and a life raft box. One of the unique features on X-Yachts is

running the halyards, control lines and sheets recessed under the deck, giving a very clean, uncluttered look with fewer things to trip over. The cabin top is virtually flat, again, making it very comfortable to walk on or just hang out while at anchor or under sail. The most amazing part is that it is an extremely comfortable boat inside and out, with ample seating area and a sizable, sturdy fold-out cockpit table - it is absolutely,



without question, the best cockpit we found on any sailboats we tried in all of our searching. We compared the construction with all the other newer sailboats in our marina and there simply was no comparison.

We could go on about this, but there are so many other things we love about this boat. Don't let me forget to mention that there are 3 sets of winches, the main sheet winch can be managed from either side and is right in front of the helm along with the button for the electric jib winches giving the person at the helm quick and easy access for any adjustments.

Additional features that we chose were already built into their pricing lists such as an in-boom furling mainsail (absolutely LOVE this!), and several different electronics packages with alternative placement options

(not forced to have a gigantic pod in front of the helm obscuring visibility). These options were not readily available from many of the other boat manufacturers. We were told that it could be done but they would have to get back to us on the price. In other words, they could possibly do it but they hadn't thought of it yet.

There are so many fabulous things about this boat and we have not even said anything about the interior yet! It is light, spacious and modern with extremely comfortable cushions. The galley is nicely laid out with a stylish tinted glass splashback. We opted for the top loading fridge/freezer along with the front loading refrigerator for ample food storage - both can be used as a freezer or refrigerator, simply amazing flexibility to fit our coastal cruising as well as the Bay. The v-berth is heavenly. There's lots of storage

throughout and she's beautiful.

The last point we will mention is the turnkey approach to the commissioning. The boat is fully commissioned in Denmark and loaded on a cargo ship. Ours arrived in Baltimore, was hoisted by the crane and lowered into the harbour alongside the cargo ship. We descended the Jacob's ladder to board her, started the motor, released the lines, motored to Annapolis and slept on board in our slip that same night. Forbes worked with us to put the head sail and canvas back on the next morning, then he got the propane tank installed and we went sailing! We really are over-the-top happy with her. One thing Forbes said especially stood out to us early on in the process: "I love selling X-Yachts because they sell themselves." We wholeheartedly agree.



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More Design Intelligence

AUDI A8 - MARC LICHTE

The design philosophy of head of Audi design, Marc Lichte, finds expression in a production car for the first time—the new Audi A8. We visit the passionate sailor at his retreat to talk about the power of proportions and the tradition of innovation.

Bernd Zerelles (Text) & Andreas Lindlahr (photo)



PROGRESS AND TIMELESS

The wind rips apart the flat cumulus clouds, sending them dancing across the azure sky. Twenty knots. Perfect sailing weather on the Baltic Sea. The setting: the port of a small community on the Bay of Kiel. This is where Marc Lichte, head of Audi design, keeps his boat. Yachting is his passion. He started out in a little Optimist dinghy at the age of six, then progressing through the Laser, cruising dinghy, quarter tonner, one-design class—the quintessential regatta career.

Lichte notched up three wins at Kiel Week in his class and two second-place finishes in the German championships.

What's more, sailing is his source of strength: "I'm the type of person who's a permanent live wire. Everything inspires me: whatever I see or eat, whoever

I talk to, wherever I travel. What's most important for my creativity is freeing my mind. And I can do that here on the boat. It's quiet, just the wind. The exact opposite of my everyday life.

"His boat's stern bears the name 'Heima,' which is Icelandic for 'home.' The X-Yacht is

sleek, swift and sporty, with lots of carbon ("That converts every gust of wind into speed").

What Lichte expects of his boat: "Its performance has to be perfect—and so do its looks. I consider the Xp 38 the perfect boat. It sails like a dream and has almost timeless lines. The lines are the most important thing on a yacht, the length and proportions—just like with the Audi A8." And with that, the subject turns to the design of the new Audi A8, before Marc Lichte casts off into Kiel Bay.

Trimmed for performance - the mast on Lichte's yacht is made of carbon.

The Audi A8 is the first model in a new era of Audi design. An overarching design philosophy ensures that each model is unmistakably part of the brand. But in the future, each vehicle will have its very own unique product identity, giving it a distinctly individual character.



