

X-YACHTING

40TH ANNIVERSARY
1979-2019

NEW X4⁰

The new little sister

SAILING THROUGH LIFE IN AN X

"It would be a jump into a total adventure"

AMERICAN SAILORS WANT X-YACHTS

This was quite a unique event

GO CHARTER IN CROATIA

"It was an excellent sailing experience"



X-Yachts
WORLD CLASS SINCE 1979

A Winning Partnership For 40 Years

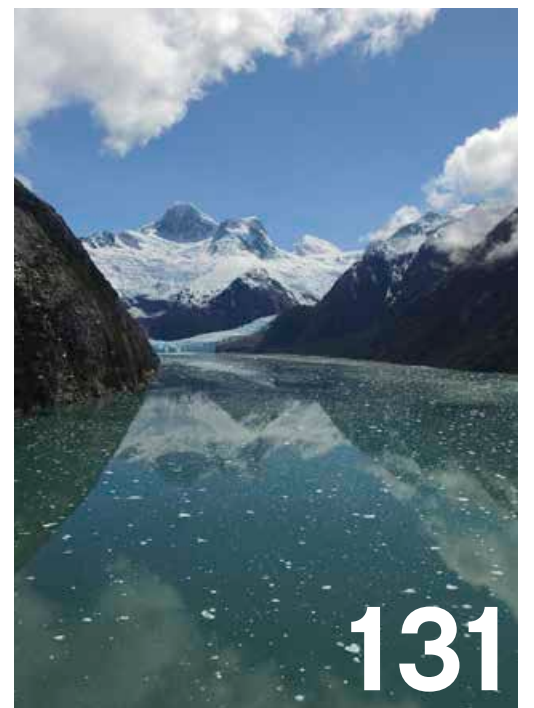
X-Yachts and North Sails have shared a very strong connection for 40 years, with a common vision and commitment to producing the best boats, together with the best sails. The cooperation was and still is based on the fact that a fast, high quality boat needs a sail inventory to match and that is exactly what the X-Yachts and North Sails partnership does.

"We really enjoy working with North Sails. With the high level of service and design support that we receive, the sails fit the rig perfectly and complement the boats' sailing capabilities. Their global network of service ensures our customers are looked after wherever in the world they might be. Projects such as this are at the heart of both companies which is why they have such great success."

Stuart Abernethy | X-Yachts

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Xcruising

Pure X

Xperformance



WELCOME TO THIS 2019 EDITION OF X-YACHTING

When I started in this job as CEO, I instantly fell in love with our product, the world-famous brand, X-Yachts. I was impressed about the employees, interested in understanding the dreams of our clients - and enthusiastic about our global dealer network and everyone's passionate approach to X-Yachts.

Throughout the year, we have been working with our vision and mission statements. Our vision is to *provide superior sailing pleasure to fulfil our customers' dreams*, and in our mission we promise to *challenge the market through strengths in design, innovation, technology and craftsmanship*.

We are all very humble about these statements, however feeling quite convinced that we can deliver what we promise. We strongly believe that we can live up to our statements.

In this edition of the magazine, we are presenting to you news about our most recently launched models, the X4° and the X4° – and about the latest newcomer, little sister to the successful Pure X range, the X4°.

We are very honored that our loyal and dedicated X-Yachts owners will share their stories with us, exploring the seas all over the world in an X. We hope that you will enjoy reading the magazine.

We look forward to seeing you in our anniversary year of 2019!

Kind regards

Kræn Brinck Nielsen
CEO



JOIN OUR MONTHLY NEWSLETTER

TO GET ALL THE LATEST INFORMATION AND NEWS
FROM X-YACHTS DIRECTLY IN YOUR INBOX

GO TO
[X-YACHTS.COM/#SIGNUPFORM](https://x-yachts.com/#SIGNUPFORM)

AND FOLLOW US ON THE SOCIAL MEDIA



40 YEARS OF SUPERIOR SAILING PLEASURE

The "First 40 years of X-Yachts' History" book will be published in connection with X-Yachts 40 Years Anniversary Gold Cup in Haderslev, 7th - 9th June 2019. In this magazine, we will show you extracts from the book.



1979 2019

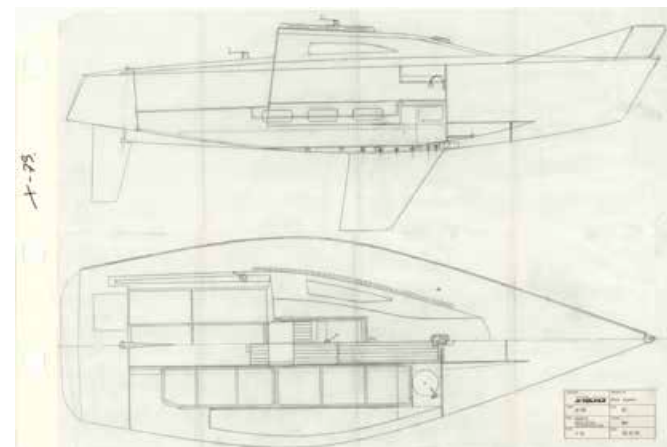
X-79

Text by journalist, Henrik Svensson

February 2019 will mark 40 years since X-Yachts first saw the light of day. An adventure was begun that not even world-famous Danish writer Hans Christian Andersen could have written better.

With enthusiasm and passion - but without a penny to their name - the three founders, brothers Lars and Niels Jeppesen, together with Birger Hansen set off on their journey.

From the very first boat to the present day - some 6,000 sailboats later - superior sailing abilities have been a hallmark of all X-Yachts boats.



For the first few years, the main part of production was sold on the domestic market. But it wasn't long before the outside world turned its attention to the great-sailing boats from Haderslev. In recent years, the export business has accounted for more than 95 per cent of sales.

Today, X-Yachts is an international leader in the development and production of the world's finest cruisers - luxurious

quality boats exported around the world. Sailing and developing great-sailing boats are hardly new endeavours for the Danes. Denmark is an ancient land of Vikings where even 1000 years ago people were capable of building light, fast and pretty boats that sailed all through the waters of Europe, and even to Greenland and America.

And the Danes have developed a proud tradition in boat racing over the past one hundred years. With his many Olympic victories and top positions in various internationally recognised world championships, In particular Paul Elvstrøm has become a huge inspiration and motivation for a strong Danish pleasure boat sector.

After several month of intense work, the prototype is ready to set sail. This is happening on 9 May 1979 in Aabenraa at a local boat show. Just a month later, the shipyard enters two X-79ers into the Round Zealand yacht race. Here, the first vessel built - sailed by Niels and Lars Jeppesen - beats 1,500 participants to claim a convincing first place on the short stretch. The boat crosses the line a whole two hours before the second placed vessel - a J24 sailed by Lars Ise who would later become Chairman of KDY and a customer of X-Yachts, buying a IMX-38 and an Xp 38.

One of the other beaten competitors was Bent Folke Larsen who had to watch the Jeppesens' aft from his Dehler Sprinta Sport. After seeing how well the X-79 could sail from behind, he just had to have one. Right now. He needed to buy the winning boat here and now.

As soon as the boats were in the harbour, the two parties rushed up to find a piece of paper, and drew up a hand-written contract. The first X-79 ever built was sold. The three boat builders from Haderslev went back home without a boat.



The Swedish X-79, hull 06, owned by Mr Nordenström, won Sweden's largest boat race "Around Tjörn" in August 1979, beating Swedish competitors "Albin Express" and "Maxi 80 racer", among others.

“It wasn't long before the outside world turned its attention to the great-sailing boats from Haderslev.



Denmark's Paul Elvstrøm is one of only three Olympians to win the same individual event four times in a row. He is also one of only four athletes to compete in eight or more editions of the Games. Elvstrøm won the Firefly sailing class in 1948. This class evolved into the Finn monotype class which Elvstrøm then won in 1952, 1956 and 1960. Elvstrøm also participated in the Olympic Games in 1984 and 1988 where his daughter Trine crewed for him, making them the only father/daughter combination to have competed together at the Games.





X-99

605 X-99 MODELS

The development of new boats continued at a rapid pace, with Niels Jeppesen setting about designing a "big sister" for the X-79, the X-99, which in time would prove to be the shipyard's best-selling boat.

The plans for the boat were introduced at the Fredericia Boat Show in March 1985. Here, 100 rights of purchase were put on sale for 4,700 DKK a piece.

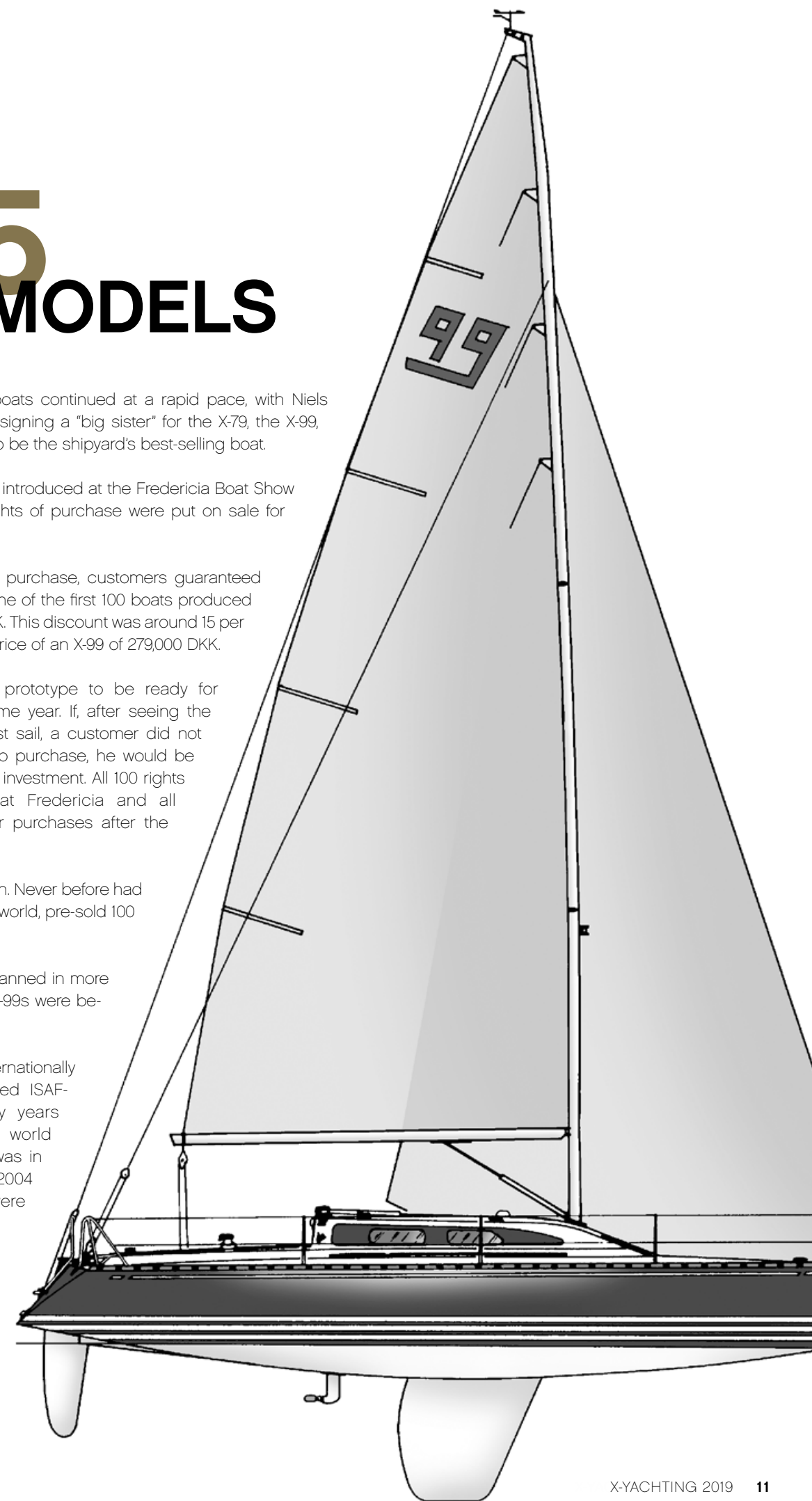
By investing in this right of purchase, customers guaranteed themselves a right to buy one of the first 100 boats produced with a discount of 42,700 DKK. This discount was around 15 per cent of the total purchase price of an X-99 of 279,000 DKK.

X-Yachts planned for the prototype to be ready for test sails in July of the same year. If, after seeing the boat and taking it for a test sail, a customer did not want to exercise his right to purchase, he would be refunded half of his original investment. All 100 rights of purchase were sold at Fredericia and all customers completed their purchases after the test sails.

History had thus been written. Never before had a shipyard, anywhere in the world, pre-sold 100 boats of this size.

After this, production was planned in more detail so that two to three X-99s were being produced each week.

The boat later became internationally recognised as an approved ISAF-class boat and for many years competed in the official world championships. The boat was in production from 1985 to 2004 and some 605 models were produced by X-Yachts.





IMX 45



Skipper // february 1997



X-412



X-412



X-612



Fine reviews from Toby Hodges, Yachting World, November 2016



The three founders of X-Yachts, Lars & Niels Jeppesen and Birger Hansen in the cockpit of the European Yacht of the Year Winner, the Xc 45.



X-482



Hamburger Abendblatt // October 1995



X-482



Xp 44, launched for the first time in the Spring of 2011



X-612

2000 - 2019

5 GENERATIONS

10 BOATS IN THE SECOND GENERATION.

The first boat was the X-512 which had its world premiere in 2000. This was the shipyard's first boat with a double helm, and all boats in the new generation of cruisers/racers were delivered with rigging.

The 512 was followed by the X-412 (replacing the X-402). The shipyard continued introducing replacements for earlier models at a rapid pace.

A new flagship model saw the light of day in 1995 in the form of the X-612. The boat boasted lots of new creations, such as the sprayhood which could easily be lowered into "a bed". At the aft of the ship, a "garage" was installed with space for a 28 metre rubber dinghy - a feature that was otherwise only seen on significantly larger sailing vessels.

The second generation comprised 10 boats, the last of which, the X-482, was introduced in 1999. The second generation also had better sailing abilities with comparably traditional cabins and the absolute best-quality build.

THIRD GENERATION

Around 2000, X-Yachts introduced its third generation of boats which the shipyard described as performance cruisers - starting with the IMX-40 and the IMX-45.

These were followed by a new flagship model, the X-73, in 2001. The 73-foot sailboat was the shipyard's biggest series-produced cruiser to date and was designed based on the wishes of X-612 owners.

Only two were built of this series, the second of which was sold to world-famous Danish shipowner, the late Mærsk McInney Møller.

The series was followed by seven other boats from the X-40 to the X-55.

FOURTH GENERATION

In 2008, the first boats in X-Yachts' fourth generation were ready, consisting of two series - an XC series with a focus on cruising, and an XP series with an emphasis on performance.

The cruiser series, produced in five sizes between 35 and 50 feet, focused on space and pleasant sailing. The tanks, which were made bigger to increase range, were placed in the bottom midship, the freeboard was raised, and the overall deck layout was redesigned so that all boats in the series could easily be sailed short-handed. (MORE INFORMATION?)

FIFTH GENERATION

In 2017, the first boat in the fifth generation was introduced, the so-called Pure series, which combined the best from the Xp and Xc series.

This started with the X4³, followed by the X6⁵, X4⁹ and X4⁶. And the X4⁰ will follow in 2019, our anniversary year. The new series epitomises the zeitgeist and has quickly become a huge success. The Pure series has become a worthy replacement for earlier generations.



X-YACHTS MOVES TO HADERSLEV

The shipyard could no longer remain at Marstrup Møllevej 28. By a stroke of luck, an old wooden shipyard, which had sat at the southern end of Haderslev harbour for generations, was on sale.

Asmus Petersen established his boatyard in Haderslev around 1900. He was from an old boat building family on the island of Kalvø and his son, Hans Petersen, later took over the shipyard and slipway in Haderslev. Here they built both large dinghies for coastal fishing and sailboats for pleasure sailing.

When the boat builder retired, the haulier Jumbo Kloster purchased the place to have space for his converted fishing vessel. And it was he who sold the area of 5,000 square metres to X-Yachts who replaced the old wooden dinghies and sailboats with epoxy resin, and glass and carbon fibre.

The 5,000 square metres were expanded with a further 7,000 square metres purchased from the local council. Blueprints were drawn up with a conscious nod to the "maritime" look. The project offered beautiful open offices full of light, as well as a canteen, warehouse, and finally a building with space to develop new types of boats. A total area of 1,450 square metres was complemented by a slipway and private harbour with space for around 30 boats. Construction was begun in September 1985 and in February 1986 - exactly six months after it began - the new home at Fjordagervej 21 in Haderslev was ready for moving in.

At the same time as it took control of its own destiny, X-Yachts had also become the owner of its very own foundry, as sub-contractor Bøge Petersen had wanted to sell his foundry in Lunderskov in 1985. Success on the interna-

tional racing circuit continues in 1986. The annual three-quarter tonne world championship sailed out of Torbay, England, and the shipyard secured second place whilst the "Andelstanken" took part in the One Ton Cup sailing out of Palma Bay in Mallorca. The results was a fine first place finish, whilst its sister boat "Sea Ways" came in fourth.

Success on the racing circuit was part of establishing X-Yachts' name on the big international market. Foreign boat dealers queued up to get permission to sell the shipyard's boats.

Pretty soon, there were 15 dealers in prime locations across Europe. These dealers accounted for 40 per cent of sales, whilst the Danish market made up 60 per cent.

Zeus³




Designed for sailors, built for sailing

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.

 SAILING FEATURES

 10 HZ GPS

 NMEA 2000®

 WIRELESS

 IPX7 WATERPROOF

 2 YEAR WARRANTY

SIZES AVAILABLE



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A Passion for Sailing



X-Yachts
MED CUP 2018
18 - 20 May



X-Yachts
SOLENT CUP
4th - 6th May 2018



X-Yachts
HELLENIC CUP
30 July - 4 August 2018



SOLENT CUP 2018

From 4th to 6th May this year's X-Yachts GB Solent Cup returned to Hamble and The Royal Southern Yacht Club, who took care of the racing and our onshore entertainment.

Friday brought the Skipper's Briefing, followed by the X-Yachts Owner's Association Drinks. Crews were happy in the Upper Bar with everyone joining for the Summer BBQ.

The onshore Surf Simulator competition was fun for all involved with The Lone Reveller entertaining us in the background. This set up a nice atmosphere before our Gala Dinner, which was attended by over 150 people. Fuzz Townshend

of Car SOS was this year's after dinner speaker, who told his story of how he's gotten to where he is today.

On Sunday after racing, the fleet made their way back to The Royal Southern Yacht Club for after racing Chicken Curry, along with a Pimms drinks reception in conjunction with the Prize Giving. A lot of the crew viewed the weekend as a social event as well as some fun on the water.

Thanks to the Royal Southern Yacht Club for being great hosts. We are looking forward to returning in the future.





EASTER REGATTA IN CROATIA

On the days of 21 – 24 March, the Easter Regatta in Croatia took place for the 19th time.

