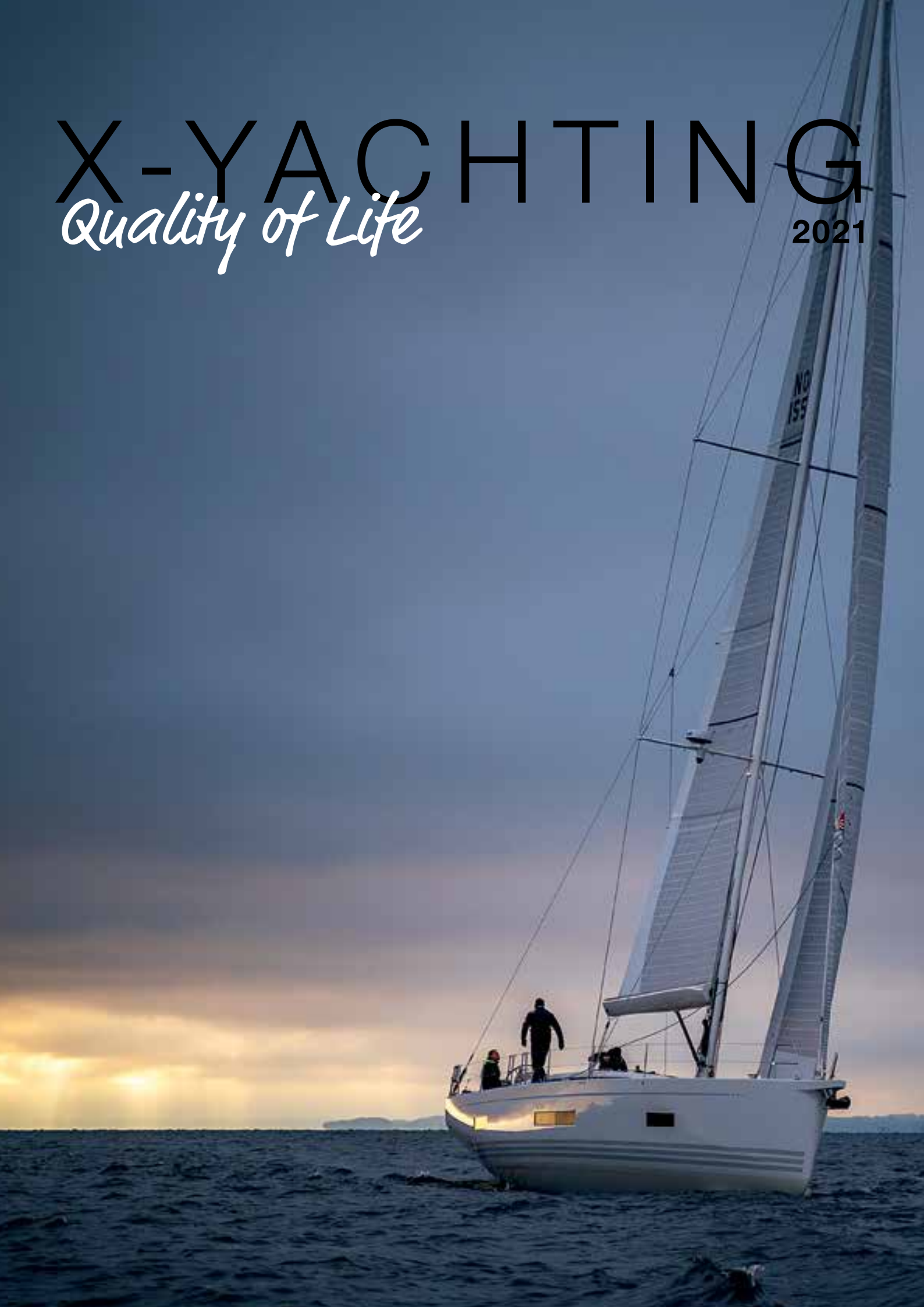


# X-YACHTING

*Quality of Life*

2021





Danish  
**DESIGN**

# Legendary sail making for Xceptional Yachts

Explore the 6 worlds of Elvstrøm Sails  
and find the one that matches your dream.

**Welcome to the Elvstrøm Sails Universe!**

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## Xcruising



## Xperformance



## Pure X



**NEW  
LAUNCHING 2021**



*If I must point out a specific theme for the coming year, it is inevitably "Quality of Life"*

We have all become even more aware of the importance of the good life, including when we sail. Family, friends, security and good experiences are even stronger in our minds today than they were before the coronavirus pandemic.

The priority of quality suits us very well at X-Yachts as our vision, and our mission is to deliver sailboats and motorboats of the highest quality. Thereby helping our customers to realise their dreams and maintain quality of life.

Quality is an important factor. In co-operation with our dealers, we have experienced a large increase in sales of X-Yachts with every indication that the trend will continue into 2021. Here we launch our fantastic X5<sup>6</sup> performance cruiser and in addition, a brand new chapter in X-Yachts' history ... X-Power.

You can read more about our new launches and other current models in this magazine, where you can also enjoy selected stories we have received throughout the year from dedicated X-Yacht owners worldwide. If you go to our website, you can enjoy our configurator, where you can virtually move around in your dream boat.

From 2021 onwards you will experience that X-Yachts will be even more visible in the sailing community. We will do this, among other things, together with our dealers by inviting X-Yachts owners and other good relations to numerous events where the boats can be experienced on the water and the wonderful sailing life can be shared between the guests.

We will also strengthen our presence at races and in Haderslev where there will be an open house throughout the season with all the different models on display.

The biggest event of all, without a doubt, will be the 2021 Gold Cup. Here, in co-operation with Sailing Aarhus, we will host an awesome event based at the Aarhus International Sailing Centre.

Together, with the city of Aarhus, it will be a fantastic location for the Gold Cup. There will be great demand for the 100 slots that the event can accommodate. With this, I would like to wish everyone a good and safe sailing season.

Sailing greetings

  
Kræn

# Quality of Life



# X-Yachts Gold Cup 2021 in Aarhus!



Together with Sailing Aarhus, X-Yachts organizes their recurrent event; The X-Yachts Gold Cup 2021. In 2019, the event was held at the yard, on the same occasion celebrating their 40th anniversary. Now, time has come to do it in Aarhus.

During the past months, X-Yachts and Sailing Aarhus have been in dialogue, and with an impressive list of references for organizing events, X-Yachts' CEO, Kræn Brinck Nielsen has no doubt that Sailing Aarhus will succeed doing this job.

"We currently need to renew ourselves, and the cooperation with Sailing Aarhus in 2021 makes sense because they have an extensive experience in international event-making", CEO Kræn Brinck Nielsen explains.

CEO, Jon Kock Hansen is enthusiastic about the cooperation: "It really makes good sense to create this event together with X-Yachts, not least because we have the same set of values. We want our guests to feel comfortable when they take part in an event with us. In close cooperation with X-Yachts, we will guaranteed get a fantastic event and we really look forward to kicking off the preparation process. We are 100% ready to go ahead now", Jon expresses enthusiastically. ►



In 2019, we held our Gold Cup in Haderslev with huge success.

All our employees, more or less, were involved, and it was a fantastic experience to create that big an event in connection with our 40th anniversary

CEO Kræn Brinck Nielsen







## Friday, 21st of May - Arrival in the event harbor in Aarhus

- 10:00 - 21:00 Check-in, Race Office
- 18:00 - 21:00 Welcome reception
- 18.00 - 18.45 Welcome speech by Jon Koch Hansen & Per Hjerrild  
Welcome speech by Kræn Brinck Nielsen, CEO X-Yachts  
Speech by Ib Kunøe, owner of X-Yachts
- 19:00 - 20:30 Welcome buffet - to be preordered
- 18:00 - 21:00 Music

## Saturday, 22nd of May

- 07:00 - 09:00 Breakfast in event area - to be preordered
- 07:00 - 09:00 Handing out lunch bags in event area - to be preordered
- 08:00 Race office opens
- 10:00 - 15:00 Racing on the water: Family, sports, over 50 ft and doublehand classes
- 15:00 - 16:00 After-sailing get-together
- 19:00 Dinner - to be preordered
- 20:30 Prize-giving
- 21:00 - 23:00 Entertainment

NB: Race office open until the end of the protest time limit.

## Sunday, 23rd of May

- 07:00 - 09:00 Breakfast in event area - to be preordered
- 07:00 - 09:00 Handing out lunch bags in event area - to be preordered
- 08:00 Race office opens
- 10:00 - 15:00 Racing on the water: Family, sports, over 50 ft and doublehand classes
- 15:00 - 16:00 After-sailing get-together
- 19:00 Dinner - to be preordered
- 20:15 - 20:45 Prize-giving, daily and overall
- 21:00 - 21:30 Speech by Aarhus Sailing Centre  
Speech by Kræn Brinck Nielsen, CEO X-Yachts
- 21:30 - 01:00 Music & Dancing

NB: Race office open until the end of the protest time limit.

## Monday, 24th of May - Departure from the harbor in Aarhus

- 08:00 - 10:00 Hand over of break-fast & hang-over-lunch-bag - to be preordered
- 12:00 Latest departure from Aarhus Harbor.

There will be free berthing throughout the event from 20th - 24th May.

*This programme is preliminary and subject to changes*





# X-Yachts Dyvig Days



*An atmosphere of dreams at sea*

What more could we wish for ...

beautiful weather, a nice breeze and lovely boats.

In August 2020 X-Yachts gathered 23 local X-Yachts in Dyvig Harbour in the southern part of Denmark.



Friday was a quiet and informal arrival of the different X-Yachts. The X-Yachts team was ready in the harbor to welcome the guests – Later that evening, the sailors prepared barbecue and enjoyed the spectacular nature ...

Saturday was the official X-Yachts Day where we had a social regatta a 12Nm course sailing around the Island of Barsø, for those who liked to sail in almost no wind and 25 degrees. Others spent time on paddleboards and explored the peaceful bay, while some sunbathed in the harbor. At the end of the sunny day, a social gathering in the harbor took place with a glass of wine and beer, enjoying the good life together.

During the summer evening we enjoyed a lovely dinner at the beautiful Dyvig Badehotel.

“To meet the owners of different X-Yachts on these events is very special and important for us. We are always inspired by our client's dreams and the way they share their passion with us. Their passion has an important influence on designing the X-Yachts that we all love.”

Kræn Brinck Nielsen, CEO





# Meet an X-Sailor

A series of interviews, setting focus on the X-Sailor and the yachts behind them.

## FACT

Since this article was written, a lot has happened; Torben Kornum now works with sales in X-Yachts and has sold his X-40. Considering which X-model to buy the next time.

Homeport: **Glyngøre** (Limfjorden), Denmark

Primary sailing area: **Limfjorden** (Kattegat and the Archipelago in the summer)

Previous boats: **X-102 and X-362 Sport**



## Torben Kornum - The grand old man of windsurfing

Torben was participating in the Gold Cup 2019 in his X-40 – together with his daughter Julie, who also enjoys sailing at its fullest!

*What is the most important thing for you in your choice of boat?*

I want a boat that sails well. It should be able to convert the wind into speed and propulsion and accelerate instead of lying down. The hull should be rigid, and there has to be stability enough so that we – with a little trim – can get extra speed out of the boat if we want.

My family should feel good about it, both when we sail and are in port or mooring under anchor. And it has to be beautiful. I am enjoying every time I see my X-boat lying in a lovely harbour or moored under anchor at a peaceful place. I have been swimming around the X-40 many, many times on our summer holidays and I am always delighted by the beautiful lines and look forward to each new day sailing it.

*It sounds like you're pretty happy about your X-40...?*

I have to be honest to say I'm proud of my boat! I appreciate slipping into a harbor in a well-maintained X-40, knowing that other sailors recognize it. The choice of boat type often tells something about the owner, and I have to say that it matters to me. I am not the kind of guy who prioritizes fancy watches or cars, but my sailboat shows that I am selective.

*Why did you choose an X-Yacht?*

It was a bit of a coincidence that we bought the X-102 at the time. I came directly from surfing and did not have

much experience with sail boats, but I wanted an activity for the whole family. A good friend and experienced sailor recommended me to buy an X-Yacht, which was the beginning of 18 years (so far) as a happy X-Yacht owner. In 2002 (if I remember correctly) I was crew on an IMX-38 at the Gold Cup in Marstrand. The event was a fantastic experience and was of great importance to my prioritization of boating in general. On my way out to one of the races in the Archipelago, I saw a brand new X-362 Sport and fell in love. The next day I contacted X-Yachts, and shortly after, I had ordered a new 362 Sport. The X-102 was sold to a happy Swede in Stockholm, with whom I still have contact. After six good years on the 362 Sport, I was offered pretty much the same price as I paid for it, so it was affordable to switch to the X-40. The X-40 is named after my daughter JULIE who is also a windsurfer.

*There are probably many, but can you mention a good sailing experience you've had on your X-40?*

Sailing holidays in a good boat is in itself a cornucopia of good experiences, but I have two extra memories from our family trips. One was on the X-362 Sport when my – at that time -12-year-old son Sebastian ruled for hours in light air, and I trimmed sails. In principle, we were “racing” with a few other boats a few hundred meters away, as you usually do – especially if you have a quick boat ... Sebastian sat completely still and concentrated at the steering wheel, and we spoke softly about wind pressure and wind shift, which we could see remotely – being our advantage while we trimmed. After a couple of hours, we moved from the other boat, and Sebastian said quietly without taking his eyes off the water: “Dad, I think we got him now ...”

Another wonderful experience on the water was on the X-40 with my daughter Julie. We sailed from Anholt

to Aarhus, where she lives, and the sun was shining warmly from a cloudless sky. With the gennaker set, we went 8-9 knots, while Julie enjoyed a good book in the sun, and I sat as the happiest father in the world and steered our boat. Julie also likes the X-40, and we often distribute the tasks, her taking the helm and I making the food.

*Racing or pleasure?*

The X-40 is almost exclusively used for cruising. Although we have equipped the boat for racing, including fine 3Di sails from North and a nice carbon wheel. I enjoy the extra feeling it gives with the boat, but I opt out of racing and the effort needed to gather a good crew and participate in major races. My biggest achievement on the water – or at least one of those I am most proud of – is the Formula Windsurfing World Cup in 2011, where Sebastian and I won a class each. Okay, I won in the class for elderly gentlemen, but as far as I know, it has not happened before that father and son became world champions in the same windsurfing competition.

Among my best racing experiences on a sailing boat is the Norwegian distance race between Oslo and Færder lighthouse called “Færderseilasen. I was a crew onboard an Xp 50 with a good Norwegian / Danish crew. I have also had many good experiences in Asia, where I have sailed as a crew onboard a 52-foot carbon fiber racer with a 13 man professional crew.

