

X-YACHTING

2020

HIGHLIGHTS

X-Yachts Anniversary Gold Cup 2019

INTRODUCING

Two new models in the Pure X Range

X-79 NO 1 RETURNS HOME

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Xcruising



Xperformance



Pure X



NEW
LAUNCHING 2021



NEW
LAUNCHING 2022



WELCOME TO THIS 2020 EDITION OF X-YACHTING

2019 was a very special year for X-Yachts as you will see in moments of this edition of X-Yachting: We held our Anniversary Gold Cup by the yard in Haderslev in June, and it was a great success and fantastic experience to see so many enthusiastic X-Yachts owners with families and friends. I hope we can repeat the success in 2 years time – we will be working on how to run a similar event in 2021.

We also had the pleasure of celebrating the anniversary with the 3 founders and previous owners of X-Yachts on more than one occasion; Niels, Lars & Birger enjoyed to be looking back at the 40 years that passed. You can read more about the history in our 40 years anniversary book, edited and partly written by Niels Jeppesen himself.

In 2019 we launched the 5th model in the Pure X Range, the X4⁰. After successful testsails with journalists in July and October 2019, in Haderslev and Barcelona, respectively, the boat is nominated for European Yacht of the Year 2020. No matter what happens, the boat is a winner.

By the end of October 2019, we released the news about our acquisition of HOC Yachts – a power boat brand that has been praised by the most prominent parts of the press on several occasions. In the coming months, we will rebrand and finetune the Explorer and Cruiser models - and will be ready to offer them for sale in Autumn 2020. In this edition of the magazine, you can read a story about a recent handover of a HOC yacht in Chile.

We hope you will
enjoy the magazine.

Kind regards

Kræn Brinck Nielsen
CEO





1000 sailors from all over the world arrived at the X-Yachts yard in Haderslev to attend the traditional X-Yachts Gold Cup, which this year also marked the yard's 40th anniversary.

There was excitement among the sailors on the dock in front of the X-Yachts yard on the first day of this year's Gold Cup. Everywhere in the harbor were sailors who prepared their boats and enjoyed the community in the fine, sunny weather. In the evening all sailors were invited for the opening ceremony and dinner. The next two days, Saturday and Sunday offered racing in the Little Belt and festive activities in the evening back at the X-Yachts yard in Haderslev.

X-YACHTS ANNIVERSARY GOLD CUP 2019





Like beads on a string they were sailing patiently after each other to sail the 8 nm out towards the race course on the Little Belt. And the race plan on-board the teams was clear: "Win the start, sail as fast as we can and simply just enjoy it", as skipper onboard his new Xp 55 Karl-Thomas Neumann put it.



This year's X-Yachts Gold Cup also celebrated the yards 40th anniversary and racing around some buoys and socializing on shore afterwards is the best thinkable way a sailor could join in on a party. "We come here and have this great celebration and I am very happy to join in on this very iconic event. We thought it would be great to come here and enjoy Denmark," smiled Miguel A. Gonzales from Chile, owner of the X-55 Mardivino.

Since X-Yachts has hosted the Gold Cup for several years it is a matter of course to merge the two happenings in here in 2019. "For us it's all about the community. We want to celebrate our anniversary together with our customers and have this gathering where sailors can meet each other and have a cozy time", says Kræn Brinck Nielsen, CEO of X-Yachts while he enjoys a warm cup of coffee on the shore after sailing.

Text by Susanne Salminen



GOLD CUP 2019

OVERALL RESULTS

SERIES RESULTS FAMILY CLASS A (FA)

Rank	Yacht Name	Sail No	Bow	Type	Division	R1	R2	R3	Total
1	LOTTA	GER 7853	8	X-332	FA	2.00	1.00	2.00	5.00
2	SOLIDIX	GER 7617	11	X-362	FA	1.00	3.00	4.00	8.00
3	Julie	DEN 140	34	X-40	FA	3.00	2.00	3.00	8.00
4	GENERATION X	GER 6177	12	X-362	FA	4.00	4.00	5.00	13.00
5	XANDUS	GER 6079	31	X-40	FA	5.00	6.00	8.00	19.00
6	QUAX	GER 7865	3	X-34	FA	6.00	10.00	7.00	23.00
7	RAPANUI	GER 7410	35	X-40	FA	11.00	9.00	11.00	31.00
8	ROXANNE	GER 5637	4	X-37	FA	7.00	14.00	12.00	33.00
9	MELIXIA	GER 6798	29	Xp 38	FA	25.00 - DNF	7.00	6.00	38.00
10	Xplorer	DEN 43	51	Xp 33	FA	8.00	16.00	14.00	38.00
11	KABI	XAR 42	41	X-119	FA	9.00	15.00	16.00	40.00
12	IDEFIX	GER 6162	2	X-34	FA	12.00	13.00	17.00	42.00
13	Vandhunden	DEN 59	17	Xc 38	FA	13.00	11.00	20.00	44.00
14	MAD MAX	GER 5402	76	X-332	FA	25.00 - DNF	5.00	15.00	45.00
15	EQUINOX	SWE 114	5	X-37	FA	10.00	17.00	18.00	45.00
16	LEUFT	GER 7708	30	Xp 38	FA	25.00 - DNF	12.00	9.00	46.00
17	ELLA	GER 5772	9	X-332 S	FA	25.00 - DNF	25.00 - DNC	1.00	51.00
18	Xtravaganza	DEN 80	28	Xp 38	FA	14.00	25.00 - DNC	13.00	52.00
19	Hexen	DEN 122	13	X-362 Sport	FA	25.00 - DNC	8.00	25.00 - DNF	58.00
20	MEISTER HORA	GER 5989	6	X-37	FA	25.00 - DNF	25.00 - DNC	10.00	60.00
21	XBRAVE	X79 267	7	X-79 OD	FA	25.00 - DNF	18.00	19.00	62.00
22	HENRIETTE	GER 7897	10	X-332	FA	25.00 - DNC	19.00	25.00 - DNF	69.00
23	Blue Penguin	DEN 840	33	X-40	FA	25.00 - DNC	20.00	25.00 - DNF	70.00
24	Pax	DEN 124	32	X-40	FA	25.00 - DNC	25.00 - DNC	25.00 - DNF	75.00

SERIES RESULTS FAMILY CLASS B (FB)

Rank	Yacht Name	Sail No	Bow	Type	Division	R1	R2	R3	Total
1	XOIA	GER 5585	46	X-412	FB	2.00	3.00	3.00	8.00
2	Boruna	NED 4590	27	Xc 45	FB	1.00	2.00	8.00	11.00
3	Xisse	DEN 114	39	X-43	FB	3.00	4.00	7.00	14.00
4	Mercer X	DEN 14	16	X4 ⁹	FB	10.00	5.00	5.00	20.00
5	ESPARICA	FRA-53136	85	X4 ³	FB	14.00	10.00	2.00	26.00
6	XEREMONIA	GER 7622	44	X-412	FB	7.00	7.00	13.00	27.00
7	Saiga	DEN 47	50	X-482	FB	4.00	25.00 - DNF	1.00	30.00
8	X-One	DEN 22	14	X4 ³	FB	5.00	1.00	25.00 - DNF	31.00
9	CARA	GER 7100	26	Xc 45	FB	11.00	9.00	14.00	34.00
10	Xara	SWE 111	48	X-442 mk 2	FB	9.00	8.00	18.00	35.00
11	Krazy	DEN 107	49	X 442	FB	6.00	6.00	25.00 - DNC	37.00
12	SUEDERHOERN	GER 7882	19	Xc 42	FB	25.00 - DNC	12.00	4.00	41.00
13	LINIE	GER 5943	38	X-43	FB	8.00	25.00 - DNF	12.00	45.00
14	Laura	DEN 40	24	Xc 45	FB	12.00	25.00 - DNF	10.00	47.00
15	GERONIMO	GER 7604	22	Xc 42	FB	15.00	11.00	25.00 - DNC	51.00
16	Beetle	DEN 150	47	X-412 MK2	FB	18.00	14.00	19.00	51.00
17	PEANUTX	GER 7585	40	X-46	FB	13.00	25.00 - DNF	16.00	54.00
18	NINGXIA	X41 86	36	X-41	FB	16.00	13.00	25.00 RET	54.00
19	Xaica	DEN 109	25	Xc 45	FB	25.00 - DNC	25.00 - DNF	6.00	56.00
20	EXUMA	GER 7303	18	Xc 42	FB	25.00 - DNF	25.00 - DNF	9.00	59.00
21	X Signe	DEN 97	23	Xc 42	FB	17.00	25.00 - DNF	17.00	59.00
22	Euphoria	DEN 80	20	Xc 42	FB	25.00 - OCS	25.00 - OCS	11.00	61.00
23	Huxie	DEN 32	21	Xc 42	FB	25.00 - DNF	25.00 - DNF	15.00	65.00
24	PHOENIX	GER 7112	45	X-412	FB	25.00 - DNC	25.00 - DNF	25.00 - DNC	75.00

SERIES RESULTS SPORTS CLASS A (SA)

Rank	Yacht Name	Sail No	Bow	Type	Division	R1	R2	R3	Total
1	Ventoux	DEN 125	57	X-37	SA	2.00	1.00	2.00	5.00
2	Exolist	DEN 225	81	X-362 Sport	SA	3.50	2.00	1.00	6.50
3	QUATTRO	GER 4687	74	X-332	SA	1.00	7.00	5.00	13.00
4	VARUNA X PRESS	GER 5223	73	X-332 Sport	SA	5.00	5.00	3.00	13.00
5	Andrea	DEN 153	116	X-362 Sport	SA	3.50	4.00	16.00	23.50
6	Dat wor et	FIN-7540	77	X-332	SA	8.00	9.00	7.00	24.00
7	Exodus	DEN 27	56	X-37	SA	9.00	13.00	6.00	28.00
8	FrisbaeX	DEN 357	70	X-332	SA	6.00	14.00	9.00	29.00
9	SOPHUS	GER 7090	71	X-332	SA	7.00	12.00	11.00	30.00
10	TOXIC	DEN 74	54	X-37	SA	27.00 - DNF	3.00	4.00	34.00
11	JOEY	X79 233	58	X-79 OD	SA	10.00	11.00	14.00	35.00
12	CHINOOK	GER 4732	72	X-332	SA	27.00 - DNF	8.00	10.00	45.00
13	MARE X	GER 7815	80	X-362 Sport	SA	27.00 - DNF	6.00	13.00	46.00
14	FOXY LADY	DEN 67	53	X-35 OD	SA	27.00 - DNF	10.00	12.00	49.00
15	Rasann	DEN 127	55	X-37	SA	27.00 - DNF	21.00	8.00	56.00
16	Liming Baigo	DEN 676	69	X-332	SA	27.00 - DNF	16.00	15.00	58.00
17	X-Kaeresten	DEN 346	63	X-79 OD	SA	27.00 - DNF	15.00	17.00	59.00
18	NØLTINX	GER 7032	75	X-332	SA	27.00 - DNF	18.00	18.00	63.00
19	LATEST TRICK	X79 468	62	X-79 OD	SA	27.00 - DNF	17.00	20.00	64.00
20	ELIXIER	X79 405	65	X-79 OD	SA	27.00 - DNF	22.00	19.00	68.00
21	SixSix	DEN 66	67	X-99	SA	27.00 - DNF	19.00	23.00	69.00
22	X-wing	DEN 191	59	X-79 OD	SA	27.00 - DNF	20.00	25.00	72.00
23	Spiff	DEN 262	60	X-79	SA	27.00 - DNF	25.00	21.00	73.00
24	X&Y	X79 182	64	X-79 OD	SA	27.00 - DNF	24.00	22.00	73.00
25	AUF SCHEXBIER	X79 397	66	X-79 OD	SA	27.00 - DNF	23.00	24.00	74.00
26	Harriet	Swe 131	61	X-79 OD	SA	27.00 - DNF	26.00	26.00	79.00

SERIES RESULTS SPORTS CLASS B (SB)

Rank	Yacht Name	Sail No	Bow	Type	Division	R1	R2	R3	Total
1	SPORTSFREUND	GER 7800	96	X-41	SB	1.00	1.00	1.00	3.00
2	Stony 7	DEN 201	92	Xp 44	SB	3.00	3.00	3.00	9.00
3	SYDBANK	GER 7350	100	X-41	SB	6.00	2.00	2.00	10.00
4	Quinta	DEN 5	88	Xp 44	SB	2.00	4.00	5.00	11.00
5	X4Box	DEN 14	83	X4 ³	SB	8.00	5.00	4.00	17.00
6	Flux II	DEN 69	102	IMX-40	SB	5.00	9.00	7.00	21.00
7	STARDUST	X41 29	97	X-41	SB	11.00	7.00	6.00	24.00
8	Xiphias	DEN 22	94	X-40	SB	10.00	8.00	9.00	27.00
9	Xirius	DEN 122	93	X-40	SB	12.00	6.00	10.00	28.00
10	Venus	DEN 100	90	Xp 44	SB	9.00	12.00	8.00	29.00
11	Johanna V	SWE 112	89	Xp 44	SB	7.00	15.00	13.00	35.00
12	Tomcat	DEN 7886	99	X-41	SB	16.00	10.00	11.00	37.00
13	HUPPES X	GER 7652	86	X4 ³	SB	14.00	11.00	12.00	37.00
14	Dixi 2	DEN 57	82	X4 ³	SB	13.00	14.00	14.00	41.00
15	PAX	GER 6155	103	IMX-40	SB	4.00	19.00 - DNC	19.00 - DNC	42.00
16	7 Oceans	DEN 43	101	IMX-40	SB	17.00	13.00	15.00	45.00
17	SHANXI	X41 85	98	X-41	SB	15.00	19.00 - DNC	19.00 - DNC	53.00
18	Breezin	NOR 12510	95	X-40	SB	19.00 - DNC	19.00 - DNC	19.00 - DNC	57.00

SERIES RESULTS OVER 50 FT CLASS (50+)

Rank	Yacht Name	Sail No	Bow	Type	Division	R1	R2	R3	Total
1	XL	DEN 28	105	Xc 50	50+	1.00	2.00	1.00	4.00
2	BAJAZZO	GER 6336	112	X-50	50+	2.00	1.00	2.00	5.00
3	MARDIVINO	CHI-2665	113	X-55 DK	50+	4.00	3.00	3.00	10.00
4	Jokerman	NOR 9779	110	X-50	50+	5.00	5.00	5.00	15.00
5	SOL VIENTO	GER 5706	114	X-612	50+	6.00	4.00	6.00	16.00
6	LIN BI LAN	GER 7855	107	XP55 SD	50+	7.00	6.00	8.00	21.00
7	XOXO	DEN 9750	109	X-50	50+	3.00	11.00 - DNF	11.00 - DNC	25.00
8	Sibonga	DEN 9	104	Xc 50	50+	11.00 - DNF	11.00 - DNC	4.00	26.00
9	VITAX	GER 7183	106	XC-50	50+	8.00	11.00 - DNC	7.00	26.00
10	LYNX	GER 6400	111	X-50	50+	11.00 - DNF	11.00 - DNC	9.00	31.00

First meeting
with the X-79
on Jersey in
2018.