MR. LICHTER, THE NEW AUDI A8 IS THE FIRST SERIES-PRODUCTION MODEL TO BEAR YOUR SIGNATURE AS HEAD OF AUDI DESIGN.

Marc Lichte: Yes, which means the Audi A8 is ringing in a new design era at Audi based on a completely new design philosophy.

WHAT IS THAT DESIGN PHILOSOPHY?

It rests on two key pillars. The first: Audi stands for Vorsprung durch Technik. The second is made up of three core values: progressiveness, sportiness and sophistication. Naturally, an Audi has to be sporty and sophisticated. But the most crucial aspect is progressiveness, because that sets us apart from the competition.

HOW SO?

Nowhere in the premium-car segment has there been an evolution to compare with what has happened at Audi in the past 25 years. Audi has always taken its own, progressive paths. Take, for example, the quattro drive system. The competition mainly

worked with rear wheel drive. But Audi pursued with quattro the more intelligent concept. Or the choice of materials: Our competitors mostly built their cars out of steel. But aluminum is so much lighter and makes so much more sense. So Audi makes car bodies out of aluminum.

HOW DOES PROGRESSIVENESS TRANSLATE INTO DESIGN?

Proportions are the springboard to good design. And at Audi they are truly progressive. We are quattro. For me, quattro is so much more than a drive concept—quattro is a proportion that sets us apart from our competitors. In their cars, the passenger compartment more or less sits on top of the rear wheels because of the rear-wheel drive, whereas at Audi it nestles snugly between the axles. As a result, our vehicles are very muscular. The shoulder line is sunk low, connecting the wheels. We use this brawn to emphasize all four wheels. At the same time, the front section appears leaner and significantly more attractive.



"I'm often asked in what era I would most like to have been a designer. My answer? Today. Because right now is the most exciting time. In the next 15 years, cars will change more than they have in the last 50. Electric motors, piloted driving and digitalization will herald previously unheard of concepts and designs at Audi."

”

MARC LICHTER, HEAD OF AUDI DESIGN




HOW DOES THIS IMPACT THE SILHOUETTE OF THE AUDI A8? All of the body's lines are highly stretched and horizontal—a bit like on the boat here. They accentuate the length of the vehicle. Most cars in the premium segment appear to have huge cabins. Generous amounts of space in the back are, after all, also what this category is all about. An extra 30 millimeters of roof height in the rear of the new Audi A8 is not really a positive for the proportions—but we've disguised that. The window graphics are very flat. Seen from a distance, the Audi A8 almost looks like a coupé. Then you get in and realize it is in fact bigger than any of its predecessors. You really are sitting pretty—certainly more comfortably. And that for me is another sign of progress.

THE COUPÉ SILHOUETTE HAS A LONG TRADITION AT AUDI. Yes, the first-generation Audi TT is a tremendous source of inspiration for me. Those extremely slim A- and

C-pillars as well as the flat roof arch are very radical. No car had ever had that before. The architecture was so striking and the whole design idiom a powerful homage to the Bauhaus philosophy. That car was so incredibly important for me.

THE FACE OF AN AUDI IS STILL SHAPED BY THE SINGLEFRAME GRILLE.

And that, too, is a highly progressive trait of the Audi A8. We have significantly broadened the Singleframe grille so that, head-on, the car looks much flatter and hence sportier. Despite that, it stands very upright and proud, sporting a lot more chrome than all other cars. We used the chrome to create very unconventional slats that are doubled over at the outer edges. It's a fantastic detail. A lot of time and loving detail went into refining the radiator grille. After all, on a car of this kind, the face is actually the most important part. It has to instantly read as a statement about status.



Lines define
aesthetics—on a boat
just as much as
on a car.

SHOULD PROGRESSIVE
DESIGN CHALLENGE THE
ONLOOKER?

Is it innovative? Timeless? Good design is timeless. When I look at this Audi A8 in twenty years' time, I still want to be able to say, that's a beautiful car. Harmonious proportions and forms, stripped of any hint of frivolous or trendy elements; a design perfect down to the last detail—that, for me, is timelessly progressive.

AND HOW IS VORSPRUNG
DURCH TECHNIK
EXPRESSED?