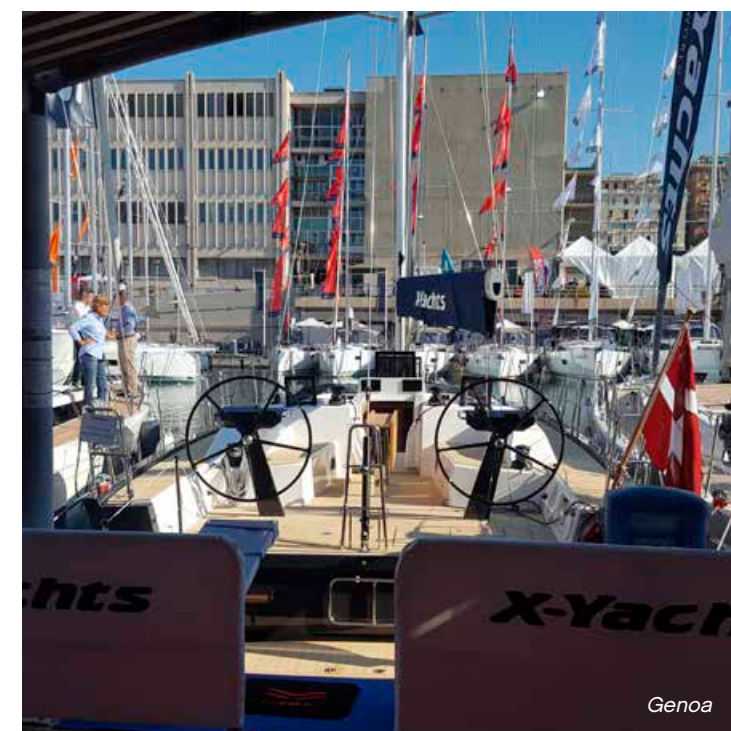
X-Yachts dealer in Croatia, Nautika Centar Nava was represented by 4 brand new X4³s. A selected crew from X-Yachts in Denmark was invited to join the regatta in the ORCi class; Among others, sales representative Kristjan Pigsborg participated.

ARC 2018

Xc 45 Italy



BOAT SHOWS 2018



THE FIRST X-79

Produced by X-Yachts is back at the yard. It is now undergoing a total make-over and will be presented at next year's 40th anniversary and X-Yachts Gold Cup.



**BIG
SoMo-
MENTS
IN 2018**

LAUNCH OF THE X4⁶

One day ahead of schedule



X4⁹

in the Norwegian archipelago, Summer of 2018.

SAILING AROUND THE WORLD IN THE X-50

Initially, the trip was 'only' planned to last 13 months.
But three years later the family is still exploring the
world in their X-Yacht.



FOUR BRAND NEW X4^{3S}

participated in the Easter Regatta in Hvar, Croatia.



THE XP 44

is a sleek, slender sailing yacht with
the lines of a #supermodel.



6 X-YACHTS LOADED

on giant boat transport ship heading for the US.
Americans dig the Danish yachts too.

BIG SoMo- MENTS IN 2018

"THE X6⁵ IS A BOLD DESIGN..."

A muscular, small superyacht blessed with powerful lines; a yacht that will place most others of her size firmly in the shade." This is what Toby Hodges from Yachting World said about the X6⁵ when she was launched.

THE X-37, X-40, X-43 AND X-46

All became a instant succes. Today more than 530 of these particular models have been sold. We saw them together in Spain in 2004.



NORWEGIAN XP 44

"Born to run" at the Les Voiles de Saint-Tropez regatta



THE X4⁶

The latest member of the Pure X series.



THE X4⁹

Cruising into the weekend at the beautiful waters of Mallorca.



THE X4³ IS DESIGNED TO REACH HIGH SPEEDS

-with a small crew, in a comfortable way.
A perfect summer moment 2017.



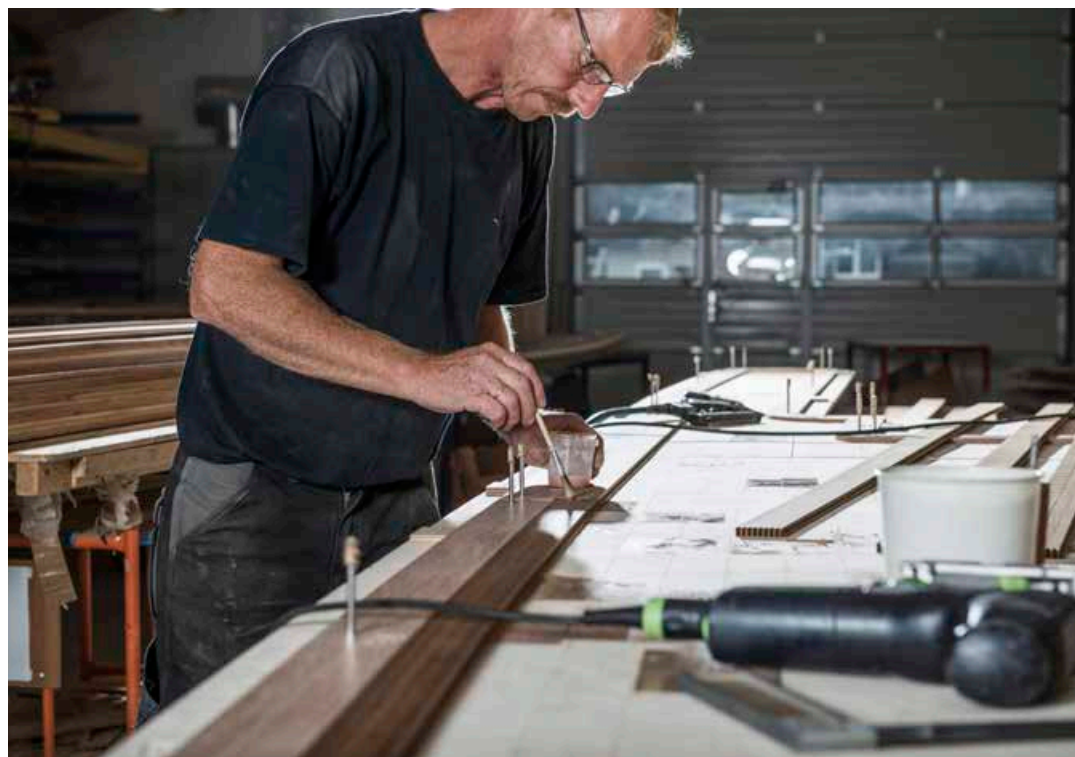
UPGRADES OF OUR XC RANGE

We just made your future of sailing even more cruising.

BIG SoMo- MENTS IN 2018

CRAFTSMANSHIP AT ITS FINEST

Detail pictures of the
woodwork, in the creation of new X-Yachts.



ATTENTIVE TO DETAILS

It has never been easier or safer to sail with mom and dad.



THE X-41 IS A VERY POPULAR RACING MACHINE

Team Fiverr from Israel is a highly experienced X-41 One design sailing team.

WHEN TWO FRIENDS BUY EACH OF THEIR OWN XP 50

They are now able to race against each other in the blue waters of Spain.



DREAMING OF A 70FT MODERN PERFOR- MANCE CRUISER

- and the IMX 70 was born.



SETTING THE STRATEGY

-of X-Yachts in 20 ms!
/A story by Ib Kunøe, owner of X-Yachts and chairman of the board.



THE ROLEX MIDDLE SEA RACE 2018

50th anniversary.
131 yachts from all around the world started their 606 Nm offshore race.



JOHN MAST

... move your dream

www.johnmast.dk



Hempel's Mille NCT recommended by X-Yachts

X-Yachts guarantees the best quality equipment on their boats. That is why X-Yachts rely on Hempel for underwater protection.

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WORLD CLASS SINCE 1979

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PERFORMANCE DYNAMIC SAFETY

High Tech Yacht Ropes
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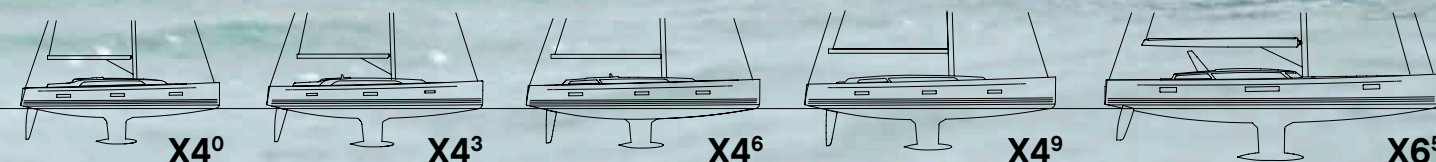
WHAT IS PURE X RANGE?

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.

And again the reason why it made perfect sense to design the X4⁹ and the X4⁶, both launched in 2018, and with the new X4⁰ in pipeline for the anniversary year, 2019.



OUR NEW RANGE OF CONTEMPORARY PERFORMANCE CRUISERS.

NEW *X4°*

PURE X

POCKET LUXURY

THE ALL NEW X4° WILL BE THE SMALLEST MODEL IN THE PURE X RANGE; BLENDING QUALITY, PERFORMANCE AND STYLING WITH CRUISING CAPABILITY.

Hot out of the X-Yachts Design Office comes the X4°, a forty-foot performance cruising yacht that is just as capable for some serious mileage as it is blasting around the cans at the weekend. The new baby X-Yacht joins the hugely successful and critically acclaimed pure X range.

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

The X4° is currently under full development and is expected to launch early Summer 2019 for sea trials and testing. What a way to celebrate X-Yachts' 40th Anniversary!

SAILING THE NEW X4⁰

The X4⁰ can sail fast and point high to the wind thanks to its powerful lines, precision moulded composite T keel with a heavy bulb of lead giving a high degree of stability.

The 47 m² mainsail, and the 31 m² self-tacking Genoa, brings X4⁰ to its maximum upwind speed of 6.5 knots already in 12 knots true wind according to the Wolfson VPP programme.

LIGHT, STRONG AND STIFF

With the introduction of the X-65 in 2007, X-Yachts started to infuse hulls for performance yachts utilising epoxy resin. Epoxy infusion construction offers fantastic control over the laminate allowing it to be optimised to maximise strength and stiffness, whilst saving weight.

In the X4⁰ all weight saved is used to increase the yacht's stability enabling the crew to have a more relaxed time and to feel safer and more comfortable. The fact, that the hull is cured, baked at high temperatures for almost 24 hours, not only optimises the hull material properties but also minimises the risk of the darker coloured hull surfaces to suddenly start posturing, losing the surface finish.

With over 10 years of experience building epoxy infused yachts, X-Yachts took the decision in 2018 to build all models using this technology, one of the only yacht builders to do so.

TECHNICAL

The X4⁰ comes standard with the latest generation 29 HP Yanmar diesel common-rail engine, upgradable to 40 HP, a 2-blade folding propeller on an S-drive installation. The engine is mounted onto special rubber engine antivibration shock absorbers to minimise vibrations, and the engine compartment is fitted with sound reduction insulation to minimise noise.

MAST & RIG

The X4⁰ benefits from an efficient sail plan with the discontinued rod rigging, tapered double spreader. As with all X-Yachts, rigging is over specified to reduce stretch and stop the mast pumping whilst sailing upwind into a heavy sea.

This over-specified rig is incredibly stiff, providing reassuring feel of safety and maintaining excellent sail shape and trim, satisfying the demanding cruiser and also will appeal to the crew, who want to take the X4⁰ onto a race course.

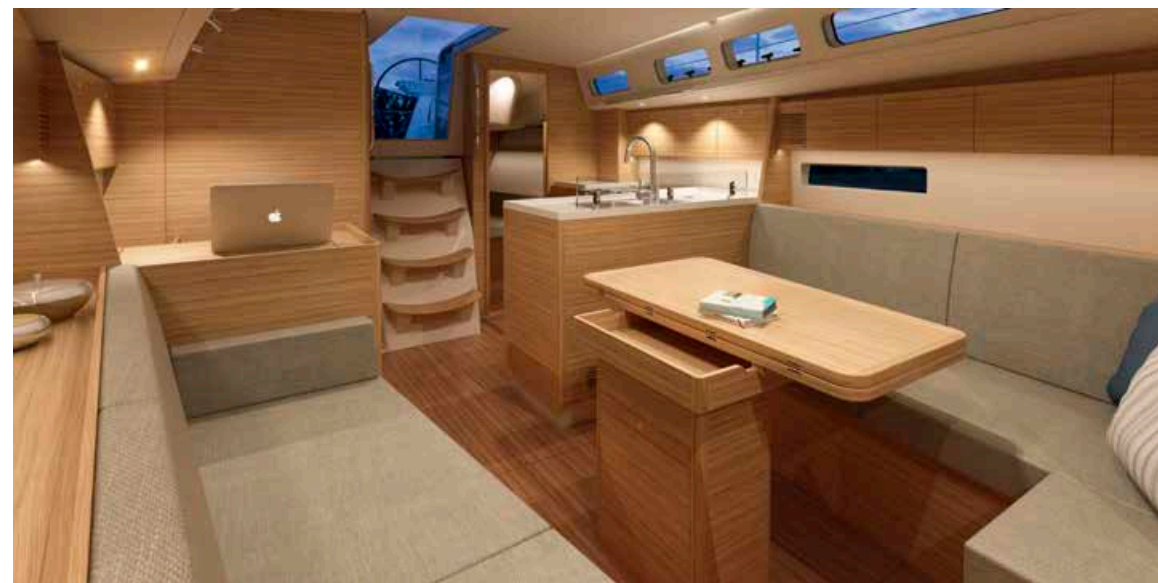


DECK LAYOUT

The standard deck layout comes with: 4 winches, two halyards, self-tacker 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 has an integrated recessed self-tacker track for an 88% jib.

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





CRAFTSMANSHIP

The interior of the X4° is designed to maximise the space available, creating a functional, safe and stylish user experience below deck. Once again, the interior design will have Danish design flair and 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.

LAYOUT OPTIONS

At launch the X4° will be available in a 2-cabin layout with a 3-cabin layout becoming available at a later date.

The standard layout has a head compartment with separate shower compartment.

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



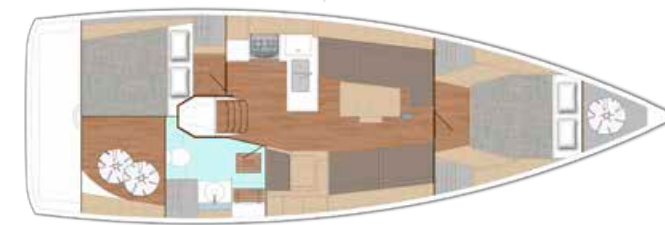
3 cabin Layout
The 3 cabin version will be ready for delivery in 2020*

CONSTRUCTION

At the heart of the X4° is the galvanised steel keel grillage structure. Pioneered by X-Yachts back in 1981, the galvanised steel hull girder offers superb reassurance and safety. Its primary role is to spread keel and mast loads into the hull and it also enables the yacht to withstand extreme shock loads from grounding or an impact with a submersed object.

Not only is the keel structure immensely strong, it is also reliable and very easy to inspect for potential damage.

Bolted to the steel grillage is the keel with iron fin and heavy lead bulb with moderate draft. There is both a shallow and a deep draft option available.



2 cabin Layout
The 2 cabin version will be ready for delivery in the Autumn of 2019



X4° DIMENSIONS (PRELIMINARY)

LOA incl optional bowsprit	12.09 m	39'8"
LOA incl std anchor roller	11.92 m	39'1"
Hull Length	11.50 m	37'9"
LWL	10.40 m	34'1"
Beam	3.81 m	12'6"
Standard draft	2.10 m	6'11"
Shallow draft	TBC	TBC
Deep draft (T-keel)	2.30 m	7'7"
Ballast (standard)	2,800 kg	6,173 lbs
Displacement (light)	7,800 kg	17,196 lbs

ENGINE/TANKS

Engine diesel	21 kW	29 hp
Fuel tank	200 Ltr	53 Gal (US)
Water tank	300 Ltr	79 Gal (US)

SAIL AREAS

P = 15.55 m, E = 5.24 m, ISP = 16.60 m, J = 4.33 m		
Mainsail (aluminium mast)	47 m ²	506 ft ²
88% selftacking Genoa	31 m ²	334 ft ²
106% Overlapping Genoa	37 m ²	398 ft ²
Asymmetric spinnaker	130 m ²	1399 ft ²

X4³

LUXURY LINES

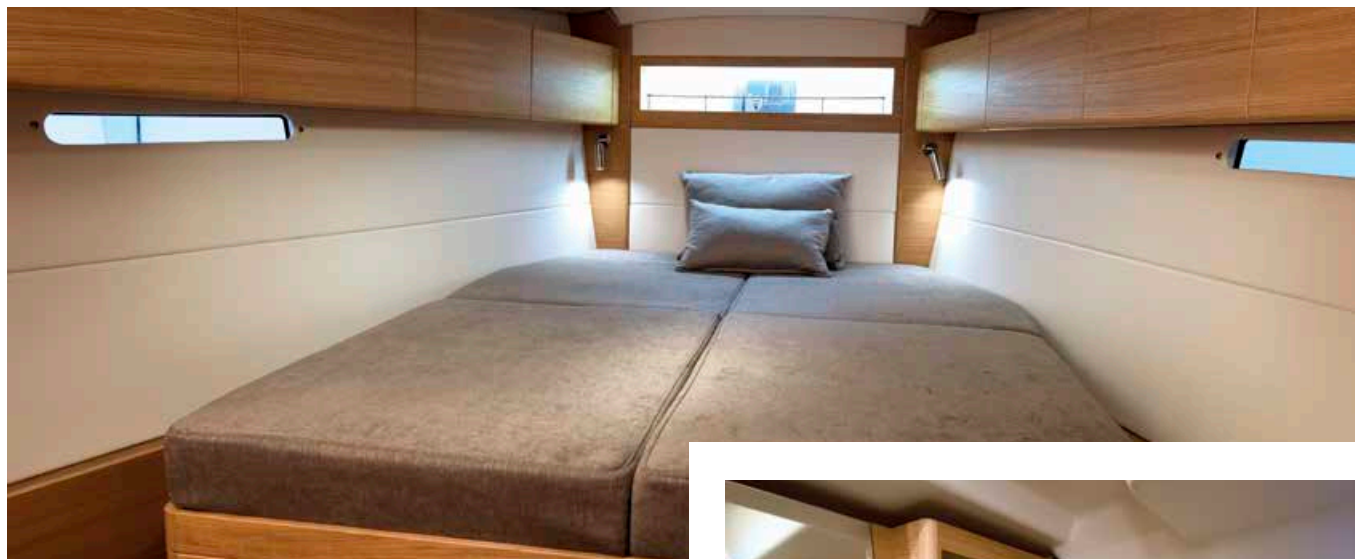
THE X4³ OFFERS THE PERFECT
COMBINATION OF PERFORMANCE,
STYLE AND LUXURY.

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'

With a substantial keel weight and sail plan, the X4³ is a dream to sail into wind and waves. The increased load on both the hull and rig makes it also necessary to increase the specification for the dimensions of the deck gear, winches, clutches etc., resulting in ultimate sailing pleasure.

“One of the best boats I have ever sailed

Graham Snook, Yachting Monthly



OPTIMAL LUXURY

In the design phase of the X6⁵ back in 2015, interior designers and carpenters were striving to reach an "expression" for the X6⁵, normally only seen on larger super yachts. The X4³ interior was inspired from the evolution of this design process.

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

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



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.