Loaded on trailer after first sailing from
Jersey to St. Malou



Loaded on trailer after first sailing from Jersey to St. Malou



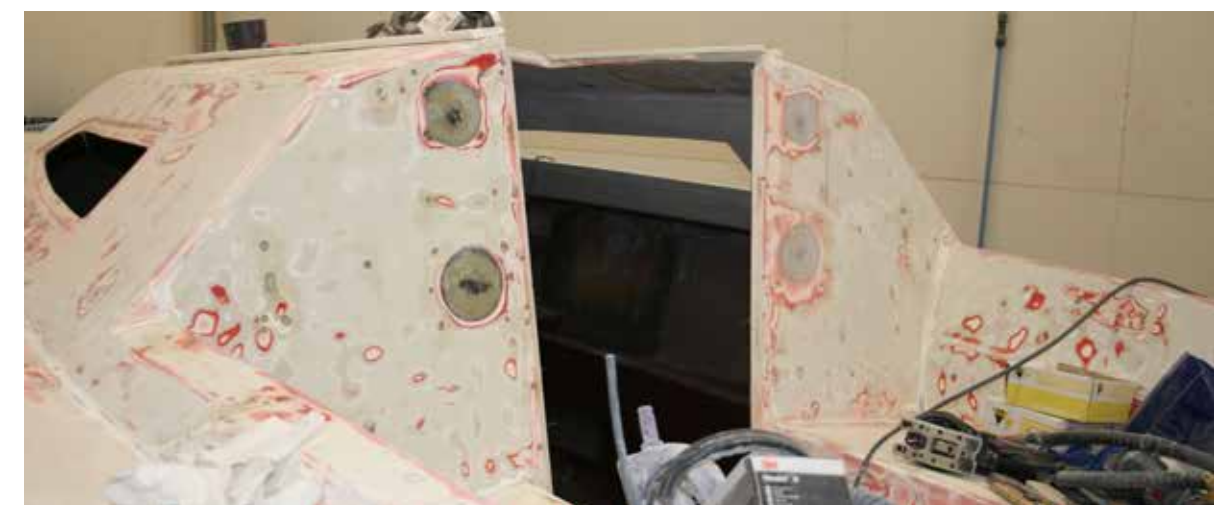
Sanding to find out whether the original
water lines were still on the boat



Birger Hansen during
the sanding process



The hull after a full sanding
and ready for spray painting



Deck after sanding. All
holes closed and now
ready for spray painting.



The X-79 no 1 ready
to be spray painted.

X-79 no. 1

X-79 NO. 1 RETURNS HOME

The boat was located on the island Jersey “It was like sanding granite and glue”, Birger Hansen explains. He has been working hard all winter 2018-19 to refurbish the first boat of the yard, the X-79 no 1 from 1979 as a lead-up to the 40 years anniversary of the yard in 2019.

Birger Hansen has been responsible for the full refurbishment of the first boat – being a family project with his youngest son, 10 year old Kasper, who helped removing all the old fittings and mounting the new equipment. After that, Birger had to sand for weeks to get through 40 years layers of various types of paint.

The refurbishment project was a huge job because the boat had been re-designed several times by different owners; As an example there were hundreds of holes to be filled out because of changed deck layout, and neither keel nor rig were original. “First, we removed everything on the boat, and I sanded down



After the primer process

The boat has been spray painted and prepared for bottom primer and painting



Application of antislip layer on deck.



X-Yachts Anniversary
Gold Cup 2019



Ready for mounting of fittings

to the original primer. After that, I started taking it all back to the original standard from 1979. At least, almost.", Birger explains. The job with the boat was so extensive that he did not manage to finish the process under deck before the anniversary Gold Cup in June 2019. Birger plans to go over the interior of the boat during the winter of 2019/2020.

All visible parts below deck are back to the original look with the original OH block, jammers and other deck equipment, and the boat was spray-painted like it was in 1979. However, the boat is now spray-painted with Awlgrip, applied by Christian Kaae.

"After the sanding, I drilled all the holes in the boat, laid fibre glass underneath and filled the numerous holes", Birger explains.

In search after the original keel

"Among the many changes since 1979 was an unoriginal keel - which was still on the boat when we sailed our first reunion trip", Birger explains. Since then, he has succeeded in finding an original keel buying an "extra" X-79. On basis of this keel, a

completely new keel was moulded. If all goes according to plan, Birger will refurbish the other X-79 into a racing boat to be used for the young X-sailor team.

Pension saved the project

"We knew from our dealer in England that number 1 was on the island Jersey, but that the owner wasn't interested in selling the boat. During spring 2018, the owner contacted the UK dealer and wished to sell because he had retired and wanted to stop race sailing", Birger tells.

Lars Jeppesen and Birger Hansen attached the trailer on the car and drove through Northern Europe to pick up number 1 via St. Malou in France. However, here they had to leave both car and trailer, because the trailer with the boat would be too high for the ferry. Therefore, they sailed no 1 from Jersey to St. Malou, lifted the boat on the trailer and drove it home. The sail trip from Jersey took 4 hours.

Text by Henrik Hansen, journalist.

The text was translated into English by X-Yachts.

The painting process is finished.



Application of antislip layer on deck.



The three founders of X-Yachts,
Niels & Lars Jeppesen and Birger Hansen
testsailing the X-79 no 1 for the first time after
the refurbishing process. September 2019.





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EVENT OVERVIEW 2020

X-Yachts Triple Race Regatta, Croatia
Easter Regatta, Croatia
X-Yachts Med Cup 2020, Chiavari, Italy
Solent Cup, Hamble, Southampton, UK
X-Yachts Holland Cup, Almere
Aegean 600, Lavrio, Greece
X-Yachts Ostsee Cup, Germany

- April 2020
- April 2020
- May 2020
- 8th - 10th May 2020
- 16th - 17th May 2020
- 14th - 20th June 2020
- 28th - 30th August 2020

Stay tuned on x-yachts.com!

ROLEX MIDDLE SEA RACE ADVENTURE

It all started back in September when I got a call from Timmy Camilleri, X-Yachts dealer in Malta, and an extremely experienced and successful RMSR with 25 participations and top ranks, who asked if I had time to join his Xp-act team. It did not take me long to say "yes, thank you very much!".

The team Xp-act is an Xp 44, owned by Joself Schultheis and his family. They have participated 7 times with some podium finishing and a lot of good results, so I knew the team was good, well prepared and ambitious.

For me, it would be my first participation on one of the big 600 miles races, Fastnet, Sydney Hobart and RMSR.

The preparation started already weeks before where the tactician, Jochem Viesser, send out information of the course, weather pattern, crucial waypoints and "local" sea knowledge.

We, my main sail trimmer Bernd from my X-41 and I, joined the team on Thursday evening prior to the race start Saturday and helped with the final preparations Friday.

The team had already worked hard, and the day finished with a safety briefing and the installation of individual AIS transponders.

The team for the 2019 RMSR was very international with 3 Maltese, 2 Danes, 1 Dutchman, 1 Englishman and 4 Germans, so our common language was English which worked really well.

The start took place inside the Harbour of Valetta, and as forecasted the wind was light and should stay like that for the first half of the race where after we should expect strong winds for the second half from the North West tip of Sicily to the finish in Valetta.

The smallest boats started first, and we were start 4. Our



Stromboli around that creates wind shadows miles and miles out to sea.

We passed the straight of Messina the night to Monday and approached Stromboli in the early morning hours with good breeze and speed. Stromboli appeared active with red glow and some deep rumpling as we passed.

At this stage, it was very clear that we would have close fight to the finish with the other 3 almost identical equipped Xp 44s from Malta, Finland and USA and a handful of others yachts from our group.

Despite that the big yachts such as Rambler 88 was well ahead, we also still were in close fight with some Volvo 70 and larger yachts, so a good overall was in reach.

Compared to other years, we got across the North Sicilian coast line quite quickly and made up some time, and as we approached the Northwest tip of Sicily, the forecast was for winds of 20-28 knots from South East which meant a close reach and beat home (270 miles to go).

On Tuesday midday we received a distress call from a French boat. They had seen a competing trimaran dismast and had since lost sight of the yacht. Almost 10 yachts stopped up and searched for the trimaran until via VHF we got the news that they were fine and under engine back to Sicily.

After this little scary moment, it was back to race mode. After passing Lampedusa on Wednesday morning with all three Xp 44s within 30 min of each other and dolphins jumping at the bow, we had a tight reach back to Malta. We were in second position at the time, just behind the finish Xp 44 and this kept both the spirit high but also the goal was clear. We must catch them before we finish.

This happened then on the final beat up the last waypoint prior to the finish line and we ended 2 min in front on sailed time after over 600 miles of racing and a little more than 4 days on the water.

All teams that helped during the rescue search got redress for the race time lost. For us, on Xp-Act we ended up 5th overall in ORC and 7th overall in IRC. Excellent result for my first RMSR but also means I have to go back for more and maybe better overall position. This was an experience I would not want to have lived without and one I would love to repeat in the company of such an excellent team. Thanks Xp-Act!

Text by Torsten Bastiansen, X-Yachts

co-skipper Richard Schultheis, 14 years old and just returned with a Silvermedal from Optimist Worlds, helmed the start and stayed "cool as cockie." It was also Richard's first RMSR, and he was not just the youngest onboard Xp-Act but the youngest sailor in the entire fleet.

After two-three good tacks, we were second boat and fee of our fleet. We rounded the first 2 marks in second where after we headed North east towards Sicily. The light winds remained, and we approached the strait of Messina about 16 hours behind "schedule". At this rate, Bernd and I could already start to think about rebooking our return flight to Germany, but things changed to the better.

For us newcomers, the fascinating in this race, coming from the shelter and flat Baltic sea and coast line, was the open deep see, high coastline with Volcanos such as Etna and



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Gurit is proud to supply its PRIME™ 27 Epoxy Infusion System, Spabond 540LV Adhesive and Corecell™ Structural Foam Core to X-Yachts' full line of XPerformance and XRange performance cruisers.



Second edition of the X-Yachts Mediterranean Cup, once again in the astonishing Tigullio Gulf. Portofino on one side and the Cinque terre on the other, was the perfect frame of this annual social event dedicated to X-Yachts owners.

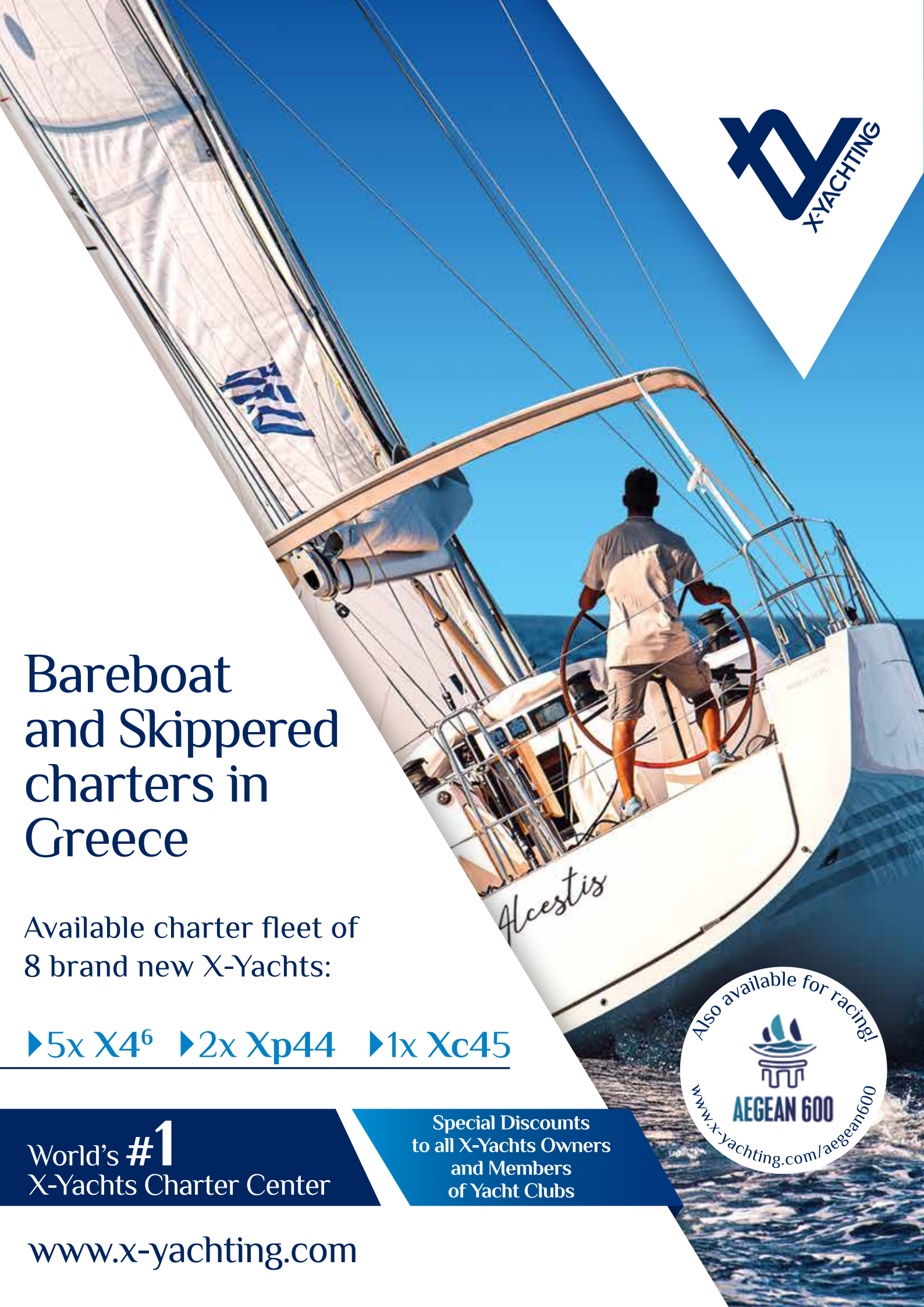
24 X-Yachts were registered and moored in the Marina of Chiavari – Calata Ovest ready to cross the line on Saturday morning, 18th May. But the X-Yachts Med Cup is not simply a race, it is also a social event where owners can meet each other, enjoy the friendly atmosphere and exchange their feelings and the adventures they had on their boats.

The evening before the race, the participants were welcomed by a local crew of fishermen dressed with historical clothes who served them fried anchovies with fresh white wine. The first taste of an Italian weekend.



The Med Cup in Italy is also synonymous with good friendship and fantastic food. The 250 participants were invited to gala dinner where exquisite Italian food was served.





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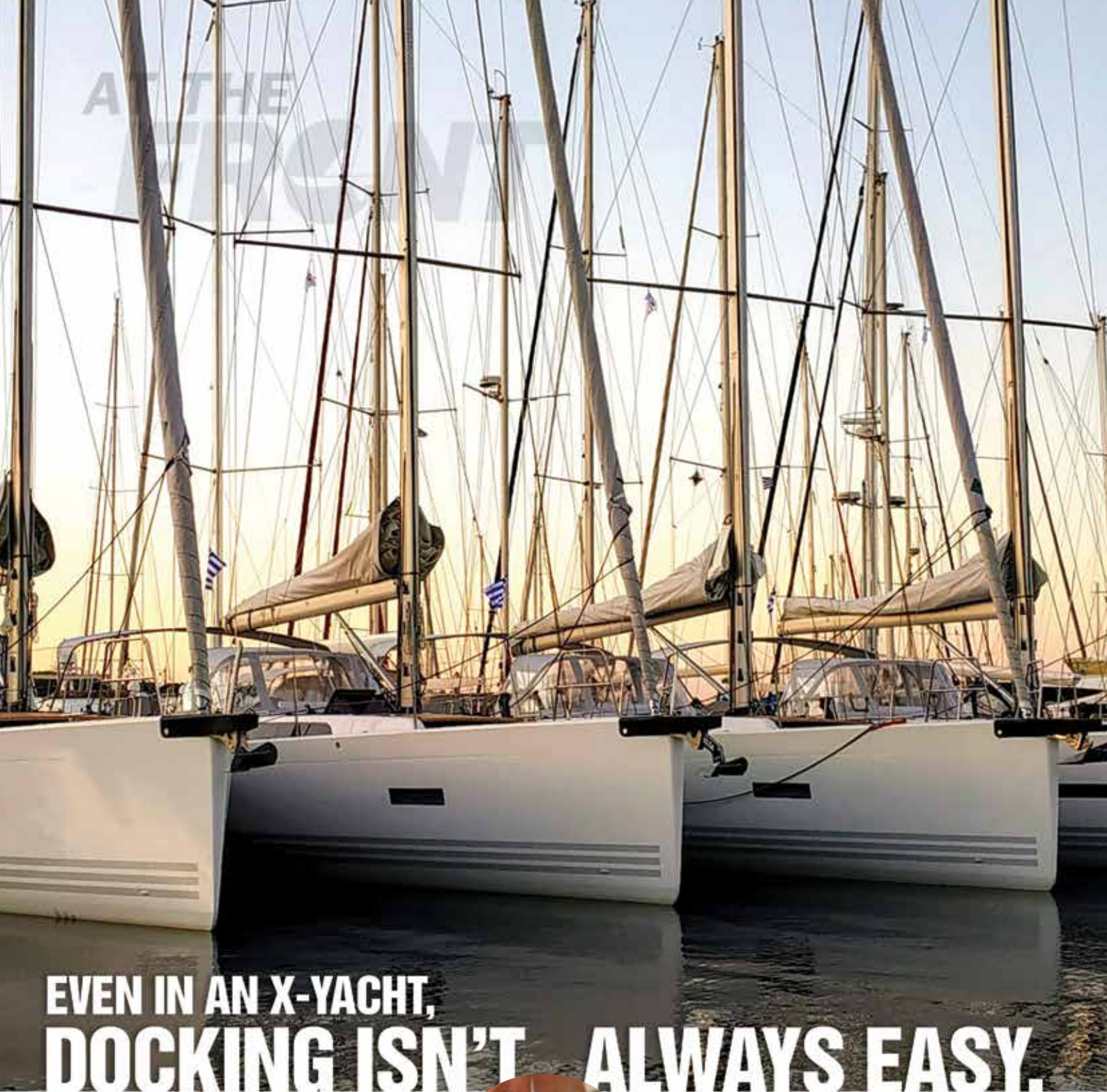
On October 26th, X-Yachts Italia spent a weekend in partnership with Mercedes Benz AMG. The event was held in Chiavari Marina, where the X-Yachts Italia office is located.