Naturally, we want our progressive technology to also be visible in the exterior design. A minor example is the light strip at the tail of the Audi A8. Only seven millimeters wide, it illuminates totally evenly. I don't know of any other manufacturer who's perfected that art. When the Audi A8 is locked or unlocked, the light spreads from a central point outward over its entire breadth. That's not just progressive technology, it also looks amazing. //

A highly stretched
unbroken,
horizontal shoulder
line spans the
subtle muscularity
of a coupé-like
silhouette. The new
Audi A8 marries
generous luxury
with progressive
sportiness.



In September 2017 we invited X-Yachts enthusiasts, X-Yacht owners and all keen photographers to enter the X-Yachting 2018 photo competition which ran throughout September and October 2017.

We had over 60 entries to the competition, of which you can see the top 15 here.

The winners are:
 1st (X-Yachts Jacket): Anders Terkelsen
 2nd (X-Yachts Polo): Fredrik Lundh
 3rd (X-Yachts Bag): Rickard Bergkvist
 4th (X-Yachts Belt): Jakob Schäfer
 5th (X-Yachts Cap): Seden Erdi

Thank you for all your lovely entries of X-Yachts all over the world!

WINNERS CHOOSE AXXON

... it is not a coincidence ...



SO, WHICH BOAT HAS THE AXXON CARBON MAST ? ...



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WHERE TO KEEP YOUR YACHT

If you are looking for a permanent base for your yacht, then look no further. Greece is the ultimate destination for those seeking perfect sailing conditions, safe waters and a warm climate. Making one of its modern marinas your home from home, it is possible to take advantage of the expertise and know-how of your local yachting agency and its services in order to get the most out of your yacht. There really is no location more ideal in the Mediterranean for those wanting to enjoy the sailing experience while having access to experienced support, should assistance be required. And as for maintaining your asset during the winter months, the expertise and choice facilities will give you absolute peace of mind.

A great variety of alternative itineraries will allow you to discover ancient ruins, picturesque fishing villages and turquoise coves, most of which are accessible 365 days of the year. Greece is a great option for all seasons, providing yacht lovers with the finest facilities, the most beautiful beaches and its renowned warm hospitality. With 50 marinas strategically positioned across the country and 20 more under construction, one can choose from a number of locations in which to moor all year.

Once an experienced crew has been established and provisions have been acquired, your trips can begin. From the Ionian Isles in the West to the Sporades in the North and the Dodecanese to the East, you can enjoy discovering the joys of sailing in Greek waters. And what's more, you can opt for a day jaunt or a few weeks of island hopping. Whatever you feel like doing, the region is a true yachting playground.

Take the Cyclades, to the south-east of the mainland, for example. This popular group of islands provides you with a choice of options, depending on your interests. Once moored, you are in the right place to receive expert help for any technical and operational issues concerning your X-Yacht. Actually, you really won't have to worry about a thing, as all the details like repairs, services, bunkering and any legal paperwork can be handled by experts who know the market and are able to get the most competitive prices. Leaving from Alimos or Lavrio Marinas, set sail for a delightful discovery of destinations still unspoiled by tourism, like Amorgos and Serifos. Relish dining on the freshest catch of the day at traditional tavernas on the islands of Folegandros or Sifnos. Let your captain navigate you to

secluded, relatively unknown bays with sparkling waters. Little anchorages in Schinoussa, Koufonisia and Kythnos will certainly be some of the highlights of your stopover, while islands like Milos and Santorini will beckon you to explore their volcanic dry land.

The pleasure of being based in Greece is that you can simply wake up and enjoy a new destination every day, experience its spectacular natural beauty and be awestruck by its stunning landmarks. The only thing that you need to do first is to close your eyes and choose a destination from the map. Everything else will be simply plain sailing.



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Sailing in Greece

WRITTEN BY
SOPHIE & MARIO DE BRIE

We have been cruising all seas of Greece, with Rod Heikel's famous Greek Pilot as our trustworthy guide. Greece has so much to offer, especially to a sailing family. The historical treasures and all information you need are extremely well described in the great Pilot.

The Ionian Sea in the Wes, provides easy sailing most of the summer, on flat water between beautiful islands, all very close to each other. The waters between the islands of Lefkas and Zakynthos are perfect for people in the beginning of their sailing career. One could compare the area to the BVI in the Caribbean. The wind patterns are very predictable, and there are always several options to shelter if bad weather would be forecast.

