

X-Yachts

WORLD CLASS SINCE 1979





WORLD PREMIERE 2022





# PURE X



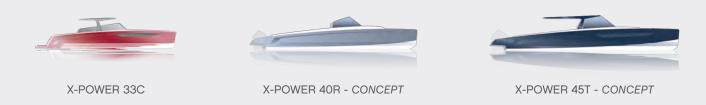
# X CRUISING



# X PERFORMANCE



# X POWER



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# WHY QUALITY MATTERS

Opting for an X-Yacht is more than just purchasing a boat. It is about investing in a lifestyle, choosing a safe haven for your family, and wanting more unique sunset moments moored at beautiful anchorages. Quality experiences reserved for sailors only.

When we attend boat shows and trade fairs across the world, we are often asked what difference there is between an X-Yacht and other boats. The most obvious answer to that is: 'our customers' – they make up the biggest difference. They prioritise the experience of sailing, they want functional yet elegant design, and demand quality work more than most other sailors do. And if there is one thing, we at X-Yachts care about, it is the quality of our products.

In so many words, the difference between an X-Yacht and other boats simply is 'quality' – a fact we are quite proud of. After all, quality is the one factor ensuring safety on board and the well-being of your family, and it is the key to great sailing adventures and ultimately quality of life.

We design and construct sailing yachts with a steel keel frame to ensure safety and to retain and refine the world-class boat performance, we are acknowledged for internationally. The hull epoxy-sandwich technology improves performance and minimises noise on board as well as ensure a good indoor climate below deck.

Regardless of boat type – powerboat or sailing yacht – we use the best components available on the market. Everything on your vessel needs to stand the wear and tear from weather and usage. Most often quality components are also nicer to the eye. All-in-all, we celebrate the skills, craft, and sublime design.

In 2021 we had the pleasure of hosting the 19th X-Yachts Gold Cup. In collaboration with Aarhus International Sailing Center we managed to throw quite an event. You can read more about the event in the magazine.

2021 was also the year where we launched two new models – the X-Power 33C and the X5<sup>6</sup> – and work is progressing accordingly on our new X4<sup>3</sup>. It will be ready during 2022, and looking at it, you may find certain similarities to the X5<sup>6</sup>. You are not mistaken – they are related.

Find more information about the new X4<sup>3</sup> in the magazine along with a handful of selected stories we have received from our dedicated X-Yachts owners around the world. And if you visit our website, you can entertain yourself with our online configurator, helping you design the X-Yacht of your dreams. Enjoy!

I WISH YOU A WONDERFUL SEASON AT SEA

Kræn Brinck Nielsen





# THE PHILOSOPHY BEHIND OUR DESIGN

The X4<sup>3</sup> introduced in 2016 was a huge success with more than 100 boats sold in five years. With the new X4<sup>3</sup> we wanted to create a yacht that did not only match the features and the styling of the other Pure X models but went beyond it. This goes both for the aesthetical appearance as well as for the performance and functionality.

Creating the new X4<sup>3</sup> was an exciting exercise in carefully selecting the areas to update and improve the original and very successful X4<sup>3</sup>.

Much experience with the Pure X range has been gained since the first X4.3 and many good features have been implemented along the way.

Good examples of this are the implementation of cabin side portlights designed with the same type of openable sections as on the X4° and X4°, allowing for better ventilation and a simpler aesthetic appearance, and the hinged acrylic doors in the companionway with integrated rope storage at the sides – known from the X4°.

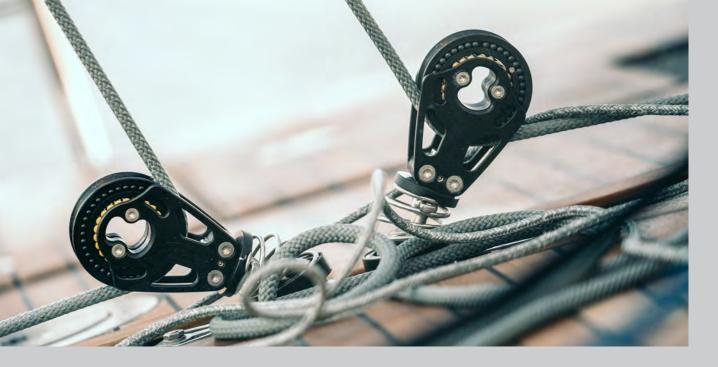


It was quite important to us, that we not just incorporated features and stylings to bring it "up to speed" with the rest of the range, but that we took it beyond that to manifest the evolution of the Pure X Range. This goes both for the aesthetical appearance as well as for the performance and functionality.

To truly achieve this, a quite costly decision was taken from the beginning: A completely new hull was designed meaning investment in new hull molds. The redesigned hull shape of the new X4³ features wider stern sections above the waterline with the Bmax brought further aft and with soft chines. The transom has been widened by more than 50 cm!







This increases the downwind performance and allows for a much wider cockpit aft. Also, the S-bow design and integrated standard bow sprit as standard introduced by the X5<sup>6</sup> has been incorporated.

The deck and deck liner have been completely redesigned as well. The appearance of coachroof and coamings are brought to a more modern and sleeker styling with more continuous lines and surfaces than its predecessor.

The deck layout features longitudinal jib tracks as standard, but a self tacking

track recessed into the cabin top – as known from the newer Pure X'es – is available as option. However, when this option is not chosen, the recess will be covered, so that the aesthetic flush appearance of the cabin top is maintained. Deck hardware has been upgraded to Ronstan blocks, tracks and cars throughout. Especially the mainsheet traveller system benefits from less friction and more purchase making mainsail trimming a lot easier.

The revised hull shape and slightly raised cockpit floor as well as an optimized





deck liner allows for enhanced width of the berths in the aft cabins along with more space and headroom. Also, the tables and wash basins in the heads have been improved and modernized with a stylish Corian tabletop with integrated wash basin.

Both hull and deck laminates have been engineered and optimized to our

newest standards with exact mechanical properties tested and validated for the actual combinations of resins and fibers and molding processes in use.

To increase the performance, the mast height and the sail plan has been increased compared to the previous model. The longer bow sprit allows for bigger and freer flying gennakers.



# GOLD CUP WITH SMILES - IN AARHUS

It's always great when a large number of X-Yachts participate in the Gold Cup which is held every second year. But this year's Gold Cup will be remembered for much more than good sailing. X-Yachts Gold Cup 2021 took place in Aarhus – known as The City of Smiles – and it was a true party for sailors.

The only thing missing was a sunny sky, but that did not prevent the skippers and their crews from having fun. Fresh wind from the North and two full days of racing on all levels. Perfect logistics in the international sailing centre and competent management on water.

During the Gold Cup, The Danish Sailing League held their second division race and joined the party Saturday evening.

Approximately 500 sailors partied the night away on Saturday evening. One of the features was five wonderful female sailors on the stage with song and











entertainment about WOW (Women on Water), only outshined by an awesome concert with the band The Boss who managed to fill the dancefloor rocking the whole hall with Bruce Springsteen's greatest hits. If anyone wants to forget his or her result in the race, they will not forget the party!

X-Yachts' CEO Kræn Brinck Nielsen was participating as crewmember on X-Yachts' owner, Ib Kunøe's, X46 who took a fourth place in the sports class:

"I don't think we are exaggerating by claiming that the participants in the Gold Cup had a great experience, no matter which level of sailing experience they came with.

There are also many other positive aspects of which we are proud as a company. The huge efforts from the clubs and volunteers in Sailing Aarhus are unique and really outstanding and good examples of how a high level of commitment can strengthen yachting. And from my heart, I want to thank everybody making this event a success.

Obviously, we are proud of experiencing how well the X-Yachts owners with crew are handling their boats and to see the strong relations developed among all. These values are the foundation of all our events and also clearly appear from the video and image galleries, that we are sharing on the web."















### Kræn Brinck Nielsen continues:

"For the first time, we held our Gold Cup together with another large sailing event, and there are several reasons for that. The Danish Sailing League is a great project with the overall purpose of supporting the joy of sailing. And for the same reason, Ib Kunøe is one of the main sponsors of the league. All in all, a very fine combination of the two events.

Another project which we were so lucky to be able to introduce during the Gold Cup is the Danish based Race for Oceans that focusses on sustainable development goal 14 – life in the sea – among other things the increasing pollution of plastic in the seas around us. We do that by creating synergy between sports, beach cleaning and knowledge, and in connection with the Gold Cup party Saturday, we started a fundraising which was supported by many."



# SWEET X-MOMENTS IN BOGENSE

A total of sixteen X-Yachts in sizes varying from X-332 to X-5<sup>6</sup> created a beautiful scenery in the harbour canal in Bogense, Denmark, when X-Yachts held one of many social events.

Bogense is a popular weekend destination for cruisers and has also hosted many regattas around the island Funen. With blue sky, nice mooring facilities and plenty of restaurants along the canal, it could hardly become a better X-Yachts weekend.

The social X-Yachts events are popular and have one thing in common – good moments between passionate sailors. We want to make cosy weekends with music, good food and of course also some fun on the water. In Bogense, the planned fun regatta was cancelled due to strong winds, so instead we arranged test sailing in the yard's own X46 and the X-Power 33C.

There was plenty of opportunity to meet other X-Yachts owners and to exchange experience and good tips and tricks. As a special service to the attendees, the X-Yachts service manager Bjarke Gam Svare was present giving technical advice on minor and major issues.

For many guests in Bogense, it was also their first experience with the brand new X5°, as owner Otto Backe and his crew had sailed hull no. 1 directly from Oslo to participate in the event. It was an impressive sight to see the 17-meter-long boat manoeuvring around in the narrow canal in Bogense. Otto Backe has named his impressive boat 'TEN' – the number of X-Yachts he has owned in the past years.

The restaurant "Dampskibshuset" in Bogense delivered a culinary experience and offered live music and an exquisite dinner in the tent where the guests enjoyed each other's company till late night. The sailor stories filled the event area and a new concept "X-moments" saw the light of the day.



# KRÆN BRINCK NIELSEN EXPLAINS:

"At each table, the guests got 10 minutes preparation and after that one minute to tell their best sailor stories, and we had a lot of fun! As per definition, sailors have many good stories to share, and Saturday evening was no exception. The concept X-moments is essential in our sailor lives and they are important to remember and to share with others.

All in all, we are very satisfied with the weekend in Bogense. It is fantastic to meet X-owners in the sailor environment and I am pleased that we were six representatives from X-Yachts meeting the X-owners under totally relaxed conditions," Kræn Brinck Nielsen concludes.





SWEET X-MOMENTS IN BOGENSE





















# X-YACHTS QUALITY SERVICE

# "IS THIS BOAT NEW?"

asks the guest on an XC45 during an Open House at X-Yachts.

"No, it is actually ten years old and has sailed 16,000 nautical miles, but it has just gone through our refit programme," Service Manager Bjarke Gam Svare answers proudly.



Bjarke Gam Svare is not unaccustomed to this situation, and he swiftly forwards the praise:

"When we are able to restore an older boat to a state where you question whether it is new or old, it is mainly due to our team of very professional craftsmen who do nothing but X-Yachts. Many of them have several decades of experience in building new boats as well, and they are an invaluable resource to our refit department. And to be honest, renovating a used X-Yachts is much easier because it is originally built from high quality materials," Bjarke Gam Svare says.

# TEARING APART AND CHECKING

"We go 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. Buyers can see there's a huge difference between our refitted boats and those offered through brokers and private sales. For the yard itself, it is also a good way of introducing new owners to X-Yachts."

An important advantage for the customer in carrying out this work from an X-Yachts facility is the depth of knowledge among the work force. Our team knows all about the company's previous models which means the work can often be carried out surprisingly quickly, given the extent of each refit. The time for each project obviously 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 hours, especially if the teak deck needs to be replaced.