*In which direction does the wind blow your X-40 in 2019?*

This year's sailing holiday with the X-40 goes to the Gold Cup in Haderslev, where we participate in the family class. The atmosphere, the beautiful nature and the many sympathetic people will certainly be a good experience. Then, we let the wind and the weather decide the rest of the holiday, but I have a hope that we can visit Anholt on the way to the Swedish Archipelago as we have done many times before. On top of my bucket list is to sail out in the North Sea at Thyborøn and from there to Sørlandet in Norway. Probably not until next year.



INTRODUCING

# XCLUSIVE YACHT CLUB

*A new racing club  
for the citizens of  
the world*

If you keep looking for the wind, love sailing fast and desire to participate in the most amazing races in the world, then Xclusive Yacht Club is for you!

There is something soul-stirring that transpires when riding the waves of the sea, steering a boat, trimming sails, and exploring the full potential of one's self and the boat. It is a powerful experience of being one with the team and the sea and it is in those moments in time that supersede all expectations. Racing not only gives an escape from the concrete jungles of modern-day life, but it also brings unity with nature and helps us navigate two of the universe's strongest elements: water and air.

Many have sailed seas and oceans far and wide, have raced numerous races and lived to tell stories about their adventures. Nevertheless, their hunger is not satisfied, and they cannot ignore an unquenching desire for something... more! They have a desire to push their limits. To not merely

understand the wind and how to work with it, but to see the wind and dance with it.

It is for those few that Xclusive Yacht Club was created in collaboration with globally acclaimed, leading yacht manufacturer X-Yachts and North Sails' North-U, the sailing world's leading institution for sailing education and training since 1980.

## *The mission*

The Club's principal Founder, Easy Swissa is a passionate sailor with over 40 years' experience at sea who believes in the life-transforming power of racing. For many years he nurtured a dream to create a platform for the sailors that



” For the thrill of the race.  
The unity of the tribe.  
The oneness with the sea.  
The adventure of a lifetime.  
The legacy of champions.

Xclusive Yacht Club is for  
the few, who wish to expand  
their horizons and experience  
a higher level of sailing.

Easy Swissa / Mary Keren  
Founders

“wish to expand their horizons, improve their technique and experience a higher level of sailing.”

Xclusive Yacht Club's mission is to create a unique community of like-minded sailor-adventurers and to provide them with the guidance and support needed in order for them to participate in (and win) their dream races, living out life-changing experiences at sea. It is a true "citizens of the world" Club, catering to sailors from every part of the globe and from all paths of life.

Xclusive Yacht Club will host a fleet of five high performance racing boats built by X-Yachts, a leading yacht manufacturer, known to build their yachts with skill and precision offering “superior sailing pleasure,” for both racing and enjoying a beautiful relaxing cruise. ▶





At the time of the Club's launch, two of the yachts will be the freshly released, specially modified XP-44, named *Boat of the Year* by Sailing World. The third yacht will be an X-41, known as the "Grand Prix of X", fully customized World Champion, designed to win races and offer an extraordinary racing experience.

## The vision

Xclusive Yacht Club's core vision is to compete and win the most distinguished races across the world. Racing is a very empowering experience – it allows us to explore our capabilities and limits at sea, with all its surprises and obstacles. The Club will join passionate sailors on one platform where they can receive bespoke training from some of the world's leading trainers.

Under the auspices of the sailing world's leading training and educational authority, North-U (by North Sails), Xclusive Yacht Club will offer a range of training possibilities to members, such as: educational master classes, online seminars and workshops as well as team building and intensified training prior to the races. Skills to take home for life!

The principal racing group will include both men and women and the Club will also carry out specialized races for women-only teams and youth teams.

## The races

Xclusive Yacht Club has developed a carefully curated year-round racing agenda for 2021 featuring only the most prestigious sailing races around the world:

### X-Yachts Gold Cup in May 2021

The 40th Anniversary of this annual event with over 1,000 sailors from across 15 nations.

### Round Europe Challenge in June & July 2021

A signature 15-day race created by the Club crossing 2,800 miles from Haderslev to Palma de Mallorca.

### Copa del Rey MAPFRE in August 2021

The 39th edition the Regatta with over 3,000 sailors from more than 30 countries heading out from Copa del Rey, Mallorca.

### Rolex Middle Sea Race – A Maltese race

amongst the most important and grandiose races in the Mediterranean Sea.

### ARC Race

The annual Transatlantic sailing event that hosts competitions which start at the end of November in Las Palmas de Gran Canaria and end before Christmas at Rodney Bay, Saint Lucia.

## The community

Creating a harmonious community is vital for the Xclusive Yacht Club. The Club will ensure to select their members based on meticulous criteria. Concise and strong club ethos are very important to its founders. The Xclusive Yacht Club will seek individuals with an aligned vision and goals when it comes to sailing and racing and members will need to be passionate, disciplined team players that are eager to learn and have a yearning to win.

In the modern world, crippled by the COVID-19 pandemic, it has become even more evident that humans seek freedom, travel and boundless, memorable experiences. Xclusive Yacht Club desires to form a supportive community to socialize and interact with others. The Club will be committed to leaving a legacy behind to the cherished sailing community.

## The unique journeys

The founders of Xclusive Yacht Club felt that the sailing community needed a Club that would offer not just competition training, and races, but also luxurious leisure trips for those seeking limitless, immersing and unforgettable experiences at sea.

When not busy preparing or participating in races, Xclusive Yacht Club will design bespoke leisure journeys in which members and their families can participate and live out high-end, once-in-a-lifetime sailing experiences and explore new waters, enjoy beautiful surroundings and reset their mind and soul.

Sailing trips will be tailor-made to suit everyone – members can opt for individual or family journeys and even romantic, couple's adventures. The younger generation of sailors will be welcome to join in on the fun and adventure whilst also having an educational experience.

## The future of racing is coming soon

Xclusive Yacht Club will be launched at the X-Yachts Gold Cup in May 2021 and will welcome like-minded, passionate sailors from all-over the world, seeking to join the adventure of a lifetime.

**If you are one of those 'few' that seeks more ...** then be amongst the first to find out more before the official launching date!

Sign up on [www.xclusiveyachtclub.com](http://www.xclusiveyachtclub.com)



Easy & Aviram Swissa, Founders



Mary Keren, Founder



# Silverrudder 2020

/// Anders Bastiansen

with X-ACT, X-302

The Question came up:  
“Why doing it.... Is this  
a midlife crisis escape  
hatch, for men from 50  
years and up”

(a woman was asking 😊)

“No it isn’t, it is more similar to  
pregnancy and birth”  
(a man is answering 😊)  
... well, it seems clear that this topic  
needs enlightenment !  
So I would like to describe my way  
around preparation and execution  
of the Silverrudder to provide some  
understanding of the similarities.

## First a look backwards:

This year I had the great luck to be  
able to use an X-302 to participate in  
the keelboat small class. Thanks a lot  
to Thomas Mielec (Head of design and  
engineering X-Yachts), trusting me his

boat, and giving heads up for some  
changes I had to make with the boat,  
in order to be able to, at least have a  
theoretical chance against the newest  
(25 year younger) boat designs.

As I had to improve the downwind and  
light weather performance, I mounted  
a mast top hailyard and a pad eye just  
at the tip of the bow, which made it  
possible to sail a Code 0 and a 105 m2  
spinnaker, besides that, I made over  
20 improvements of the boat gear, and  
I also emptied the boat seriously, by  
taking out all installations and interior  
which could be unscrewed of the  
boat.... all in all an approximately 200  
kg lighter boat.

In order to get familiar with the boat,  
I did some Wednesday evening races  
singlehand and marked all ropes  
according to the correct trim with a  
speedmarker. I hauled the boat out of  
the water and watersanded the bottom  
with grid 320 before sailing the boat

to Svendborg with the final test of  
boatgear few days before the race.  
For this year's race, I felt very  
prepared and excited finally to get the  
achievement of all my efforts made,  
and cross the starting line for the 2020  
Silverrudder (my seventh SR).

During the race I had Thomas Mielec  
assisting me with weather charts and  
cheer me up when mostly needed, and  
I am very grateful to his very competent  
inputs and persistent backup,  
especially during the nights!  
My strategy at the starting line was  
to have full throttle with the engine  
just outside the starting zone before  
the Gun ( a trick I learned from Niels  
Ditmar). This allowed me to continue  
over the starting line with the inertia of  
the boat, and current pushing as well,  
despite the low windspeeds in general.  
I managed to stay around top 5 to the  
Thurø Bund mark.



## Fact

430 Boats registered, only 29 of 318 starting boats did complete.  
I completed after almost 45 hours as Keelboat nr. 12.

### 7 X-Yachts cross the finishline:

X-99	Thomas Nielsen,	3. Place keelboat medium	Sunday	06:45:10
X-442	Axel Grawe,	2. Place keelboat extralarge	Sunday	07:19:33
X-79	Michael Nielsen	4. Place keelboat small	Sunday	07:10:38
X-382	Göran Artman	1. Place keelboat Large	Sunday	07:18:38
X-302	Anders Bastiansen	5. Place keelboat small	Sunday	07:29:05
X-412	Lars Christensen	3. Place keelboat extralarge	Sunday	08:27:25
X-119	Jørn Grønlund	3. Place keelboat large	Sunday	10:28:45

RT  
5  
HOURS

Well out of the Langeland sound, I kept up  
with the fastest in my class, thanks to the  
straight wind from astern, which kept the  
Gennaker boats around me busy, but after  
passing the Great Belt Bridge (Race Time 5  
hours), I had to realize that an open reach  
suited the new generation boats better.

RT  
10  
1/2  
HOURS

I missed out the perfect positioning of an  
Windshift to North West, and lost some 10-15  
Boats which then were just ahead around  
Fynshoved . (RT 10,5 Hours).  
From then on, and during the whole night,  
there was a fine 35 mile upwind beat towards  
the Little Belt, which to the opposite of  
reaching, is real X- Yachts style and I gained  
all the before lost again (RT 20,5 Hours).

RT  
20  
1/2  
HOURS

But nevertheless, I ended up anchoring  
between the Little Belt bridges for around  
4 hours, with not enough wind for my boat  
to counter against the current ... may be  
fortunate, because almost every boat which  
tried to fight against the current (only a very  
few of them succeeded)abended the race  
short time after their hard struggles, probably  
according to all the lost energy.

RT  
28  
1/2  
HOURS

After leaving the Little Belt (RT 28,30 Hours)  
with a tight reach, the remaining boats  
including my self, once again were stocked in  
no wind area just before Brandsø.

RT  
32  
HOURS

As then finally and persistent...at least for me... the  
wind came from North East 3-7 knots (RT 32 Hours)  
and I reached with varius code 0, spinnaker and  
gennaker sails, down to Helnæs.

RT  
39  
1/2  
HOURS

(RT 39,5 hours), from where it was a beat, for the rest  
of the way to the finish line, and I felt that I were very  
close to Svendborg.

RT  
42  
HOURS

But...passing Avernakø (RT 42 hours), suddenly  
a very tight Fog surrounded my Boat and all the  
others, including buoys with no lights and ferries and  
freighters and of course the competition. At that time I  
had being awake for about 46 hours with a 25 minute  
powernap during anchorage in the Little Belt. It was  
very challenging and I had to use all my strength and  
determination to overcome the building up fear of a  
collision with this borrowed boat!

RT  
45  
HOURS

At the end the Foghorn sound of the finishline ship,  
answering my Foghorn, was the by far the sweetest  
and teardrop provoking sound I have heard for ages !!  
(RT 45 hours)

Full of proud emotion I entered the harbour and  
cleared out the most urgent boatgear, before I fell  
asleep, happy and totally exhausted.

So while recovering these days, the experience I have  
been through, still is very much in my bones and my  
mind, and I know from the previous Silverrudder that it  
lasts as a part of my personality to be renewed again  
at next years event.

## The build up to next Silverrudder:

Three months from now, I will already  
be in the planning phase of next year's  
event.

Due diligence is everything in order to  
succeed in the Silverrudder, so nine  
months preparation time seems to be  
sufficient (similar to pregnancy)

First of all, I need to find a Boat under  
25 feet (keelboat mini) for next year's  
race, because my plan is to participate  
in all Silverrudder classes, and this is  
the remaining one left, before I have  
completed my task!

Unfortunately, it can not be with an  
X-Yacht, because we didn't built them  
that small ever.

As a part of the preparation I am  
motivated to keep my body fit,  
especially through the winter, so fitness  
biking and long walks together with my  
wife gets me there.

As for now i use time to analyze my  
tracking from this year, to learn from my  
mistakes, and I am evaluating all the  
actions I took to make the boat fast.  
The last topic is very important

and endless, because there are no  
restrictions other than seaworthiness  
in the Silverrudder rules, which means  
that only your imagination (and money)  
sets the limit, in order to improve your  
boat's speed potential.

As I am a believer, my perspective is  
subjective, but try out this challenge,  
and I guarantee.... You most probably  
will end up as a believer of single hand  
racing too.

**Its all about undivided pure sailing  
experience....to the limit.**





” Kieler week 2020 was all about Sailing! - Olympic and international dinghy classes and bigboats.



# Kiel Week 2020

5-12th of September

/// Torsten Bastiansen

Like most other things in 2020, also Kiel Week was not as we know it ... and then again!

The weeks and month prior to Kiel Week the organizers send out information on their concept and plans, restrictions, and guidelines to all competitors, how Kiel Week 2020 under the Corona pandemic could be held and how we, the competitors could and should contribute. And to say it in very few words; they did a marvellous job!

Our Team from the X-41 Sydbank also made our plans from crew selection, training prior to the event, accommodation in Kiel during the event – our usual approach is camping on site was dropped very early in the planning process to minimize exposure and risk.

But with our team member, Siggie, living in Kiel Schilksee and a great neighborhood network it all worked out very well. We established our own campsite in Siggie's garden and "isolated" from the rest.

The usual big social arrangements in the Olympic harbour of Kiel Schilksee with live music, coffee and drink bars, plenty of eating out facilities, marine equipment booth were none existent.

For the big boat fleet the international German ORCi Championship was scheduled over 4 days – the fleet was divided into 3 groups, ORC I+II, ORC III and ORC IV, starting with a long coastal race of 45 to 60 miles, respectively, with the traditional start outside Kiel Yacht Club's clubhouse at Düstenbrook; a long spinnaker run out the Fjord and then longish beat up to Eckernförde before turning North to the entrance of Schlei Fjord, where after a long downwind run in gusts up 30 knots took us down to Kiel Lighthouse with a long reach to the finish line in front of Kiel Yacht Club.

In ORC I+II 50 % of the fleet were X-Yachts, 1 x Xp38, 2 X-44 and 3 X-41's, from day one 3 of them battled in the top half. The ORCi European Champion 2019 X-41 Sportsfreund



showed early on that they had not lost the edge and stayed at top throughout the event increasing their margin every day.