Anchoring in the Ionian Sea is often done in relatively deep water, with "long lines ashore". After a few times this becomes an easy task, and it is fun and safe. Don't buy 2 reels of ribbon for this purpose, like we did in the beginning, as they break in strong lateral winds. Bring instead 2 floating ropes of 50-60 meter, which you can easily let go if necessary in an urgency. And as a bonus, almost every night the wind and waves drop to zero: excellent sleeping is guaranteed.

South of the Ionian to the Peloponnese, is just a day sailing, and brings you to beautiful quiet places. Make sure to trail your fishing line, as chances are big you catch some sashimi under way. It is also a nice and usually flat sailing area to exercise calculating your position with the sextant at sunrise or sunset, if you are in to that.

We have a small dingy and a modest 4HP outboard engine, which is perfect for our kind of sailing in Greece: The engine is light enough to avoid back injuries when lifting it, as I do every day, and we don't intend to use it for waterskiing anyway. For trips longer than 2 hours or so, or when strong wind is forecast, we also deflate and stow the dingy.

One of the many advantages of owning a boat compared to renting one, is that you can bring more sails, which is very useful here: we have covered so many miles using

the gennaker and code-zero. It brings another dimension to sailing a fast X-Yacht, especially in light winds.

The Aegean Sea on the East side is completely different with its famous Meltimi blowing often in summer. Expect fast and exciting sailing and anchoring in winds above 30 knots. The advantage is that you know exactly from which direction it will blow (N – NW). The Xc45 does it all effortlessly, and one always feels safe. Anchor very close to a sandy beach on the South side of an island, with a very long chain.

In Mykonos Island, "Ormos Ornos" is an excellent example for this purpose.

Mobile coverage between the Greek Islands is outstanding. Daily consulting of the weather forecast is easily done with a smartphone on www.poseidon.hcmr.gr and www.meteo.gr for wind and wave prediction, but also make sure to check the overall situation with the surface pressure and front forecasts charts, which can be downloaded from www.metoffice.gov.uk.

Greece is a great country to sail in the Med, amongst others. You will find a nice climate, excellent sailing conditions, friendly welcoming people, beautiful scenery, historical and cultural sites, delicious food in many places, but what distinguishes it, is that Greece, on top of all that, is still authentic.

Written by
Sophie & Mario De Brie
Xc 45 "Xen Weg"



Fastest In-boom mainsail system



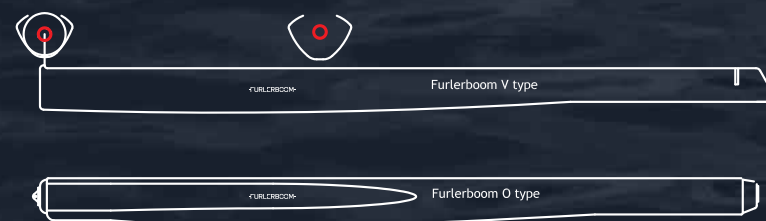
In-boom mainsail furling system for luxury boats like the X-Yachts and many others...