Mercedes brought along 12 AMG cars with professional drivers and there were 2 contemporary X-Yachts available and moored close to the cars.

24 people was split in two groups: 12 of them were going sailing while 12 went testing the car, and in the afternoon they swapped.

It was a great day for all of us!





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it helps to
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Harken produces CLRs for boats 13.7 to 76.2 m. Specify one with your X-Yachts dealer.

Fastnet Race 2019

The record year

2019 marked the 48th edition of Rolex Fastnet Race. Organised by the Royal Ocean Racing Club since 1925 and partnered by Rolex since 2001, the 605nm race is a classic examination of strategy and skill. It's one of sailing's most outstanding events. Saturday, 3rd August a record-breaking fleet of 400 yachts set sail from Cowes, on the south coast of the United Kingdom, bound for the Fastnet Rock off southern Ireland and the return leg to the finish in Plymouth.

The start

400 yachts were lined up and made the start at the Royal Yacht Squadron in Cowes for an impressive start for the race. The yachts navigated through a hectic start between VO 70's, IMOC 60 and MORCA Multihulls, all on the same target, to get the best wind and head for open waters.

In this 48th edition of the Rolex Fastnet Race a total of 20 X-Yachts were present on the start line to compete the challenges and weather ahead to win the desired Rolex Fastnet Race trophy!

First at the Fastnet Rock

A notable highlight of the journey is reaching the legendary



Fastnet Rock; To be the first, is a victory. The first of the X-Yachts fleet to reach the rock was the experienced crew onboard "Freya" Xp 50 skippered by Conor Doyle, just 13 minutes ahead of "Warrior Won" Xp 44 who was the second X-Yachts at the rock.

Best rating X-Yachts - Overall

In category IRC 1 "Warrior Won" Xp 44 was the best rated X-Yachts and finished at 11th place out of 62 yachts, only behind hardcore racing yachts.

Also, in category IRC 1 B, "Warrior Won" Xp 44 had success and finished at a 4th place and were once again closely followed by "Orange Mekanix" Xp 44 which finished at a 6th place. The two yachts had only increased the distance by 1.5 hours in between, since the rock on the final leg against Plymouth.

The fastest X-Yachts – A close race

Although "Freya" Xp 50, was the first X-Yachts at the rock, "Freya" managed to keep the lead and increased the distance to "Warrior Won" Xp 44 by 42.8 minutes. Thereby "Freya" made Line Honours on the 6th of August at 15.50.21 and was thereby the first X-Yachts to cross the finish line in IRC Overall.

Text by Andreas Olesen



**LIST OF ENTRANTS
Rolex Fastnet Race 2019**
Lutine – X-55
Freya – Xp 50
Explorer – Xc 50
Warrior Won – Xp 44
Orange Mekanix2 – Xp 44
Lucy Georgina – Xp 44
Xtra Steark – Xp 44
Simples – Xp 44
Star Wenn 5 – X-442
Olympix – X43
British Soldier – X-41
Exception – X-40
Eos – X-362
Juno – X-34
Menuiserie-Frenetre.fr – X-332
Felix – X-332
Alexa – X-332
Ilex – X-332
Artox – X-332
Mardy Gras – X-332



SILVERRUDDER 2019

Silverrudder is known as the ironman of the sea, and even though the conditions this year were good, it was still demanding to make it all the way around the Island of Funen on port side, starting in Svendborg.

This year, it was even more difficult to make to the start day in time, because there were winds up to 40 knots from North west, in the days before the event, which was the reason why many skippers did not make it in time to complete the Silverrudder this year.

I was fortunate enough to sail with 40 knots of wind from astern, when I sailed the Boat to Svendborg together with Niels Ditmar, and achieved 15,8

knots when surfing down the Waves! As it was my 6. time sailing the Silverrudder I knew what to expect, so it was all about getting to know the behavior of this brand new construction, which was launched only a few months before.

My main preparation for participating in the Silverrudder, was to sail the boat to the boat show in Oslo just 3 weeks before the Silverrudder race. This was also as a general test to evaluate the boat, before starting up a serial production line, to make sure every detail of the X4⁰ is working according to our and our future customers' high expectations. Not surprisingly, the X4⁰ was working very well and we had a

marvellous 300 miles sailing trip in various conditions.

The Race:

58 singlehanded boats on the starting line with 1.5 knots current from the rear, was a challenging moment, and to push forward, but not getting over the starting line too early, was the task. A few boats got disqualified as they used the engine just before the start to be in control against the current and in the crowded area.

I found a sweet spot and came off quite nicely, sailing with the Code 0, 60 - 80 degrees true wind angle. We sailed with Funen on Port side and were



sailing towards the Great Belt Bridge mostly with the Code and once with the Gennaker. Unfortunately, I lost approx 1 hour to the rest of the competition, as we were a few boats which had to sail the 3,5 miles longer distance, against current and to a full beat afterwards, to the Island Romsoe, because our mast height prevented us to go under the westerly bridge.

The boats that I had closest to me all the way to North Funen, were the IMX 40 "Mandalay" (William Friis Møller) and a 40-foot One Off "Gloria" (Peter Kohlhoff).

From Fynshoved I had a fantastic beat in up to 24 knots of wind and steep waves, which the boat coped with very well, and finally led to a good lead to these two main competitors, when I sailed under the Little Belt Bridge. Here, I had very light winds with the current against me, and as soon I got the opportunity, I hoisted the Code 0 and poured off south towards Baagoe, a small island near Haderslev Fjord (X-Yachts). Up went the Gennaker in 15 knots of wind from 110 degrees TWA. From then on, I caught up almost all boats which slipped away by the shorter route under the westerly bridge earlier in the race. South of Funen, I had a great VMG down wind by using a Spinnaker poole to luvward with the Gennaker... easy singlehand tool, and the X4⁰ almost kept up with an Xp 44 with symmetric spinnaker during the 20 mile final downwind leg to Svendborg.

The final run was a great battle between Peter Kohlhoff and me, with 5 lead changes, until I had a bad maneuver at the final jibe towards the finish line. He took advantage of this and finished just ahead of me! We shook hands afterwards and agreed that this is what regatta sailing is all about... exhausted but happy.

The X4⁰ came in the second X-Yachts overall, only beaten by the Xp 44 with half an hour.

The great performance of the X4⁰ takes its potential from a stiff and strong construction, well designed layout of deck equipment and a fantastic rudder feel.

Text by Anders Bastiansen



Race: Silverrudder 2019

no handicap rules - time on time race

Boat: X-Yachts X4⁰ no. 1 "Xelebration"

Category: Keelboats Large 35-40 foot

Skipper: Anders Bastiansen

Participants: 430 Boats from 14 Countries

Finishers: 251 boats

Result: 6. Place

Time: 22h 32m 32s

Wind: 4 - 26 knots



XPOWER

Over a period of years, X-Yachts considered developing a powerboat model, with the purpose of supplementing sailing yacht production and to benefit from the expertise and the prestigious X-Yachts brand throughout 40 years.

As was considered by X-Yachts, there were two options; either to develop an X-Power brand from the bottom or to buy X-Yachts into the market with a product that could fulfill the vision and mission of X-Yachts.

"It has been a long and well-considered process, and with the acquisition of HOC Yachts, we believe to have come very close to our core area of focus; It is our clear conviction that the integration of HOC into the X-Yachts development and design lines will be a manageable process and within reach. Although I am a sailor of heart, I must admit, that a combination of HOC and X-Yachts also gets me on the Powerboat wave", Ib Kunøe explains.

The first two models in line, the Explorer and the Cruiser, seem to have everything the market needs in a powerboat. Characteristic of the models are contemporary and spectacular design, uncompromised quality, excellent running performance, high level of safety and ease of use, an impressive fuel economy – and not least a unique and innovative high-technology navigation and control system. A system that makes cruising a straightforward experience and gives a clear overview of all the information a sailor needs.

In the following, you will find a story of a handover of a HOC power yacht; the X-Yachts dealer from Finland, Robi Gripenberg was the middleman between Chile and the X-Yachts client.





IT ALL CAME DOWN TO A STICKER

Hand over of HOC 33 Explorer in Puerto Montt Chile 29.11.2019

In August of 2018 Miguel from Chile, an owner of an X-55 my. 2010, was in Helsinki. He came to Finland to test drive a boat... After having test driven and a lunch he decided that the boat was not for him and his family so he went out from the restaurant in order to fly back to Santiago. As he went out from the restaurant Blue Peter in Helsinki the owner of X-Yachts in Finland, Robi came with his car and the three waterlines and an X-Yachts logo on the car. Miguel and his wife stopped and asked if I was the dealer for X-Yachts; He stopped me because of the stickers on my car. Well, yes I am, and then he told about his test drive... Well, as he did not buy it, I told him that I am selling the most advanced power boat on the market right now HOC, and we can go for a test drive now immediately here at the club HSK, the boat is here. But no, the timing was not good because he had to hurry to the airport and the plane to Paris and Santiago the Taxi was already waiting for them.

At the Gold Cup 2019 in June at Haderslev Miguel tapped me on my shoulder and said, "I want to buy the boat if you can deliver by the end of November ie. at the beginning of our summer." Well, at 9 PM on a Saturday what do you do? Well you call the producer and hence we were in Stockholm two weeks later having a test drive together with Vilhelm Djurberg the CEO at that time for HOC Yachts, and made a deal.

The boat left Visby in Gotland on a truck to Rotterdam in the beginning of October and would arrive in San Antonio, Chile approximately on the 10th of November. From there it was trucked via Colchagua valley and the Wine district and especially via the Estampa winery on her route to her new home port Puerto Montt in the south of Chile.

The shipment went fantastically well and no damages to the boat, what so ever, occurred and she arrived in mint condition.



On Thursday afternoon Miguel's son Tomas, Juan the dealer of X-Yachts in Chile myself and my son were in the middle of a "rain storm" unpacking the shrink wrapping and connecting everything for her immediate lowering at sea. On Friday the electronics was connected and the successful test drive done before Miguel's arrival in the late afternoon. "Shall we go for a test drive? Well no, we do it tomorrow, now we have to test some Estampa wines".

On Saturday the test drive and the introduction to the boat was done with all her electronics, and all was well except for a missing shower hose at the bathing platform and a small corroded connection due to the heavy rain on Thursday.

Now all is well, and the first HOC 33 Explorer ever is driving around in the waters of the Pacific Ocean in the southern parts of Chile waiting to get some new bigger HOC boats soon to come.

X-Yachts A/S in Denmark bought the yard of HOC at the end of October 2019, and are launching new models and the set sales strategy at the Boot Düsseldorf in January 2021.

Text by Robi Gripenberg, X-Yachts Dealer



FROM THE DECK UP



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WHAT IS XCRUISING?

A SPACIOUS AND LUXURIOUS X-YACHTS CRUISER

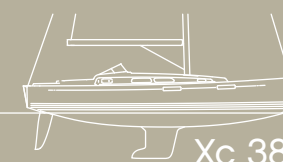


X CRUISING

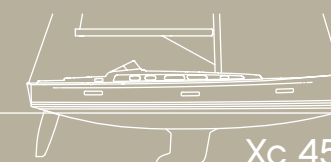
The 'Anniversary' edition of the Xcs builds upon the success of the Xcruising range with an updated specification implementing improvements from feedback gathered from a fleet of over 300 Xc yachts worldwide.

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

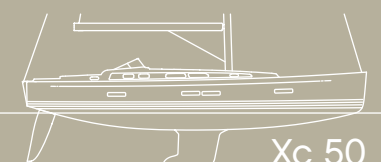
value to this production method is weight reduction. Exterior upgrades include new optional jib self-tacker design, composite bowsprit and new colourways. Interior upgrades include Nordic oak furniture and new upholstery types, cushion design and new interior fittings throughout. Systems upgrade highlights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



Xc 38



Xc 45



Xc 50

DEDICATED LONG DISTANCE CRUISING YACHTS
WITH ENJOYABLE HANDLING UNDER SAIL.

Xc 38

A PERFECT COMPROMISE...



Between cruising and performance. The Xc 38 was the second yacht in the Xcruising range to be awarded European Yacht of the Year in the Luxury Cruiser category, the judges being particularly impressed by the spaciousness and

luxurious levels of comfort in the interior. Under sail, motor or in harbour, the Xc 38 may be easily and safely sailed double-handed, yet still offers ample space both above and below deck to accommodate guests and family.





Dual Luxury

The Xc 38 sets new standards in its class for both the spaciousness of the interior and high quality of finish.

A two-cabin layout creates a roomy feel throughout, with comfortable double cabins and a large saloon.

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

High quality, detailed interior carpentry sets the Xc 38 apart from mass-produced boats.

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



Clean lines

The Xc 38 offers a clean, uncluttered deck layout thanks to under-deck halyards, with all lines led back to the coachroof.

Deck hatches are flush mounted, the anchor is concealed within its own recessed foredeck locker, and stylish teak surfaces are fitted as standard.

A German-style mainsheet is within easy reach of the helmsman for rapid responsiveness and complete control.

The maintrack is also moved out of the cockpit to give a clear route from stern to companionway.

Furling genoas and self-tacking jibs make for stress-free headsail handling, plus the option of davits to ease launching the tender.



XC 38 DIMENSIONS

LOA (including anchor roller)	12.2 m	40'0"
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	478 m ²	514.5 ft ²
Self-tacking jib 94%	32.1 m ²	346 ft ²
Spinnaker (all-purpose)	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 awarded European Yacht of the Year, praised for her combination of cruising comfort, performance under sail and responsive handling.

As with all the Xc models which followed, the Xc 45 incorporates the X-Yachts steel hull/keel girder for strength and resistance to grounding, with deck

and sail layouts designed for ease of handling when sailing two-up.

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



Interior quality

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

The saloon features a large table, luxurious cushions for improved comfort, and integral bookcases for storage. There is a choice of interior finishes, including black or white Corian worktops and fabric or microfibre upholstery in modern colour ways.

The Xc 45 has a flexible interior with three double cabins and two heads. There is a choice of standard forward-facing full-sized nav station, with a WC accessible from the saloon, or a more compact chart table and spacious heads with separate shower stall.

Sail Plan

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



XC 45 DIMENSIONS		
LOA (including anchor roller)	14.5 m	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 m²	660 ft²
108% Genoa	50.7 m²	545 ft²
140% Genoa	65.3 m²	702 ft²
Self-tacking jib 94%	44.1 m²	475 ft²
Spinnaker (asymmetric)	180 m²	1,938 ft²

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Meet an X-Sailor

James is the happy owner of Xc 45 “Nina”. He used to work for a large international firm. Now he is a non-executive director and works part-time. In the last 10 years, James has sailed more nautical miles than an average sailor does in a whole life – and has explored large parts of the world from a sea view.

We have asked James a couple of questions about his 10 years ownership with an Xc 45;

The harborless way.