The battle for the last two podium places went until the last day and with a strong finish on a windy final day, X-41 Sydbank moved into their position, just behind Intermezzo, defending champion 2019 and in front of the new Halbtrocken 4.5.

After 9 tough and close fought races, all teams were extremely happy and grateful that KYC went through with

holding the event and thorough KYC organizational skills sent out a strong message to the international sailing and sports community that's big sports events can be held in a Corona safe environment if all participants take responsibility and play their part.

Hopefully the sailing season 2021 will be more like we knew it prior to 2020, but sailing proved also in a difficult environment to be one of best things to do both while cruising or racing.





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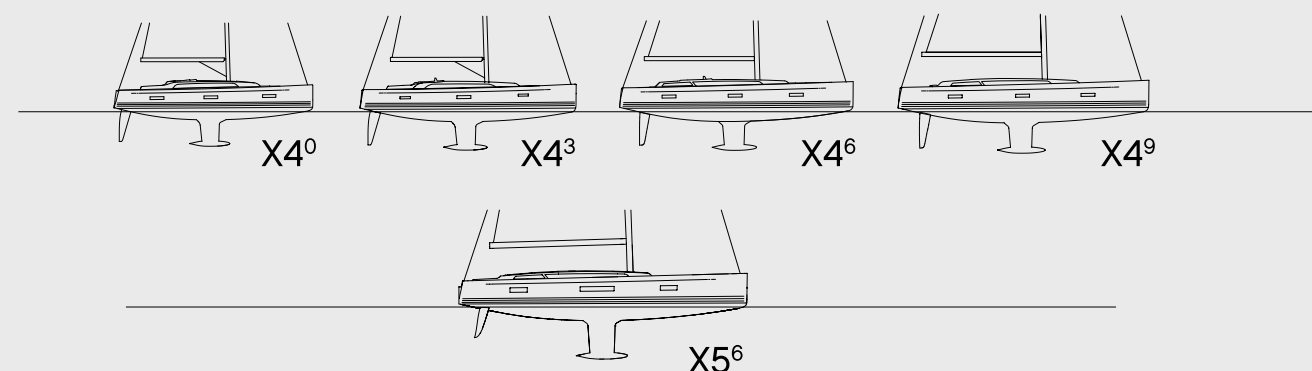
## What is **Pure X?** *the best of both worlds*

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

The first X4<sup>3</sup> and X6<sup>5</sup> 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 both at sea as well as in harbour.

And the reason why it made perfect sense to design the X4<sup>9</sup> and the X4<sup>6</sup>, both launched in 2018. Since then, the X4<sup>0</sup> was developed and launched in 2019 and last but not least, the flagship the X5<sup>6</sup> was launched in November 2020 and will be presented to the public in January 2021.



Our new range of contemporary performance cruisers.





# Pocket Luxury

” The X4° would be a perfect boat for a couple or a small family. If you love to sail with style and speed, this elegant cruiser racer is the boat for you

Greta Schanen, Sailing Magazine

## 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 X4° 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 X4°

The X4° 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 m<sup>2</sup> mainsail, and the 31 m<sup>2</sup> self-tacking Genoa, brings X4° to its maximum upwind speed of 6.5 knots already in 12 knots true wind according to the Wolfson VPP programme.

## Technical

The X4° 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.

## Mast & Rig

The X4° 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 X4° 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 X4<sup>0</sup> 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. There is plenty of natural light and ventilation throughout the entire accommodation.

Construction

At the heart of the X4<sup>0</sup> 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 X4<sup>0</sup> 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.

X4<sup>0</sup> 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 <sup>2</sup>	495.1 ft <sup>2</sup>
87% Selftacking Genoa	30 m <sup>2</sup>	322.9 ft <sup>2</sup>
106% Overlapping Genoa	37 m <sup>2</sup>	398.3 ft <sup>2</sup>
Asymmetric spinnaker	130 m <sup>2</sup>	1399 ft <sup>2</sup>



3 cabin layout



2 cabin layout







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# Happy sailing

/// John Oldridge

At the 2019 Southampton Boat Show, we saw the X4<sup>0</sup> for the first time and decided it was time to down-size from our Xc 45 Perseverance, which had served us very well for the last 11 years. We put her on the market with X-Yachts GB and on 1st November placed our order for X4<sup>0</sup> # 18.

We sold our Xc 45 in January and took delivery of our new boat in early July at Hamble Point. The new Fibrepath sails from Ullman Sails arrived and we bent them on with great excitement with the help of Jon Pegg, the sailmaker.

After sailing trials at Lymington, Aafke and I set off for Plymouth (our home port) and enjoyed the most perfect sail via Studland Bay and Dartmouth.

We were immediately impressed with the sailing performance; very stiff, close-winded and fast, with a pleasant motion in waves and a pure joy to helm. We had opted for the standard self-tacking jib over the 106% Genoa and are more than happy with our choice. It is so easy to handle and the moment the breeze drops below 6 or 7 knots apparent, we deploy the Code 0 on it's top-down Karver furler and we are away! ►



We were also much impressed with the clean deck layout and spacious cockpit which is very easy to move around in. We went for the large bathing platform which gives better security when small children are aboard, (we have 5 small grand-daughters) and is ideal for boarding the dinghy, (especially for our dog!) The foredeck also works well and the enormous sail-locker easily swallows up the Code 0 and two very large fenders. We chose Flexiteek for the decks instead of traditional teak and are already converted - good grip wet or dry and always smart with very little maintenance. We have also noticed that Flexiteek dries much quicker than teak - so what's not to like!

Going below, we are surprised at how spacious she is, with a large saloon, a better galley than the Xc 45, an ingenious heads with separate shower, and two good cabins, the owners' with a generous centre-line double. The Nordic oak finish and the numerous hull windows and sky-lights gives the interior a light feel, more modern than previous models. We opted for the larger 40hp engine and a three-bladed Flexofold prop which gives excellent performance under power, both ahead and reverse.

Our Xc 45 was planned as a ten year project, following my retirement, and we cruised her extensively while in our 60's and early 70's. We covered the Channel and Northern France, South Brittany down to La Rochelle, Ireland and Scotland up to the Western Isles, Belgium, Holland and Germany. We spent two seasons in the Baltic, then back to the UK. Generally we sail with just myself and my wife, Aafke, (and our dog Blackberry), with family and friends joining us from time to time.

Our plans for the new boat are much less ambitious and for the next decade, we are happy to sail from our home port of Plymouth between Brixham in the east to the Scillies in the west, with the occasional trip to France and the Channel Isles. We no longer enjoy long night passages (usually bashing to windward) with a rising wind and building seas!

As we get older, we want a boat that is very easy to handle, both when sailing and when manoeuvring in and out of berths. The X4<sup>0</sup>'s displacement at 8100kg is nearly half that of the Xc 45, so she is much easier to handle when berthing. The lighter weight means less sail-area and this makes sail-handling a doddle. I can easily hoist the main by hand 3/4's of the way up just by pulling the halyard, then finishing with the winch. The self-tacking jib makes life very easy, and it is such a joy to tack up a narrow channel just by turning the wheel! When the wind falls light, we un-wind the code 0 on it's top-down furler and we are off! We also use it down-wind flying from the bowsprit with the halyard eased instead of an asymmetric. We do loose some area but it is much easier to put away! When the wind increases, the main is easy to reef from the cockpit, and the self-tacker is quite happy in 30kts or more. With sheets cracked, we use a barber-hauler to the rail to maintain it's shape.

The X4<sup>0</sup> has very clean, clear decks, with no sheets or tracks to trip over, and with it's low coamings and wide, open cockpit, it is exceptionally easy to move about the boat. Some might find it strange that we should choose a modern high-performance cruiser-racer as a replacement for our Xc 45 as we get older, but in fact it makes a lot of sense. The new boat is so much easier to handle and to sail - the loads are much lighter and it is much easier to move around and to operate. And the wonderful thing is that we still enjoy the speed and performance that we have become used to with the Xc 45.

Increasingly, we sail with our five small grand-daughters (not always all at once!) and with the optional pilot berth in the aft cabin, we can put three of them in there together. The huge saloon table can accommodate them with ease, as can the optional fixed cockpit table. The large bathing-platform is a boon and makes getting in and out of the dinghy easy and safe.

So to sum up, the X4<sup>0</sup> is an outstanding sailing yacht with real "race-boat" performance, and yet she does not lack creature-comforts. Both above and below decks, she oozes quality of design, materials and craftsmanship and in my view is clearly the class leader in her size.

We are delighted with our choice and look forward to many years of happy sailing.



“ I have never owned a boat that is so easy and such fun to sail.

John and Aafke Oldridge  
X4<sup>0</sup> #18 PERSEVERANCE







# Luxury lines

## *Best full-Sized Cruiser Under 50ft*

The X4<sup>3</sup> offers the perfect combination of performance, style and luxury. The X4<sup>3</sup> was launched in summer 2016 and won Cruising World's 'Best full-Sized Cruiser Under 50ft'.

With a substantial keel weight and sail plan, the X4<sup>3</sup> 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.

## *Outdoor living*

The cockpit space on board the X4<sup>3</sup> 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 X4<sup>3</sup>.

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.

”

This first brand new X4<sup>3</sup> was decidedly quick to charm as we headed off on a long upwind leg on starboard. I quickly realised the X4<sup>3</sup> has a very definite and rewarding sweet spot.

Toby Hodges, Yachting World.





Optiual luxury

In the design phase of the X6<sup>5</sup> back in 2015, interior designers and carpenters were striving to reach an “expression” for the X6<sup>5</sup>, normally only seen on larger super yachts. The X4<sup>3</sup> 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.

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.

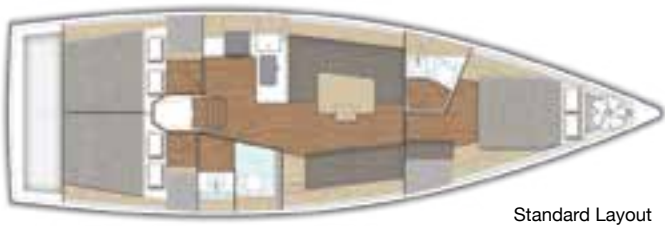
Standard of the X4<sup>3</sup> is double berth in both aft cabins.

Optional is 2 x freeboard hung sea berths in both cabins (1 fitted in each aft cabin).

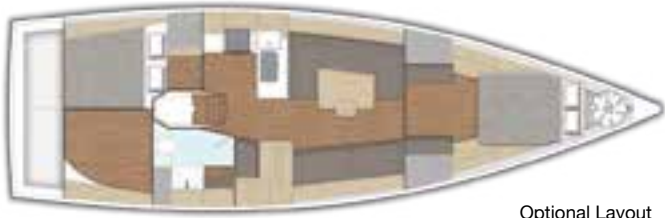
X4 <sup>3</sup> Dimensions		
Overall Length	12.91 m	42’4”
Hull Length	12.50 m	41’0”
LWL	11.31 m	37’1”
Beam	3.95 m	13’0”
Standard draft	2.20 m	7’3“
Shallow draft	1.85 m	6’1“
Deep draft (T-keel)	2.50 m	8’2“
Ballast (standard)	3,800 kg	8,378 lbs
Displacement (light)	8,850 kg	19,511 lbs

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 m²	581.3 ft²
88% Selftacking Jib	36 m²	387.5 ft²
106% Overlapping Genoa	43 m²	462.3 ft²
Asymmetric spinnaker	154 m²	1,657.6 ft²



Standard Layout



Optional Layout





Experiences, images, flavors, and smells are not easy to put on paper, but we will try our best to depict what sailing The Central Adriatic and Dalmatia feels like and give you a few recommendations.

# The Central Adriatic with X4<sup>3</sup>

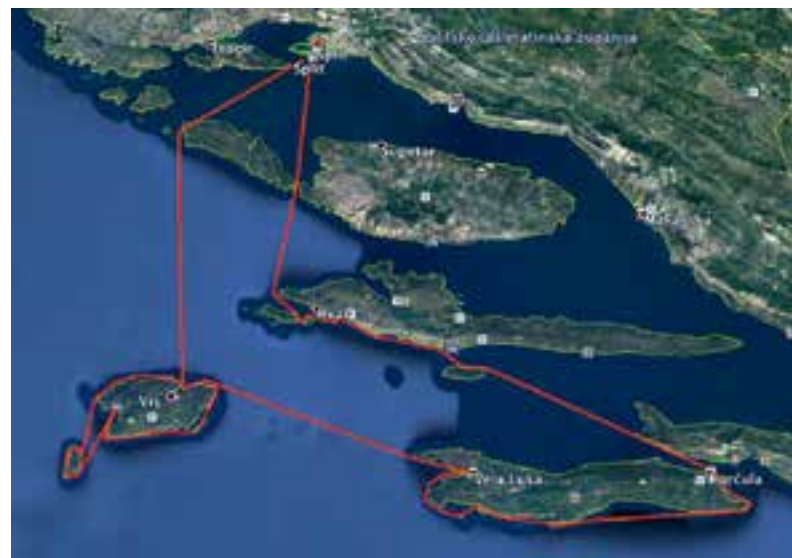
Above all, good company is of key importance. Under sails, this team is made of captain and the crew. When relaxing and chilling in the breeze, they are your family and friends. Since safety and responsibility on board are always number one priority, having one person in charge is crucial.

After establishing “the rules of the game” and defining the captain, it’s important to get to know the sailboat before leaving the harbor. Because the X4<sup>3</sup> is an exceptionally well-equipped and sailing ready yacht, it was a particular pleasure to learn all about it. Moreover, Nava does their job extremely well, so the check-in went smoothly and in a friendly manner. We recommend you plan your sailing route ahead, at least partly, and adjust it according to the current weather forecast.

We provisioned our X-Yacht well with groceries and liquids, just for the first few days since nowadays, towns and ports along our route are well supplied so there is no need to clutter up storage space on board. ►







After all checkups and arrangements, it was time to leave Split.

An afternoon sail-off almost certainly guarantees excellent sailing conditions. Mistral is a loyal companion of any ordinary summer day. This western wind is usually mildly blowing in the afternoons which makes it ideal for sailing. Our X4<sup>3</sup> immediately accepted “the game” and our sails began pulling us towards our first destination - Maslinica, on the island of Šolta.

It's a small town with a gorgeous marina complex. Crystal clear sea, picturesque



sunset and a lively place dominated by the 18th century castle/fortress (within the marina) should blow everyone's mind.