### AN INCREASING NUMBER OF BOATS FOR SERVICE

More and more customers choose to take in their boat for winter service and storage. The keys are handed in during autumn, and the service center handles everything from de-rigging the boat to cleaning the tanks, motor conservation, and checking the instruments and safety equipment. Furthermore, a list of tasks such as polishing, maintenance of the teak deck, replacement of wearing parts etc. is agreed upon. In the spring, the customer picks up the boat – re-rigged and ready for another season on the water.





# **GLOBAL SERVICE NETWORK**

Because of X-Yachts' global dealer network, it is, in principle, possible to have an X-Yachts serviced no matter where you are in the world. You will either be referred to professional external service, or the local dealership will have their own service facilities as in for example the Netherlands, Great Britain, Switzerland, Spain, Greece, Turkey, and the USA.



The capacity for service at the yard in Haderslev, Denmark is currently 90 boats, but another storage hall has been projected and will create additional spaces from the 2023 season.





# QUALITIES MAKING THE DIFFERENCE

SUPERB SAILING PLEASURE IS 100%
DEPENDING ON DESIGN AND QUALITY!

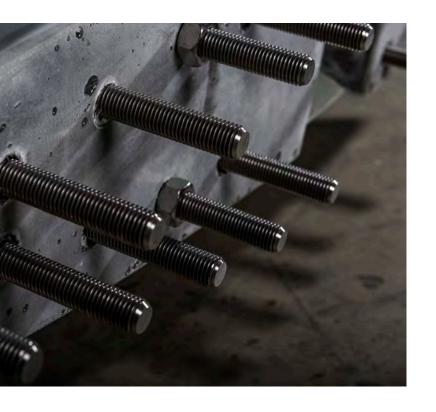
A superb yacht sails well in a variety of wind conditions and sea states, offers luxurious comfort, is safe and reliable and provides pure enjoyment at sea.

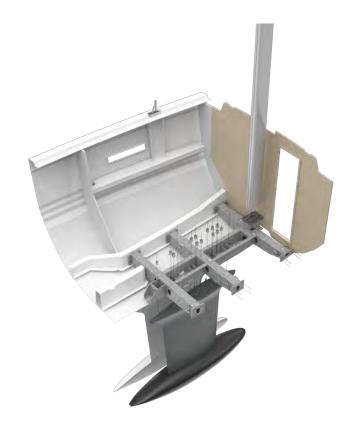
Every detail of an X-Yacht, from the hull lines through to the world-class craftsmanship, stem from this idea.

X-Yachts is the only internationally reputed boat yard that controls the whole process in-house from design through to composites and final assembling. Every step is tightly controlled to ensure X-Yachts' reputation of fast, safe and comfortable performance yachts.

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







# X-YACHTS ARE BUILT AROUND A GALVANIZED STEEL FRAME THAT MAKES THE BOAT EXTREMELY STRONG.

At the heart of every X-Yacht is the keel grillage structure which offers superb reassurance and safety as it enables hulls to withstand extreme shock loads from grounding. The main aim with this structure is to keep the boats strong, stiff, safe and passing all EU standards.

Basically, the keel is mounted with attachment to the frame and not only to the hull as most other yachts. The rig load is supported by the frame making it possible to carry bigger rigs. This system has proved profoundly successful and is used in the Xc and Pure X range. In the Xp range where weight is of more importance carbon fibre replaces the steel structure giving amazing strength at a fraction of the weight.

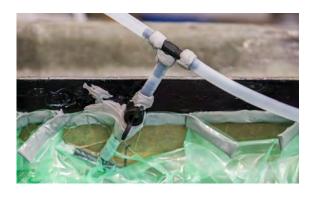


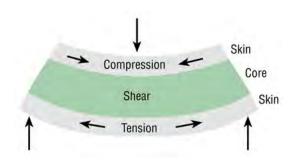


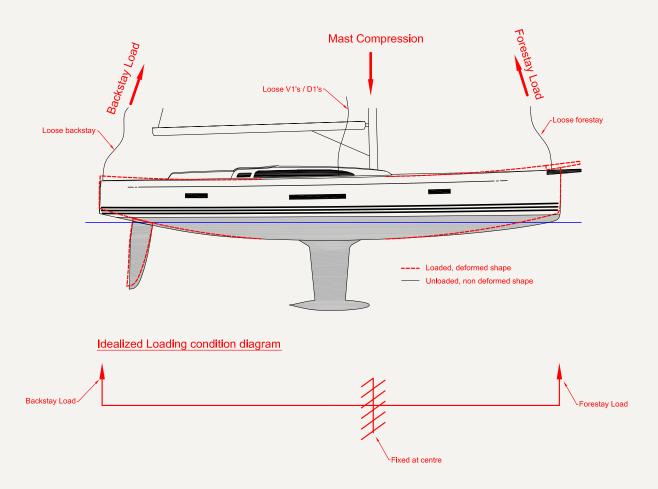
# SANDWICH CONSTRUCTION IS ADDING STRENGTH AND STIFFNESS

All X-Yacht hulls are produced in a vacuum infused epoxy sandwich construction and then 'oven-baked' to further improve structural properties of the composite. A sandwich panel consists of two single skins separated by a core material

The vacuum infusion process involves the dry fibres being placed into the hull mould. These are then covered with an airtight plastic membrane which has a vacuum applied to it. The resin is then added through tubes and is 'sucked' through the fiberes







# THE TERM "STIFF HULL" IS USED A LOT. BUT WHAT DOES THIS MEAN?

On any yacht the forestay and backstay pull the bow and stern up, whilst the mast pushes down, bending the hull. If the hull isn't stiff enough it will flex, especially upwind in waves. This causes the forestay to pump, and results in sail shape being lost at critical moments.

A stiff and stabile boat will not only be faster, but indeed also much more comfortable to sail.





# LONGITUDINAL WEIGHT DISTRIBUTION IS HUGELY IMPORTANT

Having a lot of weight in the bow and stern will cause pitching and slamming. This is not only uncomfortable but also puts massive load on the boat and slows it down.

Heavy equipment such as fuel and water tanks are placed as low as possible and as close to midships as possible.

# VERTICAL WEIGHT DISTRIBUTION IS ONE OF MANY PARAMETERS THAT MAKES AN X-YACHT GO FASTER.

Weight is not necessarily an issue. It's how it is distributed that is important. The weight of an X-Yacht is minimized thanks to the epoxy infusion sandwich construction, and additional weight is then added through a deep lead keel, creating the important righting moment that makes it possible to carry more sails in light to medium winds, but also gives a huge righting benefit with reduced sail plan in stronger winds.

A good example of the X-Yachts weight distribution is the new X4<sup>3</sup>. With 3700 kg keel weight out of 9400 kg total displacement, the ratio is an incredible 40%.



# **CENTER LIFT**

All X-Yachts are designed to be lifted using a single lift point that is integrated in the keel structure. This is ideal as it eliminates risk of damaging propellers and rudders as well as not scratching the hull with lifting strops. It also proves just how strong and well balanced the yachts are.





### **ENCAPSULATED KEEL**

The X-Yachts cast iron and lead keels are encapsulated in a reinforced epoxy e-glass shell to guarantee they are accurate to the original design and have a perfectly fair finish. This construction is also protecting the keel against corrosion.



# **GELCOAT QUALITY**

Above the waterline X-Yachts use a UV resistant gelcoat to protect especially darker hulls from fading. Below the waterline, a clear gelcoat is used to allow the builders to closely inspect the hull and ensure perfect vacuum infusion. Only after that, the hull is primed and bottom painted.

The three famous waterlines have been featured on X-Yachts since day one and integrated into the gelcoat rather than being painted on, ensuring they don't wear out or look tired over the years.







# X-YACHTS RIGGING

With the extremely strong and stiff hull also comes the huge advantage of a performance rig. Rod rigging with racing buckles is fitted on all X-Yachts making it possible to put a lot of loads on the rig and carry more sail without compromising safety and comfort onboard.

Some people think that a fast boat is harder to sail and also more uncomfortable, but in fact it is the other way around. An X-Yacht is easier to handle, and it is accelerated when wind power hits the sails rather than heeling and becoming unpleasant for the crew.





# FLUSH DECKS

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

# INTERIOR LUXURY

Danish design and architecture are famous for 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.

Numerous deck and hull portlights allow for ample light to flood in, gifting the interior with a bright and roomy ambiance.

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







# DESIGN & ENGINEERING - SAILING YACHTS

The present 10-man strong team behind the Design & Engineering of Sailing Yachts has more than 120 years of experience between them in designing, developing, engineering and building of yachts. A highly passionate and dedicated team of designers, naval architects, engineers, technical and project managers all working together from the same open office in pursuing the overall company vision of providing superior sailing pleasure to fulfil our customers' dreams.

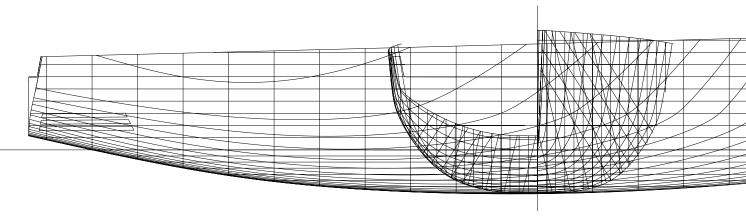
It is a clear strategy for the department to carefully maintain and reinvent the "X-DNA" of X-Yachts to secure and strengthen the market position. This also means a high focus on - together with sales - to get a deeper understanding of our clients' needs and wishes for the future yachts to fulfill their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

The latest model from the X-Yachts Design Team is the X4<sup>3</sup> new, which is already a success even before the world premiere.

It takes up to 2 years to develop a brand new sailing yacht model, but in parallel with new development, the every day life of the design and engineering team consists of designing and developing custom options for especially our bigger models in production along with supporting the production departments in basically translating the customers and dealers specifications into the physical product and not least the important efforts of continuously optimizing and improving the existing models of our present ranges.

This naturally involves close interaction with -and support to - operations and supply chain, sales, the practical development and construction of new models, sub suppliers for both tooling and for all the major and often vital components that goes into the yachts.

"Respect for the heritage and DNA behind the X-Yachts brand stands as a beacon for future designs"





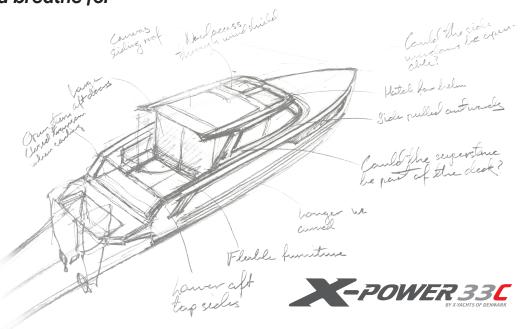
# THOMAS MIELEC

# **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.

"We design and develop X-power boats with dedication and experience. Our hearts beat for design made to be used, technology supporting simple user interfaces and performance on safe platforms. This is what we live, love and breathe for"





# KRISTOFFER JENSEN

# **Development Manager, X-Power**

Kristoffer has been employed in X-Yachts since May 2019.

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.

# THE DESIGNER BEHIND X-POWER

It is exciting times at X-Power. We, the design and production team, feel privileged to develop this new line within the X-Yachts family. Though power boating is different from sailing, it is, at the end of the day, all about having a good and safe time at sea. In the process of getting to know our new customers and markets this is something we always have as our primary target for developing a successful product.

Powerboat design changes within shorter life cycles compared to sailboat design. This is a very exciting challenge for the design team because it requires us to understand and reflect on contemporary trends. Our aim is to balance the modern

trends with the classic lines creating beautiful and stylish crafts which any customer will be proud to own for many years to come.

The X-power range will soon be expanded with several larger models. The development will be supported by external designers who together with our inhouse design team will develop new signature x-power boats fit for the future and with a clear reference to the X-Yachts heritage. We collect data and knowledge about future markets in close cooperation with our dealers and other industry professionals to qualify our design process.