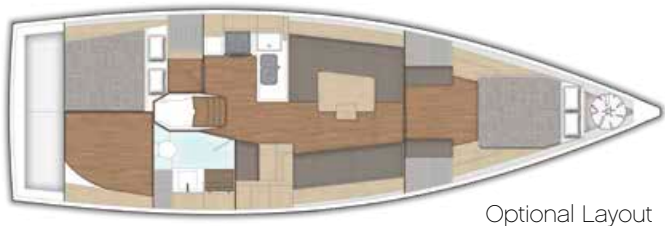
Alternatively, a two cabin version is available featuring a forward facing nav station and a large lazarette locker.

Owner's cabin located in front of the mast comes with plentiful storage including the two large double wardrobes with shelves and hangers and storage space under the double berth.

Standard of the X4³ is double berth in both aft cabins. Optional is 2 x freeboard hung sea berths in both cabins (1 fitted in each aft cabin).



Standard Layout



Optional Layout



X4³ DIMENSIONS

Overall Length	12.91 m	42'4"
Hull Length	12.50 m	41'0"
LWL	11.31 m	37'1"
Beam	3.95 m	13'0"
Standard draft	2.20 m	7'3"
Shallow draft	1.85 m	6'1"
Deep draft (T-keel)	2.50 m	8'2"
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	53 Gal (US)
Water tank	340 Ltr	90 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

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REEFING SYSTEMS & HYDRAULICS

SETTING THE STRATEGY OF X-YACHTS IN 20 M/S..

AT THE END OF THE SEASON I AM ALWAYS SAILING MY BOAT FROM VEDBÆK BACK TO THE YARD IN HADERSLEV, TO A SAFE OVERWINTERING.

Written by Ib Kunøe

I am so fortunate - like a number of other X-sailors - that I can deliver my boat in the autumn, just hand over the keys and then pick it up in the spring. Clean, fresh and serviced, ready to go when I show up! So planned well ahead, I had calculated the usual 20-24 hours for the 166 nm.

The forecast looked good, wind from N and a lot of it – super! The trip goes from Vedbæk on the E coast of Zealand, N of the island, across the Great Belt and N of Funen to Jutland going S down the Little Belt to Haderslev on the SE coast of Jutland approx. 160 nm.

A few days before we started, the forecast shifted to W'erly winds - turning to WSW during the trip, as we say the prevailing wind in the nose the whole way, but a lot of it!

Ok, no problem, although the sea was heavy and the forecast said 15 plus. The crew was the CEO of X-Yachts, myself and two others, the boat an X4³ with a furling boom, so reefing is a piece of cake.

We left 1000 sharp as planned, with plenty of stores for 24 h. Lovely stew with creamy gravy and mashed potatoes (I shot the deer myself). We headed N to Elsinore with full speed and high spirits and then we met the W'erly and heavy sea, exactly as forecasted.

We tacked N of Zealand, and I realized that if we should all benefit from the hunter's pot, then it should be now, so dinner was served at 1600.

It was slow going with wind and sea in the nose and two reefs in the main and half the genua, so we did not pass

Zealand's Reef before midnight, 14 hours after leaving Vedbæk. Last year we made it in 6 hours, but with the gennaker up and 11-13 knots on the log, quite another ballgame.

The two crew members soon went under deck, not to be seen again before close to Jutland, so it was up to my CEO and myself to have a cozy night and morning. We set the watches, one hour on the helm, one hour resting and navigating in the cockpit. We were passing the main routes in and out of Denmark with a lot of traffic, so we had to be very careful in the rough weather, now 17-20 ms.

We found a good routine sailing approx 7 knots, between the waves, so we could sit and talk. Outside our world, many executives pay a lot of money for teambuilding, being set in an artificial



environment under tough conditions, so they can get to know themselves and each other better, thus becoming better managers.

Here we were, my new CEO, 6 months into the job and myself all alone, faced with each other on board the product we design, produce and sell. Confronted with all the issues of our business, our vision, mission and long-term strategy, tested under real circumstances, what more can you wish for as an owner?

What can we take away with us... does such an experience say something about our vision and mission?

OUR VISION: "X-Yachts provide superior sailing pleasure to fulfill our customer's dreams"

No problem with that, although it was not so pleasant all the time as we were healing and hammering in the waves, I still succeeded to impress my CEO by making café latte - with two sweeteners twice that night. We felt safe and on top of the conditions all the time.

OUR MISSION: "Our promise is to challenge the market through strengths in design, innovation, technology and craftsmanship". With that, we were even more satisfied. That night we saw our mission come true. We challenged the market. We sailed on September 23rd,

but saw no other sailing boats on the whole trip. The boat handled the weather, the waves, the navigation and the ease of use because of design, technology and solid craftsmanship.

We had a very good discussion about that during the night. It is a rare situation for an owner and chairman to be forced together with his CEO for 30 hours under extreme conditions with deep discussions amid a lot of physical and mental challenges and fatigue.

Then you see who you have in front of you and what the person contains and I was delighted in what I saw! We got the right man on the job!

Closing up to Jutland, the wind was increased to 23 ms, so some of the crew wanted us to seek harbor, but that was not the plan and the boat behaved. We dropped off the two crew members in Fredericia and continued to Haderslev now with the wind 60 degrees on stb logging 10-11 knots, super to sail again with lots of wind, but no waves.

After 30 hours, we arrived at 1600, where the yard took over an almost dry boat and two tired sailors.

I will get the boat back in May and hope that the wind stays in W!



Kræn Brinck Nielsen - CEO



Ib Kunøe - Main shareholder



X4⁶

THE PERFECT FAMILY CRUISER

THE ALL NEW X4⁶ IS A HYBRID BETWEEN THE X4³ AND THE X4⁹, SITTING EXACTLY IN THE MIDDLE.

Immediately after her launch, the X46 was nominated European Yacht of the Year. The X4⁶ is a versatile fast family cruiser that helps you to make the most out of every moment. Advanced hull construction, a powerful sail plan and a well proportioned cockpit put you at the centre of an engaging sailing experience. We call this "Superior Sailing Pleasure".

Down below, Scandinavian style and craftsmanship create a place where you will always enjoy spending time. The X4⁶ exhibits quality and attention to detail, both inside and out, helping to realise its purpose as an excellent sailing yacht.

This is Pure X.



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 maximises strength and stiffness. In the pure X range, all saved weight is used to increase the yacht's 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.

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.

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.

"This is the ideal family cruiser, that can also get a bit racey at the weekend - it's fast, stylish and safe."

Niels Jeppesen, Design Director & Founder of X-Yachts



DECK LAYOUT

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.



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.



LAYOUT OPTION

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.



Standard Layout

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.

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.



X4⁶ DIMENSIONS

LOA incl optional bowsprit	14.08 m	46'2"
Hull Length	13.50 m	44'3"
LWL	12.33 m	40'5"
Beam	4.27 m	14'0"
Standard draft	2.30 m	7'7"
Deep draft (T-keel)	2.50 m	8'2"
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 = 186, 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

NO COMPROMISE

FOLLOWING ON FROM THE SUCCESS OF THE X4³ AND THE X6⁵, X-YACHTS PROUDLY LAUNCHED THE 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.

“Hitting the sweet spot between comfort and performance is a tricky thing to achieve, but this boat appears to have it all.”

Pip Hare, Yachting World

“A stylish performance cruiser that is both manageable short-handed and can still win races.”

Pip Hare, Yachting World





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.



Standard layout



Optional layout



X4⁹ DIMENSIONS

LOA incl optional bowsprit	15.08 m	496"
Hull Length	14.50 m	477"
LWL	13.58 m	477"
Beam	4.49 m	149"
Standard draft	2.40 m	7'10"
Deep draft (T-keel)	2.71 m	8'11"
Ballast (standard)	5,450 kg	12,015 lbs
Displacement (light)	12,900 kg	28,440 lbs

ENGINE/TANKS

Engine diesel	42.5 kW	58 hp
Fuel tank	300 Ltr	79 Gal (US)
Water tank	325 Ltr	86 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	481 m ²	518 ft ²
106% Overlapping Genoa	572 m ²	616 ft ²
Asymmetric spinnaker	230 m ²	2475 ft ²

It is also available with either standard twin berths or 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.

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EPIC ADVENTURE II

FAST BOAT TO HOME

By David & Susan Carratt

May 2018 was the sunniest month for recorded weather in Denmark. Blue Vortex, a new X4⁹, was launched into this heat wave in the middle of May. Ahead of us lay 2,600 nautical miles of adventures in other kinds of waves; cold waves, wet waves & one huge, unexpected wave.

The spark for the adventure began when X-Yachts announced the X4⁹ in the middle of 2017. We placed an order for hull #4. In 2007, we had sailed our previous X-46 from Haderslev to Southampton as our first delivery trip which became known amongst our friends as the Epic Adventure, but that is another story! Since the original Epic Adventure we had gained a lot of sailing experience with long summer trips to Southern Ireland, the Atlantic Coast of

France and Galicia from our base in the Hamble river near Southampton. Eventually, we gave up any permanent mooring and sailed wherever we fancied on the beautiful coasts of Europe ending up in Barcelona.

The script for Epic Adventure II, starring the X4⁹, was to sail the long way home from Haderslev to Southampton; north from Denmark, across the Skagerrak to Norway, as far north in Norway as we would have time for, across the North Sea to the Shetland Islands, around the West coast of Scotland to Belfast in Northern Ireland. Eventually we would arrive in Southampton via Dublin and the Scilly Isles. The cast for the various scenes would include my wife Sue, my youngest son Steve and his friends, my long distance sailing buddy, Herman, and four other friends John, Jane, Bob & Yvonne.

The adventure started with an idyllic cruise around the island of Fyn near the yard lasting for two weeks. My wife Sue and our friends John & Jane, who are experienced sailors themselves, joined me. The idea was to test all the systems and learn the ropes.

We were met by some Danish friends in Faaborg and we christened the boat by pouring a bottle of champagne over the bowsprit. I'm sure X-Yachts construction is great but I didn't want to test it by smashing a bottle on the hull. Enough champagne remained for us to drink a little ourselves and this happy scene attracted a few admirers. A British flagged boat in Denmark attracts a lot of questions.

At the end of two weeks in the sun and light winds we had tested what we could and returned to the yard for X-Yachts to

make minor modifications. A week later Herman and I set off double handed to sail the boat from Haderslev to Bergen, our first serious long distance trip.

Immediately we set off, the heat wave ended. The warm weather turned and became cold and rainy. We arrived in Skagen at the northern tip of Denmark as it was getting dark and tied up in the shadow of the enormous trawlers being fitted out at Karstensens Shipyard. Karstensens has constructed some of the largest fishing vessels on the planet destined for the Danish, Iceland, Ireland or Norway fishing fleets. These trawlers can be over 60m LOA and more than 1200 GRT. Skagen is a crossroads for cruisers from Denmark, the south coast of Norway and west coast of Sweden. There is great camaraderie and a serious drinking culture; I declined

aquavit shots for breakfast! We motored across the Skagerrak in a flat calm which ticked off one of the potentially more difficult crossings on the route.

We sailed north through the islands between Stavanger and Bergen revelling in the stronger winds and protected water.

We had to slot ourselves alongside an Xc 45 - we felt in good company!

Around this time I was a bit concerned about getting the first 50 hour engine service done. A quick check on the Yanmar dealer network and a few phone calls had us booked into a dealer on

the island of Bømlo. We arrived to an impossible mooring puzzle - we had to slot ourselves alongside an Xc 45 (we felt in good company!) between a very wide fishing vessel and a rusty, dangerous looking, buoy that looked intent on ruining our pristine topsides. I motored around for a while thinking about other equally unattractive options - anchoring or tying up to a wall. A sternthruster would have been an attractive option at this point. I plucked up the courage to slam the boat into the available space and managed to stop the boat before hitting the ugly buoy but relied heavily on the fenders to stop alongside the Xc 45. We had arrived! About midnight, the wide fishing vessel behind us called us to ask "Do you like salmon?" and then cast off. We thought this was a strange question but in the morning the fishing boat had returned and left us a whole



fresh salmon from the fish farm in the cockpit. While the engine was being serviced the next morning I cut up the enormous fish and put it in the freezer. I have never seen such a fresh salmon. We sailed on north towards Bergen. One reach with 15 knots of true wind had the boat sailing at 9 knots through the water with only 15 degrees of heel. The wheel was very responsive with only the lightest touch being necessary to keep up the pace. The boat felt very fast and stable. I wanted to sail forever on that leg but we had to bear off to follow our route up the Bømlofjord via the Nyleia. The Nyleia is a perfect picture postcard piece of Norwegian landscape with small farms and second homes dotted amongst rocky hills and very characteristic low lighthouses. This was an area we could have cruised for a couple of days but we had a schedule to keep and we sailed on to arrive at Hjellevstad near Bergen airport. I left the boat in Hjellevstad for a week while I went home for some R&R.

We sailed by way of the Vaerlandet islands towards Florø. Although we had experienced some remote islands we had never felt completely isolated. Florø is a small town with a population of about 9000 and doesn't feel very remote. We wanted to experience uninhabited islands with few visitors, so we returned to the Solund area of western Norway. Solund is comprised of hundreds of islands with a land area of about 230 km². The population is less than 800 making it unlikely you will meet anyone. We tied up at a remote jetty on Færøyna with views of all the islands around us for miles.

I left the boat in Hjellevstad again and returned a week later, in early July, with two friends, Bob & Yvonne, with the aim of sailing from Norway to Ireland by way of the Shetland Islands and the west coast of Scotland. The three of us had not sailed together before and so we spent the first week exploring the protected Hardangerfjord south of Bergen to get to know each other and the boat. It was picturesque with the Folgefonna glacier visible in the upper reaches of the fjord.

Leaving late afternoon we crossed the North Sea from Bekkjærø to Lerwick in the Shetland Isles in 28 hours.

We left Kirkwall in Orkney in the morning motoring in light wind and mist. I had a sense of foreboding. The crossing from

dwelling creatures who abduct humans to become their wives and husbands.

I had plotted the course to the south of Eynhallow in a wide channel with 5 metres depth. As we approached the passage into the open sea I could see a line of breakers right across the channel. They looked 2 metres high. Breaking waves 2 metres high in a tidal race would require some consideration and in a different situation I would have motored ahead to cross them. However, in a 5 metre deep channel I was very concerned about what the actual depth under the 24m keel could be as we would be tossed around in troughs of the waves. I decided to turn around and take the deeper channel route to the north of Eynhallow.

The northern route is deep and narrow and I was confident that we could pilot our way through the channel keeping in more than 20 metres depth of water. We entered the channel and immediately the boat was sucked into a 4 knot current. SOG increased to 12 knots and for a while I was thinking "this is exhilarating - we will pass Eynhallow in no time at all!" Shortly after this thought I saw a huge wall of water ahead of us. It was a standing wave, 5 metres high, created by the firehose of water coming out of the Sound and spewing into the open sea at 4 knots. There was hardly any time to think and certainly not enough time to go and read the pilot books again. I decided to let the boat run on and turned to hit the wave head on. The wave hit slightly to starboard and fell on top of the boat like the tonnes of green water that it was. The wave

We wanted to experience uninhabited islands with few visitors

Orkney to Cape Wrath is very committing. There are no diversionary ports and the only choice is to go on to Kinlochbervie on the mainland of Scotland (past Cape Wrath) or turn around and head back to Orkney. I like to have options and there were none. I was nervous. I had decided to leave Orkney by Eynhallow Sound - one of the seaways which divides the mainland from the northern islands of Rousay, Shapinsay, Westray etc. Eynhallow is an abandoned island which according to Orkney folklore was the magical, summer home of the Finfolk - a race of shapeshifting underwater



exploded on the deck just behind the mast and on top of the sprayhood. I was terrified about what would come next. Time seemed to slow to a crawl as a thousand possibilities crossed my mind. Would the boat be rolled by the breaking wave and throw somebody out of the boat. How long would this last? We couldn't put up with this punishment for more than a few waves - certainly not for the mile required to get into open water. As it turned out, the first wave was

the largest and after two or three large breakers we were in more typical rough water. I was in shock with the metallic taste of adrenaline in my mouth. I was already reproaching myself for a stupid skipper decision but this was no time for analysis. We took stock of the situation. Bob & Yvonne were wet but not hurt. Bob had held onto the frame of the sprayhood to stabilise himself. Yvonne had held onto the cockpit table. The only damage was a screw ripped out

of one of the sprayhood fixings. The trip with Bob & Yvonne continued through the Scottish Outer Hebrides stopping at Kinlochbervie, Tobermory and Port Ellen before our final destination of Bangor, near Belfast in Northern Ireland. We arrived in Bangor marina at midnight and celebrated with a few beers and impromptu snacks. We had survived the Eynhallow Roost, the largest standing wave I have ever seen!

X6⁵

X-YACHTS FLAGSHIP

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.

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 X6⁵ is a bold design: a muscular, small superyacht blessed with powerful lines; a yacht that will place most others of her size firmly in the shade.

Toby Hodges, Yachting World



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, 'life 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.

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



CUSTOMISATION

The X6^s 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 1



Optional layout 2



Optional layout 3



X6^s DIMENSIONS

LOA (including anchor roller)	20.10 m	65'11"
Hull Length	19.20 m	63'0"
LWL	17.85 m	58'7"
Beam	5.40 m	17'9"
Standard draft	3.0 m	9'1"
Shallow draft	2.6 m	8'6"
Deep draft (T-keel)	3.4 m	11'2"
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



FABRICS POWERED BY LIFE, RAIN OR SHINE.

Boat cover fabric, tarpaulin, sprayhood or upholstery fabric – swela offers the right fabric for every purpose.

- **Thinner,** but more tear-resistant high-tech fibres are spun-dyed and woven to a breathable, PVC free, sturdy and durable cloth with a high thread count.
- **Custom-fit and dimensionally stable:** swela maritime promises a taut fit and a durable, excel stress-strain behaviour, what significantly reduces the risk of sagging.
- **The marine SFC finish** makes the cover repellent to dirt, grease and oil. It is bactericidal, hardly absorbs any water, dries quicker and remains nice for longer.
- **Ultra Protection Factor (UPF):** Compared with a sun cream this value corresponds to a sun protection factor of 80. This is the best possible UV protection by textile fabrics.



Made in Germany



recyclable



PVC free



GOLDEN DAYS IN HADERSLEV IN 2019!

ONE OF THE MAJOR ANNIVERSARY EVENTS OF 2019 WILL BE THE X-YACHTS GOLD CUP. THIS TIME, THE EVENT TAKES PLACE IN THE HARBOUR OF X-YACHTS IN HADERSLEV ON THE 7 - 9 JUNE.