The following day, Jugo, a cyclonic wind blowing from the southeast, with a speed of 15 knots, accompanied us towards the Island of Vis. Lifting the mainsail goes smoothly due to the high quality hank system and the electrical winch that does its job exceptionally. Our X4<sup>3</sup> demonstrated excellent maneuverability, and our six-person-crew strived to lessen the heeling by staying on the leeward, just like on regattas. This directly affected our speed and we managed to sail 9 knots. Vis is a lovely island and saving more than one day for cruising is rewarding. Due to the incoming storm, the port was overcrowded with boats and everyone looked for an extra berth. Bad weather worried no one since Vis town is full of curiosities and exquisite restaurants. Moreover, it is a great starting point for the Island inland and local family farms (tip: get some local wine Vugava).

In better weather conditions we would have visited Blue Cave and the sandy beach Porat on Bisevo, Green Cave on Ravnik, gorgeous bay of Stiniva and/or Budikovac lagoon.

We continued our cruise towards Korcula. The weather was at odds with the summer time. Gusts of Bura wind, as strong as 20 knots, occasional rain, and downpours, turned our sailing into a true little test for the

X-Yachts. We navigated with all sails set, betting towards the wind. With optimal sail trimming, even in the wind of this intensity, we did not shorten our sails. The rigging of the X4<sup>3</sup> is modern with a smaller front sail, jib and big mainsail which enables smooth trimming to the wind changes and great maneuverability as well as simple course handling. However, if your crew is less experienced, we recommend shortening the mainsail which thanks to good equipment and ergonomics, can be done quickly and it tones down the stress and loads not only for the boat but for the crew as well. We quickly advanced, with sailing speed up to 7 knots, and fully enjoyed the safety of our yacht. We spent the night in Vela Luka. This is not a fancy place, but now with the newly opened marina it is certainly going to be even more popular among sailors.

The following day, we decided to sail towards Korcula town, navigating along the south side of the island. We anchored twice for quick swims, in the Prznjak bay and Przina (Lumbarda) cove.

Afterwards, we turned around the Eastern cape of the island, and entered into Peljesac channel. Cruising among the numerous islands in the channel is always a unique adventure. Still, bear in mind that the channel is brimming with islets, shoals, and cliffs. As long as the sea is clear and with a healthy dose of caution, you should not have any troubles. Korcula town is, among other things, according to legend, the

hometown of the great explorer Marco Polo. So, don't miss out.

By now, we have become fully aware of how exceptionally comfortable our X-Yacht was, for our 6-person crew. Three cabins, two bathrooms, well-equipped galley with two fridges, cozy interior and numerous features offer comfort and safety at any given moment.

The following day it was time to start sailing back. Mistral winds in the Peljesac channel are a bit stronger than in other locations. Many surfers enjoy the winds and waters close to Viganj on the Peljesac peninsula, so keep an eye on them.

After two hours of sailing, we stopped by the small island of Scedro. We recommend the Loviste bay since it protects your yacht from most winds or Carnjena, which is exceptionally gorgeous and safe for anchorage.

We continued towards the island of Hvar, while admiring the entrancing shore and vineyards of Zavala, Ivan Dolac and Sveta Nedilja. If the opportunity arises, supply yourself with some Mali plavac wine which is specific for this region. Regarding our final stop, Pakleni islands, it is impossible to depict them. You will have to come and enjoy every bay, every beach, murmur, and beauty. Here, life thumps, and you feel it in every wave, bliss of wind or ray of sunshine. Truly an ideal conclusion to our route.

The following day, slightly tired, but full of impressions, we sailed towards Split. Light Mistral surely followed us all the way to Nava marina, where we softly said goodbye to our X4<sup>3</sup>. We are already looking forward to adventures and cruises that are yet to come.

A week at sea by Ivan Kuret  
August 2020



### About Nautika centar Nava

Nautika centar Nava was one of the first nautical companies in Croatia. Since 1990 they provide unforgettable sailing moments to guests and customers from all over the world. Boat sales, charter and a Volvo Penta center are the main cores of their business. Nautika centar Nava has an excellent charter fleet in two charter bases in Croatia - Split and Slano. The pride and joy of the charter fleet are 4 one-design X4<sup>3</sup>'s, ideal for team building, regatta charter and prime charter, plus a smaller Xc 35.

In case you need additional information, feel free to contact Miroslav Stude · marketing@navaboats.com or +385 21 407706







# The perfect family cruiser

” The X4<sup>6</sup> was conceived as a fast, fun, easy-to-handle cruising yacht – and that’s exactly what she is. Her speed-to-effort ratio is probably among the best you will find in a monohull because she’s small enough to be easily handled by a couple while her race-bred design makes sure she covers the ground at an impressive rate

David Harding, Yachting Monthly

The all new X4<sup>6</sup> is a hybrid between the X4<sup>3</sup> and the X4<sup>9</sup>, sitting exactly in the middle. Immediately after her launch, the X4<sup>6</sup> was nominated European Yacht of the Year.

## 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 X4<sup>6</sup> to sail fast and point high to the wind.

The 64 m<sup>2</sup> mainsail, and the 41 m<sup>2</sup> selftacking Genoa, brings X4<sup>6</sup> 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 X4<sup>6</sup> onto a race course occasionally.

## 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.

## Technical

The X4<sup>6</sup> 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.





## Craftmanship

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

## Layout Option

In the standard version there are 3 double cabins. Both aft cabins can be supplied with X-Yachts free board hung pipe berths. The owners cabin has an ensuite head compartment with adjacent shower unit as standard. Standard layout features a forward facing navigation station with full length sofa.



Standard Layout



Optional Layout

### X4<sup>6</sup> 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 <sup>2</sup>	710.4 ft <sup>2</sup>
88% selftacking Genoa	41.5 m <sup>2</sup>	446.7 ft <sup>2</sup>
106% Overlapping Genoa	50 m <sup>2</sup>	538.2 ft <sup>2</sup>
Asymmetric spinnaker	170 m <sup>2</sup>	1829.9 ft <sup>2</sup>





# No compromise

Following on from the success of the X4<sup>3</sup> and the X6<sup>5</sup>, X-Yachts proudly launched the X4<sup>9</sup> at Boot Düsseldorf in January 2018.

The Pure X range displays a true embodiment of the key features, which sets X-Yachts apart from the competition. Truthfully following the passions X-Yachts has always adhered to, designing and producing yachts which deliver Superior Sailing Pleasure.

The new X4<sup>9</sup> 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 X4<sup>9</sup> offers the best combination of everything X-Yachts has developed over the years.

”

The X4<sup>9</sup> is squarely aimed at the no-compromise sailor who wants it all. It combines a comfortable, stylish interior, with clean, beautiful lines on deck and can even be raced with a minimal crew.

Pip Hare, Yachting World



## Spacious living

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

## 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.

The X4<sup>9</sup> is also offered in an aft facing chart table version, which includes a separate shower adjacent to the aft head compartment.







## 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.

## Layout Options

The X4<sup>9</sup> 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.



X4 <sup>9</sup> 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 = 19.00 m, E = 6.60 m, IG = 19.76, ISP = 21.07 m, J = 5.45 m		
Mainsail (aluminium mast)	72.2 m <sup>2</sup>	777 ft <sup>2</sup>
88% Selftacking Genoa	48.1 m <sup>2</sup>	518 ft <sup>2</sup>
106% Overlapping Genoa	57.2 m <sup>2</sup>	616 ft <sup>2</sup>
Asymmetric spinnaker	230 m <sup>2</sup>	2475 ft <sup>2</sup>



## The Galley

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

## 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.





# Design & Engineering

Headquarter of X-Yachts in Denmark

X-Yachts Design & Engineering is headed by Director of Design and Engineering, Thomas Mielec, and consists of naval architects, designers, engineers, technical/project managers and draftsmen.

This department combined has more than 150 years of experience in yacht design, development and building. All strive towards the same goal:

*to ensure Superior Sailing Pleasure  
for our valuable and highly prioritized clients.*

This is achieved through innovative yet aesthetically pleasing and well performing high quality designs combining the know-how and experience from the entire organization of X-Yachts through well organized design processes ensuring involvement of all key stake holders.

The entire team is now placed under the same roof in the X-Yachts HQ in Haderslev close to the rest of the organization with good access to and close interaction with the operations and supply chain, sales, the practical development and construction of new models etc. ensuring not only the quality of new designs but also optimizations and support to the running production of all the models in our present ranges.

It is a clear strategy for the department to carefully maintain and reinvent the “X-DNA” of X-Yachts to secure and strengthen the market position. This also means a high focus on - together with sales - to get a deeper understanding of our clients’ needs and wishes for the future yachts to fulfill their dreams.



*Thomas Mielec*

Director of Design & Engineering

Thomas has previously been employed at X-Yachts from 1997 to 2007 as naval architect and from 2003 also as Head of Engineering. Since then he has had various managing roles within product development and project management, primarily within the maritime and wind turbine industry.

In September 2018 he returned to X-Yachts first as a consultant and soon after to be assigned Director of Design & Engineering. Thomas is both a keen racing and cruising sailor, racing many different X-models over the years and has for many years owned a X-302.



*Thorkil Muuk-Hansen*

Chief Designer



Thorkil is now back in our design team after 11 successful years as Chief Designer at Siemens Gamesa Renewable Energy. He has a background as a carpenter, naval architect and industrial designer and has been a very passionate sailor since childhood. For Thorkil, it is crucial that every single detail on board works nice in port as well as at sea.



*Kristoffer Jenseu*

Development Manager, X-Power



Kristoffer was employed in X-Yachts from May 2109. Kristoffer's original background is in boat building after which he educated to become an architect. Previously he has worked with various other boat building companies and has a solid experience with exterior as well as interior design. During 2020, Kristoffer has been designing and developing the first powerboat in X-Yachts' history, the X-Power 33C.



*John Morsing*

Technical Manager



John has been working for X-Yachts for more than 20 years being responsible for the development of the technical installations onboard the yachts.

John's X-Yachts journey started in 1997 where he was involved in the development of the X-612 mk2 version. Many developments have followed, and the demand for more and more technical installations has increased a lot.

John is educated as an electro-technician and has also been working and designing technical installations onboard commercial ships and jack-up platforms.

As a passionate sailor, John is very proud to be part of the X-Yachts team and the building process of luxury yachts.





*Nikolaj Grøndahl Olsen*

Naval Architect

Nikolaj Olsen is performing composite engineering on the yachts, working with yacht structure and strength, material optimization, and general construction.

Having a great interest in windsurfing and sailing, Nikolaj has turned his interest into his profession, with a degree in Yacht and Powercraft Design (BEng Hons) from Southampton UK.



*Andreas R. Jørgensen*

Marine engineer

Andreas is working with technical installations, such as Electrical schematics, production guides for installations, navigational electronics etc. He holds a degree in Marine Engineering (Bachelor of Technology Management and Marine Engineering), and was previously educated to be an Auto Technician.



*Søren D. Thystrup*

Naval Architect

Søren has been working with X-Yachts since 2005. He is involved in all aspects of Naval architecture and Engineering and is in charge of deck fittings, keel, rudder, mast and rigging. Søren is a passionate cruising and racing sailor during summertime.



*Peter Schmidt*

Designer

As a designer at X-Yachts Peter appreciates to get to work on a broad spectrum of tasks, such as wooden furniture, complex fiber reinforced plastic parts, metal brackets and comfortable cushions. Peter holds an MSc degree in Design & Innovation and has been working with product design for 10 years.



*Nico Rode*

Project manager on new development projects

Nico has been onboard X-Yachts for 31 years. Today he works a project manager on new development projects. As project manager it is Nico's primary focus to monitor all details in the projects and to realize them in the order of sequence required. Nico is also responsible for planning and setup of large boat shows.



*Stefan Paulsen*

Interior Draftsman

After 20 years as professional boat builder & cabinet maker in Germany, Australia & Denmark, it was a natural development for Stefan, to take the many innovative ideas from his design colleagues and transform them into 3D-models and production drawings, so that dreams can become reality. In his daily work, Stefan uses state-of-the-art software tools combined with traditional craftsmanship to create every single X-Yacht flawless from the very start.





# Introducing the new Nemesis™ Sailing Display

The power to see, the sailing data you trust.  
The way you want to see it.



## COMPLETE CUSTOMISATION

Choose the standard pre-sets dashboard or configure your way, and by point of sail. Portrait or landscape orientation.

## VISIBILITY + VERSATILITY

Super wide viewing angles, brilliantly crisp data, in all lights and conditions from anywhere on board.

## INTEGRATION + CONTROL

Seamless link to your B&G data network and control your display via touchscreen or Apple Watch®.

This new generation of intelligent sailing display offers unparalleled visibility, with complete customisation or easy to use pre-set multi-function templates and automatic dashboards based on your point of sail. Nemesis Displays allows you to define what data you see, when and how you see it, no matter what the conditions, providing an intuitive link between your trusted instrument network and the real world.

## Available Sizes

## Flexible Mounting Portrait or landscape



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preferred electronics partner for X-Yachts.**

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## Nicolai Widding Sehested

Senior Marine Engineer



Nicolai is part of the X-Power project team and is responsible for technical solutions and involved in the development and production start-up.

Nicolai has experience as chief engineer on super yachts and as test engineer in R&D of emission technology.

Having owned an X-79, an X-332 and now an Xp 38, the road to X-power was paved with great sailing experiences.



## Anders Bastiaansen

Process Development Manager



Anders' job at X-Yachts is to identify ways to reduce production costs, to improve on boatbuilding regulation compliance and in general to produce a better product.

Anders has more than 30 years' experience in the boatbuilding industry - 12 years of them at X-Yachts. Anders is the happy owner of an X-332.



## Rasmus Skovsgaard Boi

Mechanical engineer



Rasmus is working with design of load carrying components like steel bottom frame, chainplates etc. and other metal parts like fuel- and water tanks, davits, brackets, etc. Rasmus is also in charge of the design of mechanical systems like transom door lifting systems and powertrain as well as producing layout of various systems like electrical, water, fuel, heating etc.



We are proud to be on board the X4<sup>0</sup>, X4<sup>3</sup>, X4<sup>6</sup>, X4<sup>9</sup> & X5<sup>6</sup>

## FURLEX TD

The MkII version of Furlex TD has all the benefits developed for the standard 4th generation Furlex, such as, smooth furling with roller bearings combined with stainless ball bearings for the drum and an optional rigging screw to adjust the forestay length.

Manual or electric drive.



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X5<sup>6</sup>, tested and ready for

# World premiere

in January

A fifty-six foot performance cruising yacht designed with serious cruising in mind. The X56 joins the hugely successful and critically acclaimed Pure X Range.

Thomas Mielec, Director of Design & Engineering after the first three sea trials end of November 2020, below an excerpt of his full statement:

“After the first three sea trials, we came back not only cold and with “homework” to do, but also with a really good feeling and a great deal of pride, that the entire organization behind the development of the X5<sup>6</sup> has definitely succeeded in creating a magnificent performance cruiser well prepared for providing future owners superior sailing pleasure.

Even though we’ve only been able to test in fairly light to medium wind conditions for these first test, the X5<sup>6</sup> hull #1 has already provided us with a distinct big-boat feeling of safety and comfort, where almost everything is able to be operated by the touch of a button if you want.