– Technically Nina’s homeport is Southampton, but she has never been there! My sailing is truly nomadic; over a number of seasons I have cruised in the Baltic, UK, Mediterranean, Canaries, Caribbean and the US – I like the freedom of being on board and can go where ever I want. I sail from port to port all season. This lifestyle demands a boat that is capable of sailing in offshore waters, be stable and well made. I have now had my Xc 45 for almost 10 years, and the boat suits my lifestyle perfectly.

You have been to oceans that many sailors only dream of; What have been the highlights of sailing in your Xc 45?

– My Xc 45 continues to be a delight in so many ways. She is fast, and as I discovered during the ARC, she will challenge high-performance boats in any conditions. At the same time, she feels very safe in a big sea and keeps nerves calm with a less experienced crew. I love the big spacious cockpit and the cool Scandinavian look below decks. She performs well but is fully loaded with a generator, water maker, big tanks, a bike and everything you need for comfortable cruising. Lots of storage space and the bunks are spacious and incredibly comfortable. Plenty of hatches too, for air circulation on a hot night. Great for dodging heavy marina costs in the Med or chilling in the Caribbean where you rarely get on a pontoon.

She was much admired early on when only a few Xc’s had been made, but the admiration continues, and particularly in the US this Summer where the brand is less well known.

It is rare to spend an evening aboard without somebody strolling up and asking all about her. Most of all, I love comments from sailing friends, especially the keen racers, when they first come out on her and appreciate just how well a cruiser can sail.

Why did you choose the Xc 45 and X-Yachts as your partner for your sailing dreams?

– I bought her originally because she is so impressive in light winds. One test sail in the Solent had us sailing at 4 or 5 knots in the lightest of conditions while other yachts were stationary, pitching with flapping sails. The low centralized tanks and a design that makes her firstly a sailing boat gives me so many more hours of pleasure. I hate motoring. In my first season, I never had to refuel! Anyone who comes on board and knows about sailing is deeply impressed. Plus I recall sailing into Marseille in almost no wind and a rib came up alongside, they were laying out racing marks for the next day, to find out how on earth we were sailing in 1 knot of wind.

What has been your very best X-Moment?

– I did the ARC in 2018 with my son and 2 friends. Such a fantastic experience. I insisted “we weren’t racing” to the crew as we left Las Palmas, but some good routing and the amazing sailing capability of an Xc 45 put us well up the fleet one week IN. We started receiving very excited emails from supporters back home explaining how well we were doing. We knew that because most boats we saw were 50 or 60 footers. My claims that “we weren’t racing” were now greeted with laughter by the crew as I tracked the progress of nearby boats on AIS. It was just infectious for all of us. After squeezing past a few boats in the last 2 days, including an X-46, but you may not wish to advertise that, we came 6th overall including the Racing Section. It was a huge tribute to the boat and a simple sail plan with a poled out genoa. We sailed straight downwind, goose winged while the racing folk sailed the angles flying kites.

James has now been together with his Xc 45 for 10 years and sailed more than 15,000 Nm.



Xc 50

LONG DISTANCE CRUISING STYLE



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

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



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



The innovative Xcruising folding transom includes additional features on the Xc 50. Besides a hinged liferaft storage compartment to starboard, there is also an extra storage compartment to port for a stern anchor, or flammable materials such as diesel cans. The centre of the transom hydraulically folds down to form a bathing platform, with optional davits for a tender.

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

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

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

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



XC 50 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



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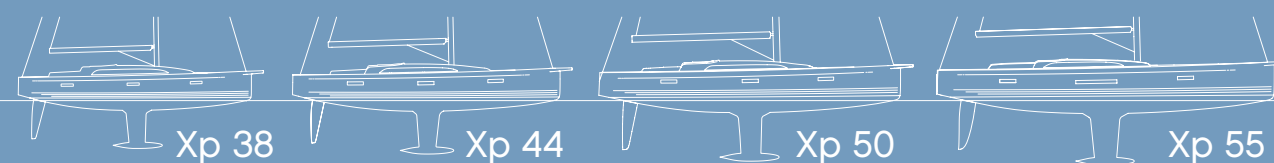
WHAT IS XPERFORMANCE?

THE FOURTH GENERATION OF PERFORMANCE YACHTS

X PERFORMANCE

Combining 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

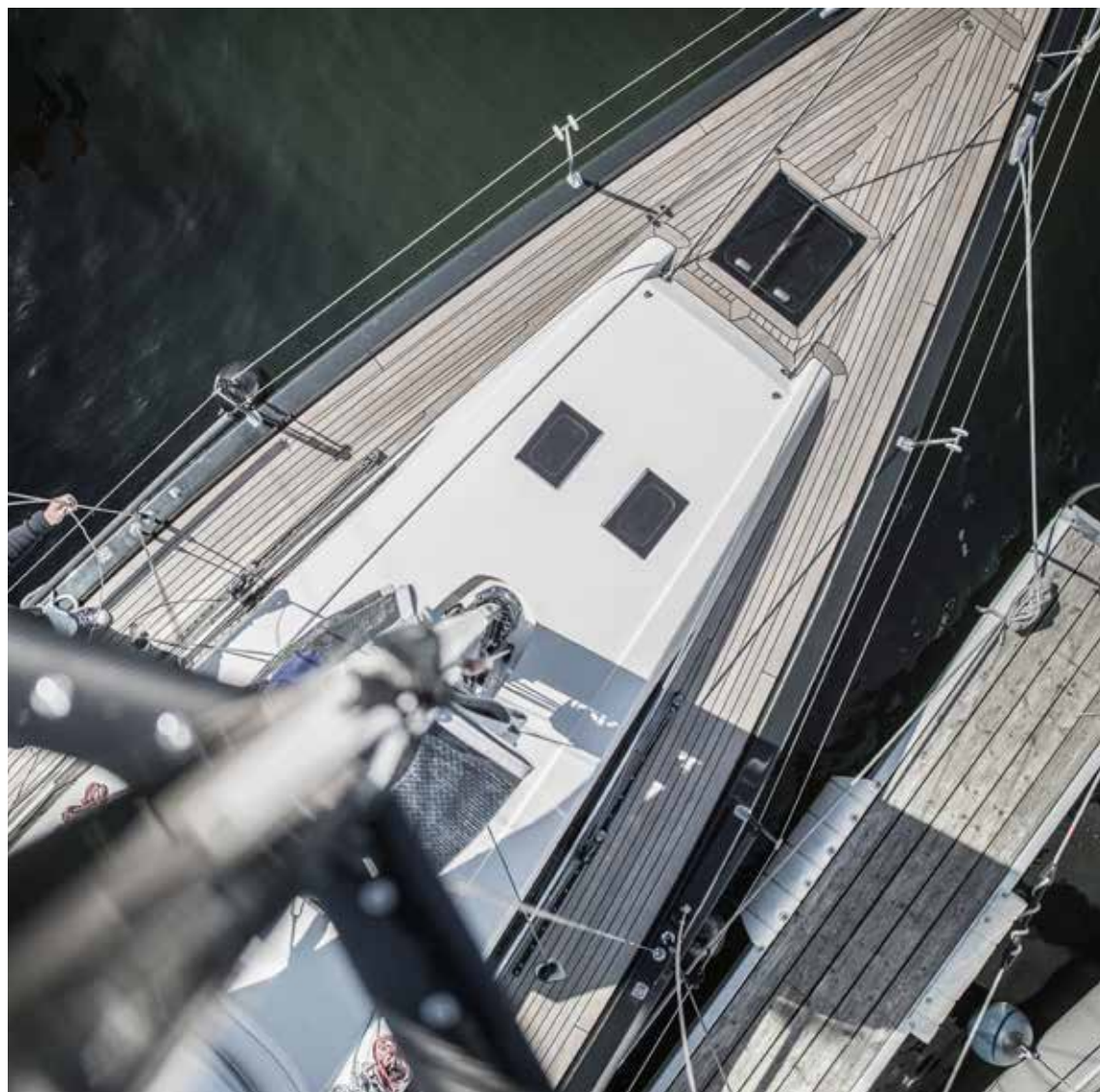
of the Xp 38, Xp 44, Xp 50 and Xp 55. Based on experience and feedback, X-Yachts has optimized the Xps to match the latest demands, giving birth to the recent 2018 edition of Xperformance.



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 ra-

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





Clean ergonomics

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

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

Design details include an optional folding table concealed within the cockpit sole, with dedicated storage for all the essentials – even the washboards. The twin composite wheels are offered with a range of pedestal choices, including compass and instrument mounts, together with optional electric or high-powered manual winches.



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.



Standard layout



Optional layout 1



Optional layout 2

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.



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)	499 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

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BLUE POWER

Xp 44

DOUBLE THE FUN



The Xp 44 combines impressive performance with simplicity of handling, appealing to the whole family. The Xp 44 was awarded 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 bulb keel, and lightweight structures thanks to epoxy infusion build processes.



“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).



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.

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

Cruising on a racer

OSLO TO TROMSØ ON THE XP 44 "BORN TO RUN"

After a few years with a good mix of racing and short-range cruising in Skagerak and Kattegat, it was about time to put the race sails in a dry storage and explore further north than we'd ever been before. Armed with a 5 kW Webasto, autopilot, cockpit tent, lazy bag, our bullet proof spectra main and furling jib, a small fractional spinnaker, our favourite cruising sail, the code0, and a retrofitted bow-thruster, our beloved Xp 44 S/Y Born to Run was ready for high latitude cruising.

As we're not retired quite yet, and are unable to take three months off, the 1200 nm trip to Tromsø, the main city of Northern Norway at 69 N, and back required some planning and organizing. Not to mention all our holidays and a number of week-ends for two years. A fast and sleek yacht like the Xp 44 can of course do 1200 nm in a week if the winds are fair, but the whole idea is to

have time to experience a bit of culture and a lot of nature along the way. Hiking gear is just as vital as sailing gear.

Leg 1 was a 10-day Easter holiday in late April taking us from Oslo to Stavanger in bright sunshine, easterly winds, quite heavy for some days, giving us a top speed of 19.6 knots thundering past Lindesnes lighthouse, the southernmost point of Norway. Not bad for husband and wife cruising under poled out furling jib and a reef in the main. Three days of fast downwind sailing gave us a couple of days to explore the fjords of Ryfylke. Beautiful sailing in deep fiords seeing white mountains in the horizon.

In May an extended week-end took us to Bergen via Bekkarvik, a small village in the islands where the Bocuse d'or winning chef Ørjan Johannessen, has moved back home to take over as chef at the family hotel. No need to say that this was a culinary highlight of the trip,

but there should be more to come. The day after, there was hardly enough wind to sail, unless you ride a demanding yet very rewarding yacht, like the Xp 44. Unfurl the code0 in 6 knots of TWS at an angle about 90 degrees, and you're sailing past most of the other sailing yachts, even if they're motoring. Add bright sunshine and temperatures that allowed sailing in shorts this early in the season, and life can hardly be better. A pity to leave the boat in the very hospitable Askøy Sailing club where we got a berth for a month almost for nothing, to go home for work.

Leg 3 was another extended weekend in June. The sun had left and grey clouds with rain moved in, as expected in western Norway, but the southern wind kept pushing us fast on our journey north. This allowed us time for our first mountain hike. We reached the 480 meter summit of the island Alden, also



known as the Norwegian Horse, before we again had to fly home from the city of Florø for more work. On these 3 trips we had covered almost half the distance between Oslo and Tromsø, and we had the best possible starting point for our summer cruise.

Finally, in mid-July it was time to start our four weeks of summer. We expected rain, clouds, cold weather and heavy winds, but breath-taking nature. We got the latter, but mostly in light air and

under clear skies and a sun that stayed up later and later the further north we got. Too late for the midnight sun this year, but on the start of our return trip next summer we'll be where the sun never goes down. We even got a week with heat wave, peaking at 32 C on a day we were hiking to the summit of Rødøylova 443 meters up. But just north of the arctic circle you don't complain if it's too hot. Amazing to look straight down the canyon to pure white beaches

way down there. If this would be the normal summer temperature up here, the beaches would be crowded.

This part of the coast is not only filled up with spectacular mountains you can hike or climb. There's also an impressive number of good places to eat after a long day either sailing or hiking. The most spectacular we found in the small island of Støtt, one day south of the city of Bodø. At Støtt there's 27 people living all year round. In the summer you can probably multiply by 10, but still, a gourmet restaurant inside what looks most like a museum is awesome.

Bodø is a city, like another city. We had to stay for 6 hours to wave of some guests at the airport, then we went straight for a night crossing of the Vestfjorden to Røst, the southwestern island in Lofoten. Before we made landfall at four in the morning, the sun had only hidden behind the mountain peaks of Lofoten. The 1000 meter Lofoten mountains are visible the moment you get offshore from Bodø, then they're still 50 nm away. Magical moment when the sun sets behind those peaks while we're on a brad reach sailing 7-9 knots in fairly flat water.

North of Lofoten, the western shores of the island of Senja is the most dramatic we've seen so far. Can't wait to sail back there in April with Randonnée skis onboard. After Senja it's only a day sail to Tromsø, and the winter harbour of Born to Run. We've already had one September weekend and one in October. It's getting colder and more snow every time, but we still haven't seen neither the northern light nor the large flocks of humpback and killer whales that come in to the fjords north of Tromsø to feed on the large shoals of herring every November to February. So there's no question, we'll have to get up north at least one more time before the sun comes back in late February. Good then, to know that the Webasto keeps it nice and cosy with 22 C down below, even with cold water outside and snow on deck.

So far this trip has been a true adventure, and we're only halfway. Can't wait for the rest.

Fair sailing from
Capt. Paul
S/Y Born to Run

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.



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.



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.

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.



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

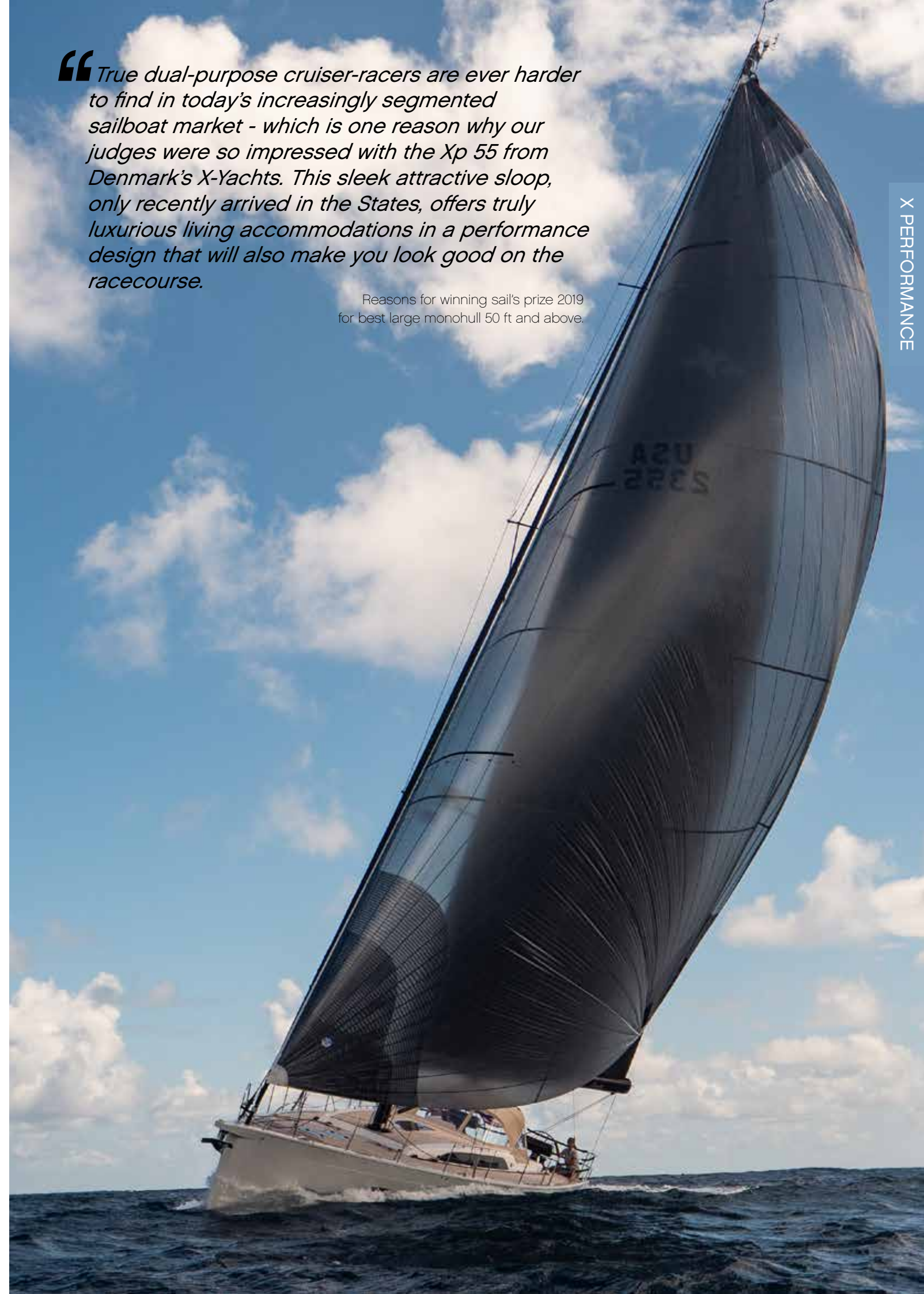


The Xp 55 is the flagship model in the Xp range and raises the bar for performance sailing yachts. The Xp 55 offers an unbeatable sailing experience combined with luxurious levels of comfort. Since its launch, it has impressed reviewers and sailors alike, with test reports praising the boat for its 'dinghy-like 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 very 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.