PROGRAMME

Friday, 7th June - Arrival in Haderslev

12:00 Check-in
19:00 Welcome reception

Saturday, 8th June

11:00 Distance racing or up and down lanes according to your own choice
20:00 Dinner & Prize-giving
Photos and video from the sail, entertainment

Sunday, 9th June

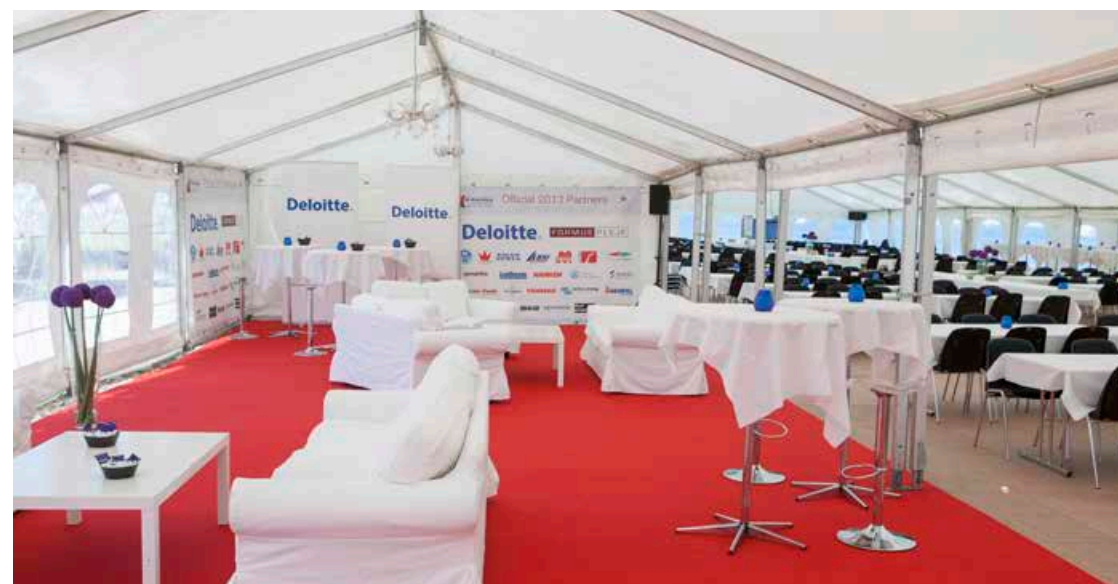
11:00 Distance racing or up and down lanes according to your own choice
20:00 Dinner & Anniversary Party.
Overall prize-giving, dinner, photos and video from the sail, live music

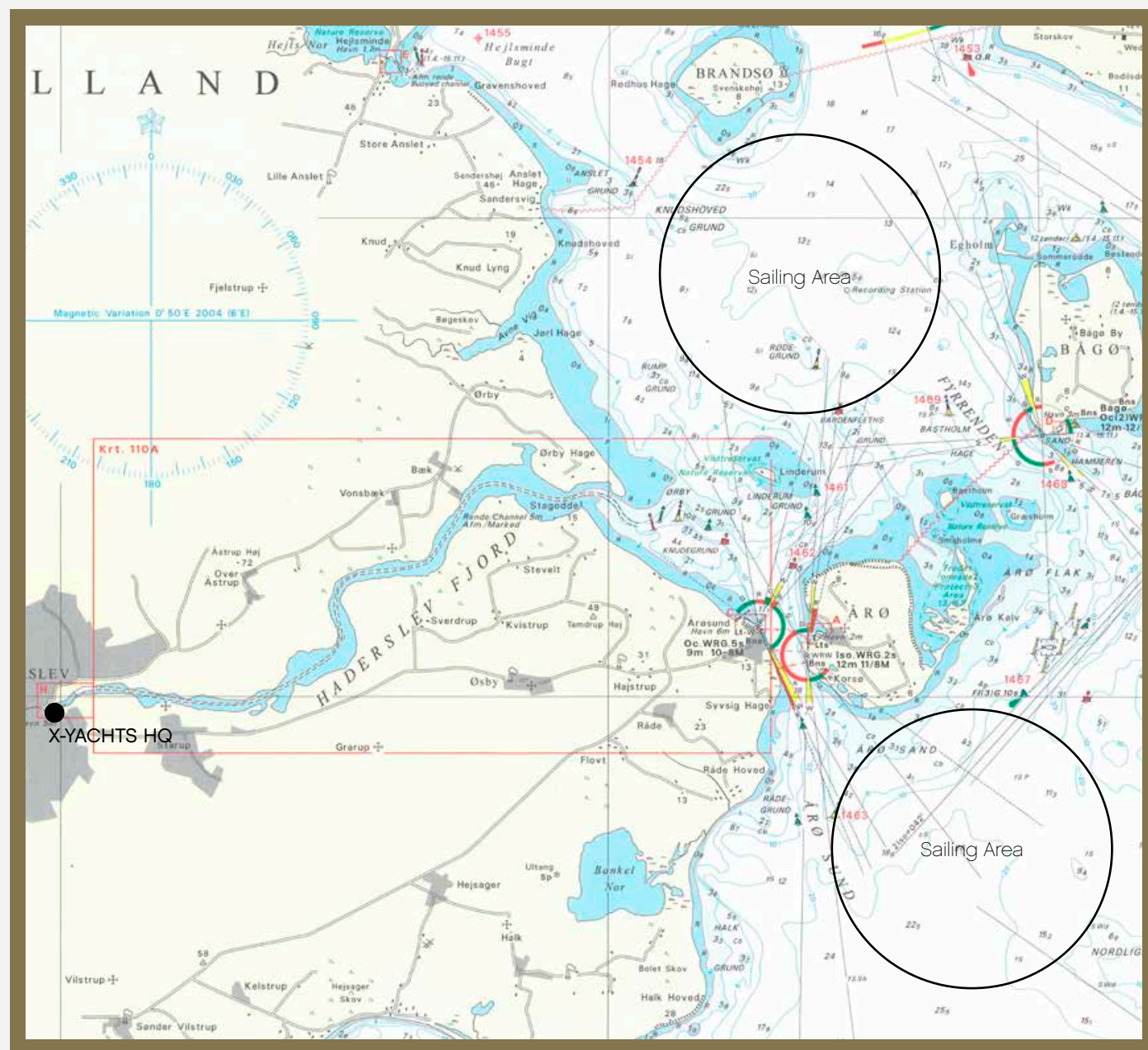
Monday, 10th June - Departure from Haderslev Harbor.

X-Yachts will host all shorebased activities, and you can expect an eventful and unforgettable Gold Cup in the idyllic area around the Headquarters of X-Yachts and Haderslev Fjord.

The Royal Danish Yachtclub will assist us with the sportive events ashore.

There will be free berthing and camping throughout the whole event.





- ♦ Family Class – up to 37 feet
- ♦ Family Class – over 37 feet

- ♦ Sports Class – up to 37 feet
- ♦ Sports Class – over 37 feet

To achieve as fair a sailing as possible, we would like to be able to gather also a fleet of over 50ft boats. More about this when we can publish the valid participants list.

For the family classes, we are planning on 2 races a day – meaning all in all up to 4 races during the days of the Gold Cup. These races will be 6 – 13 nautical miles each – depending on the size of your boat. *Please, see circle on the nautical chart – pointing out the area in which we are planning the races.*

For the sports classes, we are planning on 2-3 races a day – meaning all in all up to 5 races during the days of the Gold Cup. These races will be planned to be up & down and coastal races. *Please, see circle on the nautical chart – pointing out the area in which we are planning to start the races.*

All races – in family as well as sports classes - are planned to be held between 11.00 to 16.30.

IF YOU NEED ACCOMMODATION DURING YOUR STAY, WE CAN RECOMMEND THE FOLLOWING:

Hotel Norden

Storegade 55
DK-6100 Haderslev
Tel.: +45 7452 4030
info@hotelnorden.dk
www.hotelnorden.dk

Louiselund – Bed & Breakfast

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DK - 6100 Haderslev
Tel.: +45 5130 1058
g.louiselund@gmail.com
www.louise-lund.com

Hotel Harmonien

Gåskærgade 19
DK-6100 Haderslev
Tel.: +45 7452 3720
hotel@harmonien.dk
www.harmonien.dk

Strandidyl – Bed & Breakfast

Kelstrupvej 69
DK - 6100 Haderslev
Tel.: +45 2165 5806
info@strandidyl.dk
www.strandidyl.dk

Hotel - Tyrstrup Kro

Tyrstrup Vestervej 6
DK-6070 Christiansfeld
Tel.: +45 7456 1242
post@tyrstrupkro.dk
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EVENT AREA

X-YACHTS HADERSLEV HQ

REFLEX-YACHT

Top-Down Furling Xecuted
To Some Very Xacting Standards.

UNIT 1:
For 1/2-ton
halyard loads

UNIT 2:
For 2 1/2-ton
halyard loads

UNIT 3:
For 4 1/2-ton
halyard loads

Over the past two seasons, the Reflex™ furling system has been proven to deliver very reliable, very tight top-to-bottom spinnaker furls. How? The Reflex cable with its stainless mesh cage, transfers rotational torque to the top swivel where complete furls must start, faster than anything we've ever tested. And now, there's a Reflex size correct for every X-Yacht.

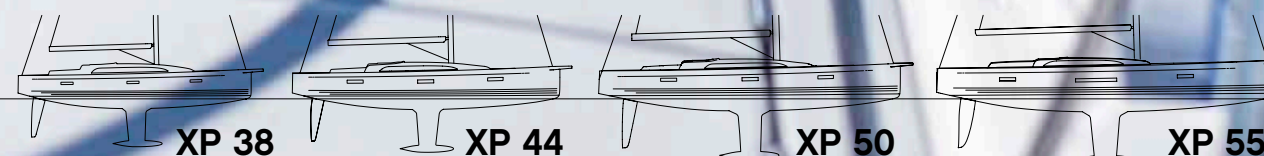
We think that's most Xcellent.

AT THE FRONT **HARKEN**®
www.harken.com/Reflex

WHAT IS THE 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.

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SLEEK, COMFORTABLE YACHTS COMBINING WORLD-CLASS
PERFORMANCE AND CRUISING AMENITIES.

Xp 38

DYNAMIC SAILING PERFORMANCE

THE XP 38 OFFERS BOTH SPARKLING PERFORMANCE AND REASSURING EASE OF HANDLING

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.





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

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.



NEW: Pastel blue hull with white stripes

XP 38 DIMENSIONS

LOA (including anchor roller)	11.95 m	39'2"
Hull Length	11.58 m	38'0"
LWL	10.36 m	34'0"
Beam	3.70 m	12'2"
Standard draft	2.10 m	6'11"
Deep draft (T-keel)	2.40 m	7'10"
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	40 Gal (US)
Water tank	260 Ltr	69 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.

X PERFORMANCE

“She was a dream to helm. The control from the low-profile rudder felt spot-on... and power was communicated well.”

Toby Hodges, Yachting World



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)



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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



NEW: White hull with pastel blue stripes

XP 44 DIMENSIONS

LOA (including anchor roller)	14.25 m	46'9"
Hull Length	13.29 m	43'7"
LWL	11.89 m	39'0"
Beam	4.07 m	13'4"
Standard draft	2.30 m	7'7"
Deep draft	2.65 m	8'8"
Ballast standard	3,850 kg	8,488 lbs
Displacement (light)	8,650 kg	19,070 lbs

ENGINE/TANKS

Engine diesel	30 kW	41 HP
Fuel tank	200 Ltr	53 Gal (US)
Water tank	350 Ltr	92 Gal (US)

SAIL AREAS

Mainsail (Aluminium mast)	63.9 m ²	688 ft ²
Mainsail (Carbon mast)	65.8 m ²	708 ft ²
106% Genoa	48.2 m ²	519 ft ²
Spinnaker (all-purpose)	160 m ²	1,722 ft ²



TEAM XTRA STÆRK

By Arto Linnervuo, owner of an Xp 44

I knew that our international sail racing campaign had moved upon another level when returning home after victorious offshore race around the amazing rocky island of Ireland. I had not only Tusker Cup, a trophy awarded for the winners of IRC One class in Volvo Round Ireland Yacht Race since the year 1980, in my possession, but also saw that a beer with a hint of Norwegian sea salt developed for sailors by Fat Lizard Brewing Company together with our sail racing team was available in supermarkets nationwide in Finland. But how the project began? This is the story of sly Xtra Stærk (Xp 44).

Life is too short to dream too long. After 3 long years of looking around for a competitive performance-cruiser it was in the end of April 2016 when I saw her for the first time in Haderslev, Denmark - a fast looking Xp 44 I had dreamed of.

My visit to X-Yachts yard together with dream seller Robi Gripenberg and transfer crew in a beautiful but crisp spring weather to pick up her marked the start of an ambitious international sail racing campaign I had planned. Immediately when I got home I started to build a team for the international campaign. After Volvo Round Ireland Yacht Race we will participate in exiting RORC Transatlantic Race 2018 across Atlantic Ocean to be followed by series of other RORC offshore races.

The Volvo Round Ireland Yacht Race 2018 was supposed to be our first real test. Our goal was only to finish safely without breaking any equipment and train our crew for RORC Transatlantic Race. The course was very simple - sail around Ireland clock-wise - but the strong tidal streams made it very

challenging from a tactical point-of-view. We got a good start and managed to get to free winds after 10 minutes of racing. Rounding Tusker Rock in 16-20 knots of northerly wind, among the top 10 teams. Our high-level tactic was to go way out from the shoreline when the night arrives for stronger winds and return closer to shoreline in the morning. However our tactic proved to be wrong when doing much more nautical miles than the other teams which stayed all the time closer to the shoreline.

Rounding the famous Fastnet Rock we were holding positions 4-5. in our class at that time as a result of the wrong tactical decisions made. The wind got stronger and we headed upwind up north the West Coast. The West Coast delivered what it was supposed to deliver. The northerly wind built up to some 36

knots during in the evening and waves got bigger. Having sailed the boat in autumn Baltic storms up to winds of 48 knots, I knew that she would behave and perform well despite conditions. Then things suddenly got worse. We experienced an engine failure and water problems after the bow sail hatch had not been properly closed. The engine failure was caused by a clumped raw filter.

Due to strong inclination the bilge pump was useless to the water problems, so the boat was emptied with buckets. On top of this, our fresh water maker stopped working due to bumpy seas. We had to rely on the hydro generator to maintain the required power. Fortunately it was able to produce enough power to run the most important equipment throughout the race. The water maker also started working after the sea calmed down.

The second night we started overtaking other boats. But suddenly I heard a Mayday call on our VHF: one racing crew had a MOB situation in the middle of the night in these tough conditions, but amazingly, they were able to locate and lift the missing crew member from the ruthless Atlantic Ocean after less than 10-15 minutes. After two days of hard sailing upwind in rough conditions, we were now leading clearly our class





and started to refine our tactics for the most challenging parts of the race course when having to cross the narrow Straits of Moyle where a sailor can experience the most powerful tidal streams on the planet. Just when we entered Straits of Moyle, we luckily got the tide behind us and crossed it nicely with only few tacks maintaining our speed over ground between 10-12 knots.

Approaching Dublin on our way back to Wicklow Sailing Club we had more than one hour advantage over the second boat in our class. But just 12 nautical miles before the finish line the wind died totally, and we were caught by a tidal stream that started to move us 3 knots into wrong direction. After considering anchoring, we realized that we will be saved by a sea breeze that was building up, and after 30 minutes we were able to hoist our spinnaker and gain enough apparent wind that gave us a fast ride towards the finish line which we crossed after little bit less than 5 days of sailing winning our IRC One class by clear margin.

Our goal on one hand is to give Finnish offshore racing even higher international visibility, and on the other hand

make RORC and its amazing races better known in Finland to attract more offshore crews to these races. We are also supporting John Nurminen Foundation's Clean Baltic Sea project with a mission to save the Baltic Sea and its heritage for future generations. Our team is helping the foundation to raise funds for the project, and give international visibility for the Foundation's great work.

We also want to have fun and do things our own way. Like release the Spotify single *Olen Suomalainen*. Produced by a Helsinki-based music studio and mastered by Svante Forsbäck. Also Fat Lizard Brewing Company, launched a new beer Salty Beach Gose developed together with our team. The beer was widely sold in the supermarkets and pubs in Finland and for every sold can, the brewery donated 5 cents to the protection of the Baltic Sea.

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Check also our team presentation video with some amazing drone footage: <https://vimeo.com/273315416>





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.



Optional layout 1



Optional layout 2

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



NEW: Pastel blue hull with white stripes

XP 50 DIMENSIONS

LOA (including anchor roller)	15.78 m	51'9"
Hull Length	14.99 m	49'2"
LWL	13.31 m	43'8"
Beam	4.43 m	14'6"
Standard draft	2.65 m	8'8"
Deep draft	3.00 m	9'10"
Ballast standard	5,600 kg	12,346 lbs
Displacement (light)	13,600 kg	29,983 lbs

ENGINE/TANKS

Engine diesel	55 kW	75 HP
Fuel tank	300 Ltr	79 Gal (US)
Water tank	550 Ltr	145 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.

“True dual-purpose cruiser-racers are ever harder to find in today's increasingly segmented sailboat market - which is one reason why our judges were so impressed with the Xp 55 from Denmark's X-Yachts. This sleek attractive sloop, only recently arrived in the States, offers truly luxurious living accommodations in a performance design that will also make you look good on the racecourse.

Reasons for winning sail's prize 2019 for best large monohull 50 ft and above.



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 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 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 pipecotts.

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.



X PERFORMANCE



Standard layout



Optional layout



NEW: White hull with pastel blue stripes

XP 55 DIMENSIONS

LOA (including anchor roller)	17.23 m	56'6"
Hull Length	16.76 m	55'0"
LWL	14.87 m	48'9"
Beam	4.77 m	15'8"
Standard draft	2.85 m	9'4"
Deep draft	3.2 m	10'6"
Shallow draft	2.5 m	8'2"
Ballast standard	6,500 kg	14,330 lbs
Displacement (light)	16,800 kg	37,038 lbs

ENGINE/TANKS

Engine diesel	81 kW	110 HP
Fuel tank	465 Ltr	123 Gal (US)
Water tank	600 Ltr	159 Gal (US)

SAIL AREAS

Mainsail (Aluminium mast)	99.6 m²	1,072.1 ft²
Mainsail (Carbon mast)	102.8 m²	1,106.5 ft²
106% Genoa	74.8 m²	805.1 ft²
Spinnaker (all-purpose)	240.0 m²	2,583.3 ft²

IT'S NOT ABOUT THE DESTINATION BUT ABOUT THE JOURNEY

WRITTEN BY JULIE & JOHN APPLEGATE

New owners of an Xp 55 2018 Edition



Julie & John Applegate left Denmark after a hand-over process at the X-Yachts yard in Haderslev. The boat was loaded on a Yacht Transport Ship Sunday, 29th April 2018 in Lillebælt, close to the yard in Haderslev.

How did we get here?

April 2018:

They say that it is all about the journey, not the destination. For us, Julie and John, that sums up our core value in life. With regards to obtaining an X-Yacht, we would have to throw in a few more words besides "journey" to tell the whole story, words like "passion," "goals" and "focus," as those four words added together enable us to be standing on the deck of our new Xp 55 (Serenity).

John has been sailing for a long time and at one time had an X-46, Julie was new to sailing but she was the one who actually brought up the possibility of getting a sailboat. It all started a few years ago when we found some great videos on YouTube that were focused on the cruising lifestyle. Those videos were fun to watch and we fantasized

about living in that "other world," we talked forever about living in that "final destination" (meaning retirement).

We knew that we would not sell all of our possessions and purchase a used Amel. We had jobs and other commitments that kept us firmly planted in the real world. Watching Sailing SV Happy Together on YouTube resonated with us

more than the others given they both still worked full time jobs. They would focus on their work and once a month(ish) would fly to wherever their boat was and take her to the next port. That brought to our attention that one can enjoy cruising while working and, if you are willing to spread that journey out over time, the two worlds (cruising and working) can commingle.