We ourselves were quite happy to see, that with the careful selection of engine mounts and thrust bearing installation, the main engine is so well balanced and vibration free, that you can safely put your cup of coffee on the top of the engine block while you have a closer look of at the engine performing at full cruising speed.

After further tuning of the rig setup and various other minor improvement points solved and with the electronics setup and especially the autopilot working, we are really looking forward to take her out for a couple of more sea trials this week in what looks to be more windy conditions providing us the chance to get an even better feel of the capabilities of the yacht before she goes back to the assembly hall for the final fit out of interior and preparation for the world premiere in January.







# Superior sailing pleasure

The X5<sup>6</sup> 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 X5<sup>6</sup> 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.

Experience the feeling of confidence and control with the X5<sup>6</sup>. 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 X5<sup>6</sup> has various wheel options to select from.







## 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 X5<sup>6</sup>. This is a yacht designed and built to be sailed.

## Deck layout

The deck of the X5<sup>6</sup> 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 X5<sup>6</sup> 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 X5<sup>6</sup> 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.

The X5<sup>6</sup> can also be fitted with an optional telescopic gangway to allow easy boarding when moored stern to.

## Helmsman's seats

The X5<sup>6</sup> 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 X5<sup>6</sup> 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 X5<sup>6</sup> 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.







## Layouts

The X5<sup>6</sup> 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



## 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<sup>6</sup>'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.



### X5<sup>6</sup> Dimensions

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)	18,850 kg	41,556 lbs

### ENGINE/TANKS

Engine (standard)	81 kW	110 HP
Fuel tank	550 Ltr	145 Gal (US)
Water tank	600 Ltr	160 Gal (US)

### SAIL AREAS

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



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### New for 2021

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## What is XCruiising?

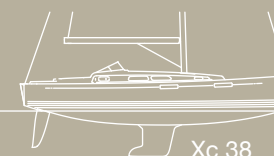
*a spacious and luxurious X-Yachts cruiser*

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.

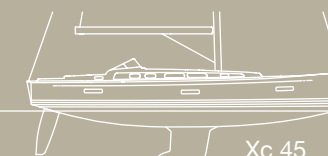
The Xc models are built using epoxy infusion in the hull. X-Yachts hulls are post-cured or "oven-baked" to improve structural properties of the composite. Epoxy resin has higher mechanical and thermal stability than

traditional polyester resins. Added value to this production method is weight reduction.

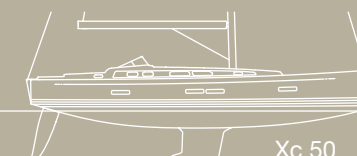
The exterior includes optional jib self-tacker design, composite bowsprit and anniversary 2019 colourways. Interior upgrades include Nordic oak furniture and new upholstery types, cushion design and new interior fittings throughout. Systems upgrade highlights include new tank displays showing remaining 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.

## 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.

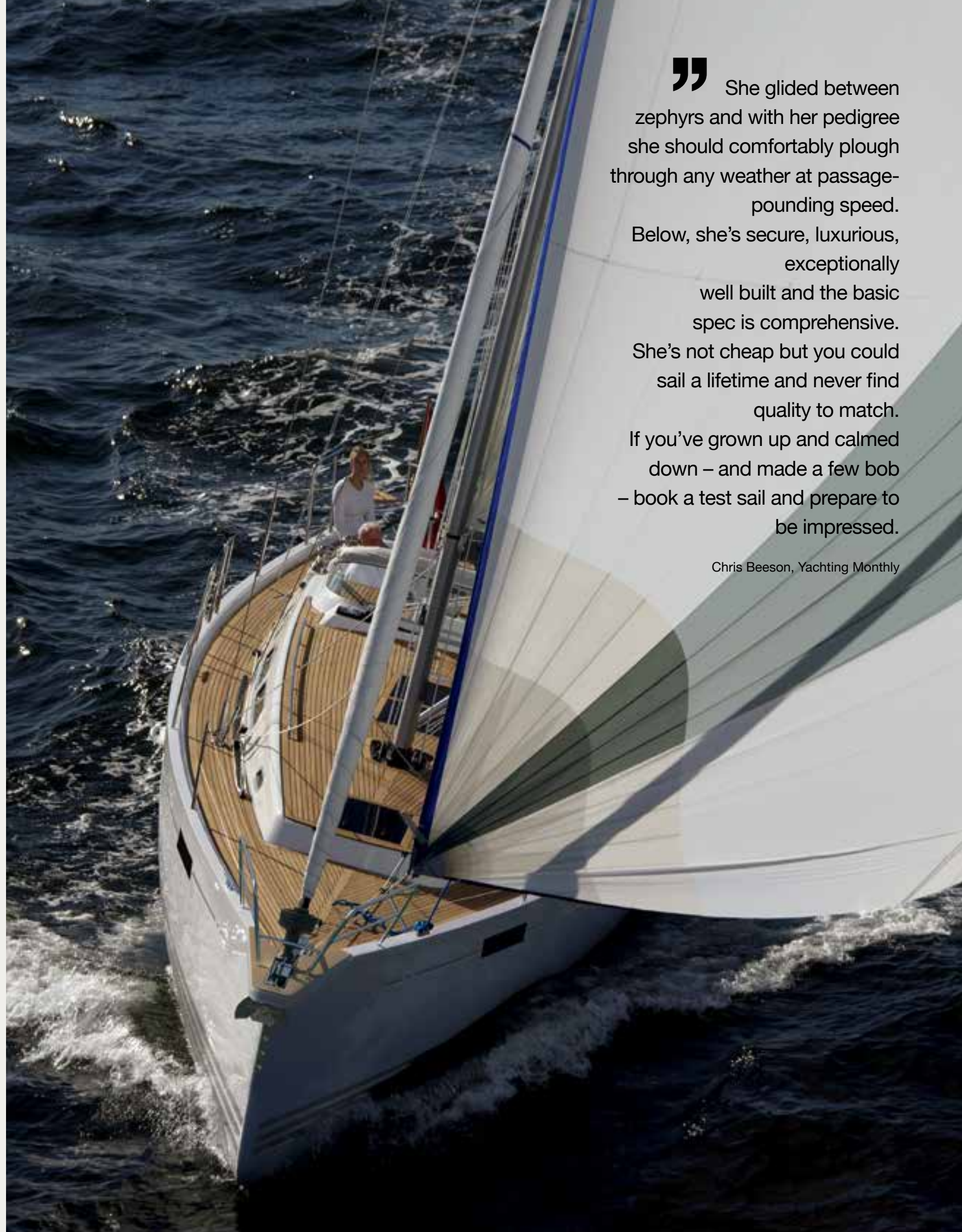
German-style mainsheet is within easy reach of the helmsman for rapid responsiveness and complete control. The maintrack is also moved out of the cockpit to give a clear route from stern to companionway.

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



” She glided between zephyrs and with her pedigree she should comfortably plough through any weather at passage-pounding speed. Below, she’s secure, luxurious, exceptionally well built and the basic spec is comprehensive. She’s not cheap but you could sail a lifetime and never find quality to match. If you’ve grown up and calmed down – and made a few bob – book a test sail and prepare to be impressed.

Chris Beeson, Yachting Monthly







## 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.

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



### 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 <sup>2</sup>	660 ft <sup>2</sup>
106% Genoa	36.2 m <sup>2</sup>	390 ft <sup>2</sup>
140% Genoa	47.8 m <sup>2</sup>	514.5 ft <sup>2</sup>
Self-tacking jib 94%	32.1 m <sup>2</sup>	346 ft <sup>2</sup>
Spinnaker (all-purpose)	131 m <sup>2</sup>	1,410 ft <sup>2</sup>



Standard layout



The logo for the Xc 45 sailboat, featuring a stylized 'Xc' in a bold, italicized font, followed by the number '45' in a smaller, sans-serif font. The logo is set against a white background with three horizontal lines to its left.

# 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.

The Xc 45 strikes a deft balance between comfort, performance, security and looks.

”

She is a very user-friendly, inviting boat to sail, neither daunting in size nor heavy enough to exert worrying loads on the deck gear.

Toby Hodges, Yachting World

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.



Standard layout



Optional layout



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





# From a satisfied customer

Michael M. Andersen asked for help for a comprehensive refurbishment of his boat. The X-Yachts Service Centre in Haderslev demonstrated that they can embrace all little details of a boat.

Michael M. Andersen, company owner:

*"Throughout the past couple of years, my X-55 was refurbished in the X-Yachts service department. We have been through everything - from instruments, bow-thruster, engine and sails - to kitchen and bathroom - among many other things."*

*"Throughout the past couple of years, my X-55 was refurbished in the X-Yachts service department. We have been through everything - from instruments, bow-thruster, engine and sails - to kitchen and bathroom - among many other things."*

Michael M. Andersen, company owner

## *Feeling the company spirit*

First of all, it is always a nice experience to come to the yard of X-Yachts, because you feel welcome and there is good and positive spirit in the company.

The service department has handled the refurbishment of my boat professionally and efficiently. The employees of the service department are incredibly competent technically and they deliver fine craftsmanship.

## *Winter storage*

When my boat has been taken off the water by the end of the season, I make use of the service department's option for winter storage, and when I pick up my boat again in spring, she is fine, as a new boat and ready for a new sailing season".

## *Further information*

**New service manager Bjarke Gam Svare**  
bgs@x-yachts.com · +45 73 52 44 60

**Read more:** [www.x-yachts.com](http://www.x-yachts.com) - Service Centre





# Refurbishing of pre-owned models

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



## *Knowledge and skill*

Over the past years X-Yachts has developed a unique department dedicated to refurbishing pre-owned models at the company's Haderslev boat yard in Denmark. Each boat is fully overhauled and updated by skilled craftsmen, resulting in every yacht departing the yard in an 'as new' condition that is of a standard far higher than any of her contemporaries.

"We go right through the boat, from one end to the other, tearing everything apart and checking and replacing all the systems, from the gas installation to the instruments," explains service manager Niels Ebbesen. "Buyers can see there's a huge difference between these boats and those offered through brokers and private sales. For us, it's a good way of introducing new owners to X-Yachts."

An important advantage of carrying out this work at the X-Yachts yard is the depth of knowledge among the work

force about all of the company's previous models. This means work can often be carried out surprisingly quickly, given the extent of each refit.

The time for each boat varies depending on its age and condition – a three or four-year-old yacht may need only 50 hours, whereas one that's 10 years old may require 250, especially if the teak deck needs to be replaced. As would be expected from a company of X-Yachts' calibre, the work is carried out to a very high standard by top boat builders, electricians and marine engineers.

## *Other yacht brands and powerboats*

The X-Yachts Service Centre takes in other sail boat brands than X-Yachts. Also on the powerboat area, the service department has many years of experience with repair and service of engines.

Contact the new service manager for more information:  
**Bjarke Gam Svare** · bgs@x-yachts.com · +45 73 52 44 60







# *long distance cruising style*

The largest Xc model, 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 sprayhood options.

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

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

The sail plan has been created specifically for long distance cruising, and includes a 106% non-overlapping genoa, and 94% self-tacking jib. The Xc 50 will reach maximum hull speed in approximately 9 knots of true wind speed, using the 140% overlapping genoa.

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





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



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 m²	763 ft²
106% Genoa	56.7 m²	610 ft²
Self-tacking jib 94%	50.3 m²	541 ft²
Spinnaker (asymmetric)	202 m²	2,174 ft²



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Photo: X-Yachts

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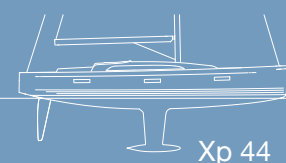
## What is **Xperformance?**

*the fourth  
generation of  
performance  
yachts*

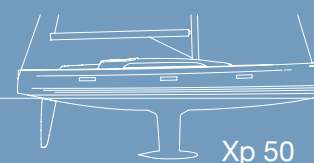


Combining a 42-year heritage of creating performance yachts with the very latest in contemporary yacht design and build technology, the Xp range is the fourth generation of performance yachts by X-Yachts. The Xp range consists

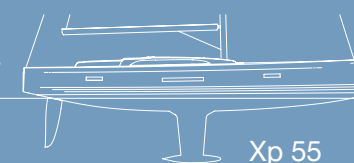
of the Xp 38, Xp 44, Xp 50 and Xp 55. Based on experience and feedback, X-Yachts has optimized the Xps to match the latest demands, giving birth to the recent 2018 edition of Xperformance.



Xp 44



Xp 50



Xp 55

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



” It’s amazing. This thing has the feel of a 60-footer. The keel is nice and deep, and even though we tested it with delivery sails, it sailed awesome. It sailed the best of all the boats”.

Tom Rich, Sailing World

## 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.

The Xp 44 introduced the innovative Xperformance bowsprit, with options including a carbon bowsprit to set asymmetrics, a GRP cowling, and optional anchor attachments for hassle-free cruising. Along with the rest of the Xp fleet, the Xp 44 has had her exterior styling revamped with new colour

options, redesigned pushpit and pulpit, new window styles and updated waterlines.

The Xp 44 is supplied with an aluminium rig as standard with carbon mast and boom as an option, both developed in conjunction with leading sailmakers to create an efficient, easily adjustable sail plan.

The Xp 44 also carries multiple halyard options to allow owners to optimise their boat for racing or cruising, inshore or offshore. Standard deck features include a below decks furling drum, low friction racing blocks, and large self-tailing winches (powered winches optional).





## Layout Options

The Xp 44 also introduced the Xp range's adaptable new sliding navigation station, supplied as standard, which allows for additional seating or a forward-facing chart table. It is also offered with a fixed chart table option and wooden galley.

The three-cabin layout includes symmetrical double aft cabins, a forward cabin with ensuite heads, L-shaped galley (now available in a new wooden finish option as shown above), additional heads accessible from the saloon, and spacious seating area around a removable saloon table.

Flush-mounted hatches and stylish LED lighting creates a light and welcoming space, day or night.



Standard layout



Optional layout



### Xp 44 Dimensions

LOA (including anchor roller)	14.25 m	46'9"
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 <sup>2</sup>	688 ft <sup>2</sup>
Mainsail (Carbon mast)	65.8 m <sup>2</sup>	708 ft <sup>2</sup>
106% Genoa	48.2 m <sup>2</sup>	519 ft <sup>2</sup>
Spinnaker (all-purpose)	160 m <sup>2</sup>	1,722 ft <sup>2</sup>



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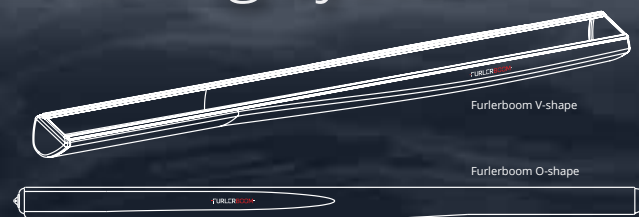
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## Sailing to France in Covid times

Sailing with a brand new Xp 44 to France in Covid times with local lockdowns is challenging?