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

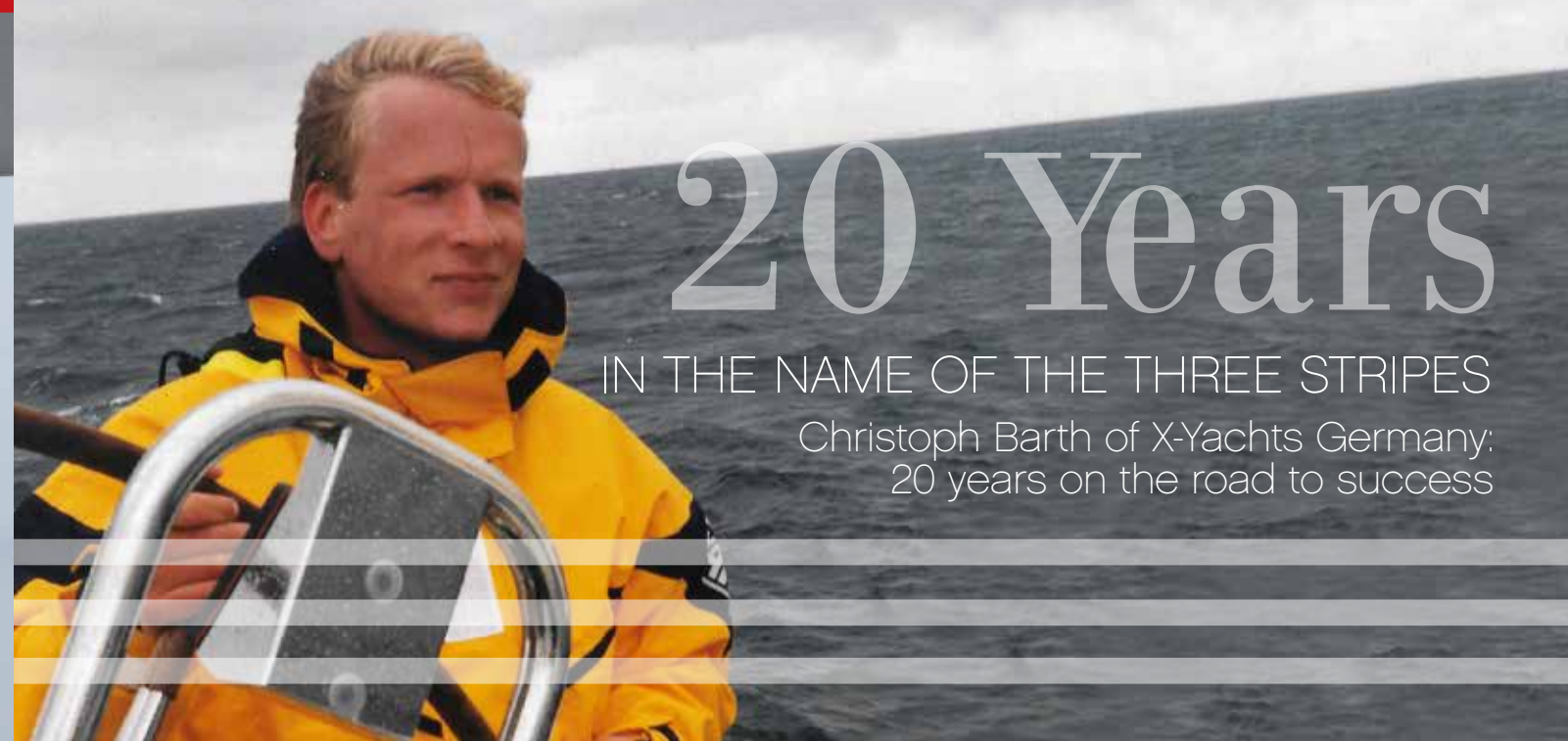
No compromise in stability and performance.

FurlerBoom has been fitted on all +35 foot X-Yachts, ask us to quote yours on www.FurlerBoom.dk.

New V-shape inboom furling product line is launched in the beginning of 2018.



FURLERBOOM



20 Years

IN THE NAME OF THE THREE STRIPES

Christoph Barth of X-Yachts Germany:
20 years on the road to success

Every sailor knows them, the three stripes at the waterline, the highly distinctive feature of X-Yachts. Three young Danish sailing enthusiasts, Birger Hansen and the brothers Lars and Niels Jeppesen, were passionate about the 1/4-ton class and wanted to do better than anyone else. With the X-79 yacht, the Danes won everything within sight. The X-79 was quickly turned into a small series, and just under 470 units were built and sold up to 1994.

Christoph Barth himself sailed the X-79 and, at an early age, worked at the X-Yachts shipyard in Haderslev and the boat shows in Germany. This was followed by many regattas and victories, such as the German Championships in Ocean Racing in 1997 on an X-362 and countless cruises on various X-Yachts of his own.

In 1997, Christoph Barth, who was inspired by the legendary success of the Danish brand, was given the opportunity to take over the X-Yachts agency in Germany. "At that time, our office was still located in a building belonging to an architect friend," said Barth. He was one of the first to

promote the idea of and invest in the Sonwik Marina in Flensburg, located within the city's old naval grounds. It quickly became clear where our new sales office would be. When the construction was completed, the young businessman moved into his office in an old, but totally renovated, naval building. In 2008, he moved into a brand-new building in the Sonwik Marina. "When I sit at the desk in my arcade looking at the fjord, I am always reminded that the decision to buy and operate an X-Yachts office here was the right one," says Barth.

The location of Flensburg directly on the border with Denmark is certainly also one of the cornerstones of a long, good and trusting cooperation between Barth and X-Yachts in Haderslev. Around 300 new X-Yachts have found their way to German owners over the past 20 years.