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	94"
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)	996 m ²	1,072.1 ft ²
Mainsail (Carbon mast)	1028 m ²	1,106.5 ft ²
106% Genoa	748 m ²	805.1 ft ²
Spinnaker (all-purpose)	240.0 m ²	2,583.3 ft ²

FOR REGATTAS AND LONG RANGE

Story from the skipper of the Xp 55 "Ivolga"



There is always a gap between dream and reality... Or, speaking in a more practical manner, there are a lot of barriers between an idea and its realization (but, if ... etc.)

Fortunately, the X-YACHTS shipyard is an exception to the general rule: it helps to turn dreams into reality.

We had a clear idea of what sailing yacht configuration our corporate team really needed. At the same time, our team members are highly educated people working on complex engineering developments, constructing and manufacturing rolling stock for rail transport in Russia. In their free time, they are passionate about sailing regattas and long trips. Knowing their subject well, these people found the very idea of the task self-contradictory, as it combines competitive sports with long distances.

Indeed, competitive sailing requires a light hull, and minimal equipment and supplies, almost completely forgoing conveniences.

Long crossings, on the other hand, require not only fuel supplies, the possibility of replenishing fresh water supplies, refrigerators and other 'electricity-dependent' equipment, as well as comfortable conditions for the crew, whose members need to rest after their shifts. Taking these requirements into account, a desalination plant had to be installed, in addition to an air conditioning system for hot areas and a heating system for cold areas and the colder months. All of this can only work with an autonomous diesel generator, and the whole setup obviously makes the boat heavier.

Two years of participation in the largest European yacht and yachting equipment exhibitions made it



possible for us to get an idea of the size of the hull and equipment sizes and performance. We sent our requests to some of the best internationally renowned shipyards, and only a few of them were able to offer projects that matched up with our preliminary expectations and calculations. Now that this piece is published in this magazine, there is no reason to hide the fact that X-YACHTS won the project competition.

In this respect, the shipyard's reputation and the professionalism of its employees, as well as their promptness and transparency in negotiations was key. Their ability to formulate a clearly phased project implementation plan, as provided by the Premium Yachts team, which acted as a legal intermediary and consultant, also played a huge role. Premium Yachts has extensive practical experience in sailing and, particularly, in the operation and maintenance of the yachts previously delivered to their clients. In this regard, they were an excellent

mediator between our requests and the shipyard's technical capabilities. Moreover, Premium Yachts helped in solving some issues that arose during the implementation of the project. Valters Romans, a professional racer and yachtsman with a large following in the Baltic countries, joined our project. In just a short time he helped us to remotely design and order a complete sailing wardrobe, ELVSTROM, for our maritime needs. As a result, a FURLERBOOM was installed on our boat. Valters' help also came in handy when we finetuned the sails. Now we understand that this was a well-designed and completely streamlined system, where every wish was not only taken into account, but also turned into an optimal solution thanks to the hard-working professionals offering their expertise in each area.

Memories of captain Andrey Stepanov:

- On May 8, exactly at the appointed hour of delivery, we came to take over the XP 55, our embodied dream, which was named Ivolga (Oriole). I don't have much experience in taking over yachts; this was the third one. Size certainly matters! 55 feet is big for a yacht, with sails that a single person can only set up on the open sea – the ocean would be even better. Even more important is the quantity and complexity of the installed equipment. The shipyard engineers managed to place all the equipment in such a way that there was even free space to store food, bottled water, clothes and other things. Here I am talking about the convenience of storage, as well as ease of access to the essentials. It is not a secret for a yachtsman that in order to get something, you first need to move and then return a huge number or stored items. On the large yacht, however, this problem has almost been solved.



Everything can be placed in convenient lockers or boxes, which are purchased in accordance with the needs and ideas of the client. A separate story can be told about the yacht takeover procedure but, to cut a long story short, the takeover took place as usual. We were happy about this, because we had to go from Denmark to Latvia as soon as possible in order to get a certificate and prepare the yacht for the upcoming Ust-Luga Cup regatta in June, in which we confidently confirmed our participation as far back as December when the yacht was still under construction!

On May 11, at dawn, wiping the frost from the deck, we set off on our first voyage to Riga. Despite the headwind, the waves and the cold, we arrived in Riga rather quickly, testing equipment and systems along the way. I was very pleased with the removable cabin, which, combined with a spray hood, side panels and stern curtains, formed a warm, vibration-proof 'tent'. During the Ust-Luga Cup 2019, which took place in the waters of Estonia and Finland, we continued to set up the sails and 'accelerated' our new boat. We almost won a prize in the

fastest division of the regatta (placing fourth), which is a good result for a beginner.

After the competitions and tests in the Baltic, we returned back to Haderslev for maintenance and paperwork before a subsequent long voyage to the far corner of the Mediterranean, Cyprus, which is our 'home' port. At this point, the mileage was 2,050 nautical miles. I should say right away that in Cyprus, where we came to spend the winter, the lag showed 6,060 miles.

Four thousand miles across the places sung about by poets and writers: the North Sea, the English Channel, the Bay of Biscay, the Bay of Cádiz, the Strait of Gibraltar, and, finally, the seas which make up the Mediterranean Sea. You can write stories about each of these places, but it has already been done, and a lot of interesting and exciting things will be written in the future... Our trip, however, can be described in one word – SAFE! I must say that we took care of both the boat and ourselves, always sailing with an updated weather forecast by Navtex so as to avoid any autumn storms or strong headwinds.



Besides, it is worth mentioning the FURLERBOOM option as, even with a short-handed crew, installation and cleaning of the sail takes seconds. And the yacht returned the favour: we were warm when we needed to be, and this was about two-thirds of the whole journey. We replenished our fresh water supply by launching a compact but productive desalination plant, and launched the conditioner in the afternoon when sailing near Italy and Greece.

When it comes to daily life, I can say that the size of the yacht allows you to cook on a gas stove or in the oven, you can easily wash the dishes in two sinks, brew coffee in a capsule coffee machine, and heat food in a microwave using a power inverter, almost like in a comfortable apartment in the city.

The same standard of comfort was felt in the living quarters, and the size of the toilets and showers (HEAD) was suitable for all crew members.

Conclusion:

The boat was very comfortable and liveable. At the same time, it retained all the qualities of a yacht ready to compete at regattas with serious rivals. It can even be given a further speed boost by installing a carbon mast, boom, expensive sails, keel, etc., but in my opinion this is not the most important thing when it comes to trips that last several months ...

All in all, the XP 55 allowed us to achieve what we set out to do!

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SIMPLY SUPERIOR

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FREDERICA BOAT SHOW 2019



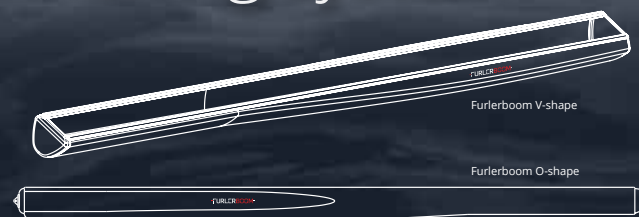
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Our V-shape product line has received a warm welcome, and we are excited to announce, that the T15-V and T18-V sizes now also are available. Both O- and V-shape booms are available with manual and electric drives. Please contact us to request a quote for your boat.



FURLERBOOM

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CANNES BOAT SHOW 2019



The X4⁰ made its international premiere in Cannes Yachting Festival.

With 120 sailboats exhibited this show proved to be the largest sailing boats show in Europe, attracting a huge international audience.

We exhibited the third unit of the pre-series of the X4⁰.

Following the sea trials with the international press in July, we were eager to get public comments, as we had decided to wait these feed-backs before launching the full production.

The welcome received excited our expectations. The model enjoys the commercial success we hoped.

The reasons of this success: the X4⁰ features all the qualities of the Pure X range in a size easily manageable by a couple, without the mooring or maintenance costs of a larger boat.



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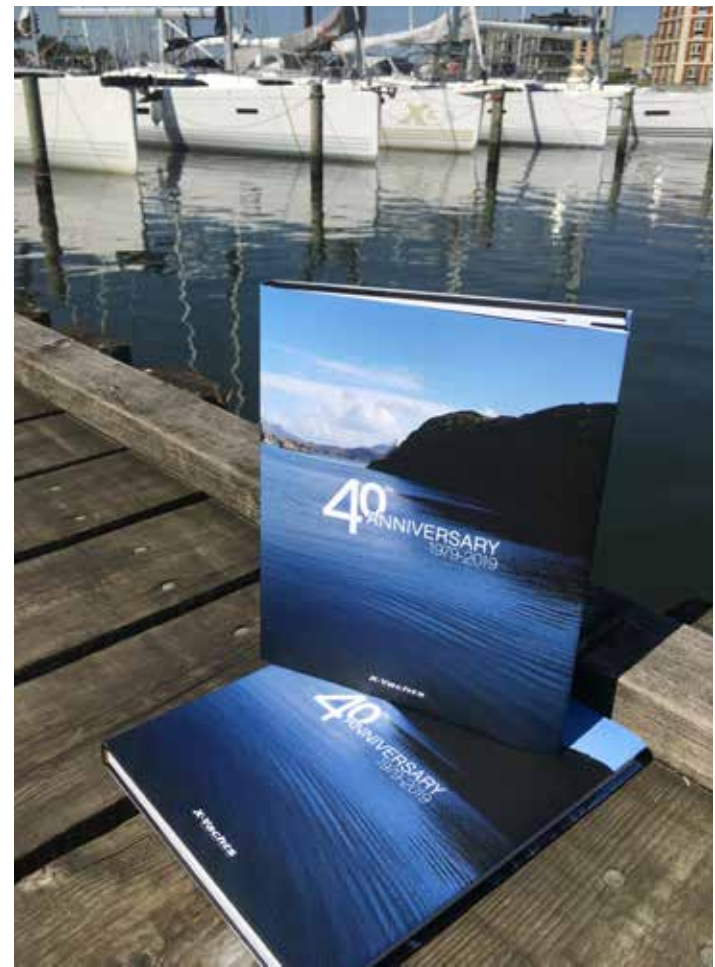
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WHAT IS PURE X?

THE BEST OF BOTH WORLDS



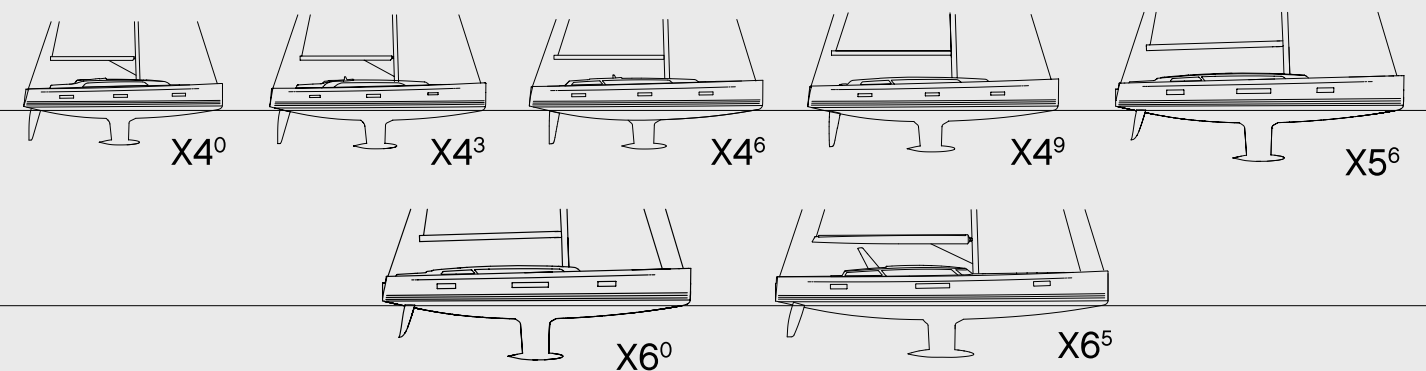
PURE X

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 most recent model, the X4⁰, launched in the anniversary year. There are two new models in pipeline, you can read more about these models later in this magazine.



OUR NEW RANGE OF CONTEMPORARY PERFORMANCE CRUISERS.



X4°

POCKET LUXURY



PURE X

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.

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.

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.

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 compartments fitted with sound reduction insulation to minimise noise.



PURE X



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.



Craftmanship

The interior of the X4⁰ was designed to maximise the space available, creating a functional, safe and stylish user experience below deck. Once again, the interior design has proven Danish design flair and carpentry at its very best. The craftsmanship and detailing is of a very high standard, being both traditional but with a modern appearance. The wooden veneer is Nordic Oak as standard, with other options on offer.

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

Construction

At the heart of the X4⁰ 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.

Layout options

The X4⁰ is available in a 2-cabin and a 3-cabin layout.

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



2 cabin Layout



X4 ⁰ DIMENSIONS		
LOA incl optional bowsprit	12.09 m	39'8"
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	1.85 m	6'10"
Deep draft	2.40 m	7'10"
Ballast (standard)	3,050 kg	6,742 lbs
Displacement (light)	8,100 kg	17,857 lbs

ENGINE/TANKS		
Engine diesel, standard	21.4 kW	29 hp
Fuel tank	180 Ltr	48 Gal (US)
Water tank	245 Ltr	65 Gal (US)

SAIL AREAS		
P = 15.55 m, E = 5.24 m, ISP = 16.60 m, J = 4.33 m		
Mainsail (aluminium mast)	46 m ²	495.1 ft ²
87% Selftacking Genoa	30 m ²	322.9 ft ²
106% Overlapping Genoa	37 m ²	398.3 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.



PURE X

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 led 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).



X4 ³ 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% Selftacking 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



Min River

The western world of leisure sailing was beyond my imagination while growing up in south-eastern China during the Cultural Revolution. Perhaps my family of working boat people gave me my love of water because, as soon as I arrived in Sydney 2012 after spending over 20 years in the UK, seeing the yachts in dazzling Sydney Harbour exerted a magic spell on me. I started learning to sail at the local Balmain Sailing Club and, between there and CYCA, I experienced sailing both inshore and offshore on many different yachts, learning about the differences in their performance and build quality as well as the challenges and satisfaction of taking part in competitive racing, including two Sydney to Hobart races.

The idea of having my own yacht slowly built up in my mind but I didn't have the confidence to be certain about which one would be right for me. I looked

at many yachts at different clubs and boat shows, researched and went on test sails, but nothing gripped my heart strings until, one day, a shipwright at CYCA asked me whether I had looked at any X-Yachts saying that they were "so much better than most production yachts as, in addition to its other qualities, it is unique amongst production boats with its steel frame inside the hull, which takes all of the loads from the keel and mast, making the yacht stiff and safe...". Soon after the conversation, I met the Australian X-Yachts representative, Andrew Parkes, at the Sydney Boat Show. He was different to most of the agents I met, taking time to reveal the unique qualities of an X-Yacht, showing sheer enthusiasm for the boats rather than hard selling them. When Andrew showed me round the Xp models on display I could sense that their quality set them apart from the other yachts

that I had visited. I was very impressed. I was particularly keen on the new X4³, which had been so recently launched that none had yet arrived in Australia. In Spring 2017 I went to Greece to test one chartered from Fast Sailing and spent seven days living on board and island hopping round the Cyclades. There was no going back from that point as I had totally fallen in love with the yacht. After months of waiting and visiting her for a day in Haderslev when she was on the point of completion, she finally arrived in Australia in late July 2018. I named her Min River after the river which flows through my home town.