How does the ship sail with strong wind and waves?

Can we stay in all harbours?

After a long wait for good winds we sailed 500 miles to South Brittany in France. Brittany is something special. Wind, waves, current, tides, good food and every 6 hours a new landscape. After Brest better temperatures! ... so the long pants are removed and the shorts are put on. After Brest less current and more amazing foiling catamarans.

We visited lovely places like Benodet, Audierne, Concarneau with nice beaches and cycling tracks. More marinas in France offer good bikes and that is fantastic. Gulf of Morbihan is a place you should visit once. A natural harbour with 115 square meters of inside sea and 40 islands. Amazing experience to sail into this area with 6 knots of current and visit Vannes.

Anchoring and visiting Île-d'Houat is our highlight. What a place on earth. We visited Belle Île earlier in 2006 but local tourism changed this beautiful island. We sailed the Xp44 back home on day trips. Just before the weather systems changed. We loved Brittany. With 1500 miles it is a long trip.

Hopefully next year without Covid constraints - Ronald en Mertine van Klooster





# 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.

## Exterior

The Xp 50 features 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.

You steer, she responds. Nothing comes between the wind's force and the Xp 50's acceleration on the water.



Vanni Galgani, Fare Vela



Light & roomy

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

The Xp 50 hides an incredible amount of storage all around, in overhead lockers along the entire cabin length, under sofas and in many very practical lockers. The two large hull portlights in the saloon offer a great view on the outside scenery from the 6 people saloon sofa and the starboard bench. The new version is also offering a new optional adjustable saloon table whilst the standard version includes a bottle storage.

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

Layout Options

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

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



Standard layout



Optional layout 1



Optional layout 2

Xp 50 Dimensions

LOA (including anchor roller)	15.78 m	51'9"
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)	87.6 m²	943.0 ft²
Mainsail (Carbon mast)	89.6 m²	965.0 ft²
106% Genoa	64.3 m²	692.0 ft²
Spinnaker (all-purpose)	210.0 m²	2,368 ft²





8 million tons of plastic end up in the ocean every year

Ocean plastic takes hundreds of years to break down

Enough plastic is thrown away each year to circle the earth 4 times

# Wind is

# our mutual

# DNA



The pure nature of our leisure, passion and industry is driven by natural resources. If anyone, you certainly know the feeling of being “propelled” purely by wind.

But if you ask Danish Elvstrøm Sails, there is so much more we can do. To preserve what is so important to us and prevent the scary perspectives of these ocean facts. Source: ReSea

### A sustainable approach to sail making

The attention to sustainable electricity and energy as well as equality is, as a Danish company, very much an overall mindset and something that comes with the Danish heritage.

“Just as our close partner, X-Yachts, our roots are Danish and when it comes to sustainability, Denmark has for many years led the way. The proximity to a trendsetting brand as X-Yachts, that is just 30 minutes up the road, plays an important role in our future mutual development of this important area,” Niels Bjerregaard, Elvstrøm Sails CEO explains.



### Listening to nature's message

“There has never been a better time than now to integrate a sustainable approach in our strategy at an increasing pace. We already have many sustainable processes at Elvstrøm Sails. The energy we use producing our sails derives from wind power from Danish wind turbines. And that's just one example. We are now ready to embrace our sustainable journey with an overall approach, that we label EKKO. This is a commitment to listen to nature and respond with a more sustainable approach. Communicating openly about our various steps on the way holds a commitment itself. We are

EPEX jib where the white light taffeta is made from recycled plastic bottles. The fiber combination is a Vectran/Polyester, where the polyester is 100 % recycled.

not saying that we are now going to save the world, because we do acknowledge that we depend on each other in the industry. We are just one part of the solution, but we are committed to do our part,” Niels Bjerregaard continues.

### FACT

Did you know that an Elvstrøm sail is not only powered by wind, but the energy used to produce the sail comes from Danish Land Wind Turbines. Check our climate certificate on: [www.elvstromsails.com/sustainability](http://www.elvstromsails.com/sustainability)

### Sails using recycled material

During the spring of 2020 tests were carried out using recycled plastic material from recycled plastic bottles in an EPEX membrane sail. With the EPEX technology sails are

configured with various materials and thus allows for new prosperous opportunities.

“Since we control every part of the value chain and can combine numerous material combinations in our EPEX membrane sails, we have quite a unique possibility of using recycled material. And we are now ready to offer an option of a light taffeta made from recycled plastic bottles as well as a 100 % recycled polyester fibre. Both components that can be used in our EPEX production,” Development Manager, Flemming Christensen explains.





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## What X-model do you fancy to see under sail? Your new sails?

This could be the next sail wardrobe for your Xc.

Elvstrøm EPEX main & head sail made with a white light taffeta produced from recycled plastic bottles.

### Sail Design

Designing sails is a process, and it always starts with the measurement of the rig. With the rig data an exact, 3D model is created, and thus the sail plan can be perfectly matched to the geometry of the rig. As soon as the geometry and the basic profile are established, a model of the sail is set into the rig plan. State-of-the-art software can accurately place this raw model into the rig geometry. An essential ingredient in the entire process is, however, the expert knowledge of the design team.

Elvstrøm Sails Chief designer, Lars Thiellesen explains; *“An X-Yacht is built to maximum performance, and so are the sails we design for an X-Yachts. The sails are designed with a max sail area to get the best performance. When designing an X-sail we take ease of trimming into account making sure they can be tuned to high load.”*

*The materials and sail cloth are of course part of the design process as well, and so are the new EKKO materials,”* says Lars Thiellesen, adding that the high durability of the EPEX sails itself points in a sustainable direction. *“Having had the chance to design and test the first sail containing re-cycled plastic material is quite a thrill. And the first materials introduced will suit the X-range very well,”* Lars Thiellesen winds up.



### With EKKO you help remove ocean plastic

With every Elvstrøm sail that contains recycled material, we collect 1 kg of Plastic from the Ocean through the ReSea organization. *“ReSea is a Danish organization that collects, sorts and re-uses plastic waste on behalf of organizations. Given the leisure we thrive on, it seems right to take a pro-active role in cleaning the oceans along with our general initiatives in using more eco-friendly materials. You can learn more about the important work facilitated by ReSea at [reaseaproject.com](http://reaseaproject.com) and get more plastic insights from Plastic Change at [plasticchange.org](http://plasticchange.org), that we also partner with,”* Marketing Manager, Lise-Lotte M Larsen explains.

### Future steps

With an approach like the one Elvstrøm Sails has set out with, you would expect more sustainable options to come. Let's hear it from the CEO.

*“We certainly have more recycled or better recyclable materials in the pipeline. Some already in the test phase and hopefully in the market within 6 months' time.*

*And you can rest assured, that I am personally pushing all the efforts that we work with. Actually, we are quite stoked by the whole idea of re-using materials. It makes so much sense in today's world where take-make-waste has been the approach for decades.”*

### FACT

Did you know that Denmark ranks among the top in the achievement of the 17 UN Sustainable Development Goals. Where 100 is the ultimate score, Denmark is close to 85.

Source: <https://dashboards.sdgindex.org/rankings>



# 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.

### *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.

” Helming this yacht one immediately feels the contact with the water and wind. The Xp 55 accelerates quickly and feels virtually like a Laser dinghy when steering.

Hans Brouwers, Nautique





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 m<sup>2</sup> 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 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 pipecots.

There is a choice of a single second heads and wet room accessible from the main saloon, which also allows for an extra spacious galley, or twin ensuite heads for the aft cabins.

The large U-shape galley offers safe and comfortable conditions to cook at sea and includes all the essential elements to make you feel like at home such as triple-jet gas oven, microwave, top-loading fridge-freezer, front-loading fridge and ample storage. There is also space for optional appliances such as a dishwasher or Nespresso coffee machine.

Other options include a concealed lifting television in the saloon, and a choice of high quality materials including Corian galley worktops and hand-crafted carpentry.

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



Optional layout



Standard layout

### Xp 55 Dimensions

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

### ENGINE/TANKS

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

### SAIL AREAS

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





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MAN

Polo · MUSTO,  
Black with stripes

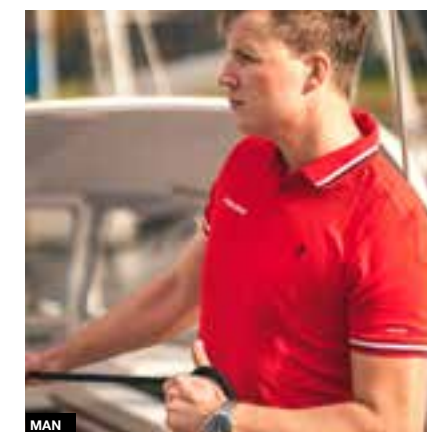
DKK 550 /// €75



MAN

Polo · MUSTO  
Navy with stripes

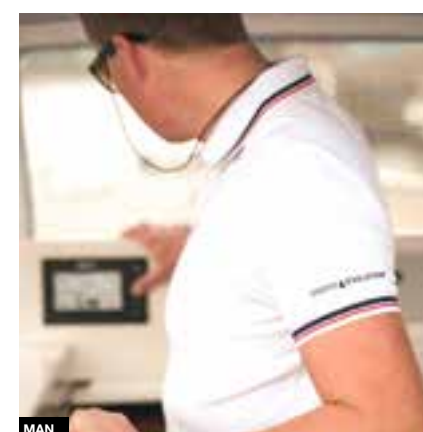
DKK 550 /// €75



MAN

Polo · MUSTO  
Red with stripes

DKK 550 /// €75



MAN

Polo · MUSTO  
White with stripes

DKK 550 /// €75



WOMAN

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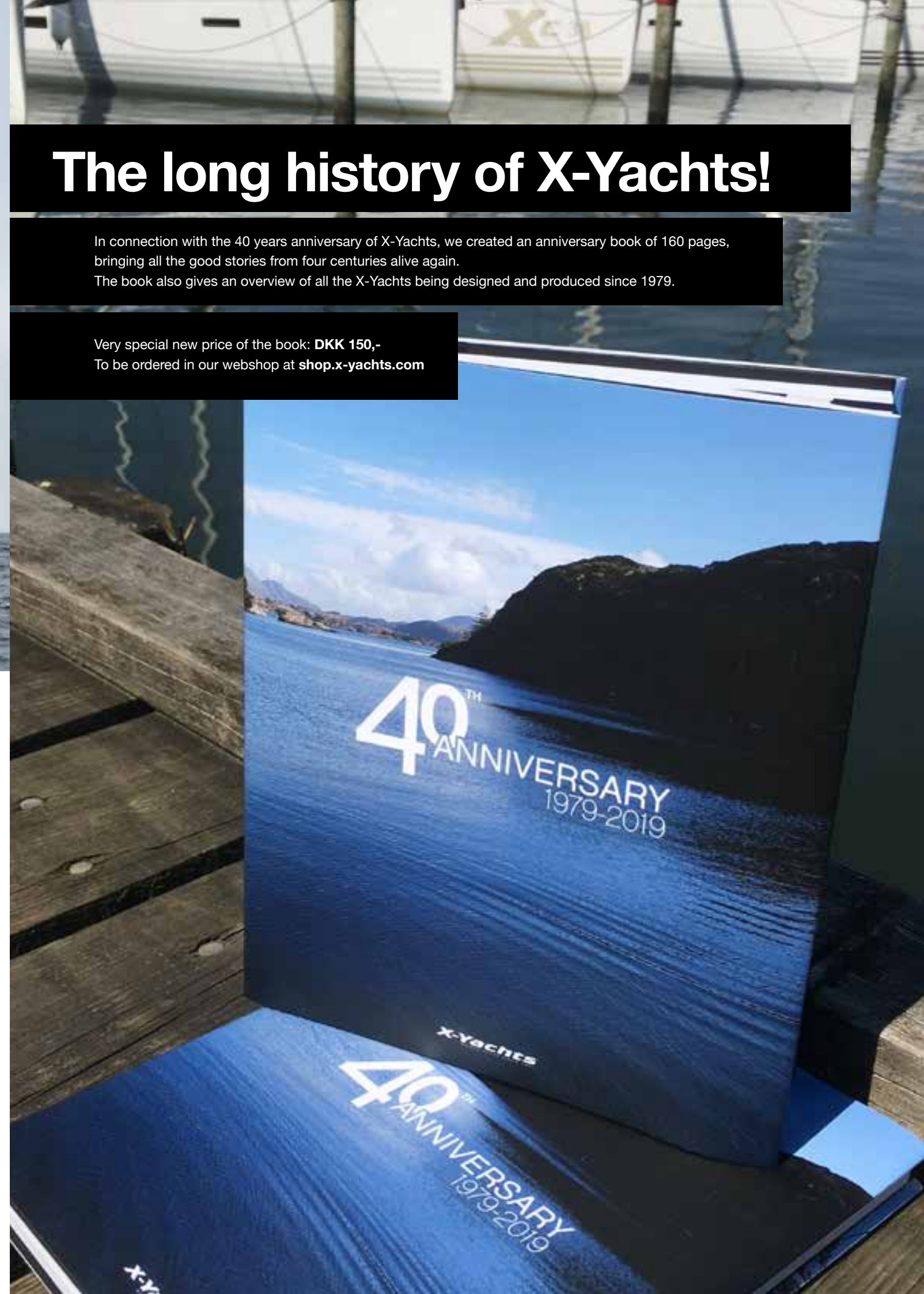
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# The long history of X-Yachts!

In connection with the 40 years anniversary of X-Yachts, we created an anniversary book of 160 pages, bringing all the good stories from four centuries alive again. The book also gives an overview of all the X-Yachts being designed and produced since 1979.

Very special new price of the book: **DKK 150,-**  
To be ordered in our webshop at [shop.x-yachts.com](https://shop.x-yachts.com)





# The new hit on the block

With more than 40 years of experience in high performance sailing boats, X-Yachts is now introducing a new and extraordinary initiative, based on some of the deep experience we have accumulated over these 40+ years; A 33 foot open powerboat for quality-conscious boaters, with the same well proven X-Yacht Ethos. Fast and safe on the water, pride of ownership, innovative development and design.

The X-Power line has its roots in these same values that made X-Yachts one of the leading sailboat manufacturers in the world, with more than 6,000 performance yachts sold worldwide. X-Yacht owners are discerning, and we envision our new X-Power owners to emulate this.


We design and build boats for quality minded people, and we are proud of it. Just like we are proud of the many international awards that X-Yachts has won over the years. Latest in 2020 where our X40 model was awarded Boat Of The Year.