Apart from his business associate Oleu in Heiligenhafen, which mainly looks after the Bay of Lübeck, Christoph Barth runs his company as a family business. "It is important that our customers immediately feel they receive personal attention," says the committed managing director

of X-Yachts Germany. In addition, the direct line to the shipyard is, of course, the best basis for selling yachts and looking after the customers. "If requested by the customer, we get in the car and drive to the Haderslev shipyard in about 40 minutes," Barth continues.

Quality, safety and ease of use coupled with first-class sailing characteristics is what X-Yachts stands for.

Trustworthiness, first-class advice and customer care is what Christoph Barth stands for.

www.X-Yachts.de



New Dealers

NAUTIKACENTAR NAVA-CROATIA

Nautika centar Nava joins the X-Yachts family



Alenka Alujević



Dario Marijan



Sergije Plavša

Croatia is a land of 1246 islands, over 2800 hours of sunshine yearly, ideal sailing conditions and over 300 regattas.

Nautika centar Nava joined the X-Yachts dealer family in April 2017. The company has a long and successful business history as it has been in the boating industry for over 27 years.

Passionate sailors and boaters gathered at Nava are boat sales experts and the company's business activities also include charter and a VOLVO PENTA center. From headquarters in Split and a new base in Maslinica for the X-Yachts fleet X4³, the company plans to promote the

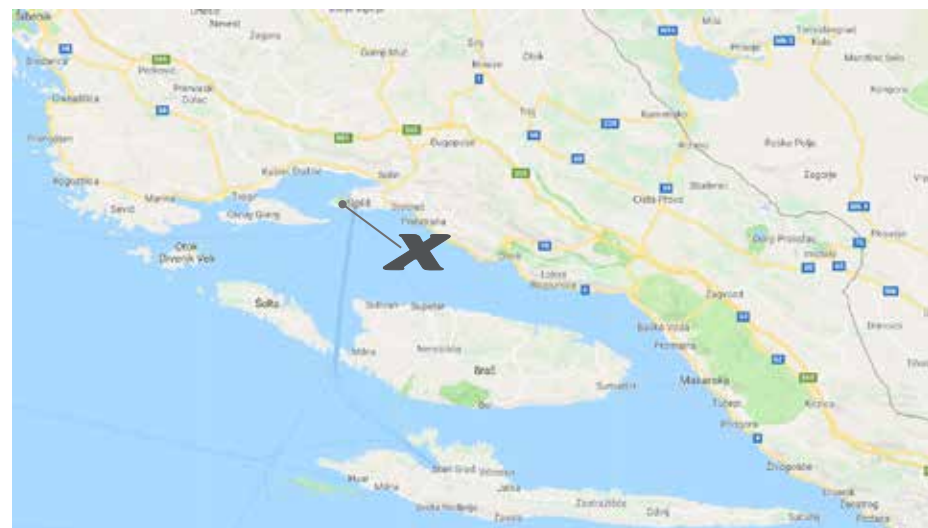
X-Yachts brand in Croatia. Nava is proud to provide sailing perfection of the X-Yachts brand to sailors who do not want to choose between performance and comfort and luxury but rather have it all in one boat.

Meet the X-Yachts team in Nava: Dario Marijan - general manager and visionary in the company. He started the company in 1990 and made it a successful enterprise with close to 40 employees. Sergije Plavša - head of sales and passionately devoted to boat sales and Nava clients for the past 15 years. Understanding the boating industry and extensive experience makes Sergije a great consultant in a bit

complicated Croatian boating and charter management business. Alenka Alujević is the number one regatta aficionado in the company, the exact reason why she is the head of X-Yachts charter. She has been in the Charter department for 15 years and enjoys welcoming repeated guests and providing top service.

More info on the region and destination: Split, the "capital" of the Dalmatian region, is the company's main base, because it is well connected with Europe's smaller and larger airports and through the A1 highway it is easily accessible by car. The private marina is a perfect starting point for any cruise or regatta (and one third of over 300 regattas are held in the Split area).

The home port for the newly acquired X-Yachts fleet will be in Maslinica. Four X4³ will be safely anchored in the Martinis Marchi marina on the island of Šolta. A new base in Slano (at only 35 km from Dubrovnik), enables Nava's guests and clients to enjoy the beauties of South Dalmatia or combine one-way routes and itineraries to get the best of Croatia in one charter.