What fun I have had with Min River in my first 12 months! Although Min River is only just over one year old, she won the seasonal racing series at the local BSC club and, with Andrew Parks as tactician, she won three out of four races and was placed first in her division during Sydney Harbour Regatta, which is one of the biggest sailing regattas of every year. She took part in the Sydney Women's Regatta early this year and came in second place in her division. She also came second during this year's BSC annual regatta, which take yachts from different clubs in Sydney Harbour. Fellow competitors have been surprised to find that Min River isn't a lightly built boat and yet wins races in extremely light air, although she loves to sail in more of a breeze as she points well and is very stiff in strong winds. We found she sailed well at any wind angle, I simply credit this to X-Yachts design and build quality.

In July 2019, she headed 1000 nautical miles north to the Whitsundays and



she was very comfortable cruising long distances. One night, despite careful planning, a South-Easter hit us at nearly thirty knots while we were passing Sandy Cape. The crew reefed the main twice but down below she was so quiet there was not a squeak and the off-crew slept through it all. The perfect performance of the auto-pilot also made life easier during the long distance sailing trips.

While moored at Hamilton Island, during race week, admirers came to visit her; she simply stands out from the crowd. I have often said to my friends, sometimes I am intimidated by her as she is so much better than me, and I felt that I let her down by making mistakes during the races but she is forgiving and we always enjoyed the pleasure of sailing in her.

Most recently, she has entered a two handed offshore series. First race took place last Saturday, there were gusty winds over 40 knots but she was so nicely set up and stiff, even short handed, she could be managed without drama and was one of only four yachts able to race and cross the finish line on the day.

There are already so many stories I could tell, such as cruising with my family at Christmas in glorious summer sunshine around the scenic bays and estuaries in Pittwater near Sydney, watching, hearing and smelling the world-famous New Year fireworks from the deck in Sydney Harbour, taking part in exciting racing events on the deep blue waters of the eastern Australian seaboard ... I will leave those wonderful memories for another time, she simply is fantastic!

My next dream is to take her on the Sydney to Hobart race two handed, hopefully in 2020. She is so well designed and set up for blue water sailing that I have total confidence in her safety and capability. She encourages me to improve my best so I can make her proud. What an X-Yacht she is!

entered August's Hamilton Race Week. During the five weeks of the two delivery trips, she anchored off beautiful islands along the Coral Sea just off the northeast coast of Australia. Some of these islands, such as Lady Musgrave Island at the south end of the great Barrier Reef, are formed from dead coral and are unique to this part of the sea world.

Along the way from Sydney to Hamilton and during the return trip as well, dolphins came to play around her bow, she encountered whales migrating and saw whales breaching almost daily. The rich sea life, beautiful beaches and pristine lagoons made the sailing trip so enjoyable. The ease of operating the remotely operated anchor meant she could drop anchor at different locations as we pleased. With ample fuel and water she sailed far before needing to refuel or top up water. She also has so many storage cupboards, and with two fridges and other cruising accessories



X4⁶

THE PERFECT FAMILY CRUISER



The all new X4⁶ is a hybrid between the X4³ and the X4⁸, 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 cen-

tre of an engaging sailing experience. We call this "Superior Sailing Pleasure".

Down below, craftsmanship and Scandinavian style 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.



PURE X



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.

PURE X

Light, strong and stiff

Epoxy construction saves 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.

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, Chief Designer & Founder of X-Yachts

Craftmanship

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

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

Technical

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

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.



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



Optional Layout



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 = 18.6, ISP = 20.1 m, J = 5.12 m		
Mainsail (aluminium mast)	66 m ²	710.4 ft ²
88% selftacking Genoa	41.5 m ²	446.7 ft ²
106% Overlapping Genoa	50 m ²	538.2 ft ²
Asymmetric spinnaker	170 m ²	1829.9 ft ²



OUR X-YACHTS ADVENTURE

From our childhood days we (Clemens and Carla van Erp) have both been active sailors, also joining regattas and eventually all 3 of our daughters also became competitive sailors themselves. In their sailing years we enjoyed supporting them from our RIB and watch them sail their regattas (in Optimist, Splash, 420 and 470 class).

Back in 2005 we bought our first X-Yachts, a beautiful X-362 Sport, which is a great sporty sailing boat. With this boat we could sail ourselves and still visit the venues that our daughters attended. So we thought, but with increasing age the travel distance to the venues also increased, our daughters participating in events across Europe. Sadly we parted from our X-362 Sport and got our hands on a Grand Banks 42 which we kept in the town of Medemblik, the Dutch capital for dinghy racing. As a 'mothership' this proved perfect, and even though Carla also liked being on the water in a motoryacht I really missed the sailing myself.

Once our daughters went to college the dinghy racing became less and less, so we sold our Grand Banks for a smaller boat and some time later even did not have any boat at all for a few years, which did not feel right!

Then in 2017 I stopped working and got myself a competitive Dragon, sailing the famous Gold Cup in St. Tropez, France that

same year. Sailing the Dragon is fantastic with large international fleets on the starting line, but it was something I could not share with Carla or our daughters.

So we started looking at owning our own sailing yacht again, and the first choice was easy: we were only going to look at X-Yachts. From our experience with the X-362 Sport we knew they are good and fast sailing yachts, well built and also hold their value well. June 2018 we visited Nanno and Nikki at X-Yachts Holland and they made the second choice almost as easy for us: they had a brand new X4³ on stock and the deal was quickly made, we were sailing less than 2 weeks later!

This X4³ had teak deck, a 2-cabin/1-heads layout and a conventional mainsail with lazy jacks system. A fast sailing yacht again which steered like a dinghy. During summer 2018 we enjoyed this yacht but also realized that we would have perhaps preferred some things differently if we had ordered a new yacht built to specification. Most notable something else than teak decks for easier/less maintenance, a furling boom for easier handling and 2 heads compartments for more comfort when our daughters would join.

Then in October 2018 the X4⁶ #1 came from the yard to Holland for a week so that X-Yachts Holland could show this brand new model in real life. We saw this yacht arrive while we

were on board our X4³ at the moment and within 10 minutes walked past the office to have a look. Nanno managed to change the plans so we could test sail the next day. This boat had all the options we were looking for, topped off with a self tacking jib which made handling another step easier. Being slightly bigger and deeper was not problematic for our sailing area, and within short time we agreed on the sale of this X4⁶ #1 with trade-in of our 3-month old X4³!

As this was the first build yacht, X-Yachts expected her to come back to Denmark to make some final improvements and modifications and be able to show her at the upcoming Düsseldorf boat show in 2019. Sailing the boat back to Denmark was all arranged by X-Yachts Holland and I went along as crew. For me this was a fantastic opportunity to come to know the yacht and with 4 persons in total we did the delivery to Haderslev at the end of October in perfect sailing conditions.

Of course we couldn't stay away from Düsseldorf to see our X4⁶ completely polished and shining, and liked hearing other visitor's positive comments. After the show she was transported to Holland again and by 20th March, she was in the water again, fully rigged and delivered to us.

At that time, she was still one of the first X4⁶ yachts afloat, and several yachting magazines asked Nanno if they could sail with our yacht to write their test reports. I agreed on this, provided I could join for all the sailing, and I enjoyed hearing the expert's opinions how to see this as the perfect mix between Xc and Xp models, while also receiving valuable input from Nanno on how to handle the yacht. The accompanying photo shoots of course provided me with some fantastic footage of my own yacht.

The handling is why we made the jump to this X4⁶, with her furling boom we can furl the massive 64m² mainsail away within 3 minutes without having to leave the cockpit, which provides so much comfort and safety to myself and Carla.

By now, the 2019 sailing season has passed again and we are delighted with our X4⁶. And even though we are not racing with her, as with many X-Yachts owners the race starts when leaving the marina, and until now we have not been passed by any other sailing yacht!

Our thanks to Nanno and Nikki for making this remarkable switch (from X4³ to X4⁶ within 3 months) possible and looking forward to the seasons ahead.





X4⁹

NO COMPROMISE



PURE X

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

The PureXrange 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 Superior Sailing Pleasure. The new X4⁹ offers a wealth of features which enables the crew easy handling in all conditions. Whether doing family sailing trips, long distance blue water cruising or competitive sailing, the X4⁹ offers the best combination of everything X-Yachts has developed over the years.

Spacious living

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

The Saloon

The main saloon features a U shaped sofa to port with options for either a pouffe or a pair of X-Yachts 'Design 1999' chairs. The table is a beautifully crafted piece of veneered furniture, including a laminated edging. The hull portlights, along with the 2 large deck hatches allow for plenty of light for a spacious and airy environment.

The Galley

The Galley comes as standard with large double pull-out bins, full pull-out drawers, top loaded fridge with gas strut, double sink, space for additional front loaded fridge, 3 burner gimballed 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 was 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.



Layout Options

The X4⁹ welcomes you with lots of new ideas, light and ventilation. There are a number of layout options available, all beautifully presented in a modern and internationally recognisable Danish style and quality. The port aft cabin, slightly larger than starboard aft cabin, is offered as standard with a large double berth. It is also available with either standard twin berths or 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.



Standard layout



Optional layout



X4 ⁹ DIMENSIONS		
LOA incl optional bowsprit	15.08 m	49'6"
Hull Length	14.50 m	47'7"
LWL	13.58 m	47'7"
Beam	4.49 m	14'9"
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 = 1900 m, E = 660 m, IG = 1976, ISP = 2107 m, J = 545 m		
Mainsail (aluminium mast)	72.2 m²	777 ft²
88% Selftacking Genoa	48.1 m²	518 ft²
106% Overlapping Genoa	57.2 m²	616 ft²
Asymmetric spinnaker	230 m²	2475 ft²



Sailing the "Afrita" X4⁹



Text by Easy Swissa

The beautifully designed X4⁹ sailed proudly in the Eastern Mediterranean waters. Upon arrival into the marina, voices could be heard proclaiming;

*"Wow!
Bella Barca! (in Italian)
What a Beautiful Boat!
Questioning "Is it for Sale?"
Requesting "Take Me Onboard!"*

This routinely transpires when entering with the stunning X-Yacht hot looking "Afrita" into the fancy marinas of Greece, Turkey, Cyprus and Israel.

This boat as part of the Pure X range is a little more luxurious than what a sailor normally would expect from an X-Yacht. The interior of the yacht is fitted with luxurious well designed furniture, with additions of heating and air-conditioning which add more comfort. The new white oak of X-Yachts lightens the inside of the yacht, combined with large portholes allowing for the air and wind to enter and circulate inside the yacht, transforming one's stay inside into a refreshing Mediterranean experience.

The exterior of the yacht is fashionably designed in black and white, with more carbon look decorated

with a stunning V-shaped furling boom with black coating, a carbon mast and the new innovative black cruising North Sails which completes the look of a very a high-end and high-tech boat.

The gleaming white decks blend perfectly with the blue and white Mediterranean experience, causing the heart to skip a beat when looking through the glistening carbon varnished teak steering wheel.

The convertible spray hood gives protection adding to the full enjoyment of sailing without water spray and when stored in disappearing mode, the yacht maintains its stylish look.

For most X users, sailing on an X-Yacht is a sporting experience. It is therefore very important to maintain sports equipment on board for off boat activities during sailing adventures. This boat allows one to take a lot of sports gear. The gear arsenal of the X contains a pair of inflatable sup's to be able to paddle into the next bay with a small waterproof bag, water bottles and sneakers for dreamy nature hikes detached from the world, which are at times easy and pleasant and other times challenging and difficult physical experiences.

The desire for such adventures is to return back to the yacht safe, tired and hungry enough for a big



breakfast. Then it is just normal to go sailing upwind for a few hours into the next Bay/destination.

One of the best additions to the sailing experience is the pair of mountain bicycles which make it possible to explore each destination on a greater scale, than would be possible by foot. When moored in a marina, it is possible to see more nature, explore the towns and cities and have an amazing adventure with the mountain bicycles. There isn't yet the perfect storing device for bicycles on board, as you can find in or on a car, but we never lose hope and keep trying to hold the classic look, however, having mountains bikes on board for great travelling advantages far outweighs the disadvantages.

The X4⁹ abounds with clean, flat deck surfaces, which allows to spread yoga mats on them. Yoga at sunset on the bow of an X yacht is one of the greatest fun while sailing, which is why two nice and colorful yoga mats are always stored onboard.

In conclusion:
X4⁹ is the best boat.
Inflatable SUP is the invention of the century.
Yoga mats are romantic .

X6⁵

X-YACHTS FLAGSHIP



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 also on 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.

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.



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



“Without reservation we wholeheartedly recommend chartering with X Yachting Greece! The heart driven and very professional crew from X-Yachting in Greece were just great. The boat was delivered in an outstanding state. Their sailing options and services are on a complete different level compared to the market. How can we not go back to these beautiful friends!”

Francois (Switzerland), Summer Season 2019



ENJOY HER

As if you owned her

Welcome to The X-Yachts Experience holiday concept

X-Yachts has always been at the forefront of innovation. As a global brand, it is renowned for its yacht design and high end building methods that result in supreme sailing pleasure and true comfort on board for each new model.

This time, the innovation does not only have to do with boat building but also with a new service. X-Yachts takes a revolutionary step forward and launches 'The X-Yachts Experience'. A high-end summer sailing holiday concept, operated by X-Yachting in Greece.

What is the X-Yachts Experience?

The X-Yachts Experience is a fun relaxing way to feel the difference of an X-Yacht, exactly as if you owned her, whilst relishing in a sailing holiday around the Greek islands.

Kraen Nielsen, CEO of X-Yachts explains:

"As a company, we build dreams, not just boats. Dreams are connected to our experiences and expectations and are not based on what is written in brochures or websites.

Since we have full confidence in our yachts, this was an easy decision for us. Besides, it's a common secret amongst all X-fans that our boats deliver a supreme experience of comfort, life on board and performance in real life conditions. Together with X-Yachting, we are opening the market and inviting anyone interested to experientially feel the difference, creating unforgettable summer memories".

The eight brand new X-Yachts (of all three series Pure X, Xp and Xc), carefully prepared and fitted, offer a great feeling behind the helm through their design, uncompromised comfort, carefully planned interior, unparalleled safety and seaworthiness.

The tailor made, extra-personalized service of X-Yachting comes as a standard too. The team offers a series of optional services that are unimaginable for the mainstream market and perfectly align with the X-Yacht brand values. The services include unique skipper and hostess benefits, world class chase boat support, weather-proof and comfortable transfers to anywhere you desire via a high end 11m cabin RIB, boutique

accommodation on land, route planning and 24/7 on-the-go support. From day one, your holiday is taken care of with direct access to fun and the crystal clear waters of the Greek islands making every day of your trip a highlight. By taking into consideration all your wishes and special requests, your custom sailing holiday becomes a reality.

When & Where

The X-Yachting base is located at the Olympic Marine in Lavrio, only a half hour drive from Athens International Airport and a hop, skip and jump away from the greatest sailing playground that is the Greek islands, often described as a 'lifetime sailing destination'. Here alone, there are almost endless options with 230 inhabited and several thousand uninhabited islands.

The X-Yachting center is operational for 9 months a year (March till November) for sailing charters and holiday packages. In addition, the center functions as a year round X-Yachts Service Hub, Showroom and Test center.



FOR MORE INFORMATION ABOUT X-YACHTING AND THE X-YACHTS EXPERIENCE:

Olympic Marine, Lavrio, GREECE
charter@x-yachting.com
www.x-yachting.com



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WE ARE PLEASED TO INTRODUCE TWO NEW MODELS IN THE PURE X RANGE!

The X5⁶ launching at the Boot in 2021 - and the X6⁰ launching in 2022.