# WHAT IS PURE X?

# THE BEST OF BOTH WORLDS

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> was launched in the summer of 2016 representing exceptional sailing abilities and spacious airy interior in a luxury style. It was popular from the very beginning

with its functional design working both at sea as well as in harbors. With the success of the X4³ it made perfect sense to continue with the X4ª and the X4⁶, both launched in 2018. The X4⁰ - Boat Of The Year award winner 2020 - was developed and launched in 2019, and in 2021 came the flagship X5⁶ that sold three times the expected numbers already first year. In 2022 it was time to renew the Pure X line with the NEW X4³.



A stylish hybrid of pure performance and ultimate family cruising.



# **POCKET LUXURY**

The X4° – winner of European Boat Of The Year 2020 – is the smallest model in the Pure X range; blending quality, performance and styling with cruising capability.

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 postcuring, 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 m² mainsail, and the 31 m² self tacking jib, 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 40 HP Yanmar diesel common-rail engine. The engine is mounted onto special rubber 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 halyard winches, for 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° 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 traditional but with a modern appearance. The wooden veneer is Nordic Oak as standard, with other options on offer.

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





#### CONSTRUCTION

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

Not only is the keel structure immensely strong, it is also reliable and very easy to inspect for potential damage. Bolted to the steel grillage is the keel with iron fin and heavy lead bulb with moderate draft. There is both a shallow and a deep draft option available.

#### LAYOUT OPTIONS

The X4° is available in a 2-cabin and a 3-cabin layout.

The standard layout has a head compartment with separate shower compartment. Standard layout features a forward facing navigation station with full length sofa.



3 CABIN INTERIOR LAYOUT



2 CABIN INTERIOR LAYOUT





# X4º 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)	47 m²	505.9 ft <sup>2</sup>
87% Self tacking jib	31 m²	333.7 ft <sup>2</sup>
106% Overlapping Genoa	37 m²	398.3 ft <sup>2</sup>
Asymmetric spinnaker	130 m²	1399 ft²



# REDESIGNED HULL AND S-BOW DESIGN

The redesigned hull shape features wider stern sections above the waterline with the widest point brought further aft and with soft chines. This increases the downwind performance and allows for a much wider cockpit aft. furthermore, the S-bow design and integrated standard bow sprit introduced by the X5<sup>6</sup> have been incorporated.

The mast height and hence the sail plan have been increased compared to the present model to add to the performance and utilize the added hull stability. The longer bow sprit allows for bigger and freer flying gennakers.



"The new X43 can to some extent be described as a smaller version of the X56. The development of the model is considered to be a natural evolution incorporating the lessons learned and the visual appearance of especially the X46 and X40, and after having launched the X56, we saw some opportunities for the X43 to lift her to an even higher level".

Director of Design & Engineering, Thomas Mielec







#### DECK & SPRAYHOOD

The deck and deck liner has been completely redesigned. The appearance of coachroof and coamings is brought to the more modern styling of the other Pure X models – and beyond.

The deck layout features longitudinal jib tracks as standard, but a self tacking track recessed into the cabin top is available as option. However, when this option is not chosen, the recess will be covered, so that the aesthetic flush appearance of the cabin top is maintained.

The cabin side portlights are designed with the same type of openable sections as on the X4° and X4° allowing for better ventilation and a simpler aesthetic appearance.

The cruising sailor can look forward to a redesigned sprayhood layout – and apart from protecting the family from rough weather at sea, the shape of the sprayhood will be offering a sleeker visual appearance and a better forward view for the helmsman than on previous designs.

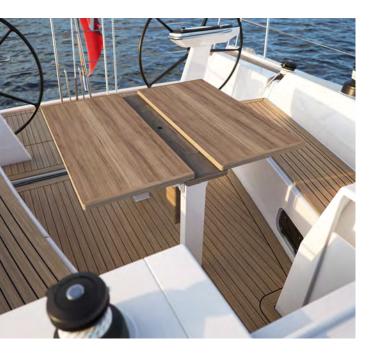


# SPACIOUS COCKPIT

The X4<sup>3</sup> cockpit area is wider and more spacious and at the companionway the hinged acrylic doors and integrated rope storage at the sides – known from the X4<sup>0</sup> – are adopted.

# THE INTERIOR

The revised hull shape and slightly raised cockpit floor allows for enhanced width of the berths in the aft cabins and the tables and wash basins in the heads have been modernized.









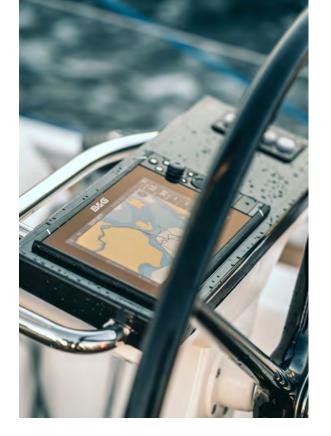
Danish design and architecture is famous for its clean, timeless style. It showcases luxury whilst also being functionally designed to work either out on the open seas or moored up in harbor. Superior quality, detailed interior carpentry and materials used sets it apart from mass produced boats, delivering an exquisite, natural interior. Numerous deck and hull portlights allow for ample natural light to flood in, gifting the interior with a bright and roomy ambiance.

NEW NEW

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.







#### **EXTERIOR**

The hull is made using vacuum infused epoxy sandwich lamination technology to ensure maximum strength and safety. The X4<sup>3</sup> offer sailors a substantial keel weight and sail plan making it a dream to sail into wind and waves.

Plenty of fixed hull and deck port lights as well as openable deck hatches and portlights ensure maximum interior ventilation and light.

Six well sized self-tailing winches for halyards, genoa and main sheet.

All X-Yachts quality features including encapsulated lead keel, hydraulic backstay adjuster, discontinuous rod rigging and Spectra halyards are standard.



STANDARD VERSION 3 CABIN / 1 HEAD



OPTION 1 3 CABIN / 2 HEADS



OPTION 2 2 CABIN / 1 HEAD



OPTION 3 2 CABIN / 2 HEADS



# X43 DIMENSIONS

LOA (including bowsprit)	13.24 m	43'5"
Hull Length	12.67 m	41'7"
Waterline Length	11.33 m	37'2"
Beam (max)	3.99 m	13'1"
Draft - Shallow	1.85 m	6'1"
Draft - Std	2.2 m	7'3"
Draft - Deep	2.5 m	8'2"
Air Draft (not including Windex)	20.26 m	66'6"
Ballast - Std	3700 kg	8157 lbs
Displacement - Light	9400 kg	20723 lbs

#### ENGINE/TANKS

Engine Diesel	33 kW	45 hp
Fuel Tank - Std	200 ltr	53 gal(US)
Water Tank - Std	340 ltr	90 gal(US)

# SAIL AREAS

P = 16.76 m, E = 5.695 m, IG = 17.60 m ISP MH = 18.57 m, J = 4.77 m		
Mainsail (aluminium mast)	54.8 m <sup>2</sup>	590.0 ft²
Genoa (106%)	45.1 m <sup>2</sup>	485.0 ft²
Asymmetric spinnaker	178 m²	1915.9 ft²







# THE PERFECT FAMILY CRUISER

The 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 be more safe and comfortable.

Today, X-Yachts is one of the exclusive few 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 X46

A hull with powerful lines and 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 m² mainsail, and 41 m² self tacking jib, brings X46 to its maximum upwind speed of 7 knots already in 12 knots true wind according to the Wolfssons VPP programme.

# MAST & RIG

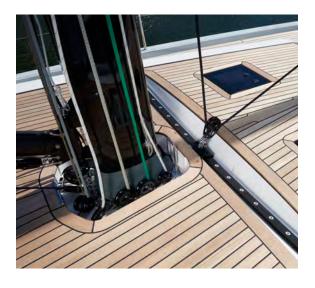
An efficient sail plan with the discontinued rod rigging, tapered double spreader mast, and a deck layout, which both satisfies the demanding cruiser and the crew, who want to take the X4<sup>6</sup> onto a race course.

# **DECK LAYOUT**

The standard deck lay out comes with; 4 winches, two for 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 selftacker track is for a 88% jib.

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









# **CRAFTMANSHIP**

Once again, the interior design is Danish quality carpentry at its very best. The craftsmanship and detailing has a very high standard, being both traditional but with a modern appearance.

The wooden veneer is Nordic Oak as standard, with other options on offer.

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





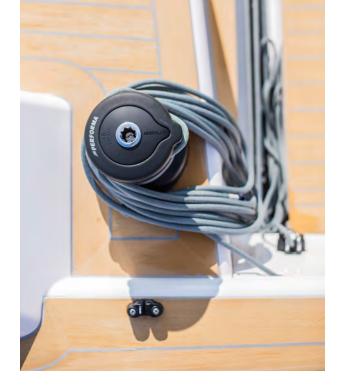


# **TECHNICAL**

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 shock absorbers to minimise vibrations, and the engine compartment is foreseen with HQ engine sound reduction insulation to minimise noise.

#### CONSTRUCTION

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



# LAYOUT OPTION

In the standard version there are 3 double cabins. Both aft cabins can be supplied with X-Yachts free board hung pipe berths. The owners cabin has an ensuite head compartment with adjacent shower unit as standard.

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



STANDARD LAYOUT



OPTIONAL LAYOUT







# X46 DIMENSIONS

LOA incl optional bowsprit	14.08 m	46'2"
Hull Length	13.50 m	44'3"
LWL	12.33 m	40'5"
Beam	4.27 m	14'0"
Standard draft	2.30 m	7′7″
Deep draft (T-keel)	2.50 m	8'2"
Ballast (standard)	4,500 kg	9,921 lbs
Displacement (light)	10,900 kg	24,030 lbs

# ENGINE/TANKS

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

#### SAIL AREAS

P = 18.3 m, E = 6.15 m, IG = 18.6, ISP = 20.1 m, J = 5.12 m		
Mainsail (aluminium mast)	66 m²	710.4 ft <sup>2</sup>
88% self tacking jib	41.5 m <sup>2</sup>	446.7 ft <sup>2</sup>
106% Overlapping Genoa	50 m²	538.2 ft <sup>2</sup>
Asymmetric spinnaker	170 m²	1829.9 ft²



# NO COMPROMISE

Following on from the success of the X4<sup>3</sup> and the X4<sup>6</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° 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° offers the best combination of everything X-Yachts has developed over the years.



The X4° 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





#### THE SALOON

The main saloon features a U shaped sofa to port with options for either a pouffe or a pair of chairs. The table is a beautifully crafted piece of veneered furnture, including a laminated edging.

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

# THE GALLEY

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

#### **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.







# SPACIOUS LIVING

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





#### LAYOUT OPTIONS

The X49 welcomes you with lots of new ideas, light and ventilation. There are a number of layout options available, all beautifully presented in a modern and internationally recognisable Danish style and quality. The port aft cabin, slightly larger than starboard aft cabin is offered as standard with a large double berth. It is also available with two twin berths, with the ability of converting into a large double berth using a cushion which fits in the space between.

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



STANDARD LAYOUT



OPTIONAL LAYOUT





# X49 DIMENSIONS

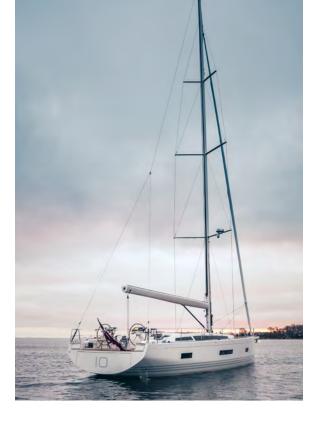
LOA incl optional bowsprit	15.08 m	49'6"
Hull Length	14.50 m	47'7"
LWL	13.58 m	47'7"
Beam	4.49 m	14'9"
Standard draft	2.40 m	7'10"
Deep draft (T-keel)	2.71 m	8'11"
Ballast (standard)	5,450 kg	12,015 lbs
Displacement (light)	12,900 kg	28,440 lbs

# 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% Self tacking jib	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 m²	2475 ft <sup>2</sup>



# 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, exploring beautiful Mediterranean islands or the scandinavian seas. The X5<sup>6</sup> joins the hugely successful 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 pedestal 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°. This is a yacht designed and built to be sailed, by sailors for sailors.

