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Xc 45 Royal Danish · X-41 International Championship · X-65 The world is waiting for you

# X-YACHTING

2009 Edition

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*"We welcome you to the 30 Years Anniversary edition of X-Yachting and hope it will offer you some enjoyable moments of reading."*

114



20



50



102



92



**X-Yachts**  
WORLD CLASS SINCE 1979

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# In at the deep end

Growing one-design fleets and the launch of a true cruising yacht have made this a truly historic year

There has never been a year like 2008 in the history of X-Yachts. Since 1979 our company has been focused on producing seriously fast yachts, whether one-designs, handicap racers or performance cruisers. The year witnessed one-design fleets, such as the X-35 and X-41, growing at a tremendous rate and owners have enjoyed competing at some of the world's premiere events – so why did we look away from the racecourse and build an out-and-out cruiser?

The answer is simple: we were asked to. Some clients who have owned and raced X-Yachts for decades wanted to cruise, yet did not want to sacrifice the sailing characteristics that they were used to. They, like us, found their situation changing and wanted a yacht that was a true family cruiser that would excel when passage making in open waters.

Development of a cruising range began in secret in 2004. It was a bold step and the initial boat had to be perfect. The design of the Xc 45, the first 100% cruising X-Yacht, was finalised at the end of 2006 and construction of production tools began.

The Xc 45 was launched in May 2008 and Europe's yachting press immediately declared her a true blue water cruiser. She has approximately 30% greater displacement than a conventional X-Yachts performance-cruiser, with more accommodation, higher tank volumes, a larger engine, and heavier specifications throughout. She has classic good looks but how would she sail?

The results of the X-Yachts Gold Cup spoke for themselves. On windy days, the Xc 45 led her class on IMS (ORC) handicap, thriving in the tough conditions and giving a glimpse of her true potential. She is an offshore cruiser that provides the thrill of being on board an utterly well balanced and performance-oriented vessel.

But would the launch of a cruising model damage X-Yachts' credibility among racing owners? The results did the talking once again with sales of the original models exceeding all previous years.

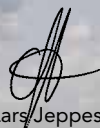
The Xc 45 has been an unqualified success and the Xc 42 will be unveiled at the Düsseldorf Boat Show in January 2009. Later in the year a third member of the Xc family will follow, being built with the skill, technology and care that make all X-Yachts so special.

The creation of the cruising models has led X-Yachts to divide their designs into three distinct groups: Xracing (Xr), Xperformance (Xp) and Xcruising (Xc). There is now an X-Yachts design for everyone.

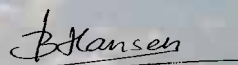
X-Yachts fleets are growing everywhere and many of their members took part in the biggest ever X-Yachts Gold Cup. Some 1,300 sailors on board 122 X-Yachts enjoyed the hospitality of the Royal Danish Yacht Club and three days of excellent racing, good breeze and a fantastic atmosphere. Elsewhere the X-37 "Telefonica" recorded a remarkable third consecutive win at the ORC 670 World Cup.

The launch of the Xc 45 has not distracted X-Yachts from its core task of building exciting, competitive boats and supporting the development of class racing around the world. The X-34 was launched in 2007 and 2009 will see the debut of the stunning X-65.

X-Yachts will also celebrate its 30th anniversary in 2009. We have a proud past and cannot wait for the future.



Lars Jeppesen



Birger Hansen



Niels Jeppesen

### Management



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# Going for Gold

The racing could not have been any tighter in a record-breaking 11th X-Yachts Gold Cup

World records were smashed before the 2008 X-Yachts Gold Cup had even started. Never before had so many yachts from a single yard come together to compete – and never before had Denmark played host to such a large international keelboat regatta.

A breathtaking 120 boats and 1,300 crew took to the water for three unforgettable days in July. The racing was held off Tuborg Harbour in Øresund, Copenhagen, and the weather gods supplied

all sorts of conditions to test the skippers' skills.

Although it is the biggest international keel-boat regatta ever sailed in Danish waters, there could easily have been many more participants. X-Yachts and the organising yacht club Royal Danish Yacht Club set a limit of 120 yachts and within a week of the race being announced, the limit was reached.

The action took place over three days between 17-19 July with the





# X-Yachts GOLD CUP

16 - 19 July · Copenhagen



yachts based in the new Tuborg harbour. The fleet was divided into five classes and the competition was fierce in each of them. There were one design classes for the X-35 and X-41 designs, as well as two sports classes divided by length. Sports Class B was made up of 20 yachts from 30-38ft while Sports Class C was for 30 boats from 40-55ft. And the Family Class saw 24 yachts at the starting line. The racing got underway with typical Danish summer weather

including sun, showers and 15 knots of changeable winds. The X-35 and X-41 classes sailed three races on an up and down course, while the two Sports Classes and the Family Class had two races each. The breeze was reasonably light on the second day but by Day Three the wind swung to south-south-east and increased to 20-22 knots. The waves built and with no places decided at the start of the final day, there was everything to play for. ▶



### Fast family fun

In Family Class A there were 24 X-Yachts, ranging from 34-56ft who competed without spinnakers on their own course. Oliver Leu from Germany took first place overall in his X-37 "CGMer" with a margin of 1 point to Lars Jeppesen, the Danish skipper with "Royal Danish", a Xc 45. This was a tremendous result for the first ever 100% cruising boat X-Yachts has built. The Xc 45 was unveiled to the public the day before the X-Yachts Gold Cup started and little was expected of the boat. She proved, however, to be very fast – especially in the heavy winds in the last two races. X-Yachts just can't help building fast boats!