CYPRUS

Cyprus is an island with a promise for sailing. The sailing community is well established and X-Yachts are as expected dominate the scoring of the racing arena.

Recently we established the X-Yachts Cyprus exclusive dealership, run by Easy and Aviram Swissa:

"We have a very strong belief in Cyprus as a sailing destination. The facilities and services are great, the new marina in Limasol is a perfect



Aviram Swissa

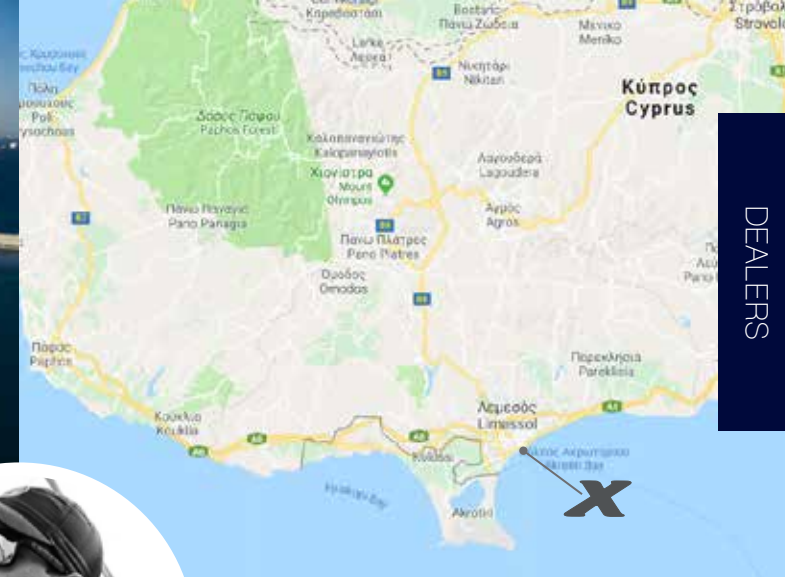
combination between prestige and protection, fun and professional. The marina is located in the middle of the island, with fast access to lots of cruising over night destinations.

Currently there are 2 new marinas

under construction, and the sailing in Cyprus looks promising. We see ourselves as a big part of this with X-Yachts.

In May 2018 X-Yachts will participate for the first time in the Limasol boat show.

In September 2018 Cyprus is going to host the ORC Europe Championship in Limasol, we are planning to have at least 5 X-Yachts teams in the race."