Our customers value style, quality and design details. And they enjoy sailing or driving a boat safely with family and friends in any conditions. That's why we made the X-Power C33.



 **X-Power**





” What we are creating here is unique.  
With this powerboat, we are  
appealing to people who love to go  
on the water and to become one with  
the sea for the weekend, or to spend  
an active day offshore.

Like with our sailboats, high quality  
and safety goes hand in hand with  
performance in this new product line.

Kræn Brinck Nielsen | CEO of X-Yachts



# Cockpit

*Enjoy the power of control with the intuitive control panel.*

The control panel is carefully designed to be user-friendly and intuitive to allow the driver to focus on the right thing – enjoying the boat ride in comfort and safety.

The navigation and operation system are via two integrated 16" screens from Simrad. With only a few operating items at the control console, the boat is easy to pilot for the driver in charge. The built-in control units fit seamlessly into the panel, and thanks to the illuminated display, intuitive guidance and large buttons, the panel is quick quick and easy to operate.

The cockpit of the X-Power 33C is spacious, with 3 pilot seats and 8 sofa seats.

The cockpit table is height-adjustable and in conjunction with its surrounding space can be transformed into a sunbed near the bathing platform.

The X-Power 33C has an optional T-Top, creating the perfect protection from both sun and wind along with the standard windscreen. A Bimini and cockpit tent are optional.

# Galley

*Endulge into the power of great food, beverages and drinks*

The galley has easy access aft of the pilot seats, it is practically designed, and houses as standard, a gas cooker and a 30 L drawer fridge, with an optional second drawer possible.





# spinlock

BE ADVENTURE-PROOF

NEW

## DECKVEST 6D

### FULLY-FEATURED LIFEJACKET HARNESS

- \\ 170N or 275N Buoyancy
- \\ Optional HRS™ (Harness Release System)
- \\ Perfect structured fit
- \\ Front opening
- \\ Fitted with Pylon™ and Lume-On™ lights



NEW

## DECKVEST VITO

### OFFSHORE PERFORMANCE LIFEJACKET HARNESS

- \\ 170N or 275N Buoyancy
- \\ Hammar® hydrostatic inflation
- \\ Optional HRS™ (Harness Release System)
- \\ Structured fit allows for easy side donning
- \\ Fitted with Pylon™ and Lume-On™ lights



Credit: Langdon / Eagle 53

SPINLOCK.CO.UK



*Caliness and relaxation  
with space in your cabin*

## Heads

The power of comfort is ever present  
– even in the bathroom.

Below deck, there is a nicely appointed compartment with toilet and shower facilities, along with a mirror that doubles as a window when required.



# Petestep®

In the production of X-Power 33C, we are using the patented Petestep® technology that offers a more comfortable and fuel-efficient boat ride.

## *Softer*

Conventional spray rails with their flat surfaces are associated with hard landings. Petestep® deflectors, on the other hand, dampens landings and lowers slamming by up to 50%, resulting in unmatched ride comfort.

## *Quieter*

No more clatter in waves! Because Petestep® hulls don't have any horizontal flat surfaces that smash the water under the hull, the biggest source of hull noise is removed. This makes Petestep® hulls create a lot less noise from waves, which significantly adds to the comfort of the ride.

## *Leauer*

Petestep® hulls reduce resistance by removing friction and reducing energy waste. Up to 35% less energy is required to propel the boat forward, which could lead to significantly lower fuel consumption at comparable level of comfort.

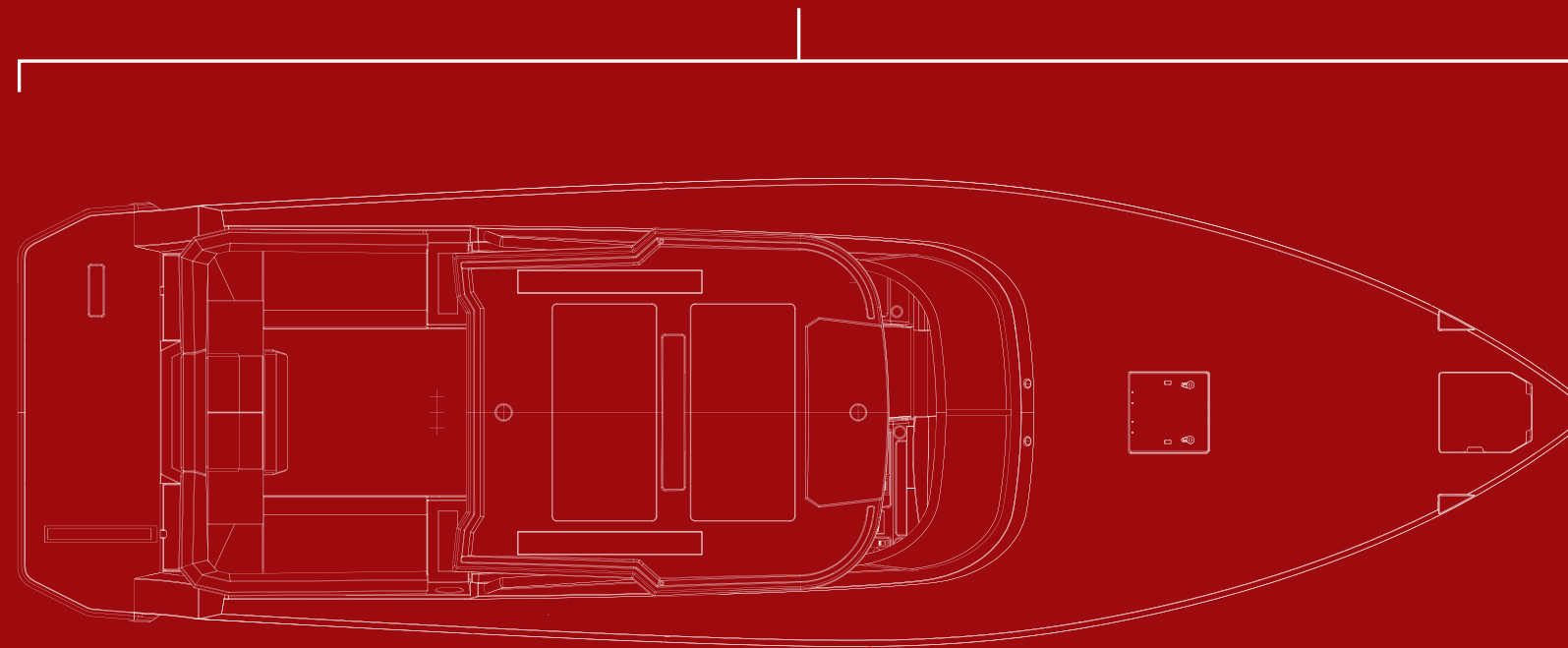
## *More stable*

Petestep® hulls increase stability, both at speed and at the dock. At zero speed, Petestep® hulls have a wider footprint that makes the boat less prone to heeling. When at speed, the deflectors stabilise the boat, once again contributing to a better ride.

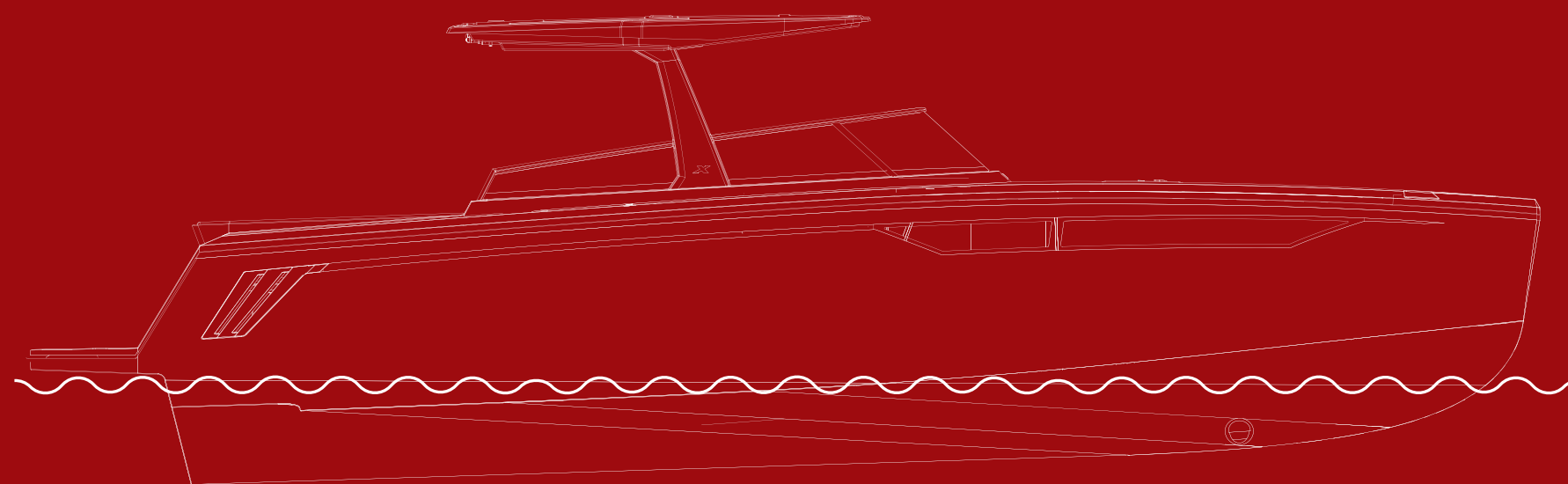




LENGTH  
10.2 M



BEAM  
3.1 M



DRAFT  
1.2 M

## Technical

Design Category	C
Yanmar 8lv	370 hp
Yanmar 8lv	350 hp
Yanmar 8lv	320 hp
Bow Thuster	2.2 Kw
Displacement	4000 kg
Fuel Tank	380 L
Fresh Water Tank	100 L
Black Water Tank	100 L
Amount Of People	8
Integrated Navigation & Operation System	2 x 16" Screens

## Engine

The X-Power 33C comes as standard with a Yanmar 8LV 370 hp engine, optionally the boat is offered with a 350 or a 320 hp version.

The bow-thruster power of the boat is 2.2 kW and enables the driver to manoeuvre the X-Power 33C near coastal waters, channels or when entering or leaving a port.



Yanmar 8LV 370 hp



Bow thruster BTQ 125-40



X-Yachts is employees, sailors, clients and owners with a passion. It is not only about the steel keel frame but a passion and a community around something unique.

This is the basis for X-Yachts' success.

” Ib Kunøe

Entrepreneur. Businessman. Business owner. Sailor. Sculptor. Ib Kunøe can be described with many words, but above all he is a self-made man.

Since leaving the Danish Military, with the rank of Major, where he established his first business, the consulting company Mercuri Urval, he has founded the successful company empire, Consolidated Holding.

In 2012, Ib Kunøe took over the majority shareholding of X-Yachts. The mantra that has laid the step stones for Ib Kunøe's journey is “**Balls, Brain and Heart**”. He has now been a part of X-Yachts for 8 years and is highly involved in the processes within X-Yachts.

We have asked Ib Kunøe a couple of questions;

**You have a significant portfolio in business, especially in the IT industry. What made you enter the boat industry and X-Yachts?**  
Sailing has always been my main sport, and to be able to combine business and pleasure is of course very motivating. That my investment could be X-Yachts, with its brand and super reputation was even better.

**Your passion for sailing came to expression when you invested in X-Yachts, was this an acquisition of “Heart” of your mantra?**  
After the financial crisis, X-Yachts needed a new investor; I have always admired X-Yachts, and since it is located where I grew up and had my military career, it was a acquisition of heart, however, naturally with the plan to make it a good business.

**What has X-Yachts given you on your journey of life, how does it differ from your other activities?**  
I have been involved in many companies in many areas, but not so much in production.

With X-Yachts I can touch the product, admire the craftsmanship and get a fantastic sailing experience all in one product.

There is such a special passion for the brand and its products among the employees, it's easy to feel that the company is run by enthusiasts. I think that's a rare thing in a modern business.

**? How have you made your imprint on X-Yachts as an owner and sailor?**  
I think I have done quite a few things as chairman in the company; The company has become profitable which is important not only for the owners, but also for the employees and for the customers, who must have confidence, that we deliver what they have paid for.

I am not a designer, but I participate in the direction the company takes, what models we should make and how the priorities should be between racing and cruising, so that we can satisfy as many of our loyal customers as possible, with superior sailing experiences, including ease of use, safety, fast sailing and comfort.

**As the owner, chairman and X-sailor, the moments are probably many, but what is your best X-moment?**  
I have participated in a number of Gold Cups which is always a great experience, both on the water and ashore, but my best moment was when I singlehanded sailed my X4<sup>3</sup> back to Copenhagen from the last Gold Cup. I had a pleasant wind and 10 hours with the gennaker out of 24, super cool, learning to gype effectively alone many times.

While sitting there alone, it got me thinking back on my years in X-Yacht, with the steering wheel in one hand and the sheet in the other, with a view over the bow and a boat in full control - I was convinced that I had made the right investment ...

*Ib Kunøe sailing his X4<sup>6</sup> acquired in 2020.*



Meet an  
**X-Sailor**



# *A different kind of ownership* **X-YachtCare** **program**

X-Yachting in Greece explains how it became the nest of a worry-free experience for X-Yachts owners over the past couple of years.

It is not an exaggeration to say that when you buy an X-Yacht you add a new member to your family. A family member that brings enormous joy while at the same time demanding your time and your attention.

The X-Yachting center serves as a nursery, a safe haven for your X-Yacht that allows you to leave all worries behind. 'We take pride in keeping our boats in excellent condition and building long-lasting relationships with our X-tended family', says George Anyfiotis, CEO of X-Yachting.

As a certified X-Yachts Service Center and in close partnership with the X-Yachts boatyard, the X-Yachting team is trained to offer impeccable service in a professional yet friendly manner. A comprehensive X-Yachts-specific service plan has been created, called the X-YachtCare program that uniquely serves each owner and their yacht.

The goal of the program is to help X-Yachts owners make the most of their time on board, leaving any ownership hassles out of the puzzle. 'An ideal setup for people that choose to keep their yacht in the Greek islands and live abroad, or have limited free time' George says. The X-Yachting team will do everything the owner normally does himself, not only looking after the yacht so that it remains in excellent condition throughout the year, but also enhances the owner's time on board with a carefully designed set of the high end services, like concierge, local on-the-go destination support, sea transfers, 24/7 emergency service etc.

An indirect advantage of the X-YachtCare program is that based on a transparent record of the care that each individual yacht receives throughout the year, the high resale value of the yacht itself is retained. 'This automatically translates into a happy, ever evolving X-Yachts community, where quality is preserved throughout the years' says George. ▶







x-yachts.com



Use antifouling products safely. Always read the label and product information before use.