These two models are the first of two all new 50 foot+ models that will take the Pure X Range to a whole new level, blending luxury and style with performance and cruising capability.

Since the launch of the first Pure X models in 2016, the X4³ and the X6⁵, more than 150 Pure X'es have been sold.

As a result of many client inquiries, it was decided early in 2019 to develop these two new models. At the world's largest boat show in Düsseldorf in January 2021, the X5⁶ will be presented for the first time.

There are a number of new details invented for these models:

- The S-curved bow extension enables the bow sprit to be supported further forward, enables extended bow sprit for more efficient asymmetric spinnaker sailing.
- The new cockpit layout with the 4 standard winches positioned more longitudinal, enables easier operation as well as increases the efficient cockpit seat length.
- The new cockpit layout has low cockpit coamings for the helmsman to increase comfort.
- The proposal for an optional cockpit centre pushpit with integrated sofa bench as well as storage for an 8-person liferaft, freeing up cockpit bench locker space for yachts mooring lines and other equipment.

The above is only an extract of all the nice new details of the new models. For a full description of the X5⁶, see the next pages.

X5⁶

THE FIRST OF TWO ALL NEW 50 FOOT+



The X5⁶ is the first of two all new 50 foot+ models that will take the Pure X Range to a whole new level, blending luxury and style with performance and cruising capability SUPERIOR SAILING PLEASURE.

The X5⁶ is a fifty-six-foot performance cruising yacht designed with serious cruising in mind; be that crossing the Atlantic, or exploring beautiful Mediterranean islands. The X5⁶ 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 empha-

sis on giving the owner a superb and comfortable sailing experience, on a yacht that is easy to handle by all the crew.

Experience the feeling of confidence and control with the X5⁶. The helm position offers excellent visibility and agile handling that puts you in control.

The modern outboard mounted pedestals free up deck space, maintaining a clean area, free of hazards. The X5⁶ has various wheel options to select from. Configure your own X5⁶ on x-yachts.com.





PURE X



Helmsman's seats

The X5⁶ can be specified with optional teak and stainless steel helmsman's seats, mounted behind each of the wheels.

The seats are positioned so that they don't interfere with either the lazarette locker or integrated foot chocks.

Integrated bow sprit

The X5⁶ has an integrated composite bow sprit as standard, providing attachment point for asymmetric spinnakers.

The innovative stem design in the hull allows the code-0 and

forestay furler to be positioned further forward, maximising J length, and increasing upwind performance.

Solar panels

The X5⁶ can be fitted with the optional solar panels which can be recessed into the coachroof teak, to provide a flush and fully integrated look.

Solar panels can help keep your batteries topped up and reduce generator hours when on long distance cruises.



Flexible sailplan

It could be argued that the sailplan for any yacht is one of its most important features. Over the last 40 years, X-Yachts has built a huge wealth of knowledge about how to build fast sailing boats and that experience has been put to good use; X-Yachts' racing pedigree can be seen as soon as you get behind the wheel of the X5⁶. This is a yacht designed and built to be sailed.

Deck layout

The deck of the X5⁶ has been designed to bring all the sailing controls back behind the main seating area of the cockpit, keeping this area safe and clear of rope.

4 powerful winches take all of the halyards and sheets and are setup so they can be easily controlled by the helm, or a separate trimmer. The deck has an integrated recessed self-tacker track for an 88% jib.

The X5⁶ can also be specified with coachroof mounted longitudinal genoa tracks with sheets and car adjusters lead below deck, back to the deck winches.

The aft end of each cockpit bench, behind the cockpit and liferaft lockers are two rope bins, which can be used to store sheets and halyards when not in use.

Transom garage

The X5⁶ has a large transom door that also forms a bathing platform. The transom garage is large enough to store a 3 m inflatable tender.

The tender can be maneuvered into the garage using an optional integrated crane, making launch and recovery a simple affair. See renders below for a concept of the tender crane.

The X5⁶ can also be fitted with an optional telescopic gangway to allow easy boarding when moored stern to.





Spacious saloon

The well-proportioned saloon gives the yacht a spacious feel, but well-positioned hand rails and good furniture placement ensure it is always safe and easy to move around no matter the heel angle.

The central pouffe seat can be converted into a coffee table and repositioned as required - this offers fantastic flexibility and practicality.

Chart table

All layouts feature a large dedicated forward facing chart table. The large chart table is perfect for chart work and offers storage for charts. Outboard of the chart table is a deep pocket, ideal for storing almanacs, binoculars etc.

The nav station is the X5's communication centre as well as the main hub for the yacht's electrical systems, with DC switch panel and electrical breakers easily accessible.

Above the chart table a set of lockers allow a variety of navigation electronics to be fitted.



Layouts

The X5⁶ has a number of layouts available, these primarily revolve around the choice of galley.

The galley is available in one of four options, a traditional closed galley and a modern open galley. Both closed and open galleys can be extended aft, which replaces the port aft head and offers greater storage space in the port aft cabin.

Sail plan

The fractional sailplan is easy controllable, as the standing rigging is solid rod rigging, and the permanent backstay adjuster is hydraulic. A carbon rig with a taller P (mainsail luff) dimension is optional.



Long closed galley



Long open galley



X5⁶ DIMENSIONS PRELIMINARY

LOA (including bow sprit)	17.25 m	56'6"
Hull Length	16.58 m	54'4"
LWL	14.94 m	49'0"
Beam	4.90 m	16'0"
Standard draft (T-keel)	2.90 m	9'6"
Shallow draft (L-keel)	2.50 m	8'6"
Deep draft (T-keel)	3.30 m	10'6"
Ballast (standard)	7,200 kg	15,875 lbs
Displacement (light)	18,100 kg	39,903 lbs

ENGINE/TANKS

Engine (standard)	81 kW	110 HP
Fuel tank	500 Ltr	130 Gal (US)
Water tank	600 Ltr	160 Gal (US)

SAIL AREAS

Mainsail	97 m ²	1,044 ft ²
Self-tacking Jib area	60 m ²	645.8 ft ²
Asymmetric spinnaker	256 m ²	2,756 ft ²



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HCP-PUMP PANEL

The HCP pump panel is characterised by its convenience, power and compact design. It allows up to four functions to be controlled centrally and precisely. Just a single movement is all that is required to change between the functions and adjust and control the uniquely powerful hydraulic output of up to 440 bar. The HCP pump panel is also visually appealing with high quality materials, CNC-machined components and fronts, which are available in a choice of stainless steel, aluminium or carbon. The panel is also easy to connect using plug-in tank connectors.

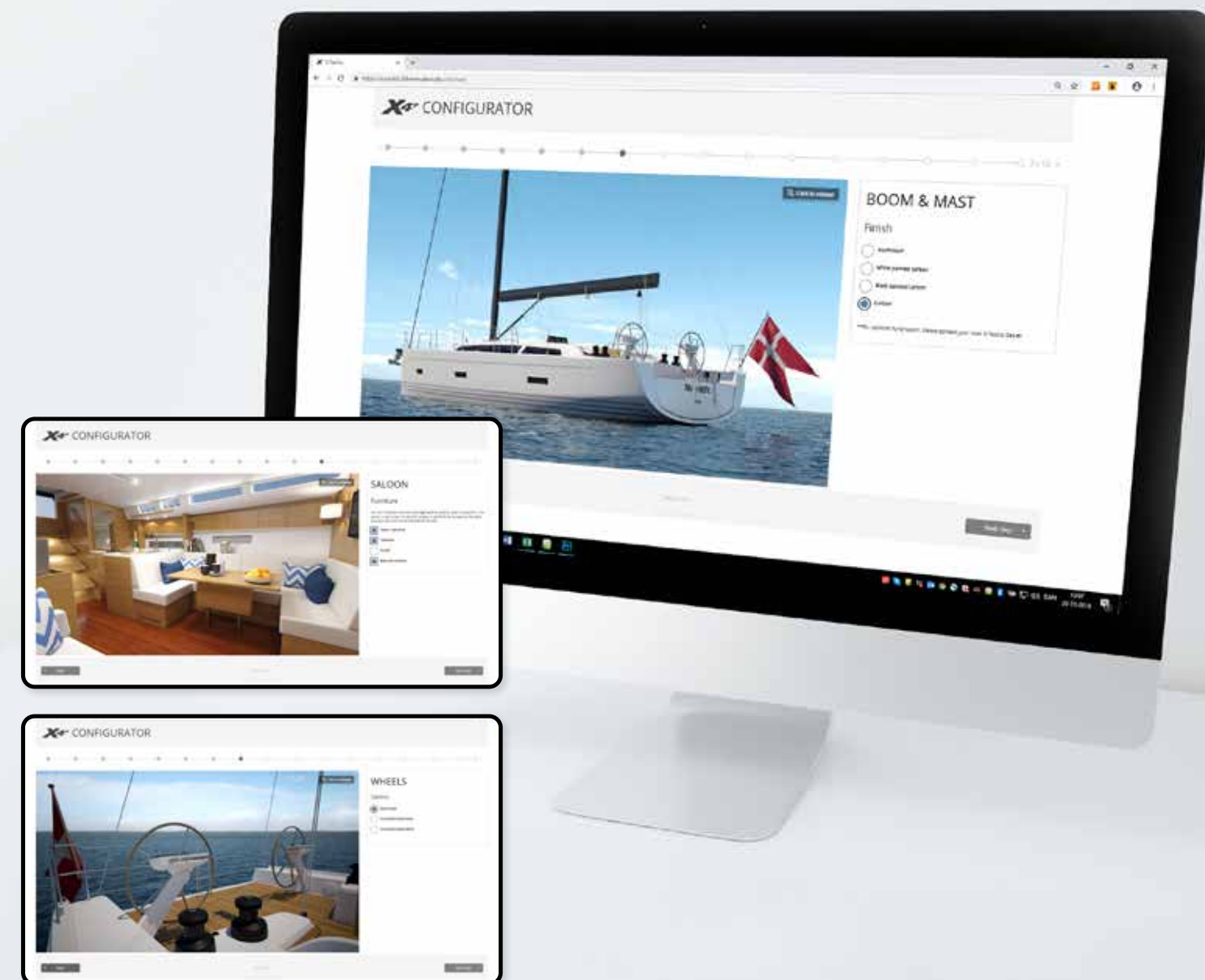
www.reckmann.com

CONFIGURING YOUR OWN X-YACHTS

IF YOU WANT TO VISUALIZE YOUR DREAMS...

The configurator will give you a good overview over many of the options to pick and select on our contemporary models. The models for which we have developed web configurators are the X4⁹, X4⁶, X4³, X4⁰, the Xp 55 and Xp 44 2018 Edition and the upgraded Xc Anniversary 2019 models, the Xc 45 and Xc 38.

As something new in January 2020, you will be able to find the X5⁶ too!





X6°

LAUNCHING 2022

PURE X



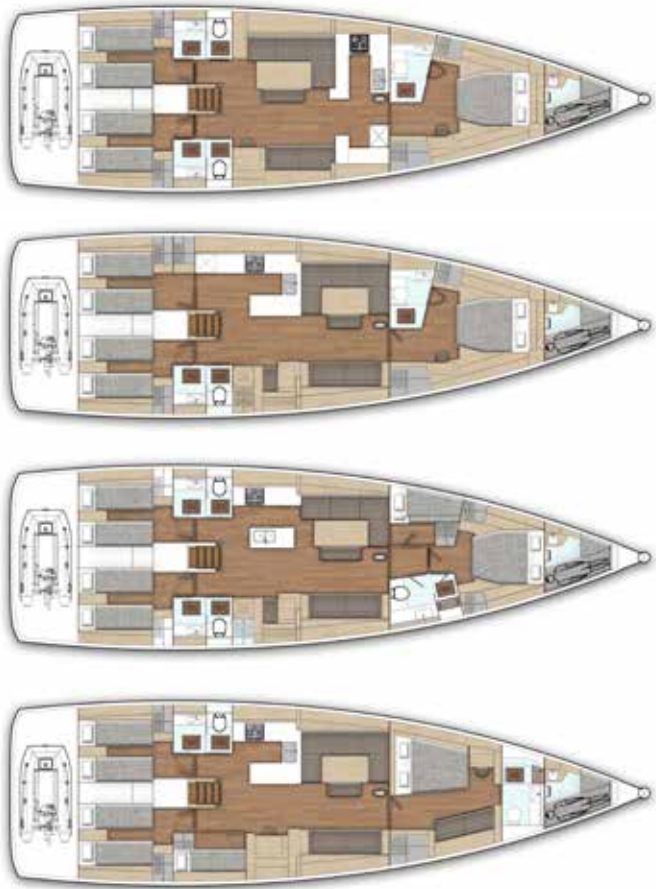
The X6° is available in three different veneers, White Tinted Oak, Nordic Oak and Teak. Here shown in Nordic Oak.

In this version of the model a U-galley version is displayed in the front port side with extra worktable and storage space right opposite in starboard side.

The saloon and dining table is closely connected to the galley and comes with an L-shaped sofa arrangement - on this render also visualized with optional storage space in the saloon table and a pouffe in saloon table position. The pouffe can be converted into a coffee table and relocated to the sofa to starboard side.



Layout Studies



X6° DIMENSIONS PRELIMINARY

LOA (including bow sprit)	18.45 m	60'9"
Hull Length	17.78 m	58'7"
Beam	5.13 m	16'9"
Displacement (light)	21,400 kg	47,179 lbs



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Xp 44 no 100



The Xp 44 is a unique yacht in many ways. This model was designed about 8 years ago and it was a breakthrough time in the history of our company. This is the first model in the performance series. From the previous Cruiser series, i.e. all Xc models, it differed mainly in a lighter laminate construction, which allowed the installation of a larger keel and the assumption of a larger sails, making the boat sail faster and still stable. Customers like this yacht very much, it has already won many regattas.

The first piece of Xp 44 was also the first model produced in our factory in infusion technology. As it turned out with great success. This resulted in the development of this technology and introducing it to subsequent models. This innovative process using epoxy is beneficial for many parties, including the environment, our working conditions. And the product itself is lighter and stronger.

The final assembly of yachts in XYZ began with the Xp 44 model. It was on her that we learned to build in cooperation with colleagues from Denmark. As a result, we are specialists in the fields of electric hydraulics and all kinds of accessories. With the Xp 44, we started introducing assembly on subsequent models.

And this is how we produced the first 100 Xp 44 models for the first time in the history of XYZ.

Text by Iwona Karszynska-Tolbøll.

Meet an **X**-Sailor

Henrik is a keen sailor and experienced shorthanded sailor. Through his sailing career, Henrik has been onboard X-Yachts for 30 years.

It all started with an X-79, and since then, Henrik has been the owner of an X-362S and an X-40. Two years ago, a brand new X4³ was picked up at the X-Yachts yard and was afterward docked at the homeport of Rungsted in Denmark.

Due to Henrik's background in Microsoft, he named his boat Xbox – Henrik is now at his X⁴Box.

We asked Henrik Jørgensen a couple of questions about his sailing career so far;

As a sailor and shorthanded sailor, why did you choose an X-Yacht?

– An X4³ is a really good boat for both single-handed and shorthanded sailing. It is stable, easy to handle and not least fast. Everything can be operated efficiently, and most can be adjusted from the cockpit. I have only 2 extra features added to the standard boat: remote control for the autopilot and an electric winch.

However, it should be noted that X⁴Box – compared to other X4³s – is equipped

with trim and racing equipment like on an Xp 44 (i.e., sails, inserts, spinnaker boom, electronics, etc) ... so underneath the skin, it's a racing boat!

What are the best features of the X4³ appreciated for your sailing activities?

– One of the best features of the X4³ is the right combination of a cruising and racing boat... When you get back home from a summer trip, you just remove the cruising equipment, drain the tanks and then begin to rig for racing purpose. The difference in weight is about 950 kg (water, fuel, kitchen equipment, food, spring mattresses, etc.).

In that way, the X4³ can make an impact on the race course as well, but she also provides a high level of comfort during our summer holidays. This combination fits perfectly to my racing addiction as well as to my family's cruising needs.

Did you select any specific options when you designed the boat?

– From the start, I knew that X⁴box also should be used for racing, so I chose to have racing in mind when I selected options. Thereby I didn't choose any heavy equipment such as a furling boom, teak or mouthed gear.