One yacht which epitomised what the Family Class is all about was the X-362, "Pryde" which came third. The five-year-old boat is owned by the Kornum family and everyone on board was determined to race hard and have fun. Torben and Kirsten Kornum were joined by their daughter Julie (18), son Sebastian (16) and three family friends. There could be no denying that there was some serious talent on board as Sebastian had just returned from Italy where he was crowned champion at the Slalom Windsurfing World Championship. Slalom is the fastest discipline in windsurfing and the youngest Kornum clearly feels a need for speed.

*"I am convinced that our children of 16 and 18 years of age wouldn't have sailed with us if we had a boat that didn't sail so fast and was so fun to sail for everybody on board,"* said Torben, a clearly proud father. *"My advice to other parents of sailing teenagers is to make sure that you have a boat with enough challenge and appeal to younger people as well as to yourself."*

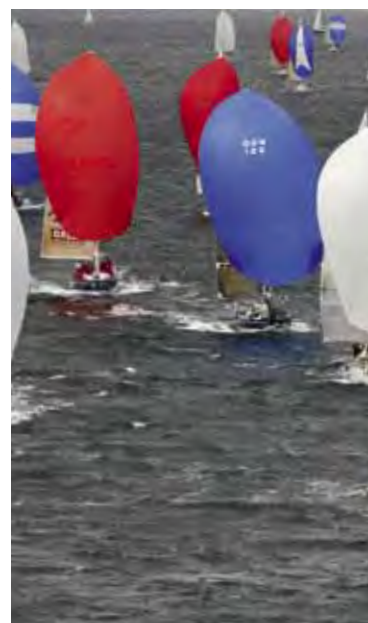
*"We have had a fantastic time at the X-Yachts Gold Cup,"* Torben added. *"Our boat isn't the youngest boat in the fleet but we did pretty well."* After the Gold Cup the Kornum family continued their summer cruise, heading along the west coast of Sweden. ▶



The X-55 hull 04 "Onyx" owned by Thor Johan Furuholmen from Norway.

Sport class C ploughing the waters off Copenhagen under spinnakers.

Family Kornum in their X-362 Sport came 3rd in the Family Class.







**X-Yachts**  
GOLD CUP

16 - 19 July · Copenhagen



*Henrik Jørgensen from Denmark in his X-40 X<sup>2</sup>box" came 2nd in Sport class C.*







X-332 "Havgassen" came 8th in Sport class B.

Excitement at the start line in the Sport class.





# X-Yachts GOLD CUP

16 - 19 July · Copenhagen



*The Danish X-37 "Hansen" took the trophy in Sport class B.*



## Good sports

In Sport Class B there was again only one point between first and second placed boats – both of them Danish owned X-37s, Jan Kildegaard Hansen in "Hansen" was closely followed by Ingolf Nordal in "Mio". The third boat, only two points behind, was "Monkey Business" sailed by Ruben Knudsen.

The story was repeated in Sport Class C where "Eye2eye", the X-50 from Denmark, sailed by Thor Bendixsen, came first by just one point. Close on his tail was another Dane, Henrik Jørgensen, in his X-40 "X-box". William Friis-Møller in "Mandalay" came third with 22 points – the same score as "Pralex" sailed and owned by Mads Barner Christensen, also from Denmark. ▶

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The winner of the Scandinavian Championship X-35 "avt-people.com" skippered by Kristian Groth from Denmark.



The "Untouchables" were fighting for the honours of Holland.



The Finnish boat "Subway/Epsilon" came 4th.

### X-35 Scandinavian Championship 2008 - As close as can be

The X-35 fleet also raced as a class with 15 crews on the water. This is another one design class that grew with great speed and now has a full race calendar including the Copa del Rey in Mallorca. With the X-35 Worlds sailed in Italy and the European Championship sailed in Germany, the crews from seven countries fought for the "X-35 Scandinavian Championship 2008". With owners at the helm and limited professional crew on board the racing was tight and dramatic from the first gun.

Finnish boats dominated three of the top five places on leader board after the initial races with the Finn Pekka Töytäri in "Laura X" at the head of the pack. The reigning X-35 European Champion Kristian Groth of Denmark aboard "AVT/People.com" was number two with Norwegian Erik Brantzeg number three.

At the end of Day Two, and with six races completed, the top two places remained unchanged though the Finnish boats "Subway/Epsilon" and "Roxanna" with Erkki Lempläinen and Kimmo Vähätalo pushed up to third and fourth place.