We wanted to work on our journey as we had not really defined what we both wanted and how we were going to mix that with our passions and our goals. We decided to take that high-level generic statement and begin to convert it into obtainable goals.

Our handover process in early April 2018 in Denmark was the achievement of our first major milestone. We are now well under way on our journey and all it took was us defining our goals, applying a sensible plan and remaining focused through all the ups and downs.

May 2018:

The process from "defining our joint passion" to the handover of SV Serenity in Denmark took about two years and that time was filled with many choices and options as we spec'd out our dream boat.

While the boat was still on paper, we came up with a lot of wonderful ideas like the Newport-Bermuda race, Caribbean 600, anchored next to an empty white beach, moored next to a great wreck

dive etc... Then you apply reality to the situation and remember that you still need to actually work.

Our plans are to work-cruise Serenity for the next six years. Maybe this first year we will focus on getting her bedded down in New England, stretch her legs in the Caribbean 1500 and nice anchorages in the Virgin Islands / Antigua then head back to the US in June. This is why we love the concept of owning a moving apartment, we can go anywhere we want to go.

July 2018:

Moving Serenity to the US, she was placed on top of a big ship (along with 5 other X-Yacht littermates) and heading to Newport.

We picked her up in Newport and made our way to Mystic CT USA where she is spending the summer months - right next to the US X-Yachts office. Our plan was to use this summer as our 'training wheel' time period as we want to get used to the boat and have the comfort of having

X-Yachts right next to us. Well turns out that plan was spot on. Serenity is a very option-loaded boat and her systems are complex and most are fully integrated. Also when you get a new boat that is customized to your liking there is still a lot of post delivery work that needs to occur especially if you are outfitting for cruising.

One last thing we would like to mention is that the more and more we get to know Serenity, we appreciate the level to detail that X-Yachts have built into the boat - especially the insides of the boat. The level of neatness, labelling and attention to detail is impressive. And for anyone that has tried to trace a cable or pipe from one end of the boat to the other will also appreciate this aspect.

Upcoming events for us:

- August: 3 week cruise around New England USA
- September: New England to Annapolis USA
- October: Annapolis boat show
- November: Caribbean 1500 (US to BVIs)





GO CHARTER IN CROATIA!

Written by: Antti Eloranta, Finland

We started planning our sailing trip in December. We were two couples and three of us had no prior sailing experience, so we decided to go for something easy. We therefore went to Croatia as sailing conditions are typically good and distances between ports make nice day passages.

I have been a client of Nava Boats for several years and have liked their service, so I asked Alenka if she had any nice boats. To my delight, Alenka told me that Nava will get a delivery of brand new X-Yachts. That was perfect for us, as a well-equipped quality boat was exactly what we needed, so we decided to go for the Xc 35.

When we arrived at Nava Marina in Split, we were told that unfortunately the papers for the Xc 35 weren't ready yet, but we would get a new X4³ instead. I don't know if my girlfriend and the other couple realised right away what it meant, but at least I was thrilled, since I have always wanted to sail a sporty X!

The sea was calm on the first day and we spent half a day swimming in the sea and half sailing around 5 knots in light wind. Second day was similar, except the last few miles that we beat windward towards Korcula, when we started to see the character of the boat.

After leaving Korcula, we sailed around Hvar from East side and had the opportunity to beat windwards together with more than 10 other boats. That was when you really saw the performance of the boat versus standard charter boats.

Our angle of attack was ~10° and our boats speed +1kt better than the others. Tailwind performance turned out to be similar, where we easily overtook the other sailing boats, besides maybe catamarans.

All in all, it was an excellent sailing experience and it was a true pleasure sailing an X4³. After trying this model, it will be difficult to book other boats than X-Yachts.





THE NEW SAILING FAIRYTALE

Have you had a chance to sail the Croatian coast or do you keep coming back to it? Why is Croatia a leading boating destination? It might be because of the broad boating offer where your choice is limited solely by your lifestyle. The secret to Croatia's popularity is that, besides natural beauties one can enjoy all sorts of pleasures. It should come as no surprise that Croatia is the number one destination in the charter business with a variety of vessels to choose from: family boats, power boats and yachts, catamarans, RIBs even sea kayaks... As of this year Croatian charter market has been upgraded to a new level with the premium charter X-Yachts fleet, offered by Nautika Centar Nava.

Four identical X4³'s and one Xc 35 are the start of a special and unique story that combines top performance cruisers and the Croatian coast. With bases in Split and Dubrovnik (Slano), Nautika Centar Nava has become among the leading charter companies in Croatia and the Mediterranean for the past two decades, and these additions to the fleet only confirm their elite ranking. And all of this to the satisfaction of sailors worldwide who can now enjoy a week or two of X-Yachts and Croatia. Hundreds of thousands of boaters are attracted to Croatia every year and only true sailors will recognize the top quality of the X-Yachts brand. Let's not forget the regatta segment that plays an important

role along the entire Adriatic, so Nautika centar Nava equipped the X4³'s with excellent racing sails.

1244 islands, islets and reefs, scattered along the Croatian coast, form countless coves, bays, beaches, caves and cliffs. These pristine sites are interlaced with charming coastal towns and villages. The unique archipelago stretches to less than 250 nautical miles and benefits from the mild Mediterranean climate, making sailing fun and pleasant. Five national parks of which three are ideal for boaters (Brijuni, Kornati and Mljet), one is located where the mountains touch the sea (Paklenica) and where the river meets the sea (Krka). Just set your

course and enjoy the beauties. It might be a bit pretentious to label the Croatian coast as Disneyland for boaters but we are sure this is not far from the truth. Regardless of your sailing preferences, whether you are a passionate racer or a fan of long romantic cruises, Croatia offers all sorts of possibilities for enjoying under sails. Feel the sound of silence specific to sailing with only the murmur of the waves and wind and choose among the unlimited number of headings. Two Nava bases are perfect for exploring both the north and the south part of the Adriatic. These bases are just starting points for all the fun at sea and your safe harbors after a morning or an afternoon sail or in the end of your cruise. There are

many reasons for the popularity of sailing in Croatia and one of the most delicious ones is the gastronomy of the coast. Particularity of the Croatian coastline is a certain symbiosis of restaurants and boaters where a delicious meal often comes with a complimentary berth and some restaurants are only accessible by boat. Nava has the local know-how and can recommend a wide selection of such destinations and good sailing is the foundation for the successful "marriage" with X-Yachts. For those that are interested in sailing through Croatia aboard a new "X" or maybe in investing in such a propulsive boating market, the experts at Nautika centar Nava are your new teammates.

About Nautika centar Nava: The centar Nava was one of the first nautical companies in Croatia. Since 1990 they

provide unforgettable sailing moments to guests and customers from all over the world. Boat sales, charter, charter management and a Volvo Penta center are the main cores of their business. In 2016 Nautika centar Nava became an X-Yachts dealer for Croatia and Montenegro and has four X4³'s plus an Xc 35 in their charter fleet in Croatia.

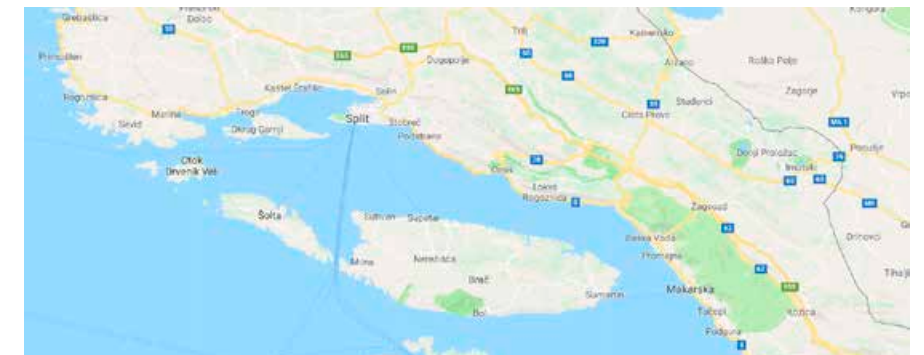


FOR ADDITIONAL INFORMATION

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SINCE 1984 THE SCHUTTRUPS FAMILY HAS BEEN BUSY REPRESENTING X-YACHTS IN THE NETHERLANDS.

As we at X-Yachts are moving towards our 40-year anniversary in 2019, our Dutch dealer X-Yachts Holland is moving towards their 35-year anniversary next year as well. With the company having been founded by Rob Schuttrups, his son Nanno joined in 2008 and when daughter Nikki joined in 2012 as well the 'next generation' took over the business altogether.

Over the years, instead of 'just' selling X-Yachts, Nanno and Nikki have put more attention on being able to provide their clients the full service package, and nowadays the winter storage and general service has become quite the operation by itself. Steadily the numbers rised to the current level of around 30 boats in service each winter, of which 15 are stored indoors divided over two locations: close to their own office in Marina Muiderzand and a secondary storage at their usual transport partner Ockhuisen Holland who has a

great storage hall about 2 hours sail from the main office. Fun detail is that the masts need to be de-rigged at Marina Muiderzand, since the first bridge that needs to be crossed is not designed for the normal X-Yachts mast length!

Last summer the Dutch team managed to take over the perfect show hall in Marina Muiderzand, which is actually attached to the office they already occupied. With everything now being underneath the same roof, the X-Yachts' presence at the marina has become even more impressive. Now there is space for 6 boats in a heated hall, and Nanno and Nikki can simply take a door from their office directly into this hall if they have clients wishing to have a look at the boats.

With this new facility, X-Yachts Holland is now even better prepared to offer fine service, and to show the different X-Yachts models all year around.



Nanno Schuttrups & Nikki van Mackelenbergh-Schuttrups



SMART & POWERFUL



MEET AXIOM™ PRO

Axiom Pro is made for captains that want it all. With available built-in sonar, support for the best charts, and HybridTouch™ control, Axiom Pro is the new standard for all-in-one navigation displays. And with a quad core processor, super bright IPS display technology, and the smart LightHouse 3 OS, Axiom Pro delivers a fast and intuitive navigation experience.

For more information, go to
raymarine.com

Photo: jrenedo / XYachts

Raymarine

SIMPLY SUPERIOR™

WHAT IS THE XCRUISING RANGE?

40TH ANNIVERSARY
EDITION 1979-2019

Following extensive feedback from a large group of Xc owners, as well as our own experience over the last 10 years, 2019 will see the launch of the 'X-Yachts 40 Years Anniversary' edition of the Xc models. The 'Anniversary' edition of the Xcs builds upon the success of the Xcruising range with an updated specification implementing improvements from feedback gathered from a fleet of over 300 Xc yachts worldwide.

From this edition of the Xcs and onwards, the Xc models are built using epoxy infusion in the hull. X-Yachts hulls are post-cured or "oven-baked" to improve structural properties of the composite. Epoxy resin has higher mechanical and thermal stability than traditional polyester resins. Added value to this production method is weight reduction.

Exterior upgrades include new optional jib self-tacker design, composite bowsprit and new colourways. Interior upgrades include Nordic oak furniture and new upholstery types, cushion design and new interior fittings throughout. Systems upgrade highlights include new tank displays showing remaining volume in litres and upgraded ambient lighting.

X CRUISING



**DEDICATED LONG DISTANCE CRUISING YACHTS
WITH ENJOYABLE HANDLING UNDER SAIL.**

40TH ANNIVERSARY
EDITION 1979-2019

Xc 35

COMPACT CRUISER

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.

"The Xc 35 is conceived for sailors who appreciate quality and comfort without losing the benefits of a true thoroughbred."

Iñaki Castaner, Nauta 360 magazine

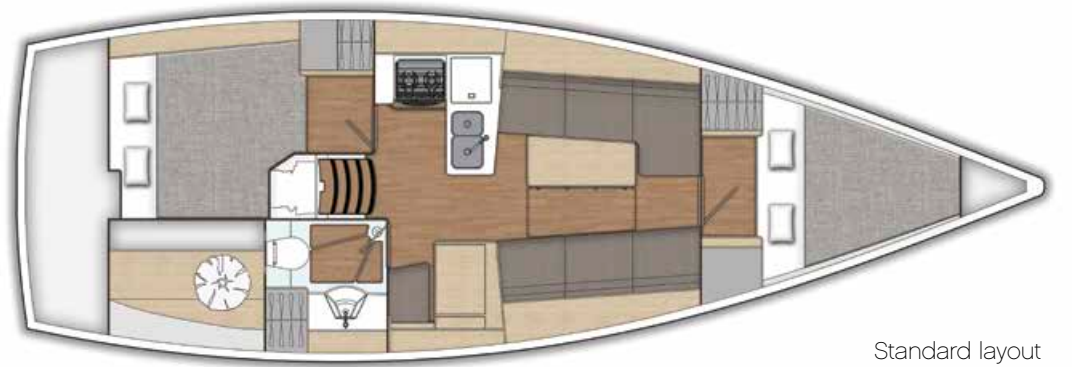
INTERIOR PERFECTION

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 high-quality teak veneer, and varnished with a satin finish. High quality materials are used throughout, including Corian worktops in the L-shaped galley, toughened glass splashback, and comfortable cushions and mattresses.

Additional cruising features include teak on the cockpit and bathing platform, with the option to extend it across the deck. The large transom door incorporates an integrated hinged stainless steel bathing ladder and conceals the six-person liferaft storage compartment, designed for easy deployment.

There are generous cockpit lockers aft and to starboard, and a large self-draining locker to accommodate multiple gas bottles. An optional stainless steel A-frame conceals and protects the anchor, as well as providing a tack point position from which to fly downwind asymmetric spinnakers. The foredeck conceals a watertight anchor locker, where an optional electrical windlass may be fitted.



Standard layout



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.



NEW: White hull with pebble grey stripes

XC 35 DIMENSIONS

LOA (including anchor roller)	10.94 m	35'11"
Hull Length	10.36 m	34'0"
LWL	9.60 m	31'6"
Beam	3.52 m	11'7"
Standard draft	1.90 m	6'3"
Shallow draft	1.60 m	5'3"
Ballast standard	2,150 kg	4,740 lbs
Displacement (light)	6,450 kg	14,220 lbs

ENGINE/TANKS

Engine diesel	22.5 kW	31 HP
Fuel tank	165 Ltr	44 Gal (US)
Water tank	245 Ltr	65 Gal (US)

SAIL AREAS

Mainsail	35.75 m ²	384.8 ft ²
106% Genoa	29.65 m ²	319.15 ft ²
135% Genoa	37.75 m ²	406.34 ft ²
Spinnaker (asymmetric)	101.14 m ²	1,089 ft ²

X^c 38

A PERFECT COMPROMISE..

BETWEEN CRUISING AND PERFORMANCE.

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.

40TH ANNIVERSARY
EDITION 1979-2019

“When the newly designed Xc 38 arrived, I took no convincing that here was a yacht which perfectly matched our future requirements. Ideally suited for short handed sailing, yet able to accommodate the occasions on which we would be joined by friends and family, it is a yacht capable of fast yet safe and comfortable cruising.”

Brian Carlton, owner of an Xc 38, Xtension

X CRUISING





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.

High-quality bulkhead and furniture 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



X CRUISING

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.



NEW: Pebble grey hull with white stripes

XC 38 DIMENSIONS

LOA (including anchor roller)	12.2 m	40'0"
Hull Length	11.58 m	38'0"
LWL	10.38 m	34'1"
Beam MAX	3.81 m	12'6"
Standard draft	1.98 m	6'6"
Shallow draft	1.60 m	5'3"
Ballast standard	3,775 kg	8,320 lbs
Displacement (light)	8,700 kg	19,180 lbs

ENGINE/TANKS

Engine diesel	30 kW	41 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 45

PURE COMFORT

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.

40TH ANNIVERSARY
EDITION 1979-2019

X CRUISING

“*This is an impressive, genuine long-distance passagemaker.*

Toby Hodges, Yachting World

“Luxury is in each detail.”
Hubert De Givenchy



Standard layout



Optional layout

X CRUISING

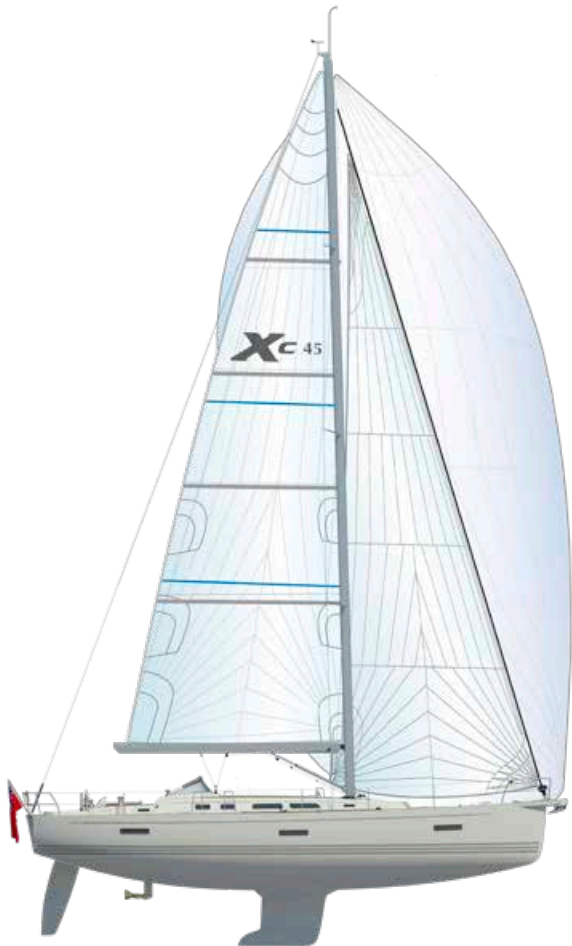


INTERIOR QUALITY

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.

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.



NEW: White hull with pebble grey stripes

SAIL PLAN

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

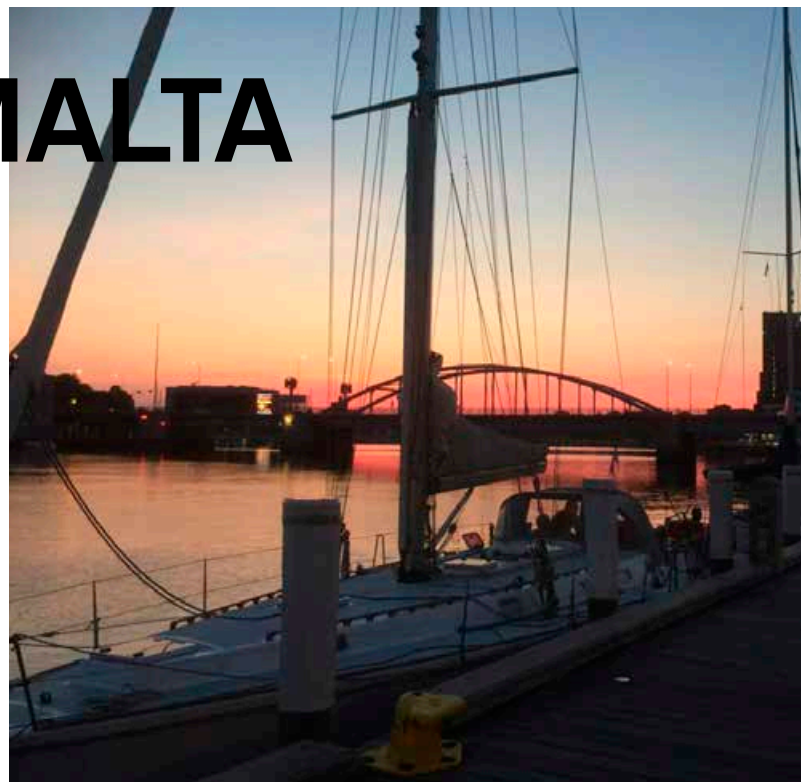
XC 45 DIMENSIONS		
LOA (including anchor roller)	14.5 m	47'7"
Hull Length	13.86 m	45'6"
LWL	12.76 m	41'10"
Beam MAX	4.32 m	14'2"
Standard draft	2.20 m	7'3"
Ballast	5,965 kg	13,151 lbs
Displacement (light)	13,220 kg	29,145 lbs
ENGINE/TANKS		
Engine diesel	55 kW	75 HP
Fuel tank	440 Ltr	116 Gal (US)
Water 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

MINX TO MALTA

ON A 3000 NAUTICAL MILE JOURNEY FROM HADERSLEV TO MALTA.