#### **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 2.8 m inflatable tender.

The tender can be maneouvered 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.







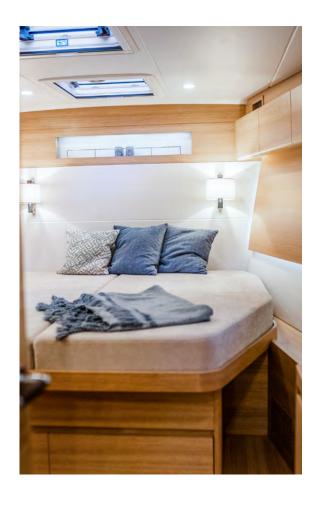
# **CHART TABLE**

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 X56'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.















# SPACIOUS SALOON

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

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







#### **SOLAR PANELS**

The X5<sup>6</sup> can be fitted with 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 gallies 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.



STANDARD LAYOUT



OPTIONAL LAYOUT 1



OPTIONAL LAYOUT 2



OPTIONAL LAYOUT 3







#### X56 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)	18,100 kg	39,903 lbs

#### ENGINE/TANKS

Engine (standard)	81 kW	110 HP
Fuel tank	500 Ltr	130 Gal (US)
Water tank	600 Ltr	160 Gal (US)
Additional tanks (fuel or water)	90 + 130 Ltr	23.8 + 34.3 Gal (US)

Mainsail	97 m <sup>2</sup>	1,044 ft <sup>2</sup>
88% Self tacking Jib	60 m <sup>2</sup>	645.8 ft <sup>2</sup>
Asymmetric spinnaker	256 m <sup>2</sup>	2,756 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 ft²



### WHAT IS XCRUISING?

## 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 colour scheme. 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.



Dedicated long distance cruising yachts with enjoyable handling under sail.

#### PURE COMFORT

The Xc 45 was the first to be launched in the Xc Range and remains a firm favourite for many. The Xc 45 was awarded European Yacht of the Year, praised for her combination of cruising comfort, performance under sail and responsive handling.

As with all the Xc models which followed, the Xc 45 incorporates the X-Yachts steel hull/keel girder for strength and resistance to grounding, with deck and sail layouts designed for ease of handling when sailing short-handed.

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.

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** 



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#### 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 head accessible from the saloon, or a more compact chart table and spacious heads with separate shower stall.



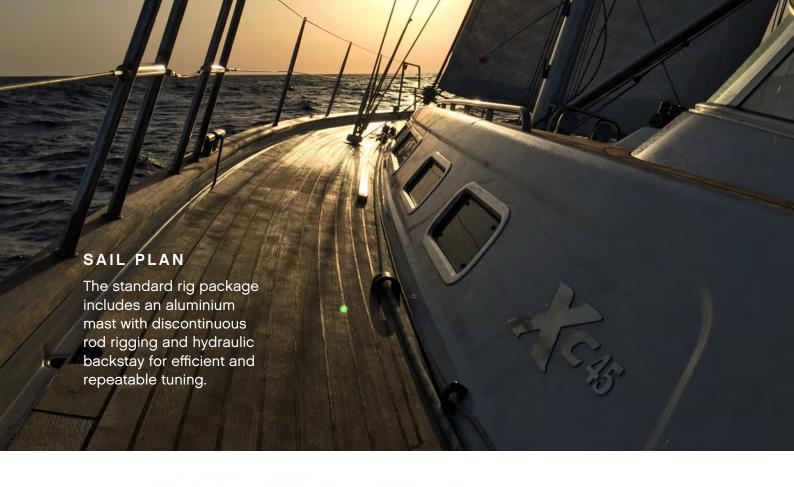


If you thought this was just going to be another X-Yachts branded performance cruiser, think again!

TOBY HODGES, YACHTING WORLD









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
Ballast (standard)	7,200 kg	15,875 lbs
Displacement (light)	18,100 kg	39,903 lbs

#### ENGINE/TANKS

Engine diesel	59 kW	80 HP
Fuel tank	440 Ltr	116 Gal (US)
Water tank	615 Ltr	162 Gal (US)

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



#### LONG DISTANCE CRUISING STYLE

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 electrically folds down to form a bathing platform, with optional davits for a tender.

The Xc 50 is also easily sailed shorthanded, 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.







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

#### MANY CHOICES

Standards 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 head 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.





Undersail, the yacht is quiet below decks with no creaking or banging - just what every cruiser wants

TOBY HODGES, YACHTING WORLD









STANDARD LAYOUT



OPTIONAL LAYOUT





#### XC50 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
Displacement (light)	18,100 kg	39,903 lbs

#### **ENGINE/TANKS**

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

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



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



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



#### 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 bow, with options including a carbon bowsprit to set asymmetrics, a OCR cowling, and standard anchor attachments for hasslefree 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).

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

Toby Hodges, Yachting World







#### INTERIOR

The Xp 44 interior is offered in a three cabin layout, which benefits from exemplary use of light and space. Ample natural light from the flush-mounted hatches and opening portlights creates a welcoming space throughout. A choice of high quality interior finishes allow owners to create an interior that is both elegant and practical, with high quality fittings.

The secure galley is arranged in an L-shaped configuration for safe working at sea. A gimballed two-jet gas cooker and cool box are fitted as standard. Options include a three-jet cooker with oven and grill, additional 65-litre fridge and microwave oven.

The saloon table also incorporates concealed storage for bottles and similar items.











#### LAYOUT OPTIONS

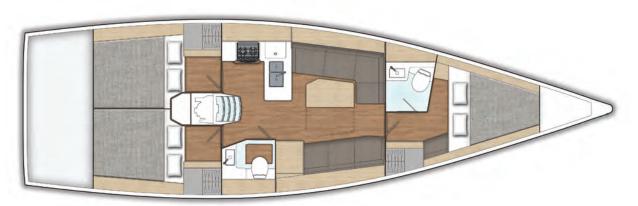
The Xp 44 also introduced the Xp range's adaptable new sliding navigation station, supplied as standard, which allows for additional seating or a forward-facing chart table. It is also offered with a fixed aft. facing chart table option and wooden galley.

The three-cabin layout includes symmetrical double aft cabins, a forward cabin with ensuite heads, L-shaped galley, additional heads accessible from the saloon, and spacious seating area around the 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	45 HP
Fuel tank	200 Ltr	53 Gal (US)
Water tank	350 Ltr	92 Gal (US)

Mainsail (Aluminium mast)	63.9 m²	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 m2	1,722 ft <sup>2</sup>



The Xp 50 is a high performance cruiserracer 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 bow 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.





scenery from the 6 people saloon sofa and the starboard bench. The saloon table 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.

#### 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 imitation teak floorboard gives a new character to this 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







#### LAYOUT OPTIONS

On starboard, the owner can choose 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	59 kW	80 HP
Fuel tank	300 Ltr	79 Gal (US)
Water tank	550 Ltr	145 Gal (US)

Mainsail (Aluminium mast)	87.6 m²	943.0 ft <sup>2</sup>
Mainsail (Carbon mast)	89.6 m²	965.0 ft <sup>2</sup>
106% Genoa	64.3 m <sup>2</sup>	692.0 ft <sup>2</sup>
Spinnaker (all-purpose)	210.0 m²	2,368 ft <sup>2</sup>



## DRIVING PLEASURE & EASE OF USE

With more than 40 years of experience in high performance sailing boats, X-Yachts has now introduced an extraordinary initiative. A fleet of stylish powerboats for quality-conscious boaters, based on the same overall strategy as our sailing yachts. Fast and safe on the water, and an innovative design that provides superior pleasure to the owner.

The first model – X-Power 33C - was launched in January 2021, and the important milestones were reached by close supervision of designers, boat builders, engineers, and technicians.

CEO of X-Yachts, Kræn Brinck Nielsen explains:

"With this powerboat, we are appealing to people who love to go on the water and become one with the sea for the weekend, or spend an active day offshore. Like with our sailboats, high quality and safety goes hand in hand with performance in this new product line."





#### **DECK MATERIALS**

#### ANTISLIP AREA

Standard on the X-Power 33C is antislip area on front and side decks and on the bathing platform. Optional is Flexiteek or Teak.

#### FLEXITEEK / TEAK

Planked Flexiteek with black caulkings is standard in the cockpit. Teak deck with black caulkings is optional.

#### **BOW & STERN ANCHOR**

#### **BOW ANCHOR**

The X-Power comes with an anchor locker and anchor gate as standard. Optional is a fully automated retractable bow anchor system with remote launch.

#### STERN ANCHOR

Optional is an electric stainless steel anchor system.









"Already on the way out of the fjord in the X-Power 33C, we noticed a long list of positive features, such as low noise level and an almost non-vibrational experience of the engine. Quite surprised that we hit top speed close to 40 knots still being able to drink coffee without spilling, while the V8 engine was purring."

Kræn Brinck Nielsen, CEO









#### VACUUM INFUSION AND EPOXY

X-Power hulls are built using the latest high-tech construction technologies with vacuum-infused epoxy and white gelcoat finish. This technology has been used at X-Yacht for years in the construction of hulls for sailboats. The combination of vacuum infusion, oven baked epoxy is the perfect choice when weight, stiffness and strength are key factors.

#### **HELM STATION**

The Helm Station is carefully designed to be user-friendly and intuitive to allow the driver to focus on enjoying the boat ride in comfort and safety.

The navigation system is operated 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 skipper. The built-in control units fit seamlessly into the panel, and thanks to intuitive guidance and large buttons, the panel is quick and easy to operate.

### CZONE CONTROL AND MONITORING

The X-Yachts Design Team has created a unique 'Ease-Of-Use' experience like we know it from high-tech cars and the modern houses that many of us live in today.

CZone is an advanced yet intuitive digital switching system that controls and monitors all vital functions with a few steps. Based on a 10" touch screen, the owner will be able to select a preprogrammed mode that is activating all features required for the various situations the boat will be used in.

When entering the boat, one button will do the work – including turning on the LED lights at the right dim. And when you are ready to drive, CZone will automatically switch on the main breakers and power up the navigation, autopilot system and more with another button.

When safely back in the harbor, CZone powers down the complete boat, but keeps the lights on for you long enough to safely leave the boat.

X-Yachts will soon introduce an additional feature where an advanced remote system is monitoring the status of fuel, battery and water level and even turns on the boat system remotely. It will also upgrade the security with a system that shuts down the boat in case of unauthorized use.



#### THE ENGINE

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

The bowthruster provides 2.2 kW and enables the driver to maneuver the X-Power 33C near coastal waters, channels or when entering or leaving a port.





#### THE COCKPIT

Danish design is famous for its clean timeless style. The X-Power 33C is a showcase of luxury in the cockpit design and has plenty of space with practicality and functionality working well on the open sea as well as moored in a harbour.







#### **FABRIC OPTIONS**

The high-quality textiles are not only stylish and comfortable, but also carefully selected to withstand saltwater and sun. Various colors are available.

#### **PANTRY**

The pantry of the X-Power 33C has a fully functional galley with a one burner stove, practical sink with hot/cold water and a cooling drawer as standard. Optional is an extra cooling drawer.

When not in use, the pantry is closed, tidy and serves as extra table space when driving.