As I am a bit of a tech geek, so I have chosen to install most of the electronics myself, in that way I know the setup and am easily able to maintain and expand it.

You have been sailing X-Yachts for 30 years – what's your best X-moment?

– Over 30 years, it's hard to choose... But winning the Gold Cup in 2005 (X-362S) was amazing.

Gold Cup 2003 – no 3 (X-362S)

Gold Cup 2007 – no 2 (X-40)

Gold Cup 2017 – no 2 (X4³)

To participate in the Gold Cup is something I look forward to every time – it's simply something special in the X-community.

Also, I have won 4 Danish championships in Danish2star together with Jan Hansen.

What would you highlight about X-Yachts?

– The rare combination of a boat that can actually compete on the race course against other hardcore racing boats – and still after the race I can relax with my family in a perfect cruising boat during vacation and weekends. Finally, the X-Yachts after sales service which I find fulfilling and quite unique.



30 years

ANNIVERSARY IN HOLLAND!



Photo: Hans Knapper



On 18-19 May 2019 the annual X-Yachts Holland Cup was held again at the location of our Dutch dealer. 2019 was quite a special year since it also marked the celebration of both the 5-year anniversary of the Dutch X-Yachts Owners Association and the 35-year anniversary of X-Yachts Holland.

With 13 boats on the water, the fleet was a good representation of X-Yachts in all sizes and ages, ranging from the evergreen X-332 to a brand new X4⁹. And on request of the owners, this year's edition allowed for each boat to decide themselves if they wanted to sail with mainsail and genoa only, or also use their code 0 or gennaker. With that in mind the courses were set-up in a challenging way for each configuration, racing in the vicinity of the fortress island Pampus and the ancient fishing town of Muiden.

Saturday brought...

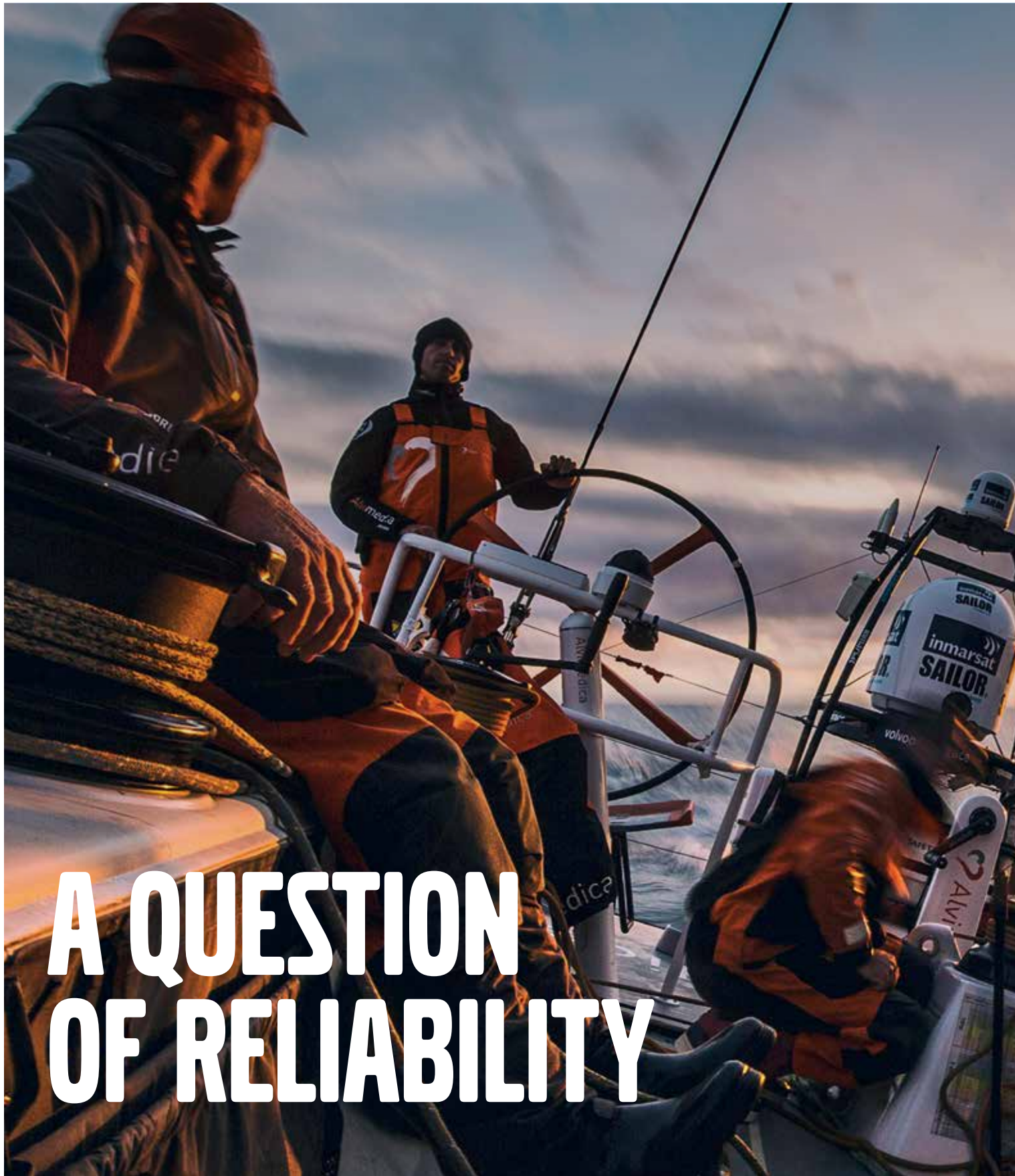
....very light winds ranging from 6-8 knots, and with beautiful sunny weather it felt unlike typ-

ical Dutch conditions. Sunday brought more familiar weather with grey skies (but luckily no rain), and a wind starting at 16 knots and decreasing to 12 knots over the day. Racing proved to be close, fun and fair and with limited crew numbers on both boats it was quite hard work. 3rd overall went to the X-332 "Lunatix" sailed by a father-and-son crew with mainsail and genoa only, 2nd overall was for the X-442 "Augusta" who took a genoa 1 and spinnaker that the owner had not seen before and used that to great effect, whilst 1st overall went to Xp 33 "Vixen" who marvelled in the lighter conditions.

The celebration of the anniversaries was a big success on Saturday afternoon and evening, with more than 130 X-Yachts sailors joining for the dockside drinks and BBQ held at the new facility of X-Yachts Holland. Memories were gathered, good stories shared and everyone had a great time.

After such a succesful weekend everybody is looking forward to this year's event!





A QUESTION OF RELIABILITY

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

**VOLVO
PENTA**



xm-marine YACHTSERVICE

On an impressive infrastructure near the borders of Lake Constance (Bodensee), Eugen Munz and his team have moved the understanding of fullservice and sales for X-Yachts to the next level.

The area of close to 4'000m² enables X-Yachts Marine GmbH and the sub-contractor XM-Marine GmbH to offer all kinds of service needed for boaters. Either they are based local or come alongside by truck while moving from north to south or the way back.

The Munz-Family has been partners with X-Yachts since 1981, and since Eugen Munz took over in 2002, the company has been focusing on residents inside Switzerland/Austria and South-Germany but sailing on lakes or international sea.



- Area of 3,100m² storage place for in- & outdoor storage
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MEET THE NEW DEALER IN HUNGARY

Hungary has a vivid and growing leisure marine scene. Lake Balaton is counted among the biggest freshwater lakes in Europe. Sailors enjoy the unique environment provided by the lake and the surrounding region.

Balaton has an active X-35 racing fleet and a demonstrative presence of previous X-Yachts models grants the reputation.

"Lineplex" was established in 2015 by Zoltan Bartos and Vajk Vajtai to show new perspective with a premium portfolio and service both in high end racing and performance cruising. The team joined X-Yachts in June 2019.



MEET THE NEW DEALER IN NEW ZEALAND

Laurie Collins Westhaven has been one of New Zealand's Premium Brokerages for more than 25 years and is located in the Western end of one of the largest marinas in the southern hemisphere - with over 2000 boats at the front door step.

Westhaven is centrally located just minutes from Auckland's C.B.D.

We are located at 103 Westhaven Dr St Marys Bay under Sails Restaurant with a great outlook North to the harbour bridge. We sell new X-Yachts along with preowned yachts, launches and multihulls of all sizes and price ranges - and with the ability to find that special boat even if it's not in our listings.

Our aim is to help our clients with the overall package of ownership and our team are always keen to help.

In NZ we have great boating opportunities with Waiheke Island which is a great cruising destination so close to Auckland. And then a little further away, Kawau Island along with Great Barrier Island and North to the Bay of Island all amazing cruising and great places to enjoy your boating experiences.



MEET THE NEW DEALER IN PORTUGAL

Descobreventos exists since 2006 and is today recognised in Portugal as the Specialist for Sailing boats.

The company was created by 3 partners, all passionate about sailing, but each one with its own speciality: The sailor, the businessman and the technical and repair specialist. Bringing the business experience was very important because we can provide X-Yachts customers with good and organised service. In fact, even before we were appointed X-Yachts dealer, our company was already serving the majority of the X-Yachts owners in Portugal.


We are honoured to be the new X-Yachts Dealer in Portugal, and we are ready to welcome all in the X-Yachts family, not only the Portuguese but also all the sailors that sail through our country.

We will do our best to attend all their necessities, be it finding the perfect X-Yacht for them or give the good care to the already happy owners of such a marvellous yacht.





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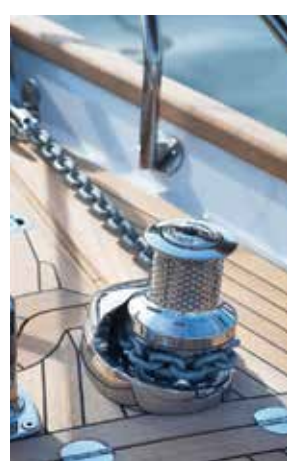
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In 2010, when the partners Cintia Knoth and Lula Evangelista celebrated the 20th anniversary of the "CL Vela" Sailing School, the largest nautical school in Brazil, it was time to put into practice the old desire to expand in the nautical market as well as create a company focused on the sailboat market.

By then, the duo became a trio with the arrival of the new partner Guilherme Born with whom they had previously had a very established professional relationship for over 10 years.

Soon they started representing imported sailboats in Brazil and in a very short time "CL Barcos" became one of the largest selling sailboat offices in the nautical market. The success is due to the many years of the nautical expertise of its partners which is associated with the credibility conquered over the years.

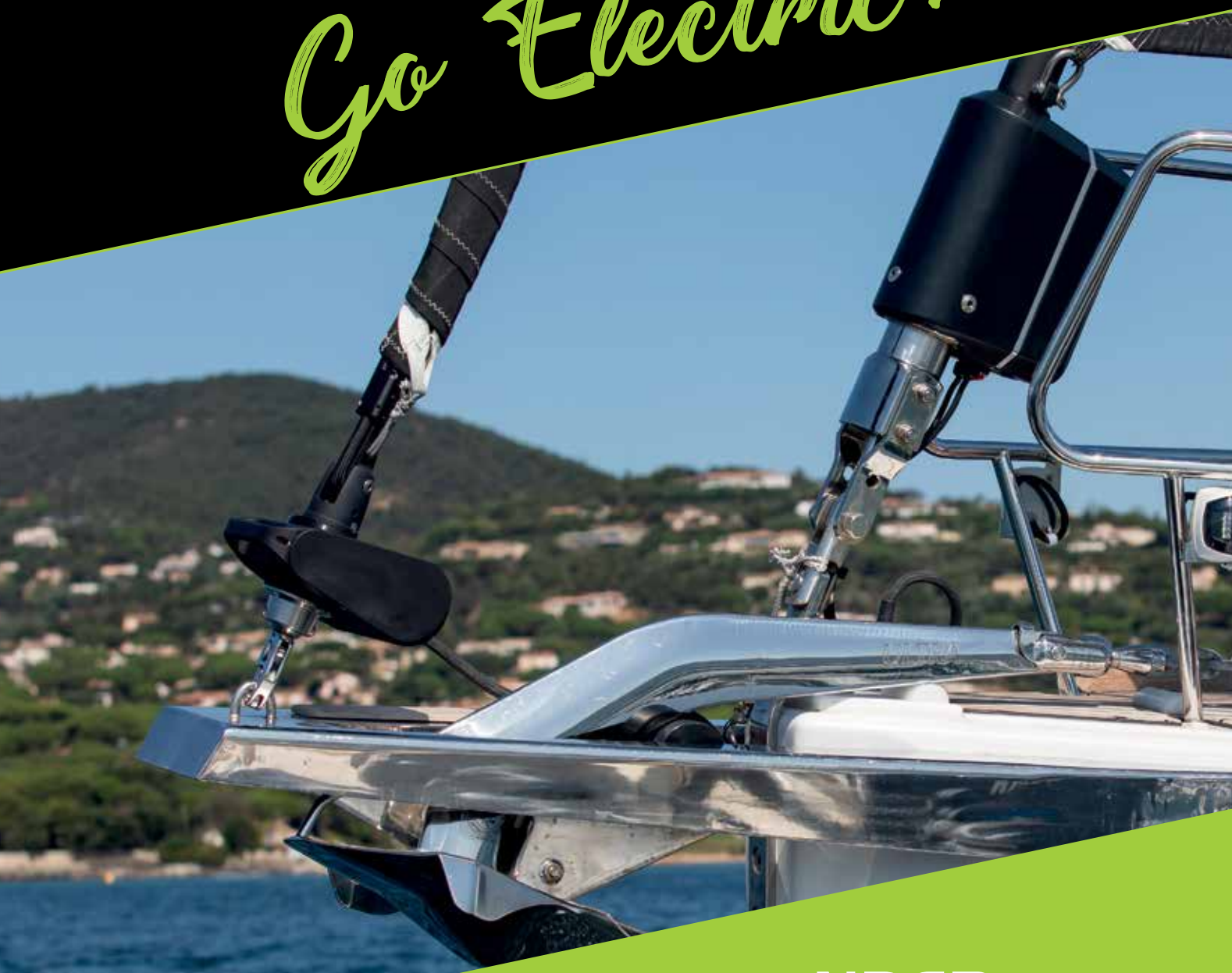
2020 will be a very special year for the group, with the 30th anniversary celebration of CL Vela School and the 10th anniversary of CL Barcos; and without a doubt, the celebrations will have a brighter glow with the dealership of X-Yachts.

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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 our 3 ranges.

ASIA

 CHINA  HONG KONG

X-Yachts Asia
Dominic Law
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Mob: +852 9771 0470
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Russ.Parker@XYachts-Asia.com
Xiamen GDMarine Co. Ltd.
David Zhou
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Mob: +86 138 0606 3066
david.zhou@gdmarine.com.cn

 DUBAI  TAIWAN

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X-Yachts
Flemming Ancher
Tel: +45 73524475
fa@x-yachts.com
www.x-yachts.com

 JAPAN

135 East Co Ltd.
Kousei Monda,
Noby Kobayashi
Tel: +81 (0) 798 32 1350
info@135-e.com
www.135-e.com

 ISRAEL
X-Yachts Israel
Easy Swissa
Tel: +972 503 323147
Easy.swissa@northsails.com

 THAILAND

X-Yachts Thailand
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Tel: +66 (0) 888469670
lance@solidair.asia
www.solidair.asia

AMERICA

 BRAZIL

Cl Barcos
Guilherme Born
Tel: +55 21 984633993
Mob: +55 21 984633993
guilherme@clbarcos.com.br

 CHILE  PERU

Windmade Spa
Juan E. Reid
Tel: +562 2980 7079
Mob: +569 6844 3347
ventas@windmade.cl
ventas@windmade.pe


 USA  CANADA

NORTHEAST
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rbr@x-yachtsusa.com
www.x-yachtsusa.com
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Ocean Yacht Sales - Halifax, NS
Dwight Saunders
Tel: +1 709 685 5396
dsaunders@oceanyachtsales.com
www.oceanyachtsales.com
MID- ATLANTIC
Forbes Horton Yachts - Annapolis, MD
Forbes Horton
Tel: +1 (410) 268-2337
forbes@forbesyachts.com
www.forbesyachts.com
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