By Larry Freeman

'MinX' a new Xc 45, left her berth at Haderslev on June 1st 2018 with her new owners Edward and John on board, accompanied by their long time friend Larry. Enjoying wonderful Danish summer weather, the destination on the first day was to be Sønderborg. A modest cruise but an opportunity to get to know the boat properly before moving on to Germany and the Kieler canal.



Arriving at Sønderborg in the early evening, MinX and her crew enjoyed a pleasant evening ashore having had a lovely first day's sailing on their new boat.

Leaving early the next day 'MinX' left for Kiel. We decided to stay overnight at the marina at Laboa as we wanted a full day to traverse the canal. Next day, June 3rd, we motored up to the lock entrance, paid our fee and had the privilege of being the only boat in the large lock basin. Much better than being squeezed alongside large ocean going ships.

Motoring gently down the Kieler canal was a restful and enjoyable experience. We decided to break the journey at Rendsburg and enjoyed the hospitality of that small town before eventually entering the German Bight and the North Sea via the River Elbe. Our planned next stop was to be Ijmuiden as we wanted to explore the delights of Amsterdam and we had a breakfast appointment with a friend on June 9th.

Dodging wind farms, heavy shipping and gas rigs was an interesting experience! Add a bit of fog into the mix and this leg of the journey was one that we were quite pleased to complete as we entered Seaport Marina at Ijmuiden on Thursday June 7th. The next day we caught the bus and train into Amsterdam for a bit of sightseeing. What a busy city! Throngs of international

tourists. Many of whom were aiming to see the infamous 'Red Light District'. It was an enjoyable day and a change from the challenges of the voyage over the past few days.

Leaving Seaport Marina at 1300 on Saturday June 9th we set off down the coast for our next target waypoint which was just off Dunkirk. Sadly the weather had become dull and cold with an uncomfortable sea and a following wind. Not ideal for sailing but we set the jib and motor sailed at a healthy 8 knots.

Arriving off Dunkirk around 0600 the following morning we set off across the Channel towards the English Coast. It was an easy crossing as we only had a couple of large ships to avoid as we crossed the busy shipping lanes.

We decided to berth in the marina at Dover for a night before we started the last leg of our journey to our final destination of Plymouth. Three guys in our 70s we do need our sleep!

Monday June 11th. This morning we set off for the port of Plymouth on the South West coast of England. The weather continued to be kind to us and we had gentle seas but also an awkward wind which for most of the time was either behind us or non-existent! Once again the Yanmar engine was our favoured friend!

Passing by the Isle of Wight during the hours of darkness we eventually arrived at the Mayflower marina in the historic port of Plymouth at 2000 hours on Tuesday June 12th. 'MinX' was safely moored to the pontoon and we prepared for our journey back home to our loved ones the following day.

This completed the first leg of the long voyage of 'MinX' from Haderslev, Denmark to the eventual destination of Malta.

The next stage, crossing the Bay of Biscay and heading down to the Mediterranean Sea began in early July.

Following a much needed break in the UK after the trip down from Denmark, John and Edward, accompanied now by Ed's nephew Conrad, departed from Plymouth on Tuesday 10th of July for the next leg of the trip to Malta. With a promising weather window, they

decided to travel non-stop to Gibraltar, their next port of call. Accompanied by a squadron of Whales and Dolphins 'MinX' and her crew eventually made landfall in Gibraltar at 0100 hours on Wednesday July 18th. The last few hours of the trip was presented with 40knot winds over the bow and very choppy seas. However, with a reef in the main and with help from the engine they made port safe and sound.

With Conrad jumping ship to return to Malta, Edward and John left Gibraltar at 1230hrs on Thursday July 19th and worked their way up the Iberian coast until they reached Almería for a bit of a rest!

After a decent nights sleep and a good meal they set sail again heading further northward eventually arriving at Alicante. They arranged to have the engine checked as it had unexpectedly stopped a few times. As they had to rely a lot on the engine due to light or non existent winds, it was essential to ensure

bathe problem was fixed before heading off again towards the Balearic Islands.

Having a clean bill of health on the engine they left Alicante 2 days later. This time with a fair wind taking them to Mallorca, arriving on July 25th. The next day they headed east towards the island of Sardinia.

At around 1400 hours local time on Tuesday August 1st, Xc 45 MinX with owners Edward and John aboard, finally moored up at her home marina on the Mediterranean island of Malta after a journey of nearly 3000 nautical miles from Haderslev, Denmark.

Sailing into the Maltese Islands on a blissfully sunny day with smooth seas was the best possible end to this long journey for our intrepid voyagers and their new boat 'MinX'. No doubt many more sea miles and enjoyable experiences await John and Edward from now on.



Edward, John & Larry together with Timmy Camilleri, X-Yachts Dealer on Malta.



A BOY'S DREAM COMES TRUE!

ONCE AROUND THE GLOBE WITH ARANUI, AN XC 45.

It is 0300 in the morning and it is pitch dark this night. We are approaching Timor Sea. Our goal is to get through the Selat Rote passage before darkness to avoid all the unpleasant, because unlit, fishing vessels near West Timor. We are on a broad reach under Code 0 and fully buttoned mainsail. The speedometer shows 7 knots boat speed with a TWS of between 8 and 9 Knots. The water is totally flat and it is a real joy to see how ARANUI glides through this turquoise cristal clear water.

Exactly 40 years ago, there was a Teenager sitting in his study over Latin, French and Maths books, which bored him to death. His real interest did lie in the 500 page thick blue book in front of

him; Aero- and Hydrodynamic of Sailing from.... He was dreaming to build a boat and sail around the world. 40 years later, the dream came true, and I'm sailing around the world. Not with my own designed boat, but with an Xc 45 from X-Yacht in Denmark, evaluated after a lengthy process for this purpose. A sea worthy boat with some additional options for the long journey.

It snowed when I approached Haderslev in Denmark in April 2017 to take over ARANUI and make the first sea trials with the competent and friendly crew of X-Yachts Switzerland. I was very impressed with the manufacturing plant in Denmark. It was snowing, windy, ice cold and still, the riggers outside in the boat yard were preparing one mast after the other and launching one boat after the other. April is high season, as everybody wants his boat in the water. After a couple of days testing and minor adjustments being done by the friendly staff from X-Yachts, we left Aarosund canal and went up the coast SE of Skagen then the first storm with 35 knots of wind – tacking through fishing and commercial vessels at night – the AIS full of little triangles and as a warning the chart full of wrecks around Skagen. We

turned around Skagen to Kristiansund in Norway. From there our trip took us back to Denmark and down the North European Coast. I had the whole of the summer to bring ARANUI to Las Palmas. What normally would be a fully packed season of sailing trips, was for us just the testing phase, if everything would really be strong and durable enough for our adventure. We stressed poor Aranui to its bones. Arriving in Las Palmas, ready for the ARC, we had a very good feeling and left the boat there in the Marina until November.

On 21st of November 2018 we started with 250 other boats in the annual ARC Rally across the Atlantic. After a period of very low wind, for which our weather router only had the same comment every day 'go further south' we finally found our wind right when we passed the northern Islands of the Cape Verdes. From there our route went straight across the Atlantic with good winds and good weather. We passed a glorious time on a competitive but also very comfortable boat. What we should not really mention here is that we mounted a very non-racing-looking like grill at the back, and basically every evening had a grill party – this was an agreement with

the whole crew, which mainly was made up of racing sailors: first we enjoy, then we eat and sometimes drink and then we get down to trim the sails. The closer we got to the finishing line, the more the racing genes came back. We finally finished as 'First Boat In' in our category and 2nd boat according to calculated time.

St. Luca in the Carribean was then our starting point for our circumnavigation. After almost 6000 Miles, ARANUI got a new underwater painting and some minor adjustments. She was overloaded with anything you can think of which might be useful and not available in the next 15 months. Lots of spare parts, of which you only will use those, which you have not on board (which were a water pump for the engine, a nut and bolt for the goose neck, reeling pools and halogen lights), all the rest we had. But as you will see, also overloaded and full of water and Diesel, Aranui does very well. I planned to have a pool of friends, sailing buddies and family who would join me during this trip. We started in January '18 from St. Lucia to St. Marta in Columbia during which time we experienced our first really stormy weather. Most of the course was plain downwind with one, two or even three reefs in the mainsail and boomed out Genoa or Gib. We figured out that for our normally small crews with sometimes little sailing experience this set-up worked best. If

the wind increased, we could reduce the sail area of the boomed out Genoa very easily. But still with 35 knots of Wind straight from the back at night with swell things had to happen and so they did. During the night the boom came over in an unintentional jibe (50 degrees windshift) and jibed back again 30 seconds later. Boths sophisticated preventers from the end of the boom dissolved in air (a 1.2 t block and a 7mm dynema line). Nothing happened to the rig and everybody was fine. Learnings? Keep it simple: The preventer now is very straight forward, from the end of the boom to the bow cleat and back to the stern cleat and fixed tight with the mains lee winch (12mm Dynema). After wonderful days in the San Blas Archipel

with unintentional crocodile swimming, we passed the Panama Canal which was very spectacular. Crossing with numerous freight and tanker ships an unbelievable nature reserve, the Gatun Lake, was a great experience even if we were not allowed to sail. In front of us the Pacific, the dream destination of every bluewater sailor. We spent several wonderful and exciting months in the Marquese Islands (I will never forget the arrival in Hiva Oa at night in a rain, shower and lightning storm, suddenly smelling dump forest after 20 days of saltwater), Tuamotos (with its undescrivable corral atols surfacing not more than 1-2 m out of the sea) and Tahiti (which is pretty overloaded with tourists – we are getting spoiled, I know) with mostly moderate to



light winds. And this is what ARANUI likes, winds between 10 and 20 knots. She glides incredibly well through the water and mostly with 7 – 9 knots. When the

“The sails are just flapping and every flap is like a whip into your heart.

wind comes from astern, we mostly used the main and the pooled out Genoa. Without waves tacking or reaching, she does easily 7 knots with 8 knots true windspeed. Winds below 10 knots are difficult to sail as soon as there are any waves involved. The sails are just flapping and every flap is like a whip into your heart. So we had to try something new. X-Yachts Switzerland organized for a 110 m2 Code 0, which is a wonderful sail. We run it from 50-120 degrees, its quickly set-up but in case of wind increase also easily stored again. As soon as the Code 0 is up, Aranui runs at her hullspeed or slightly above. It is an incredible feeling, once you get a little faster than the waves. When there is very little wind from astern, we run the Code 0 in addition to the boomed out Genua and the full main. This is the perfect Aranui set-up for little wind little waves. You must have realized by now, that for our crews

and ways of traveling, we are not fans of spinakers or and not at all of parasails (which we tried).

Then we visited the place, where I wanted to go for a long time. I found this little atoll on google earth - Suvarrow Island. It is a very remote atoll which lies in the Pacific, far away from anything else. Sandy beaches, good anchorages, Palm trees like on promotional pictures and great snorkeling and diving in a completely remote place (by the way, ARANUI needs at least a Rocna 33 kg anker, the times of CQRs etc. are over – interesting is that on almost every bluewater sailing boat, there is a Rocna anker which might say something about ankers and holding power).

Our trip to Suvarrow and then the sail to Niue showed that ARANUI was really a safe boat for such an adventure. Very often we had our 3rd reef in and only sailed with a third of the Genua with wind in the thirties, high waves came from astern but until now never really entered the cockpit. ARANUI manages very well also in strong winds under autopilot if sails are adjusted to a reasonable size in time. On these 2 passages a number of very experienced sailors had their worst time in their lives getting though these thunderstorms. We had a rough but good time.

The subject for almost any sailor: Speed! One has to realise, that sailing around the world on the Barefoot Route brings you mostly light winds from 10-20 knots. With these winds a boat like the Xc 45 is very fast. One must also consider that as soon as the winds increases to 15-20 knots, almost any cruising boat is fast and normally runs just below hull speed. So how important is speed really? You judge yourself!

Niue is probably the only place on earth, which is boring and laid back, there is no art or culture which would make

it special, there is a very complicated procedure to go ashore with your dinghy (you have to hole it out by crane!), no nice scenery or landscape (it is just a rock in the middle of the Pacific, which although allows diving with a view of up to 250 ft!) but with a such incredible population of about 1300 people, that you might get addicted to this island. Have you ever been in a country, where everybody greets you even in the car or where the head of hospital physician comes at the end of your stay and says: 'I would like to thank you for taking the time to be with us' – in full seriousness! – and when you

return your car at the tourist office, the minister of tourisme embraces you and says, I'm so glad you are well again!

The Kingdom of Tonga Islands are beautifully laid out and a fantastic sailing area, do although not expect any supplies or hardly any fresh food. This was also, where we tested ARANUIs real strength. It was the place where we hit the coral reef, unfortunately not where it was supposed to be. It is a frightening experience, one you do not really want to talk about, but once you do, you realize that almost everybody else did the same

cruising area and we spent a long time there, exploring the different islands. A short trip over to Vanuatu transferred us into a completely different world. We were welcomed by the local tribal population, we exchanged gifts against wonderfully prepared and hand woven basquets full of fruits and vegetables. The visit to a really active Vulcano concluded this highlight and then we sailed to Australia, entered the great barrier reef through the hydrographers passage, which was a boiling soup with wind against tide, reefs and depth changes and ARANUI was thrown to every side possible, but she managed and after one hour we were in. Australia welcomed us with its Crocodiles, its deadly jellyfish, sea snakes and sharks: a really warm welcome!

Now we are on our way to Lombok, unfortunately under engine since 72 hours. It is hot, flat and the water looks like liquid steel. At 1850 RPMS ARANUI consumes only 3.4 l per hour, which is great.

We have 20.000 miles behind us and still about 8.000 ahead of us to get back to the Carriben. Would I do it again with an Xc 45? Yes, because I feel safe, because ARANUI is fast also with light winds and behaving great with very strong winds and because she looks nice and is an eyecatcher where ever I see her from shore. Of course there are things which could be improved, perhaps with the MK3?, but X-Yachts knows about these little nicies. What would I definitely do again; a Dacron Genoa and a Kevlar enforced main with 3 Reefs, the optional additional Diesel tank, the Schenker watermaker, the Rocna Bùgelanker 33 kg, the 400 Watt flexible solar panels, the Code 0 and I would add a second 600W what & sea hydrogenator. On the other side I would skip the inner forestay with the jib, but make sure the Genoa is strong and enforced as mine is, and I would leave the generator and the washing machine in Haderslev.

My last thank you goes to Eugen and his team, the Swiss X-Yacht representatives: you guys were just phenomenal. The service does not stop, once the boat leaves the premises and continues around the world (we have seen different things on this trip with other boats), the X-Yacht community is like family and yes Eugen, I apologize, that ARANUI has still no X in its name!



sooner or later somewhere. There is an old saying: you can stay far offshore, and you will never see what an island offers to you or you can go closer and you might contact your island before you wanted. We did lift the boat later in Fiji just to see, that there was hardly any damage done, except some polyester fallen off at the back of the keel and some scratches in the front. Nothing happened in a structural way. Since then I'm fully confident with ARANUI also sailing at night, with the ever luring container ahead of us or the whale sleeping right below the water line. And then we entered Fiji in the south. Fiji is still recovering from the last Taifun and sea signs and buoys are not first priority. Charts and maps are really bad and not reliable at all. Fortunately the Fiji sailing society has created 'tracks' which you can blindly follow. This worked very well once we figured this out. Fiji was a wonderful



Xc 50

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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.

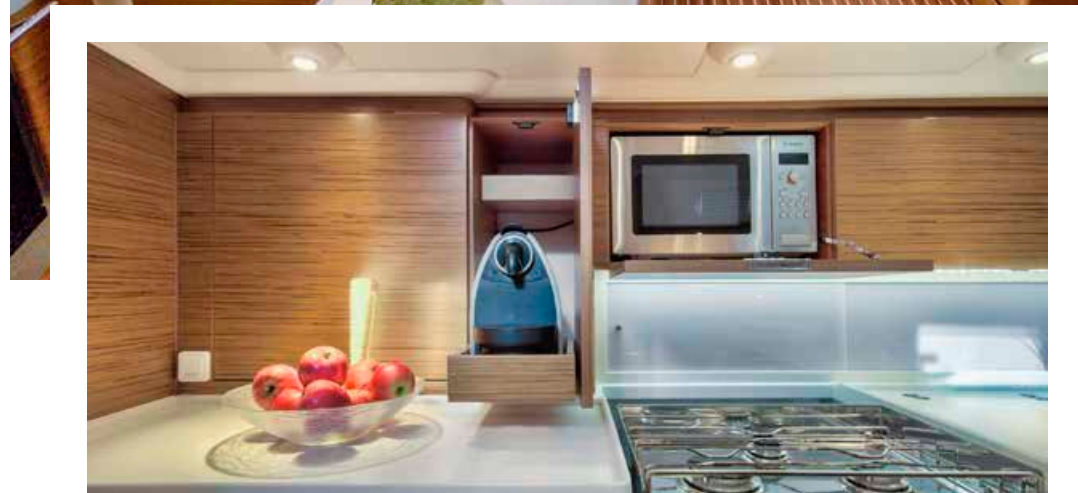
Design details include minimalist flush opening deck hatches, smart interior recessed teak stripes, stylish lighting, and a choice of bimini and sprayhood options.

40TH ANNIVERSARY
EDITION 1979-2019

X CRUISING

“This yacht is designed for someone who dreams
of cruising but does not want to go slowly.”

Juan Pablo Del Solar Kolbach, Xc 50 owner, Chile



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.



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.

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.



Standard layout



Optional layout



NEW: Pebble grey hull with white stripes.

XC 50 DIMENSIONS

LOA (including anchor roller)	15.61 m	51'3"
Hull Length	14.99 m	49'2"
LWL	13.51 m	44'4"
Beam MAX	4.6 m	15'1"
Standard draft	2.35 m	7'9"
Shallow draft	1.95 m	6'5"
Ballast (standard)	7,220 kg	15,917 lbs
Displacement (light)	16,085 kg	35,461 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

A WILD HOUR IN SARDINIA

By William Maltby – Xc 50, Freebird

Anyone who has sailed in the Mediterranean will be familiar with sudden thunderstorms. The violence of this storm was rather different.