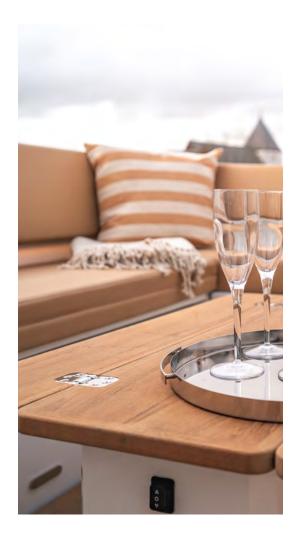
#### **COCKPIT TABLE**

Optional is a cockpit table as shown on the photos. The height of the table is electrically operated, and when table is in low position it accommodates a full width sunbed.

It is possible to upgrade for the bigger luxury table edition with cupholder and tray, and additionally optional is an extra table to fit at the end of the existing.

#### **SEATING AREA**

The cockpit area of the X-Power 33C is spacious with 3 pilot seats and 8 sofa seats. The first edition of the X-Power 33C is furnished with high-quality cushions with material from Sunbrella.









#### THE CABIN

Creating the interior of the X-Power 33C, the designer selected only the very best quality materials giving a luxurious first impression.

The cabin cushions are produced in a durable upholstery and will ensure a comfortable lying position and a good night's sleep. Furthermore, there are plenty of light sources in the cabin.









WHITE · RAL 9016



NIGHT BLUE · RAL 5022

Window grey (RAL 7040) foil waterlines and black sheerline (RAL 7021).



SKY BLUE · RAL 5024

Brass coloured (RAL 1024) foil waterlines and black sheerline (RAL 7021).



**METALLIC NAVY** 

With foil waterlines and black sheerline (RAL 7021).



METALLIC PETROL GREEN

With foil waterlines and black sheerline (RAL 7021).



**METALLIC GREY** 

With foil waterlines and black sheerline (RAL 7021).



**METALLIC GOLDEN YELLOW** 

With foil waterlines and black sheerline (RAL 7021).





# X-POWER IS AVAILABLE IN VIRTUALLY ALL COLORS

The first power boats that left the yard were red and named The Red Baron.

X-Power now comes with three hull treatment options, lacquered hull available in all colors, white gelcoat finish or a full foil wrapping in all colors and custom prints

Only the imagination defines your dream X-Power.





#### TECHNICAL INFORMATION

Design Category	C
LOA	10.2 m
Beam	3.1 m
Draft	1.2 m
Displacement (Light craft):	4200 kg

#### **ENGINE CONFIGURATION:**

Yanmar 8LV	370 hp
Yanmar 8LV	350 hp
Yanmar 8LV	320 hp
Bow thruster	2,2 Kw
Integrated navigation & operation system	2 X 16" screens
Maximum number of people	8
Fuel tank	380L
Water tank	100L
Holding tank	38L

### THE POWER OF PERFORMANCE



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.

#### **LEANER**

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.

## PLAY AND DREAM



### DESIGN YOUR OWN DREAM BOAT...

### ON OUR WEBSITE X-YACHTS.COM

It is possible to make a beautiful visualization of your dream boat at X-Yachts.com

Many of the standard options are described here such as the colour of the hull and waterlines, hull treatment, mast, interior, cushion fabrics etc.

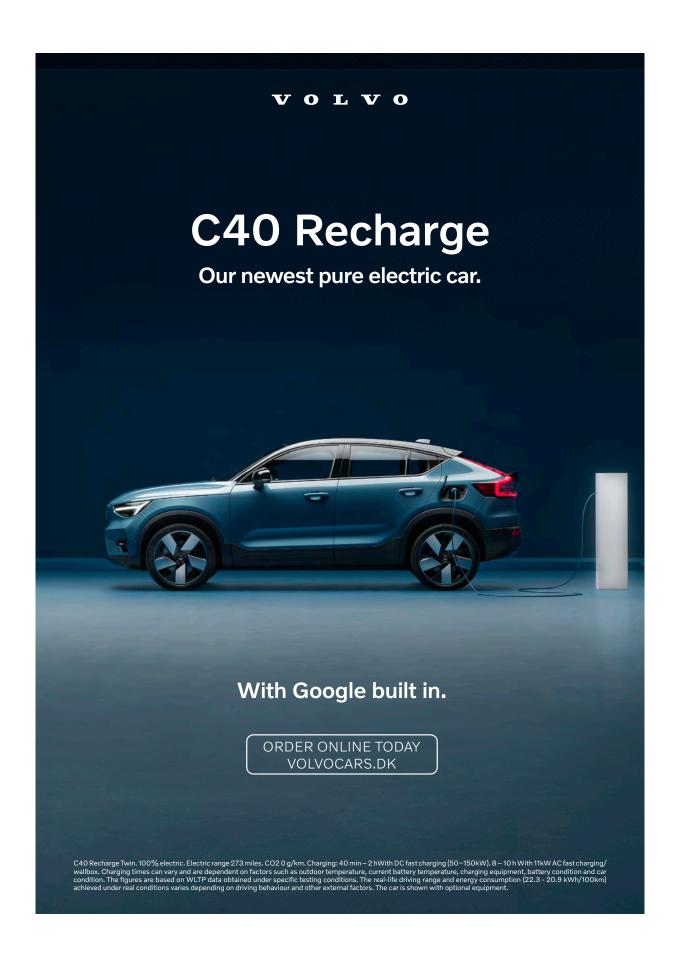
It is even possible to get a visualization of the boat with its own name and port.

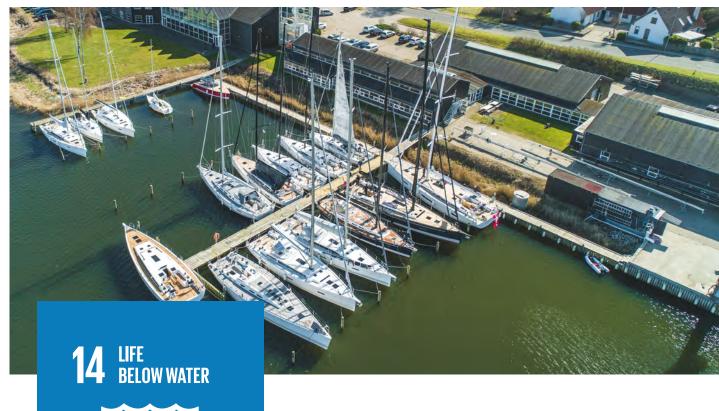
It is completely obligatory to play with the configurator, so go ahead – play and dream.











#### X SUSTAINABILITY

WITH OUR LOVE AND PASSION FOR THE OCEAN, IT IS IMPORTANT FOR US TO FOCUS ON SDG 14 "LIFE BELOW WATER"

Sustainability is an integrated part of X-Yachts strategy. From the beginning we decided to focus on Sustainable Development Gold (SDG) no. 14: "Life below water". But are now ready to intensify our efforts and focus on more.

We quickly learned that it was important to involve all employees in the process, and we try to engage them through an SDG corner in the company. Here they can read about the work and the Sustainable Development Gold (SDG) set by the UN.

Employees can be inspired and involved and give their good ideas. It often comes

the best ideas from the employees who are close to the product and the resource consumption.

Pollution of the world oceans is a growing problem, and we want to help what we can at this point. We do this in collaboration with one of our valued partners "Race for Oceans foundation".

Together with them we focus on SDG 14 where we together focus on removing plastic in the oceans.



### ABOUT THE RACE FOR OCEANS FOUNDATION

The Race for Oceans Foundation is a non-profit organization based in Denmark. Their purpose is to shine a light on Sustainable Development Goal 14: Life Below Water, including the growing plastic pollution.

In a unique way we create a greater synergy between sports, beach cleanups and knowledge and we wish to be able to include everyone in our activities.

– Signe Simonsen

Race for Oceans is built on volunteers and a strong cooperation with organizations and companies wishing to shine a light on SDG 14 - life below water, hereunder the growing plastic pollution. Race for Oceans works together with the international organization UNLEASH. Together, they spread the concept globally in almost 40 different countries and regions on 6 continents.





"We are very happy that X-Yachts joined forces with us in 2021 on our journey to shine a light on SDG 14 - life below water. We are really looking forward to intensifying the collaboration here in Denmark, where we will see the X-Yachts boats and community be part of the Race for Oceans Relay along the coastline in the years to come. It will also be really interesting to follow the globalisation of the Race for Oceans concept on six continents to all seven continents, which also was supported by X-Yachts in 2021".

### **Signe Simonsen**Founder of the Race for Oceans Foundation

## INTRODUCING /// ELECTRIC PROPULSION



### REACHING FOR NEW HORIZONS - X-YACHTS FEELS XSTATIC

A new range of electric powered sailboats is a natural step for X-Yachts in order to support a greener future. Based on our path of 42 years of innovative yachts and heritage, combined with Danish green and sustainable energy, we look forward to launching the first electric sailboat in May 2022.

With the cooperation between John Haurum\* and OceanVolt

we believe that the time and setup is just right, for launch of the first X49E with electric propulsion.

Our focus on the environment is more than just going electric – In the spring of 2021 X-Yachts became the main sponsor of the 'Race for Oceans', an organisation whose target is to protect the oceans from plastic.



#### 

- When I met X-Yachts and shared my ideas X-Yachts immediately committed to the project and shared a common interest in merging innovation, sailing pleasure, and a greener future.

The fact that X-Yachts has their own design office in-house at the yard in Denmark is essential to build and control a project like this – When looking back at the heritage of X-Yachts, and the innovation that has already been done within X-Yachts – I'm sure that this will be another great success"

#### John Haurum

- The client of the first electric-powered X-Yachts







# ANDREAS ØRBÆK OLESEN - SALES MANAGER OF THE ELECTRIC-POWERED X-YACHTS

"When I first met John and he told me about his thoughts of having a new boat with electric propulsion, I was excited. I instantly felt his interest and passion in this eco-friendly system. To John, it was way more than just a product and a new boat – it was a passion for a new future with sustainable energy combined with his passion for sailing"

### A MINDSET BECOMES A LIFESTYLE

My plans for the X49 are primarily to use it for long-distance cruising, but it has also been specified with performance sailing in mind and I intend to participate in challenges like Around Denmark Race and eventually, also the ARC Cross Atlantic.

To commit to an electric saildrive is a mindset and perhaps a changed way of life at sea.

- Sailing is all about harnessing the wind for energy and pleasure, X-Yachts and OceanVolt have taken this mindset to the next level. The OceanVolt system stands out as enabling the use of the saildrive either for propulsion or powerful electricity hydrogeneration while sailing. X-Yachts is using this to build an integrated energy system also comprising of solar panels and a conventional backup generator, for the rare instance where continuous sailing for a motor is needed. I expect the system will fully serve my sailing needs, while largely being energetically selfsustainable.





#### JOHN MORSING

#### - TECHNICAL MANAGER OF X-YACHTS

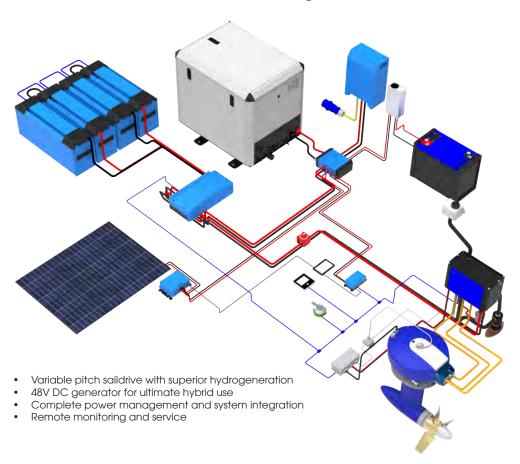
Every X-Yacht is designed with performance in mind – and the X49E is no exception.

The X4<sup>9</sup>E is the first X-Yacht built as a hybrid-powered yacht. It is fitted with 2 x 10 kW electric sail drives, a 28,8 kWh Lithium battery bank, and an onboard

DC generator with a capacity of 11 kW. The hybrid concept is chosen to make long-distance crossings possible without worrying about distance limitations. A pure electric solution is also available if limited distance under engine can be accepted.