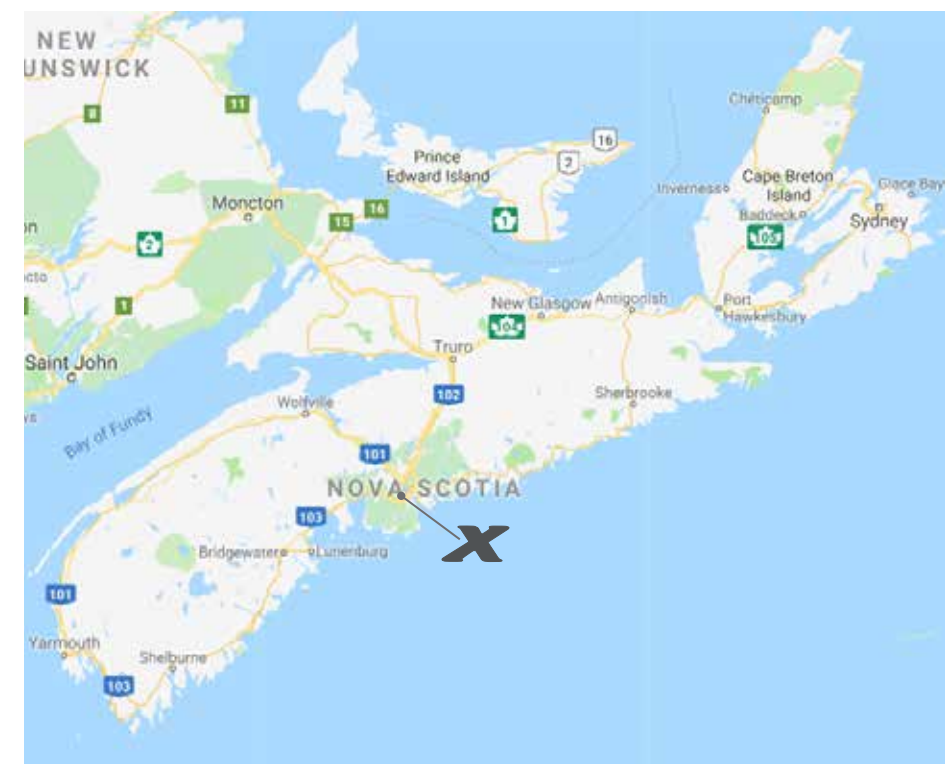


EASTERN CANADA

"Ocean Yacht Sales Limited is honored to be the new X-Yachts Dealer for Eastern Canada. Ocean Yacht Sales is based out of Halifax, Nova Scotia and has been servicing Eastern Canada as one of the most active brokerages since 1963.

Our business is to assist clients finding their perfect boat. We go by the philosophy "tell it like it is" where honesty and integrity are the cornerstones of our business.

We look forward to working with X-Yachts, who share our passion for fast sailing and quality craftsmanship."



Meet the Dealers

X-Yachts conducts its sales though X-Yacht dealers all across the globe. Listed below are the X-Yacht dealers from the countries and regions where we are represented. Their details are available for you to contact them directly if you want to discuss the purchase of an X-Yacht or to find out more information on the range.

AUSTRALIA X-Yachts Australia Pty Ltd Andrew Parkes Tel: + 61 (0) 2 9719 941 Mob: +61 (0) 414 645 259 ap@x-yachts.net.au www.x-yachts.net.au	CHINA Qingdao Furi Yachts & Marina Club Co Jane Pih Tel: + 86 0186 789 66930 bmh@furigroup.com.cn www.chinax-yachts.com	FINLAND X-Yachts Finland Oy Ab Robi Gripenberg Tel: +358 40 4142 545 robi@x-yachts.fi www.x-yachts.fi
BELGIUM · SINGAPORE X-Yachts Belgium Eddy Verbrinnen Tel: +32 475 287 162 ev@x-yachts.be www.x-yachts.be	CROATIA · MONTENEGRO Nautika Centar Nava d.o.o. Dario Marijan, Sergije Plavša, Alenka Alujević Tel: +385 21 407703 x-yachts@navaboats.com www.navaboats.com	FRANCE X-Yachts France Jean-Luc Chaland Tel: +33 (0) 494 45 37 33 Fax: +33 (0) 494 45 52 60 contact@x-yachts.fr www.x-yachts.fr West Mediterranean: ETTORE Yachting Tel: +33 (0) 466 51 33 11 languedoc@x-yachts.fr Atlantic: Nouvelle Aventure Océane Tel: +33 (0) 638 31 56 04 atlantic@x-yachts.fr Brittany: Arzal Nautique Tel: +33 (0) 297 45 03 52 bretagne@x-yachts.fr Normandy: SNIP Yachting Tel: +33 (0)231 97 34 47 normandie@x-yachts.fr
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CANADA EAST Ocean Yacht Sales Hugh Layton Tel: +902 478 4036 jr@oceanyachtsales.com www.oceanyachtsales.com	DENMARK X-Yachts Denmark Kristjan Pigsborg Kristjansen Tel: +45 26798384 kpk@x-yachts.com www.x-yachts.com	GREAT BRITAIN · IRELAND X-Yachts (GB) Ltd / X-Yachts (Group) Ltd Conor Fanning, Debbie Weldon, Stuart Abernethy Tel(GB): +44 (0) 23 8045 3377 info@x-yachtsgb.com www.x-yachtsgb.com Tel(IRE): +353 (0) 1 855 8077 info@x-yachtsireland.com www.x-yachtsireland.com
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JAPAN 135 East Co Ltd. Kousei Monda, Noby Kobayashi Tel: +81 (0) 798 32 1350 info@135-e.com www.135-e.com	SPAIN X-Yachts Spain Soren Holst Thomsen Mob: +34 691 390 958 soren@x-yachtsspain.com www.x-yachts.es	
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GO BEYOND™ BOUNDARIES

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THE PERFECT MATCH

Since 1978, X-Yachts and North Sails have shared a mission to produce superior yachts outfitted with the highest quality sails available. World-class yachts and world-class sails unite to offer outstanding value plus victory on the race course.

Photo: X-Yachts / Per Heegaard