The thunderstorm caught us totally unprepared in the late afternoon in early August as we were motoring in to Ponto Conte, a large bay near Alghero in NW Sardinia, looking for an anchorage for the night. Having decided to delay our intended 200nm passage to Minorca by 24 hours due to a lack of wind, we had spent a hot and still day swimming, walking ashore and exploring "Neptune's Grotto", a fine cave and tourist attraction.

The forecast had shown a risk of thunderstorms all week but none had materialised. Although dark clouds had built up over Alghero, about 7 miles away, they seemed to be moving south and we thought they would pass well to our west. The first sign that we had got it hopelessly wrong, was the wind picking up from nothing to F6/7 in seconds. Unfortunately, we were towing the dinghy

plus (brand new) outboard, something we rarely do and then only for short distances and in still conditions. The dinghy flipped but Robin and I just had time to right it and get the outboard off before the thunderstorm showed its teeth.

Conditions worsened rapidly - the wind rose to about 50 knots. We recorded a top wind speed of 59 knots. Heavy rain quickly gave way to violent hailstones the impact of which hurt, particularly as we were all still dressed in swimming kit and T-shirts. Whilst I assumed the helm, Sarah (my wife), Robin and Billy embarked on a frantic struggle to bring the dinghy under control, which was spinning wildly on its painter. With hailstones lashing, the boat lurching wildly from side to side and thunder and lightning crashing around, they endeavoured to drag the dinghy over the transom. After a considerable struggle, they managed to haul enough of the dinghy over the transom for Sarah to wriggle under (it had come in upside down) and release some air. Gradually they were able to bring in more of the

dinghy and eventually they were able to lash it down in a reasonably deflated state in the cockpit.

With the dinghy under control, Robin, Sarah and Billy, who were very cold, as the violent hail had exposed the inadequacy of their clothing, went below to change. By this stage, Raddy and Tessa had managed to restore order down below including closing hatches, every one of which had been open at the start of the storm, and had put the electronic devices in the oven. Sarah located the iPad with navionics chart, which Raddy held up under the hatch



in the companionway where it remained dry. This enabled me to see where we were and where the dangers lay. The chartplotter in the cockpit wasn't much use it been knocked out of line during the dinghy recovery.

Meanwhile I was struggling to drive the boat in to the wind. The primary concern was to avoid being driven on to rocks so I motored at full revs aiming for the centre of the bay. We couldn't head out to sea without laying the boat across the wind. In flat water, with full revs on our 110hp engine we would expect to make more than 9 knots. I think we were only barely making ground although it was impossible to see anything or any instrument due to the force of the hail combined with the top of the sea blowing off. We keep 2 pairs of perspex goggles on board for such conditions but these were buried far too deep to be readily accessible. Once the dinghy was under control, Sarah produced a snorkelling mask, a massive improvement other than its tendency to fug up rapidly. Periodically, I would lose control of our heading and, even though we had no

sail up at all, the boat would be laid hard over with one or both of the guard rails under water.

Top wind speed

The bimini, which was up in conditions for which it wasn't designed, acted like a sail. Miraculously it held despite the force of the wind being enormous especially when we were laid on our side. If it had broken, I thought we could cut away the canvas without much risk but I was really nervous of sharp ends flying around if we had been forced to cut away the frame with bolt croppers.

We were struck several times by lightning but we didn't seem to suffer any damage although I received a shock when holding the throttle. It was unpleasant, more like a 240V mains shock, rather than dangerous. Our boat, a 50' X-Yacht is built (like all X-Yachts) around a stainless steel frame in to which all the rigging and keel bolts are tied. When the boat was built, back in 2015, I was assured that this would act as a giant lightning conductor and I think it must have done so in this instance.

After about an hour the storm started to recede and the visibility improved rapidly to reveal a sailing boat, also motoring hard in to the wind, a few boat lengths away on our starboard side. We also spotted lobster pots quite close on either side. We wondered how close we had come to other boats and hazards during the height of the storm.

Within a further 10 minutes, the wind died completely leaving an eerie calm and a perfect rainbow. We motored in to our intended anchorage to meet a scene of devastation. At the head of the bay, a 45' Halberg Rassey and a 50' Jeanneau had been driven ashore. A 50' Amel anchored nearby with a badly shaken crew having hit rocks. About 10 boats had their sails in tatters or utterly torn to rags. There was also the extraordinary sight of seven mooring buoys drifting out to sea having broken their lines. The sea temperature had dropped by 7F, presumably from so much cold freshwater running off the hills and, being less dense than seawater, floating on the surface. The Sardinian authorities

were impressive. After 20 minutes, two coastguard boats circled the bay with flashing lights stopping at every boat to ask if everyone was alright. They assisted in re-floating the boats driven ashore.

Overall, we were incredibly lucky despite the embarrassing lack of preparation. We didn't have sails up; we weren't at anchor; and the sprayhood was folded away. The boat behaved brilliantly, the crew were fantastic and no one was hurt other than Tessa bruising her finger unpleasantly whilst closing a hatch. The damage was minimal. The burgee stick snapped - if anyone spots an RCC burgee floating off Sardinia, it is mine! The ensign post broke whilst the dinghy was being hauled in. The outboard needed a service and clean up despite being only a few hours old and we have a few more chips on the GRP. Suitably chastened, we were able to continue our passage westwards ready for our planned Atlantic crossing later this year.





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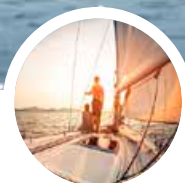
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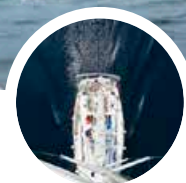
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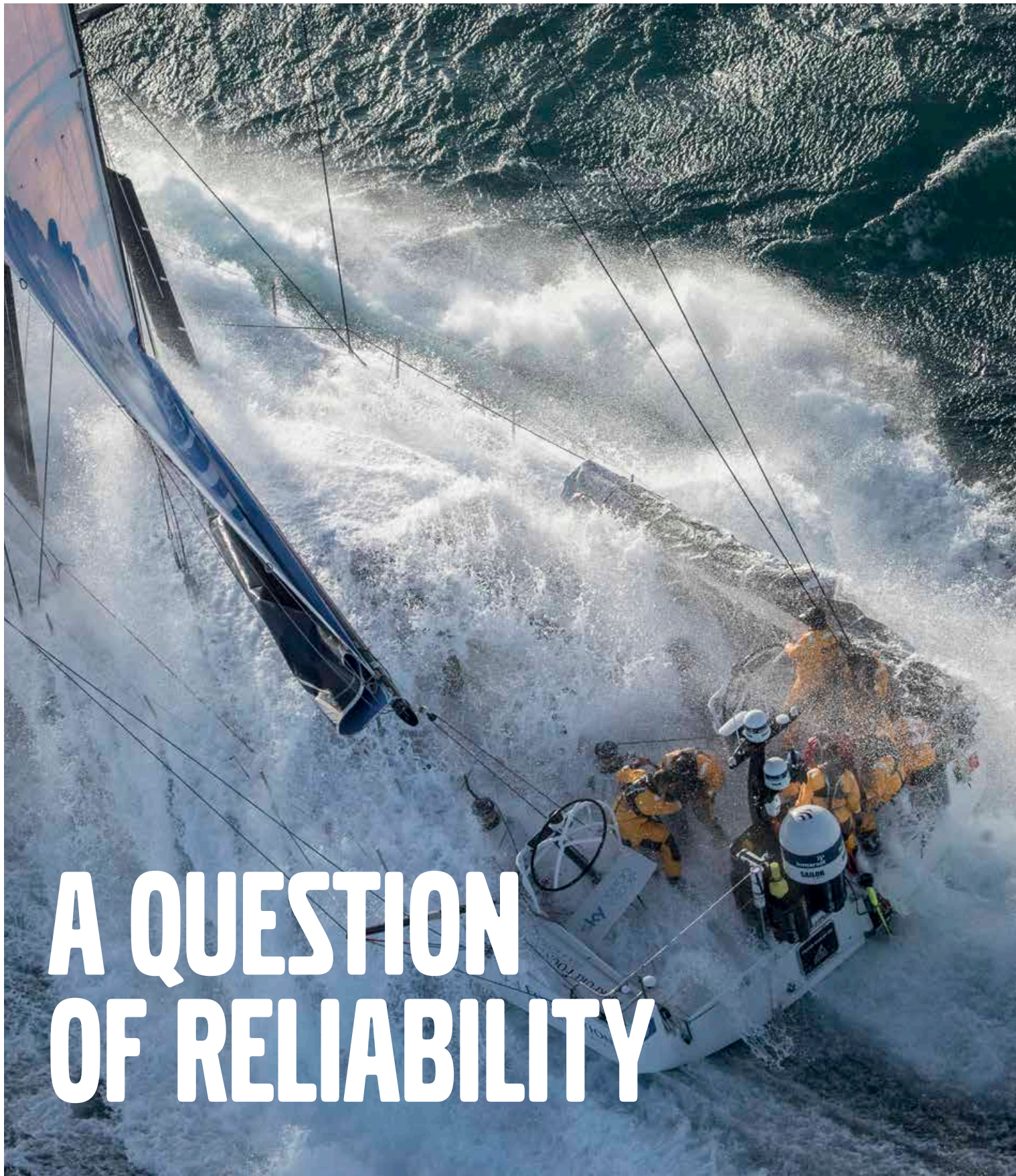
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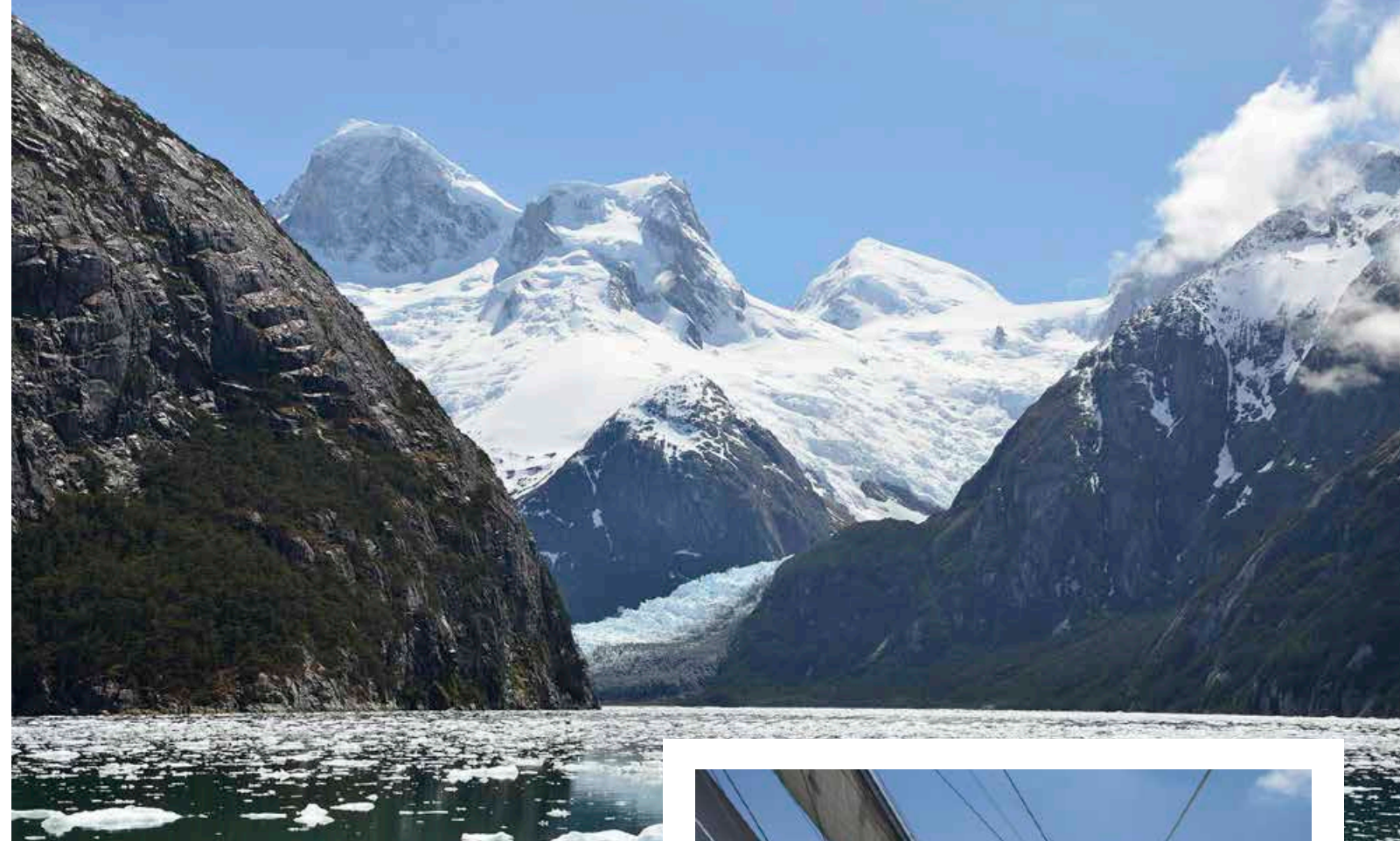


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NAVEGANDO POR LA VIDA – “SAILING THROUGH LIFE” IN AN X-50

Written by Ricardo Ramirez Estrada, the owner of an X-50, Patagonia

Ricardo, Claudia and their 4 kids in the age of 6 to 14 years, decided to make a change, to leave the comfortable and regular life and leave for a trip that initially would take 13 months. They never thought that this would change their lives forever.

Below, the X-Yachts Dealer in Chile, Juan Eduardo Reid is interviewing Ricardo, owner of the X-50.

How did the idea for this journey come up?

Ricardo: We have asked ourselves the same question, and the truth is that the idea was always there, thanks to the passion we got from our parents. We were raised in the respect for nature and beauty of the sea. When we were

children, we sailed in different dinghies where we developed our skills and strength within sailing. As teenagers, we sailed along the 3500 km Chilean coast from Arica to Puerto Natales in Patagonia with our parents and brothers and enjoyed long family adventures onboard a wooden 40' boat, made in Argentina.

How did we prepare ourselves?

The kids prepared without knowing; They sailed in the optimist classes, participated in races and South American championships. I was taking part in the oceanic circuit for several years. 8 years of sailing while my wife was also taking sailing lessons and license to sail a boat.





“We human beings of the civilisation have a tendency to making the problem bigger than the solution.”

3 years before we started, I made the decision with my wife Claudia to make the journey. With the intention of changing the way to perceive life. The most difficult for us was the fear of losing our standard and comfortable lives, our safe normal life where everything was under control. We knew that it would be a jump into a total adventure.

The most difficult part was to take the decision, and afterwards we made a list of things that would supposedly keep us linked to the society and normal life: Schools, money, work, family, home care, dogs, cars, etc. It was amazing to see how the problems started to disappear one by one – and the concrete actions we implemented to solve them.

We human beings of the civilisation have a tendency to making the problem bigger than the solution thus losing or evading the possibility to achieve our personal dreams.

You all agreed to do the trip?

Yes and no. At the beginning, our children didn't realize that this crazy idea of their parents was about to happen. However, getting closer to the date of the start, we all aligned. Javiera was the one that worried the most, she was afraid that she would deeply miss her school mates.

It was only intended to be 1 sabbatical year, why did you continue the journey?

True, but like in other times of life, when you do something, the result is not always what you expect. The experience of living with your family 24 hours a day, together for more than a year, is price-less.

I can't even comprehend the many different countries, different cultures, more than 200 harbors or marinas we have seen – or for that matter all the lessons of the sea during a 2.5 years of sailing around the world and more than 25.000 miles.

So, the prolonged trip is a bit like not wanting to go back to vanilla when you have tried chocolate for the first time.

What was the route of the journey, and what are your future plans?

We started in Holland, then we went to Belgium, to England with the Thames and the Solent Coast, to France, to the Biscayan Golf, Spain, The Rías, Portugal, Gibraltar, Ceuta, Morocco, back to the Spanish Coast, Baleares, France, Italy, Greece, Sicily and Barcelona. This was the first trip that took us 13 months.

The second trip was from Barcelona, Gibraltar, Rabat, Agadir in Morocco, Lanzarote, Fuerteventura, Palma de Gran Canaria and Tenerife. Then we sailed to Mindelo in Cabo Verde in front of the Dakar coasts. Noronha, Recife and the coast of different places in Uruguay to finally get to YCA, San Fernando in Buenos Aires where we received a warm welcome and stayed for a months' period.

The trip continued to Piriápolis where we made the antifouling to proceed to Punta del Este, Mar del Plata, Madryn and Ushuaia. Ushuaia to Puerto William, and 2 success sailings out of 3 attempts to Cape Horn. After this, the wonderful fiords towards Puerto Montt in Chile. Then we moved the boat back to Puerto Williams, close to Cape Horn, to make her ready for the next adventure.

So, right now, we are preparing the next trip to Eastern Island, French Polynesia, New Zealand and Australia. We will see what is next after these destinations.

How does a racing sailor experience this oceanic journey around the world with his family?

My racing profile and passion is expressed in the kind of boat we have chosen for this trip. We purchased an X-50; In one

boat we have all the required qualities: stiffness, speed, comfort and safety. We learned to sail with less sail area and a little slower to improve the life onboard under deck for the family, especially during the longer trips.

Thankfully, the X-50 is a fast boat, so the speed reduction was not that much.

Inspirational words for people considering doing a similar trip?

My advise would be that you should write down all the facts that could interfere with an adventure like this. The next day, you should write a 2-3 years' plan with the actions needed to solve whatever problems foreseen. And then get to work and focus on the target with a clear plan and a set date for start-up.

Come on!!! It's not that hard. During these 3 years, we have met so many sailors around the world, and I have only met people who regret not to have started their adventure before.



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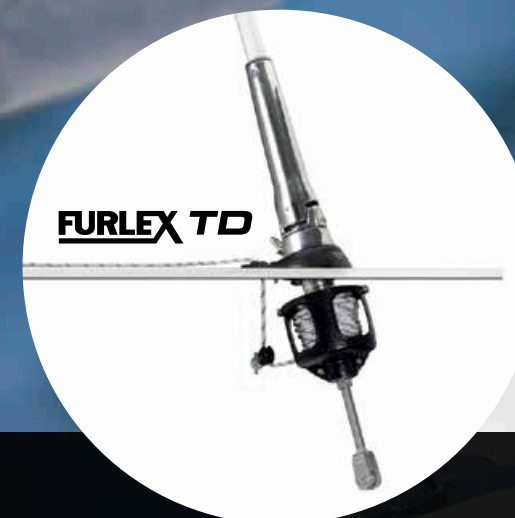
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YACHT CHARTER: RE-DESIGNED

This is the story that led us to found the X-Yachting Sailing Center in Greece and our philosophy on sailing holidays.

We have all been there. When you are a sailor yourself and you first charter a mainstream charter production boat with family or friends for a week, there is one word which comes right away at the back side of your mind. And that is the word 'Compromise'.

The first compromise comes with the performance of the boat, the feeling and the confidence it delivers when being behind the helm. Almost all mainstream charter boats are constructed with hand laying building methods, feature undersized riggings, ballast and sailplans. The majority of these boats are loaded with all sort of unnecessary extra weight for the size of the hull, the weight distribution is clearly not in the mind of the designer and the lack of stiffness from the hull and the steering system is at the low-end, something specially apparent when conditions pick up.