### Clean electric power & propulsion systems with superior hydrogeneration



Oceanvolt is proud to supply the first ever hybrid electric X-Yachts.

WWW.OCEANVOLT.COM

#### THE HYBRID POWERED X4°E

#### THE CONCEPT

The X4°E is the first X-Yacht built as a hybrid powered yacht. It has 2 x 10kW electric saildrives installed, a 28,8 kWh Lithium battery bank and an onboard DC generator with a capacity of 11 kW.

The hybrid concept is chosen for making long distance crossings possible without worrying about distance limitations. A pure electric solution is also available if a boat is to be used as a day-sailor.

On the X4°E the entire engine room is converted to a technical compartment where the LiFePO4 battery bank is located as low as possible in an aluminium battery box.

On the engine bulkheads the watercooled motor controllers for the two saildrives are fitted together with the combi that's used for recharging the battery bank while the boat is connected to shore power.

The engine room still has the nice aluminium finish on all sides, but the noise insulation is excluded, hence it is not needed anymore.

The two Oceanvolt saildrives are installed below each berth in the aft cabins. They have a maximum power of 10kW each, theoretically enabling the yacht to sail with a speed of up to 7,8 knots whilst also repowering the battery bank with a regeneration power of up to 3.000 watts.

Aft of the engine room an 11kW Fischer Panda DC generator is installed. The generator is used to recharge the 48V lithium battery bank and/or to simultaneously supply power to the two Oceanvolt saildrives.

#### THE RANGE

When talking electric propulsion, the first question that arises will always be: What's the range under battery power?

The answer to this is that it highly depends on the boat speed, the wind, and the waves. The calculations from Oceanvolt for the X49 with a lithium battery bank of 28,8kWh are estimated as follows:

Conditions Flat water no wind

Boat speed	Range	Sea margin
4 knots	49 NM	37,2 NM
5 knots	30 NM	22,7 NM
6,2 knots	19 NM	14,5 NM
7,3 knots	12,6 NM	9,4 NM

The range is the maximum range with a 90% discharge of the battery bank.

The sea margin takes 25% safety into account due to sea state etc.

In case the yacht has to travel longer distances under power the Fischer Panda generator must be started to enable it to deliver power to the propulsion system and to have the battery bank recharged.

Here are some examples that explains the power need versus boat speed:

#### RECHARGING TIME

There are three ways to recharge the battery bank.

Recharging times from 20-80% state of charge:

Fischer Panda generator: 95 minutes. Combi charger: 9 hours and 40 minutes. Servoprops: Minimum 10 hours.



#### CASE 1

Full or almost full battery bank and need to travel for long distance under power.

In this case the generator delivers all power (11 kW) to the two servoprops, i.e they are run at 5,5kW each.

This will allow the boat to travel with a speed of 6,7 knots (conditions: no wind and no waves).

The fuel consumption of the generator will be 3,8 litres per hour, i.e 1,7 NM per litre of fuel consumed.

The yacht will be able to continue with this setup until there's no more fuel in the tank.

#### CASE 2

Need to recharge battery bank while under generator power.

In this case the power of the servoprops must be decreased to a level lower than 5,5kW each, e.g. to 4kW.

The generator still delivers 11kW. 8kW for the Servoprops, and 3kW for recharging the battery bank.

The boat speed will be reduced to 6 knots, still calculating with no wind and no waves, and the fuel consumption will remain 3,8 litres per hour.

After 10-12 hours max. the battery bank will be fully recharged, and boat can continue as described in case 1.



#### CASE 3

15 NM miles to destination. Battery bank 80% full, and crew would like to travel as fast as possible to destination under engine.

If both servoprops work at full power of 2 x 10kW, the boat will sail with a speed of 7,8 knots.

It will therefore take approx. 2 hours to reach the destination.

Battery bank is 80% full, which is not enough solely to power supply the servoprops all the way to the destination. The generator must be started.

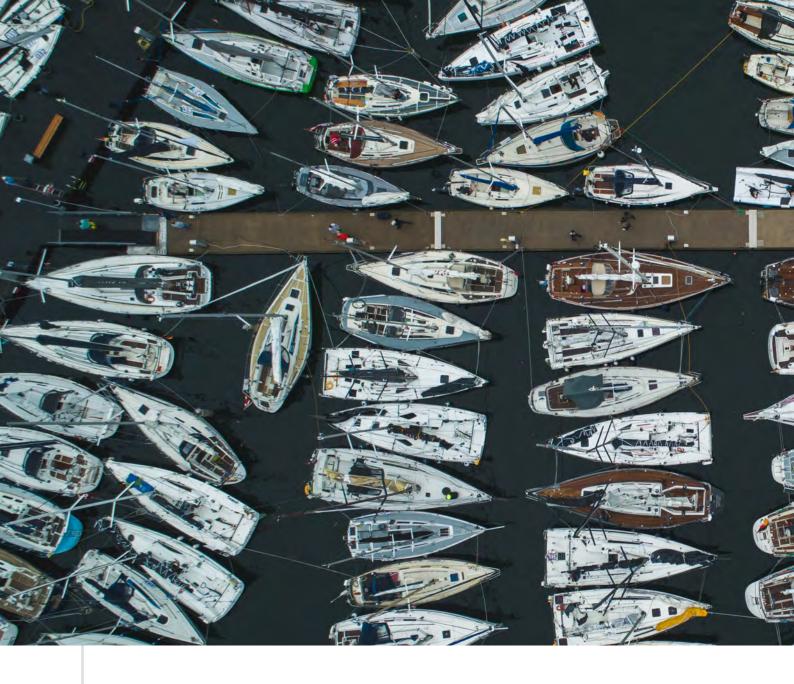
In this case the generator will deliver 11kW to the servoprops, the battery bank will deliver the remaining 9kW which will bring boat to the destination under full power.

#### **FACTS**

- The life cycle of the MG lithium batteries is 3.500 cycles. @
   6knots of speed, this is equal to 15NM \* 3500 = 52.500 NM.
- The LiFePO4 batteries are the safest chemistry on the market.
- Recharging from 20-80% with generator takes approx. 95 minutes.
- Recharging time from 20-80% with charger takes approx. 9h 40 minutes.
- 2 x 10kW Servo props have the same torque as a 60hp diesel engine. In terms of top speed, the motors are equal to 30-40hp.
- Regeneration while underway without need for fuel.
- Only the generator needs to be serviced.
- Regeneration drag up to 2 knots if the boat is sailed below hull speed. 0,5 – 1 knot if close to hull speed.

OceanVolt is a leading manufacturer of electric motors for sail-and-power boats founded in 2004. The Finnish-based company has headquarter in Vantaa where every single part of the system is specially designed for electrical use, and every component is designed and manufactured in Finland as well – This makes OceanVolt unique to the market.

The first electric propulsion X-Yacht sailboat will be launched during the spring of 2022.



#### SILVERRUDDER

The biggest offshore category 3 single-handed sailing event in the world takes place every autumn in Denmark. This year 354 determined sailors showed at the starting line and ventured out into the 135 NM non-stop race round the Danish Island of Funen.

### WHY PARTNER WITH SILVERRUDDER CHALLENGE

In 2021 X-Yachts decided to become the main partner at the Silverrudder Challenge in Svendborg, Denmark. Over the years we have seen the X-Yachts fleet increase to 63 boats in 2021, so it's by far the largest fleet out of the 450 participants.

Single-handed racing as a sailing discipline is growing dramatically, where many other forms of yacht racing are declining, and we want to support Silverudder in the coming years.



### 10 YEARS WITH SILVERRUDDER

X-Yachts has followed this race the last 10 years since the start and the last two years we have been present in Svendborg with different kinds of social activities.

In the X-Yachts business we see that many of our owners are often cruising short-handed, so Silverrudder is a great chance to capture experience in the discipline "ease of use", which we believe is becoming more and more important in the future.

#### THE PARTNERSHIP

The team behind Silverrudder is fantastic, and to show the 100 volunteers our appreciation, they all participated in the draw to win a full charter week in an X4°.

We have now agreed on a long-term partnership, and we are confident that it will be good not only for Silverrudder and X-Yachts, but indeed also for the many skippers who will be doing the race in the coming years.



### KRÆN NIELSEN, CEO AND SINGLE-HANDED SAILOR AT THE SILVERRUDDER CHALLENGE

X-Yachts CEO Kræn Brinck Nielsen reports from one of the best sailing adventures of his life. Racing a brand new X4° single-handed in the 135 nm Silverrudder challenge 2021.

I decided early 2021 to participate in Silverrudder, which is a single-handed race starting in Svendborg, Denmark. Having mainly done cruising for some years I suddenly found 5 regattas in my calendar in 2021. Silverrudder being by far the most challenging of them.

#### ARRIVAL IN SVENDBORG

Not really being prepared is quite unusual for me, but the business at X-Yachts was running at a level of speed that left only marginal room for preparation.

A crew from a sailing school transferred the boat to Svendborg for me, and I arrived in Svendborg only one day before the start. Not surprisingly, many other participants had been there for days preparing.

A lot can wisely be done and prepared when you are facing +24 hours of single-handed racing. As an example, you need all food, gear and spare parts close to you not to lose time and focus on arranging it during the race.

#### THE START

I was playing safe in the brand new X4° as the boat was to be handed over to a buyer only one week later, and it appeared to be a good decision with 75 boats at the starting line in narrow waters.

But even with a safe strategy I found myself in 15th position out of 75 boats after the first two hours, and after having made a few mistakes passing strong currents.

There are basically no rules in Silverrudder. It is all about finding the fastest way around the Island of Funen. No IRC/ORC rules and no limitation on sails at all. The boats in my class were between 35-40 feet and you can make all the modifications on the boat you want as long as it's safe.

#### RAIN AND NIGHT SETS IN

Due to the height of mast I sailed with 8 other boats a longer distance with lots of current in a light breeze. This was not perfect for my cruising setup and I dropped to No 45 as rain and dark set in. Meanwhile, I was still smiling while looking at all the green and red navigation lights from the many boats around me – what an amazing view.







After some time, we got 20-22 knots of breeze and I was carrying a code zero enjoying boat speeds between 10-12 knots. To my big surprise many boats ahead of me did not carry a code or gennaker, so during the night I caught up on 25 boats and was back in 20th position at sunrise.

#### FINISH

I made it to the finish line after 20 hours, and that's fast for a 40-foot cruiser, but wind directions had been perfect with almost no beating. I never really got tired because of the excitement during the race.

Already after one hour of racing it was clear to me that I had to do the 2022 edition as well (and probably also the next ten years). Silverrudder is for me the "Ironman of the Sea", and I loved every minute of it. Finishing 20th in the 35-40 feet class has given me time to reflect and set an ambition for achieving a top ten placement next year. That should be possible in a racier boat and with better preparations.







#### WHAT DID I LEARN

Preparation is undoubtedly the KEY to a successful race. You are very busy on a 40 foot boat, so you must know the boat, study the weather and currents and setup the boat for easy, fast and safe handling, especially for sailing during the night. After the 20 hours at sea, I fully understand why this type of racing is growing while other types of yacht racing are declining.

With only 20 hours of sailing, the 2021 Silverrudder became a very fast race for all boats. If it had been more normal conditions with 25-32 hours for a boat my size, it would have been important to save energy for the last part of the race.

Huge thanks to the Silverrudder organization and the 100 volunteers that made it happen in a safe and professional way. I am very impressed with the community feeling between organizers and the many skippers, and I will never forget this true adventure.







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### WINNING THE IRC CLASS IN A PERFORMANCE CRUISER

X-Yachts owner Ib Kunøe and CEO Kræn Brinck Nielsen took part in one of the best races of their lives. An experience that became so much more than just a race.