# Hempel's Mille NCT recommended by X-Yachts

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

[hempelyacht.com](http://hempelyacht.com)



X-Yachting is based in Olympic Marine, Lavrion, a 35' min drive from Athens International Airport, and only two hours sailing from the crystal clear waters of the Greek archipelago. This offers an incredible sailing playground whether you are with family or friends. It doesn't matter if you plan to visit for a weekend or for several weeks, the options are endless.

"Two years ago, we created the world's largest X-Yachts Charter Center, and the global acceptance we received was reassuring. It was a natural step for us to become a certified X-Yachts Service Hub completing our range of services" George explains.

So in addition to the charter and yacht care activity, the X-Yachting Sailing Center functions as a year round X-Yachts Floating Boat Show, open to the X-Yachts dealer network for sea trials. New X-Yachts commissioning, technical support and spare parts, summer and winter maintenance, upgrades and larger refit projects complete the range.

'From initial contact with George and subsequently getting to know and work with the wider X-Yachting team, the whole experience has been very positive. The knowledge and support offered through the X-YachtCare program has been invaluable. We are delighted to have the opportunity to work with such a dynamic and professional team.'

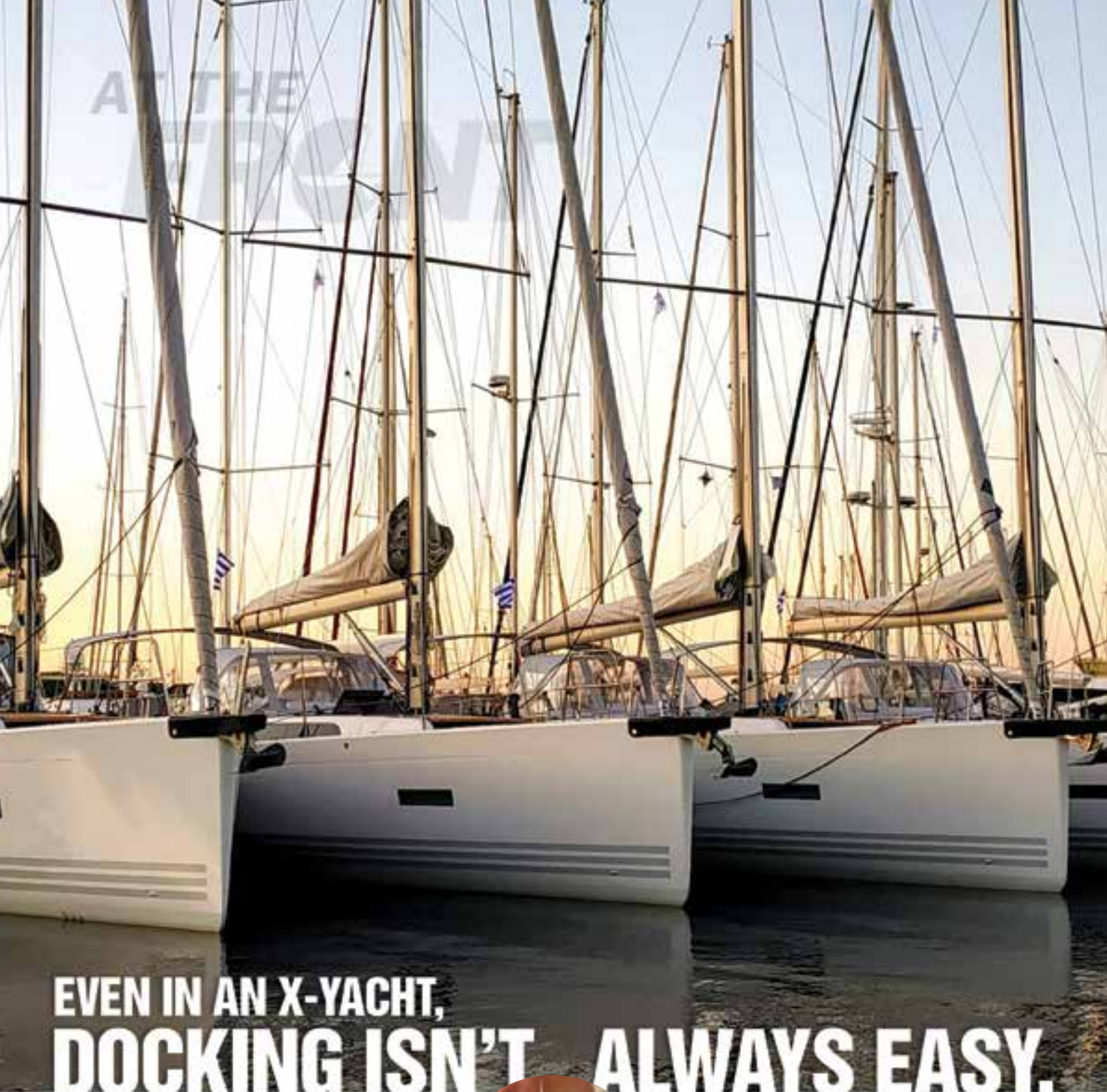
Damien & Patricia, X4<sup>9</sup> Owners



For further information:  
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Greece

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[www.x-yachting.com](http://www.x-yachting.com)





*Meet the new*

# Dealer in China

(incl. Hong Kong & Macau)



**EVEN IN AN X-YACHT,  
DOCKING ISN'T ALWAYS EASY.**

**We've found  
it helps to  
CLR  
the deck.**



The new CLR™ is a flush-stowing powered docking assist winch with geometry and mechanicals never seen before.

It weighs just one third... occupies less than half the underdeck space of previous market leaders, with comparable mechanical advantage.

CLRs can reduce the need for engine and thruster power. They certainly increase the relaxation factor while mooring stern-to-dock, or anywhere.

AT THE **HARKEN**®

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

The club is located in Sanya, Hainan province, which is well-known as an International Tourism Island.

Costa Oriental Yacht Club (COYC) corporation was founded by two partners in 2019.

As a young yachting club, COYC dedicates to offer a different lifestyle by providing friendly and comfort social platforms, as well as professional marina and boat services for all members.

COYC is at Serenity Marina which was awarded the only 5 Gold Anchor Platinum in China. With exceptional facilities and outstanding services, COYC welcomes people around the world to come and enjoy wonderful times in Sanya.

COYC is honored to become a member of the X-Yachts' family. As the new dealer in China, COCY will not only focus on promoting X-Yachts in China, but also providing the best services to current and future owners of X-Yachts.



▶ **LEARN MORE  
ABOUT CLR**





**YANMAR**

# YANMAR & X-YACHTS: PARTNERS IN PERFORMANCE



## JH Series

40 - 45 - 57- 80 - 110 HP



**PROVEN MARINE TECHNOLOGY**  
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## *Sailing with* **Killer whales** Xp 44 Ostrea

For a few seasons now we are enjoying our Xp 44 "Ostrea" with our 3 daughters (Mare of 14, Katie of 12 and Pien of 9 years old). After having bought our Xp 44 in 2016 and getting to know her in Dutch waters, we left in March 2018 to slowly move towards the Mediterranean and discover new cruising areas. Our plan was to use the school holidays to sail 'one-way trips' and then leave Ostrea where we finished our holidays.

So it happened that last summer holiday we departed from Portimao where Ostrea has been laid up ashore for the winter, and after a first couple of sailing trips along the Portuguese coast we arrived in Cadiz, Spain. We remembered Cadiz as a beautiful city, since years before we had visited Cadiz with our previous sailing yacht.

On 22nd of July the weather forecast was really good to move through the Strait of Gibraltar, so early morning we departed Cadiz and headed for La Linea (Gibraltar). It was dead calm weather so we had to run under engine on a flat sea towards the Strait. About 25 miles northwest of the entrance to the Strait I spotted some disturbed water in the distance. Having seen this before I immediately suspected whales to be active, which is always a fantastic sight to see.

But this day was very different, because suddenly the 'whales' came towards at tremendous pace and once one of them jumped out of the water we identified them as killer whales or orca's. And to our big surprise the first one of them banged against our keel, causing Ostrea to make a sudden 90-degree turn! After this first hit we put the engine in neutral to get the boat stopped, and then we found out that it was not meant as a gentle nudge since within a few seconds the second impact followed. Bang! And another hard turn on the boat. As the boat was being pounded hard, we sent the kids inside the boat as it was hard to actually stay on your feet, and we did not want anyone falling in the cockpit and hurting themselves.

After three pushes against the keel the attention of the killer whales shifted to our rudder. Regularly they would pop up their heads behind the transom, dive down and bite the

rudder blade, violently swinging it left to right and taking the whole boat along in their movement. Safe to say that any sort of steering was impossible to do ... All the time the orca's were communicating to each other, loud whistles and sounds could be heard while they were swimming around our Xp 44.

As the orca's were really targeting the keel and rudder we brought out the liferaft on deck and decided to alert the coastguard. They told us to be unfamiliar with this phenomenon, but that they did get a similar report from another sailing yacht earlier that day. They remained stand-by on the active channel to monitor the situation.

Meanwhile we unfurled the jib and tried to slowly head for shallower water, hoping the orca's would feel less comfortable there and leave us alone. My biggest worry was if the rudder blade would break and we would loose steerage, or even worse that it would cause damage to where the rudder enters the hull and water would come flooding in. For about 30 minutes we had to endure this ordeal where our Xp 44 was being played with (or attacked by) three orca's. And as soon as they arrived, all of the sudden they were gone again and we were super relieved.

After arriving in La Linea later that day we heard that multiple sailing yachts had been in the same situation, causing big damage and even a complete rudder loss on one of the yachts. Besides some bite marks, our Xp 44 turned out to be unscathed. We believe that the strong design and construction of the rudder installation, combined with having a light weight ship, really saved us from having more damage. We took some rest in Gibraltar to recover from this experience and then continued our trip to Cartagena, where Ostrea awaits us for the upcoming season in the Mediterranean.

Though it was not a fun situation to encounter, we are happy to know what our Xp 44 can take, it certainly increased our trust in the boat even more.

Pieter & Sabien Schuele



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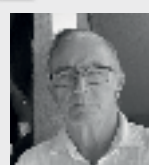
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## NORTHAMERICA USA Canada

### NORTHEAST

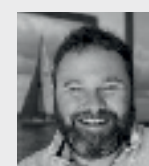


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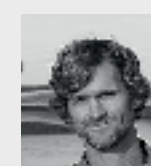
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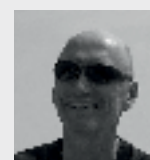


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### Switzerland Austria South Germany



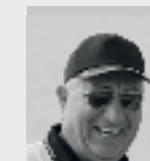
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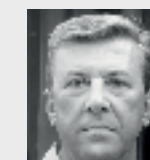
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### Russia Ukraine

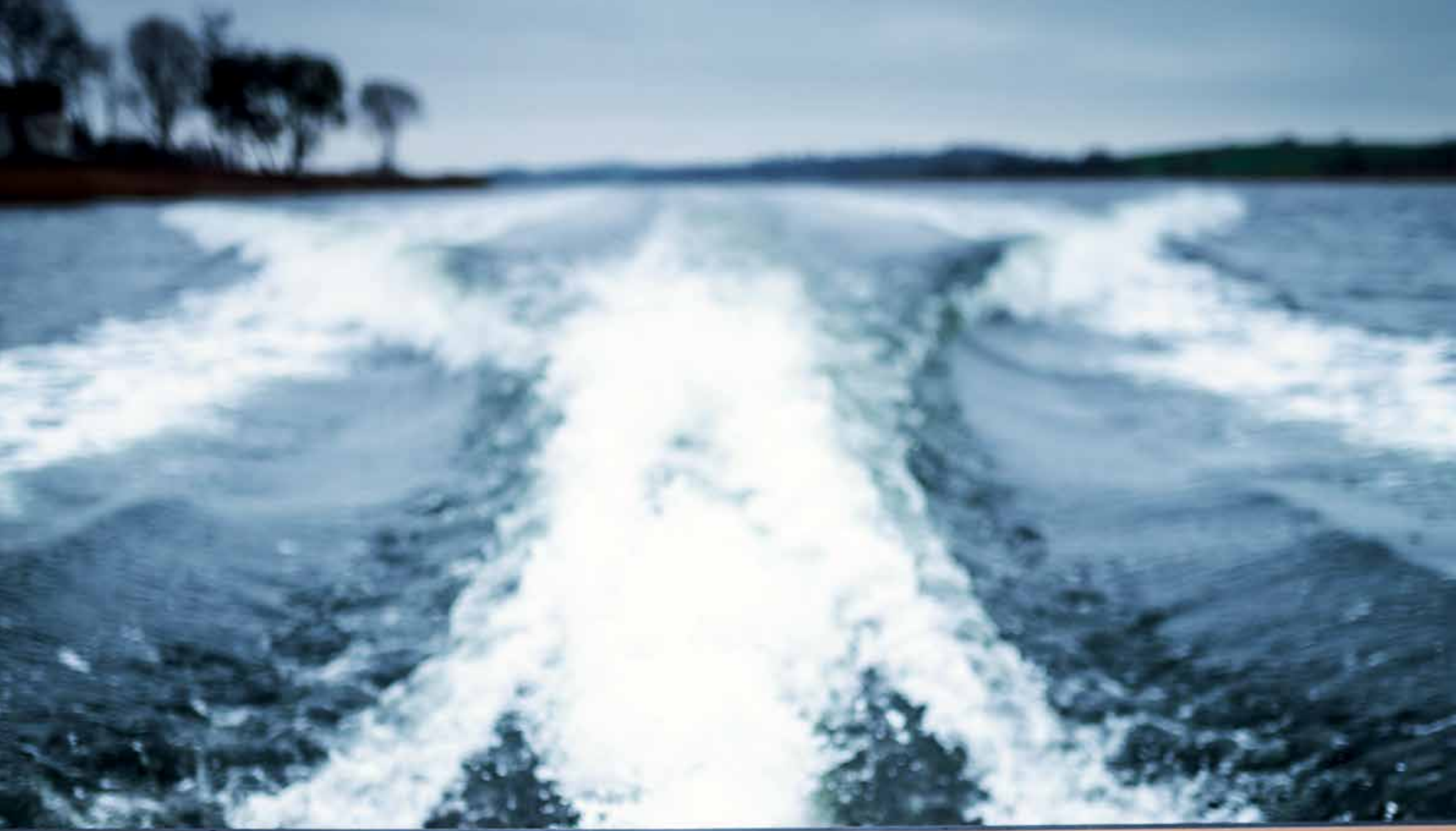


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**X-POWER 33**



# A WINNING PARTNERSHIP

NORTH SAILS + X-YACHTS

X-Yachts and North Sails have shared a very strong connection for more than 40 years, with a common vision and commitment to producing the best boats, together with the best sails.

The cooperation was and still is based on the fact that a fast, high quality boat needs a sail inventory to match and that is exactly what the X-Yachts and North Sails partnership does.



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