The second compromise comes with the comfort on board. The whole mainstream boat design industry is tuned around squeezing ten or even twelve people on board in order to make the related charter fee per person attractive. And this results into a couple of things: a boat which -by design - is fitted with very small cabins and heads and secondly an inevitably overloaded -by the crowd atmosphere on board with everyone struggling to relax but being one over the other in a confined space.

The final third compromise is related to the service you get as a visitor before, during and after the charter week. Charter companies tend to aim into volume and to do so often pay more attention in cost savings than the particular needs and wishes of the customer. The result is a level of service barely acceptable or sometimes very far from ideal.

SHAPING THE X-YACHTS CHARTER EXPERIENCE

Contemplating all the above limitations of the modern charter reality and having in mind a completely different philosophy on how the charter experience should be, we decided to create the X-Yachting Sailing Center in Greece, the world's first exclusive X-Yachts charter base, on one of the best -from all aspects- existing sailing arenas.

Designed as a model center from sailors to sailors, our target is to address all

the sailing enthusiasts around the globe who want to enjoy a few days of sailing either solo or with family and friends and can appreciate a true sailing boat and an impeccable service. The result is a new kind of uncompromised sailing charter experience, designed like never before, what we call in our mission statement the 'X-Yachts Charter Experience'. There are different important elements that compose the thoughtful execution of this innovative concept.

The first element has to do with the chosen boat range, out of the current X-Yachts models, and the way we have set them up for you. The first delivery of our fleet consists of five boats of the very fresh X4⁶, the ideal family performance cruiser, two of the ultimate performer and very easy to handle Xp 44s and one of the all time classic Xc 45, our mile eating machine. The plan is to further extend our fleet the upcoming years.



In this way, there is a good choice of models and all of them in the range of 44-46ft with 3 cabins/2toilets layout which is the ideal size and layout since it delivers responsive sailing, safety for the whole family, easy handling and great comfort in the interior with large cabins and two fully independent toilets/showers. With most options ticked, like rod rigging, deep keel, carbon bow sprit, carbon steering, retractable bow thruster, full real teak on the whole deck, and with a carefully engineered and very flexible sailplan adapted to the local conditions these boats put a smile on your face from the first moment you step on them. Whether you are doing island hopping on a bareboat charter with your friends and family or you are participating as a solo traveller in one of our one-design friendly regattas or adventure racing departures your experience will be unforgettable.

The second element is the chosen location. Based in the well organized and well positioned Olympic Marina in Lavrio town which is 35min drive from the Athens International airport in Greece, you are just two hours broad reach sailing from the crystal clear Cycladic beauty of the Aegean sea. So direct

access to fun even from day one. First stop could be for example the bay of Kolones in Kythnos island. And after that the hundreds Greek islands set the perfect arena for exhilarating sailing on all angles, easily creating round routes, with endless options for swim stops, delicious and friendly food places everywhere and picturesque villages with little ports to spend the night in, if not privately anchored in a wind protected bay. Every year it can be a different route and not to mention that the place is windy, offering perfect sailing conditions.

The third and last element is our people and the level of service. Carefully selected and trained, the X-Yachting Sailing Center team is committed to be by your side from the moment of the booking until you are back home in order to ensure that you get the most out of this experience.

Open for nine full months per year, March to November, the X-Yachting Sailing Center provides several high end services as standard, such as the well engineered sailing routes on day one, the 24/7 support service by phone or messaging with local specialist, the high speed all weather emergency rib,

which will get to you -if needed- in no time, accompanied with several add-on services like airport and city transfers, supplies provisioning, early check in, professional skipper services, electric outboard ultra-light engines and the list goes on and on.

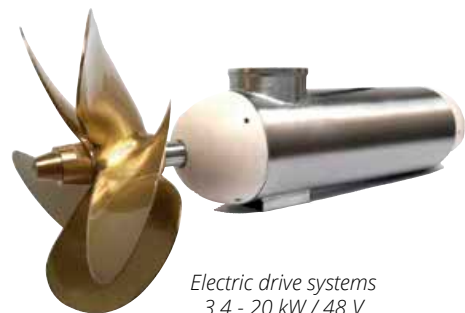
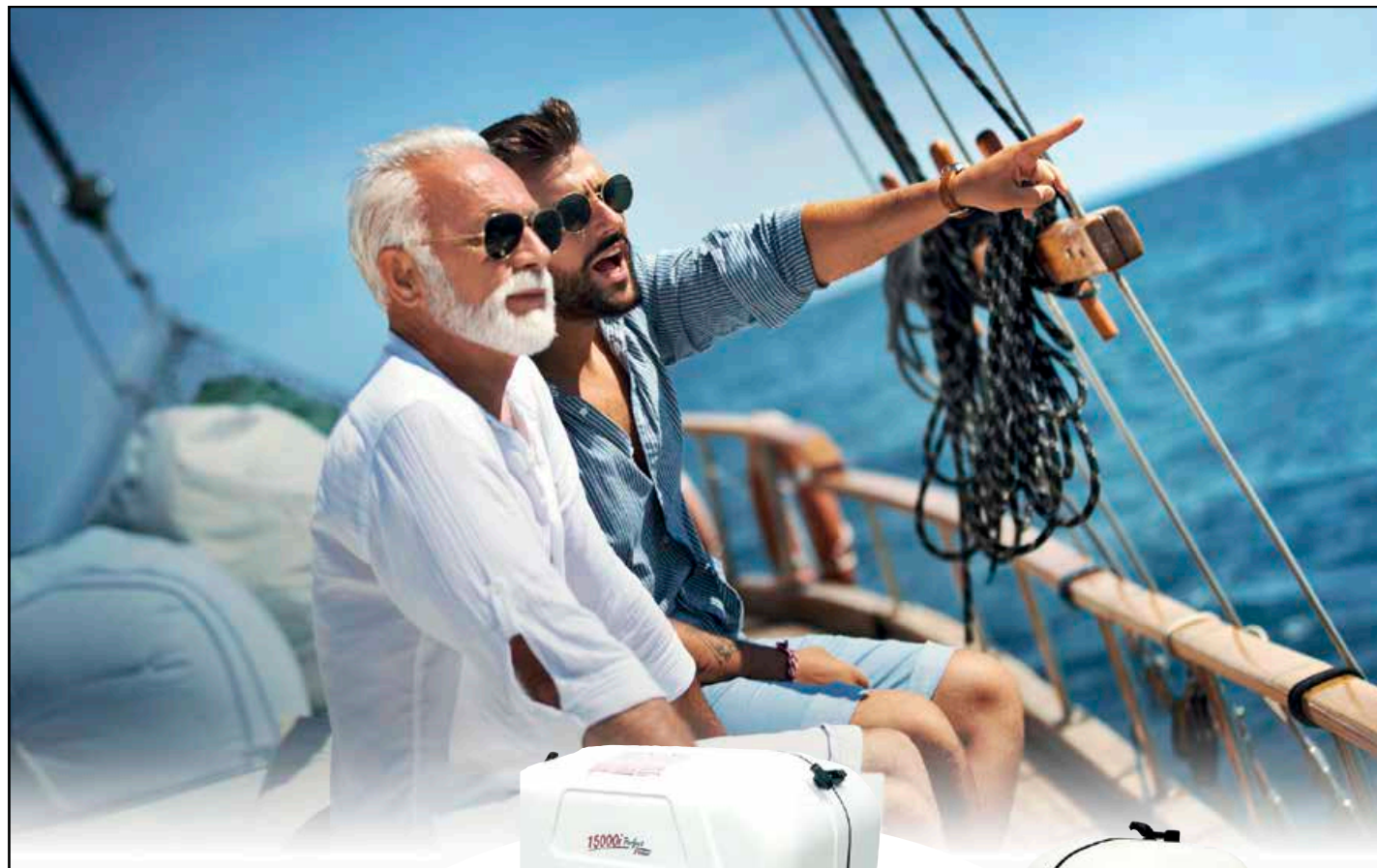
GREECE: THE NEW X-YACHTS SAILING EPICENTER

Whether you are a pro-sailor, an occasional sailing enthusiast, a cruising-more comfort orientated- sailor travelling with your family or friends, an X-Yachts owner, an X-Yachts fan or a novice sailing enthusiast with little or no sailing experience who would like to advance your skills along a professional skipper, the X-Yachting Center has been created for you to get you out there sailing one way or the other, on the right X-Yachts boat and with the right support beside you, having direct access to fun, brushing your sailing skills and exploring Greece, a beautiful and very friendly sailing destination.

For more information about X-Yachting Sailing Center: www.x-yachting.com or contact charter@x-yachting.com



This is the bay of Kolones in Kythnos Island, two hours sailing from X-Yachting Sailing Center in Lavrio, which is 35min drive from Athens International Airport, in Greece. A few hundreds bays, similar to this one, is waiting for you to explore, living the X-Yachts Charter Experience



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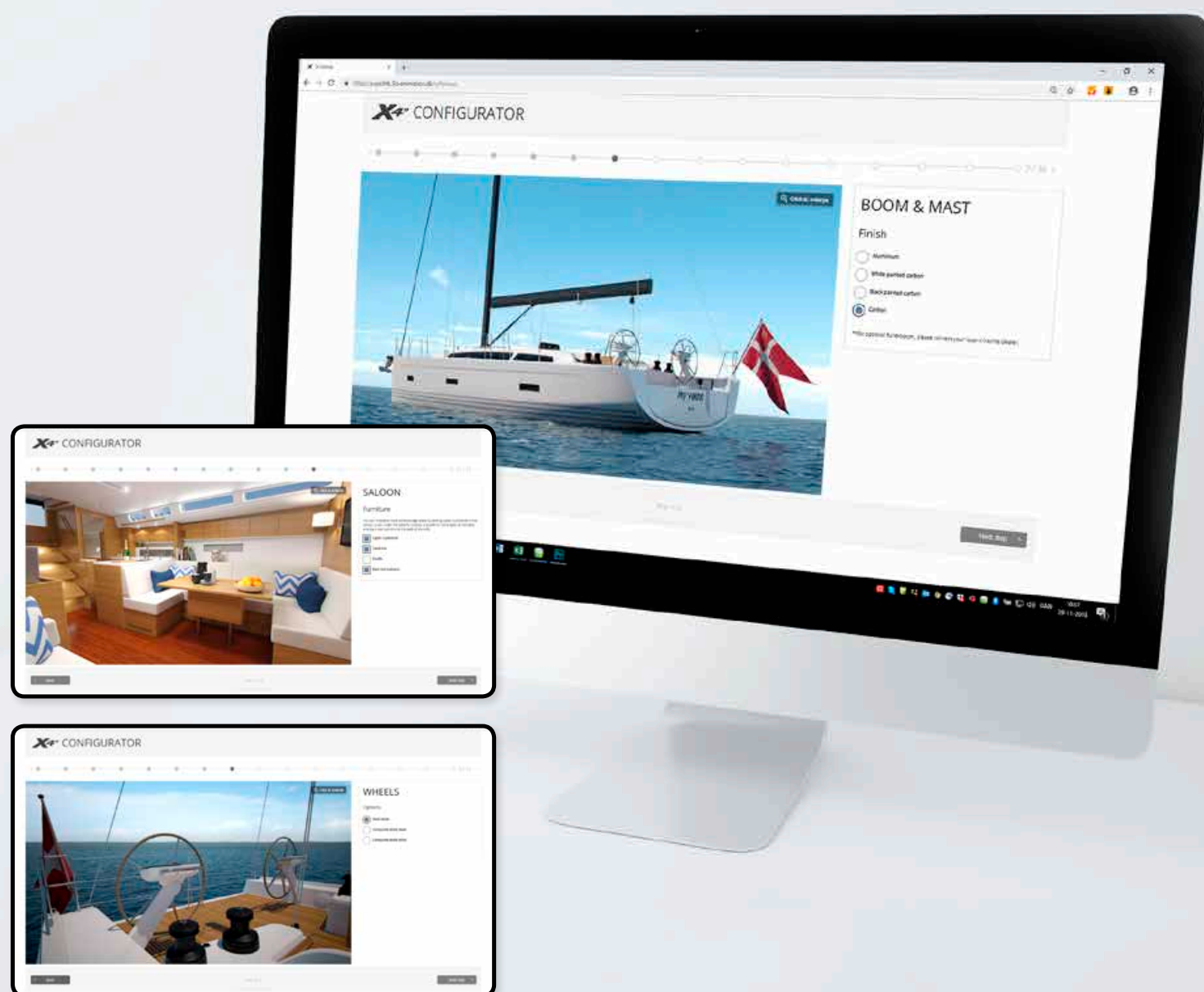
CONFIGURING YOUR OWN X-YACHTS

WE ARE PROUD TO PRESENT THE X-YACHTS VISUAL CONFIGURATOR. IN THE MONTHS TO COME, THE DEVELOPMENT OF THIS PLATFORM IS A CONTINUOUS PROCESS.

It will give you a good overview over many of the options to pick and choose on selected models. The models we have chosen are the X4⁹, X4⁶, X4³, X4⁰, the Xp 55 2018 Edition and the upgraded Xc Anniversary models, the Xc 45 and Xc 38.

The below views will give you an impression of the many options in our configurator.

Keep an eye on our website x-yachts.com – the configurator soon to be published!



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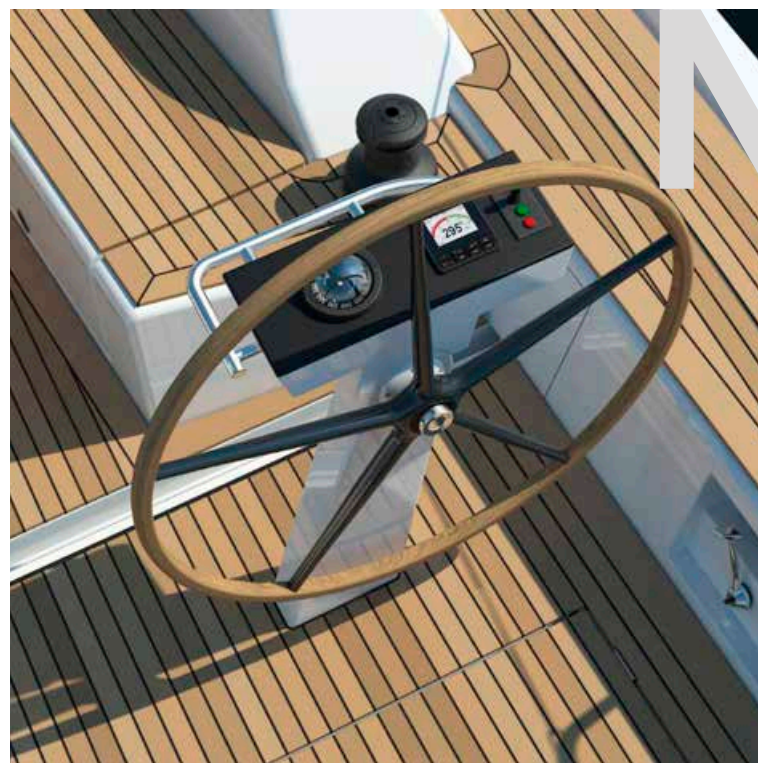
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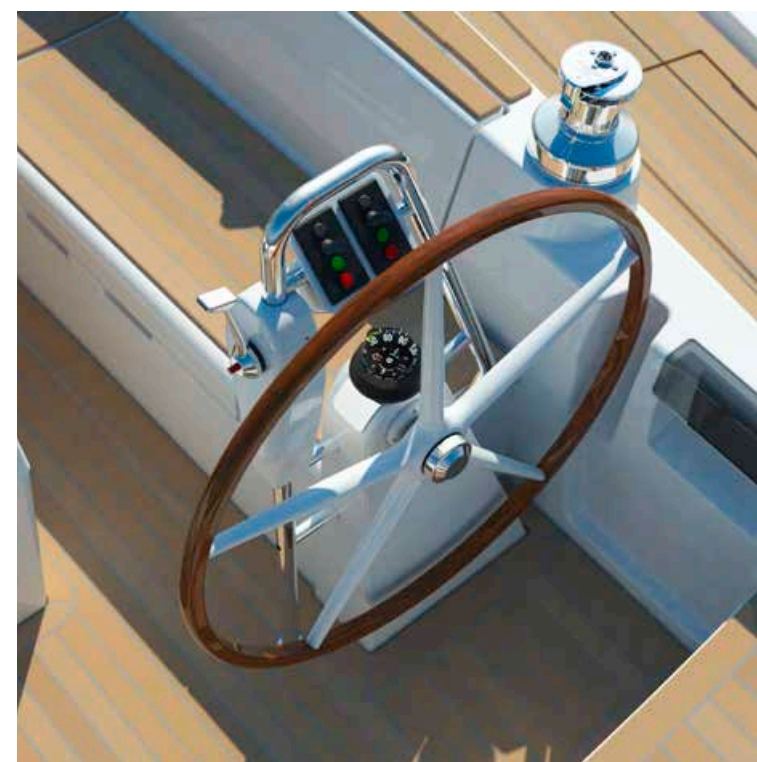
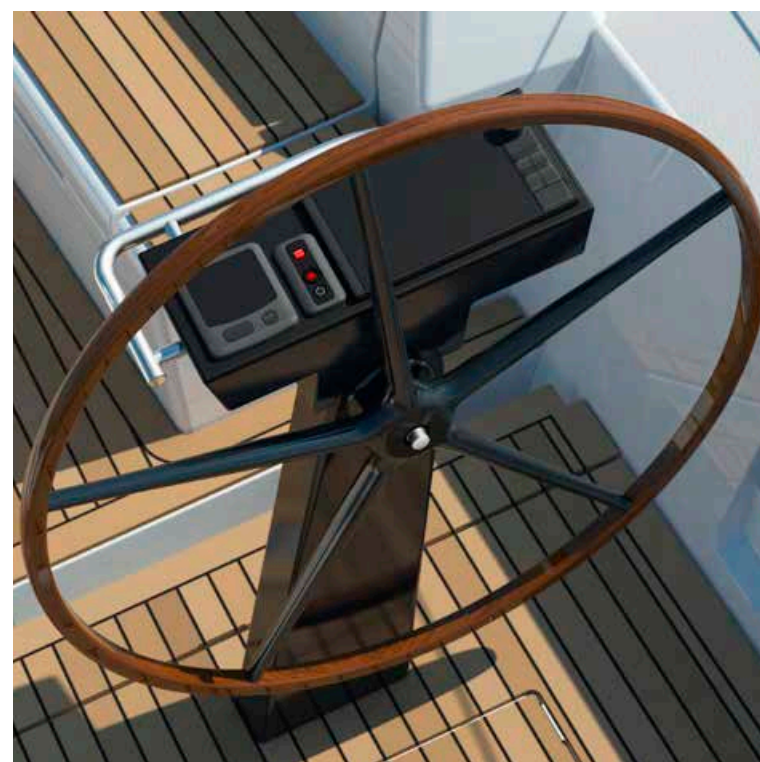
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X-Yachts conducts its sales through X-Yacht dealers all across the globe. Listed below are the X-Yacht dealers from the countries and regions where we are represented. Their details are available for you to contact them directly if you want to discuss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

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