#### Kræn Brinck Nielsen reports:

Together with our Greek partner, who is managing the worlds' greatest X-Yachts charter fleet, we went ambitiously into the 600 nautical mile Aegean 600 offshore race around the Greek islands.

We had planned to sail a race-equipped Xp 44, including all the necessary sails, carbon rigged and stripped down in weight. Everything was ready, and after many weeks of preparation, 10 sailors (7 Danes, 3 Greeks and one Norwegian) were ready to travel.

But 3 days prior to the race start, another crew, who had chartered the boat the

week before, hit a rock at 8,5 knots. Big disaster, but fortunately, the boat was safe enough to sail back to the harbour, so the designers can be quite proud of their work. However, with a damaged keel, there was no time for us to get the boat ready for race start.

No other Xp 44 was available in the area, but flights were already booked so we decided to go anyway. Our Plan B turned out to be a standard X4<sup>6</sup> charter boat, that had been chartered for a family the week before. Still loaded with charter equipment.

Not exactly what we had been looking out for, but luckily the main sail from the Xp44 matched the mast of the X4<sup>6</sup>, although just a bit too small. Our genoa posed a bigger problem but with alternative sheeting points etc. we could at least take part in the race.

Basically, we went from the top tuned racer Xp44 and into a much less competitive X46 performance cruiser. At least that was what we thought...

The start of the race was very exciting with light shifty winds, but we managed to battle ourselves into that one and only position in pin end of the start line, that allowed us to claim 'we won the start'. And from that moment there was only one thing in our minds – racing!

After a few days, it got windier with up to 35 knots and challenging 3-meter waves, and the X4<sup>6</sup> seemed to like it, so we ended up with extremely good results after a roaring finish, where we logged a max speed of 15 knots. Despite our modest ambitions, we came first in our IRC class and third overall out of all participating boats. Only beaten by a TP52 and Farr 70.

77-year-old Ib Kunøe was one of three helmsmen on board, and also helmed the boat when we crossed the finish line after 3 days and 23 hours.

A wonderful race with high spirits, quite a lot of water in the hair and "some" appreciation of our result from the carbon racer crews, when we arrived at the pier.

Kunøe was really proud to see the team grow during the days at sea, especially considering the fact we had not been sailing together before.

















# KIELER WEEK IS ONE OF THE LARGEST SAILING EVENTS IN THE WORLD.

Kieler Week or Kiel Regatta is an annual sailing event in Kiel, the capital of Schleswig-Holstein, Germany.

Kieler week is considered one of the world's largest sailings events and is considered to be a very prestigious regatta for all competitive sailors. The regatta, which has been held since 1882, is held every year in the last full week of June.

Most races begin at the Olympic Harbor of Schilksee, also the center of most sporting activities during Kieler Woche. As Schilksee is located outside of the inner city and most sailing competitions take place yet further out, only some races – mainly of smaller boat types – can be viewed from shore, namely from along the Kiel line, at the west coast of the Bay of Kiel.

At the same time as being a major sailing event, it is a major festival in the city of

Kiel. It draws about 3 million visitors every year. The highlight of the festival week is a parade of historic sailing ships on Kiel Fjord on Saturdays. The party week ends with a big fireworks display on Sunday night.

# RELATIVELY MANY X-YACHTS PARTICIPATED IN THE ORC CLUB WELCOME RACE DURING THE KIELER WOCHE 2021.

From X-Yachts, Denmark, the X-41 "Sydbank" helmed by sales manager Torsten Bastiansen experienced a convincing victory taking a 1st place in the ORC II category and winning the overall prize in the ORC International Kiel-Cup.

#### ASTRID 2021 - ROUND UK

The mist cleared suddenly, and Cape Wrath appeared off the port bow, and I realised I wasn't going to collide with it. The sighting meant that I had reached the halfway point in my circumnavigation of Britain.

It was quite an adventure for me. I had bought Astrid in May 2017 (my first yacht), and was still very much a novice. An irrational but stubborn reluctance to retire had restricted me over the following years to day trips round Poole

Bay and the occasional foray to the Solent. So earlier this year I felt the time for a proper sail was already well overdue.

First stop after Poole was Eastbourne, then Ramsgate the next day and then across the Thames Estuary to Shotley Marina. Only one minor mishap so far - an unscheduled mounting of a shoal called "The Horse" in the Stour estuary. Astrid just reared up and reversed off.

Then up to Lowestoft and on to Hartlepool (yes-good fish and chips), followed by stops at Amble, Berwick (interesting navigate up the Tweed to the tiny marina) then to Arbroath and the wonderful smokies.

All along the northeast coast the birdlife was brilliant in its abundance - puffins, gannets, and a host of others that I still haven't identified but feel I should know.

Up to Peterhead and Whitehills (very pretty marina with an abrupt and unexpected right-angle turn) and over the Moray Firth to Wick, just managing to avoid the tops of a submerged windfarm apparently under construction.

Then a deep breath and across the Pentland Firth on a beautiful sunny day and into Scapa Flow and Stromness, bidding our "Farewell" with its evocative lament after a few days. Anchored the night in Loch Eriboll and leaving in thick mist at 4.30 am. Thank goodness for Raymarine. It was shortly after that we spotted the lighthouse puncture the fog. Over the Minch to Stornoway and many dolphin sightings.

On to Canna (good moorings). More dolphins and several whales. Then through the Sound of Mull to Oban,





"When sunshine gilds the glistening sea where waves in beauty play, there's not in all the world a spot like bonnie Oban Bay." It really did feel like that!

South without incident through the whirlpools off Scarba and Jura to Port Ellen on Islay and onward to Bangor on Belfast Lough. Replenished the rum supplies at Ardglass - the welfare of the crew is paramount - and on to Malahide, Dublin. I mention the crew. In ones and occasionally twos they were old friends either pressganged or lured on to the boat at various ports of call, in blissful ignorance of my lack of experience but placing their trust in bravado and the victuals.

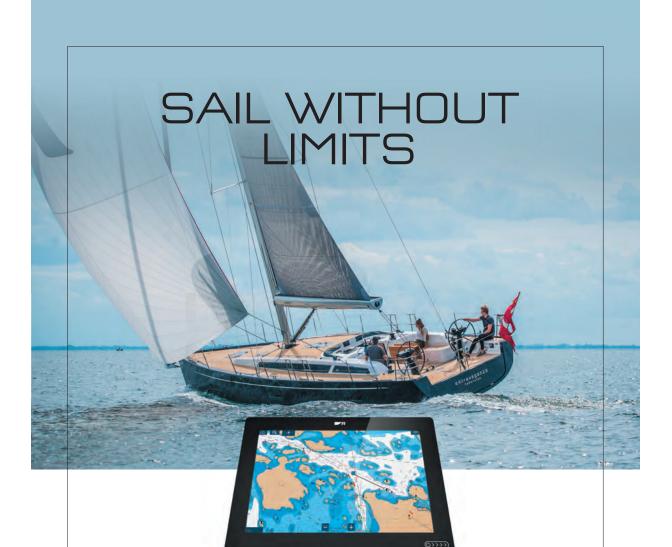
Do you the reader want drama? Well, it was to arrive at 2am in the middle of the Irish Sea in the blackest of pitch and in driving rain. We were caught in a sudden and very violent squall. All that we could see was the sea foaming on either side of the boat, and in the tempest, we found steering almost impossible. Somehow, we managed to drop the sails, berating

ourselves for not having done this sooner. But though Astrid was rocking and spinning, we all felt reassuringly safe on her - it was a matter of us riding it out. The rage was to subside almost as quickly as it had started and were able to make our way around St. David's Head and up the channel to the floating harbour at Bristol, where we berthed for a week.

Then it was southwest passing south of Lundy and around Land's End to Falmouth and on to Brixham. From there, it was a one-day sail to Poole, helped along by a southerly wind and a flooding tide which meant that we registered 14 knots when off Portland.

And so, at 5pm on 6th August, just over two months after I set off, I arrived back at The Haven at Poole RMYC. The yard staff seemed pleased to see me, although they couldn't resist telling me that I now had to do it "the other way round." Do you know, I think I might!

Written by Robert Grey



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### 40 YEARS AS AN X-OWNER

SØREN JENSEN JUST GOT HIS BRAND NEW X4º

My wife and I completely fell in love with the X4° and only 6 days after visiting the yard we signed the order confirmation for delivery in the beginning of July 2021.

I have been a proud X-owner since 1981 and according to Birger Hansen, one of the three founders, I am the only person who has had an X-Yacht for this long.

My first X-Yacht was X-79 no. 50. I bought it together with two friends at a very young age in March 1981. The boat was called "X-Danmark", the very same boat that the three founders sailed in before. I was so lucky to buy it. We sailed the boat home in beautiful sunshine and frosty weather.

After a couple of years, we bought a new X-79. We were still young. Since then, I have had a long and good life, characterised by X-Yachts in all the years and now with our 6th; an X4°, which is an amazing boat. The X-Yacht we had before the X4° was only 4 years old, so I might have been quick to replace it, but when my wife and I went to visit the yard in Haderslev, we fell in love with the X4°.

Together with the X-Yachts team, we configured a boat with a lot of great









solutions. The boat is fantastic to sail and is perfect in every way, inside as well as outside. Since we got the boat for delivery in July, we have lived onboard. Although we also managed to cook gourmet food onboard the X-79, the X4° is indeed pure luxury for us.

It is a true privilege for my wife and I to have always owned boats that

have given us so much pleasure in the element that we care so much about.

In addition to our wonderful X4°, I sail Wayfarer dinghy at home on Furesøen Lake. I also sail J80 and Yngling, and when there is ice on the water, I jump onboard an ice boat.

Søren Jensen, 40 years as an X-owner.



#### AROUND THE WORLD IN AN XC50

Per Bergmann

When I started sailing, the waters around Copenhagen seemed infinitely large, but the idea of passing by the famous castle Kronborg, and continuing into the big world, sowed the seeds that would later grow to tens of thousands of nautical miles, sailing across the blue ocean.

In 2001/2002, my family and I did the first long-distance sailing. We sailed the classic route to the Caribbean and back. Actually, the Caribbean trip was planned to put an end to the dream, but 6 years later there was another opportunity to leave - this time from Denmark to Australia. And such is human nature. If you have first tasted happiness, you want more. It was therefore, with a certain degree of experience in our luggage, that we again 8 years later began to plan a new trip out into the blue. At that time, we had the world's most ideal boat for sailing in Scandinavian waters. An X-442 with a short keel. It could enter all the nice places in the Swedish Archipelago,

while being fast, safe, and comfortable.

With its location in the middle of Copenhagen, it served as an extra apartment for us. It was therefore named AnnXet, in honor of my wife, Ann, and according to the tradition of always having an X in the name. It could easily bring us all the way around the earth, but then X-Yachts launched the ideal long-distance boat, an Xc 50. With a bit of brainstorming, we named it 'Ann Other X'. Now we were ready to go all over the world!

The choice was easy. It should be fast and give us a smooth ride in the waves. We wanted large water and diesel tanks. And not least – we wanted to sail it effortlessly and safely by a crew of two.

We did the classic route around the globe: south towards Cape Verde, right towards the Caribbean, along the ABC Islands to Panama and via Galapagos to French Polynesia. From there, the plan was to visit the smaller islands, like Wallis and Fortuna on the way to Vanuatu and the Solomon Islands, before the Strait of Torres and Indonesia. Since both my wife and I were still associated with the labour market, the trip had to be divided into sections of 6 months at the time.

It is one thing, however, to plan a cruise from your living room, another thing is reality. Everything went well right up until we approached Cartageña, Colombia. Maybe it was not a good idea to arrive on Friday the 13th of March and yet we were infinitely lucky. Just that day, the



entire world shut down due to Covid-19. We reached the local marina, where we ended up in a total lock-down and boating ban.

Had we, like other boats, arrived just one day later, we would have been held up in a quarantine area indefinitely. We were stranded for 2½ months before the State

Department offered to evacuate us and other stranded Scandinavians. The poor people at the quarantine anchorages ended up being locked up on their boats



for more than one hundred days, before being allowed to set foot on Colombian soil. From the marina we could see how the sailors, like lions in cages, daily walked back and forth between the stern and bow to get a little exercise.

9 months later we jumped on a plane to Colombia again. The Panama Canal and the Galapagos reopened, while the maritime borders with French Polynesia remained closed. However, we set off in



the naive hope that luck would stand the brave, and that Polynesia would reopen before we got that far. It never happened, but the maritime authorities in French Polynesia eventually accepted that when our residence permit on the Galapagos expired, we would be able to seek refuge in Polynesia. The planned route could



therefore be completed and the dream of sailing in French Polynesia became a reality. After some wonderful months, Ann Other X is on land in French Polynesia, while we are working back in the wintercold Denmark, where the dark months will be spent planning the next trip.

The Galapagos and Polynesia are, without a doubt, highlights on any circumnavigation. Swimming at the Galapagos surrounded by sea lions or meeting flocks of sea turtles that are completely unaffected by the proximity of humans is absolutely unique. The wildlife of the Galapagos is indescribable and in a league all to itself. And French Polynesia, yes, it is just made of the substance from which dreams arise. Crystal clear water, colourful corals surrounded by tropical fish, sharks and manta rays, palm trees

and sandy beaches, but at the same time a population that meets sailors with hospitality, generosity and warmth. Time and time again, we have been given sacks of fruits and vegetables as a gift, just as a kind gesture!

And what about sailing across the vast Pacific Ocean? Yes, here our Xc 50 has fully fulfilled our desires. It has chewed its way through mile after mile without tiring the crew. At no time have we felt insecure, while the many nautical miles have been passed in fewer days than we had expected. It is therefore without concern that we look forward to continuing the odyssey again in ½ years' time and experiencing new and exciting communities and remote islands.













# BOAT SHOWS AND REGATTAS AROUND THE WORLD

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X-CROSSING 2023

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Norwegian X-Yachts dealer Otto Backe came up with the idea, and Israel/
Cyprus dealer Easy Swissa has taken over organizational matters and will be leading the fleet of the X-Crossing.

The participating X-Yachts will meet on the Canary Island Lanzarote in the fall of 2023. Specialists from the X-Yachts Service Team will join the party a week before the departure and will provide support with technical and safety work on the boats.

#### **EASY SWISSA:**

"For many sailors, an Atlantic crossing is a once in a lifetime experience, and we are creating a fantastic adventure with full focus on safety and a lot of care to be taken for the 30 X-Yachts, which will be the maximum number of boats allowed to be part of the fleet."

"The crossing starts from Lanzarote to Cape Verde where there will be a short stop, and then across the Atlantic to Barbados, where a service crew from X-Yachts will again be available. We will pre book berths in the marinas in both Lanzarote, Cape Verde and Barbados and will ensure that the participants are having a fantastic and safe experience."

"After some days with social activity in Barbados, each team will have the opportunity to make their individual routes in the Caribbean, with a possibility to gather again in the spring for the trip back to Europe."

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#### X-YACHTS SPAIN

The new X-Yachts Spain is based on Mallorca with one of the finest service facilities in the Mediterranean area and well connected with affiliate partners all over Spain. Based on a very solid sailing background and with a strong vision of providing world class service and after sales to the clients.

The company is headed by David Greene, Rodrigo Sanz and Silvia Reyero. In addition to their 1,000 m2 service facility, they are also planning on a sales facility near the famous Real Club Nautico de Palma.

David Greene came to Mallorca from Australia as a sailor and has more than 20 years of experience with servicing a fleet of X-Yachts owners in Palma de Mallorca. Maintaining and preparing yachts for cruising holidays and modifying and optimizing boats for regattas and blue water Racing. David 's

experience directly with the X-Yachts shipyard since 2003 is a true reflection of his love for the brand.

Rodrigo Sanz literally grew up with X-Yachts and around the world-famous Real Club Nautico de Palma, and in addition to his more than 15 years in the rigging industry, he competes at professional level in many regattas around the world. Rodrigo is founder and CEO of Pro-Rigging that has been servicing yachts of all sizes since 2009.

Silvia Reyero is X-Yachts Spain's operations manager and started her new career in yachting after many years in education. She has quickly come to grips with the nature of the business, and she is a crucial person in setting up the new organization. "Success is the sum of small efforts, repeated day in and day out" – says Silvia.

With more than 6,500 boat owners and nearly 30 dealers and service partners around the world, X-Yachts has probably the strongest network within the boating industry. Some of which have been part of the journey since 1979 when the first X-79 was built.

The network was strengthened even further in 2021 with the introduction of new partnerships in Australia, Spain and Bulgaria.



WORLD CLASS SINCE 1979







#### X-YACHTS BULGARIA

Well positioned in Burgas by the Black Sea, Valentin Valchev and Krasimir Naumov are now developing a promising X-Yachts market with a strong vision for the Bulgaria, Serbia, and Romania region.

With lots of beautiful coastline along the Black Sea, but so far only a few X-Yachts located in the area, there is plenty of potential - says Valentin Valchev, who got inspired by the X-yachts organization after picking up his brand new XP50 at the yard in Denmark in the summer 2021.

Valentin realized his dream of cruising the Scandinavian summer 2021 before heading south towards the Mediterranean and Black Sea regions where his XP50 will be based. He then teamed up with Krasimir Naumov who is an experienced regatta sailor and race organizer, and manager of Bulgaria`s most recognized sailing club - Yacht Club Port Bourgas.

He is also board member of the Bulgarian Sailing Association. Together, they are the new X-Yachts dealers in Bulgaria, Serbia and Romania.

We will introduce sailing to people in our region through sailing schools, community events and charter experiences. We are cooperating with operators in Bulgaria and with our dealer colleagues in Greece (X-Yachting) who have the biggest fleet of X-Yachts in the world – says Valentin Valchev.

Krasimir Naumov is planning several community and social racing events in the Black Sea area, a.o. around Burgas but also from other marinas in the Black Sea. We are fully aware that it will take time to develop the market, but the potential is here – says Krasimir Naumov.

They are also planning to establish a winter storage and service facility in one of the marinas around Burgas.

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#### X-YACHTS AUSTRALIA

Getting X-Yachts Australia back to where it belongs – as the leading premium European yacht brand in Australia is the clear goal of Kevin Wallis the Managing Director of X-Yachts Australia.

We are inspired by the history of the brand, the proven performance of X-Yachts and now the unique combination of unsurpassed luxury, safety, after sales support and the comradeship of being part of the X-Yacht family globally, and we are set on creating the total package for the X-Yacht owner in Australia – says Kevin Wallis.

Kevin has been able to retain the skills and knowledge of Andrew Parkes as Sales Director, Andrew has over twenty years of X-Yacht knowledge as well as being professional sailmaker and highly competent sailor

In March 2022, the first new yacht will enter the new Australian dealership – a well optioned X46, with an Axxon carbon mast and a carbon boom from Danish Furlerboom. By mid-year the Australian dealership will have an X-Power 33C and by October the first of the new X43 yachts will land in Australia

X-Yachts Australia is based in Sydney with sales and service partners in Melbourne, Brisbane and Perth.





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#### BRITISH COLOMBI, CANADA



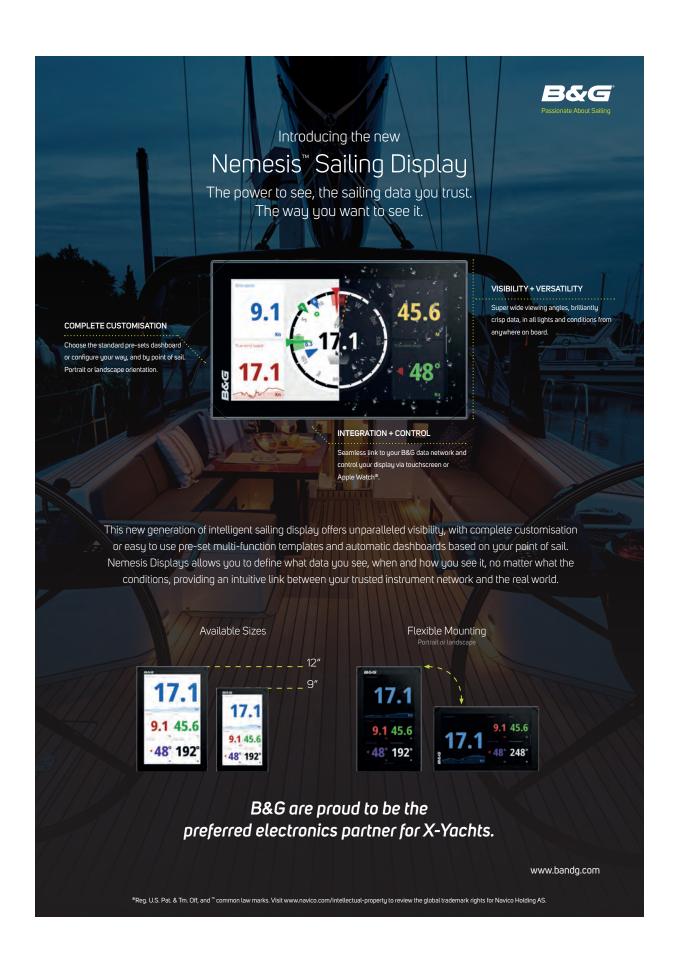
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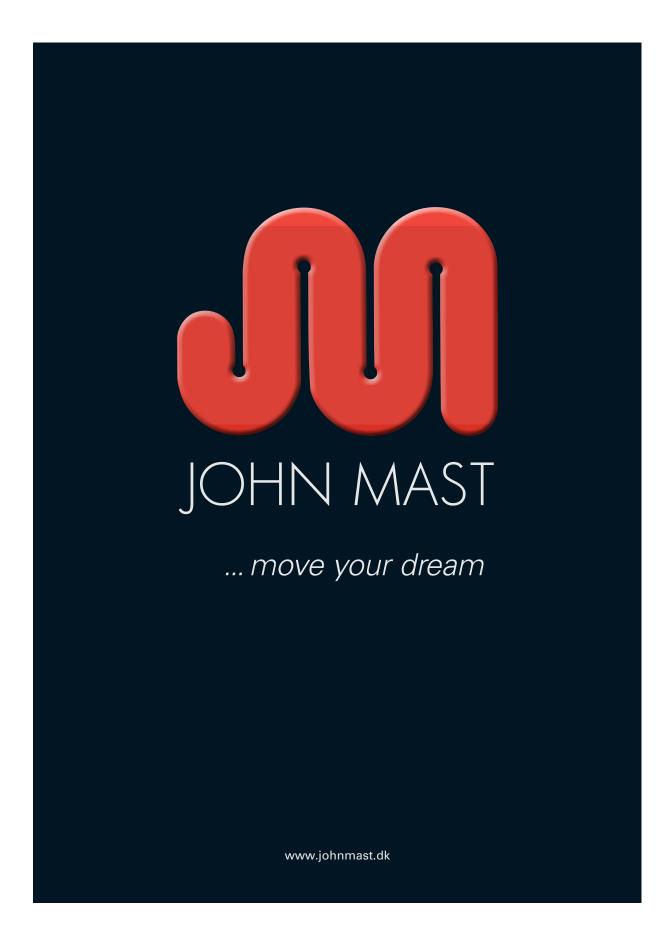
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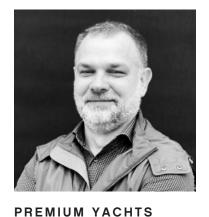
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You are always welcome to contact X-Yachts Denmark and we will help you find the right dealer for you ...





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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