After the two races on Saturday, Pekka Töytäri in "Laura X" and Kristian Groth in "AVT/People.com" had the same number of points. Things don't get any closer that that. The rules state that it is the number of first places that decides a tie and since the Dane had three and the Finn had only two, it was Kristian Groth who won, adding Scandinavian Champion to the title of European Champion he had won a month before. "Roxanna", skippered by Kimmo Vähätalo finished in third place. ▶

Teemo Kekkonen had come from Finland with his team [www.teamxo.fi](http://www.teamxo.fi)







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# X-41 International Championship 2008

### X-41 - Centre of attention

Perhaps most extraordinary aspect to the competition was the X-41 International Championship that formed part of the Gold Cup. The design had been launched just 17 months earlier, yet almost 70 of these sleek racers had been built and an amazing 32 of them competed in this inaugural event. There were boats from 16 countries, illustrating how the X-41 has seized the imagination of sailors around the world. Professional crews usually seen at the helm of America's Cup yachts and Maxis shared the cockpit with owners and serious amateurs and the racing was incredibly tight. It seemed on the first day of racing that many of the X-41 sailors had underestimated the new yacht's acceleration. There were so many premature starters in the first three starts that the race committee had to make general recalls until they lost patience and hoisted the black flag which helped to focus the skippers' attention.

The crews soon got to grips with their thoroughbred racers and enjoyed three fantastic days of competition. By the final race the biggest battle was between the "WB Five" from Italy and "Hvorf det" from Denmark. The Italian boat boasted former Maxi Racers world champion Lorenzo Bressani as tactician while the Danish boat was skippered by Peter Kampmann with four pros onboard.

If the Danes finished worse than eighth the Italians would sail away with the title. It was a nail biting finish with the Italians in the lead and the Danish racers in real danger of throwing it all away. It was only on the final run that they fought through the fleet, finishing just behind the Italians and securing their overall first place. The German boat "Extasy" with Thomas Brügge at the helm finished third. ▶

*X-41 "Hvorf det" was skippered by Peter Kampmann, and the owner Finn Krogh Rants could bring home the X-41 trophy.*











- 1) X-55 moored in front of the Royal Danish Yacht Club.
- 2) The Sport class in tough competition around the buoys.
- 3) Concentration onboard the IMX 40 "Pralex".
- 4) X-41s in the first International Championship.
- 5) The all new Xc 45 hull 01 skippered by Lars Jeppesen, X-Yachts.
- 6) Dinners were served all three nights in the 1,600m<sup>2</sup> big tent.
- 7) Mads Christensen, international entertainer and proud IMX 40 owner, captivated the Gold Cup audience as Master of Ceremonies.
- 8) The Overall Gold Cup winners – Thor Bendixen from Denmark and his crew from X-50 "Eye2eye".



### Golden glory

The overall winner of the 11th X-Yachts Gold Cup was decided by drawing lots among the five class winners. Each of the victorious skippers had earned the right to lift the trophy after three days of such closely fought racing but it was Thor Bendixen from Denmark, champion of the Sports Class C aboard X-50 "Eye2eye", who lifted the grand prize.

The excitement on the water was only matched by the hospitality ashore. The event was supported by BMW and all the competitors enjoyed the luxurious shuttle service between the harbours at Tuborg and Skovshoved. There were sumptuous buffets, daily prize givings and the event finished in great style with a gala dinner.

There was much praise for the Royal Danish Yacht Club that had hosted the racing – the only question seemed to be how could the next X-Yachts Gold Cup be any better? We will just have to head to the Netherlands in 2009 to find out. **X**

## results

**X-Yachts**  
GOLD CUP

### FAMILY CLASS A

1	X-37	CG Mer	Oliver Leu	GER
2	Xc 45	Royal Danish	Lars Jeppesen	DEN
3	X-362 S	Pryde	Torben Kornum	DEN

### SPORT CLASS B

1	X-37	Hansen	Jan K. Hansen	DEN
2	X-37	Mio	Ingolf Nordal	DEN
3	X-37	Monkey Business	Ruben Knudsen	DEN

### SPORT CLASS C

1	X-50	Eye2eye	Thor Bendixen	DEN
2	X-40	X <sup>2</sup> box	Henrik Jørgensen	DEN
3	IMX 40	Mandalay	William Friis Møller	DEN

### X-35 SCANDINAVIAN CHAMPIONSHIP

1	X-35	avt.people.com	Kristians Groth	DEN
2	X-35	Laura X	Pekka Töytäri	FIN
3	X-35	RoXanna	Kimmo Vähätalo	FIN

### X-41 INTERNATIONAL CHAMPIONSHIP

1	X-41	Hvor'f det	Finn Krogh Rants	DEN
2	X-41	WB	Gianclaudio Bassetti	ITA
3	X-41	Extasy	Thomas Brügge	GER









# Xc 50

Cruising is taken to **a new dimension of comfort** with the creation of the Xc 50

For X-Yachts to launch an entirely new cruising range was a bold move and one that has proved incredibly popular. The original Xc 45 was followed by the Xc 42 but some sailors wanted more. They desired more speed and more space – a larger engine, bigger tanks, increased stowage. They also wished to have the option of dedicated crew accommodation.

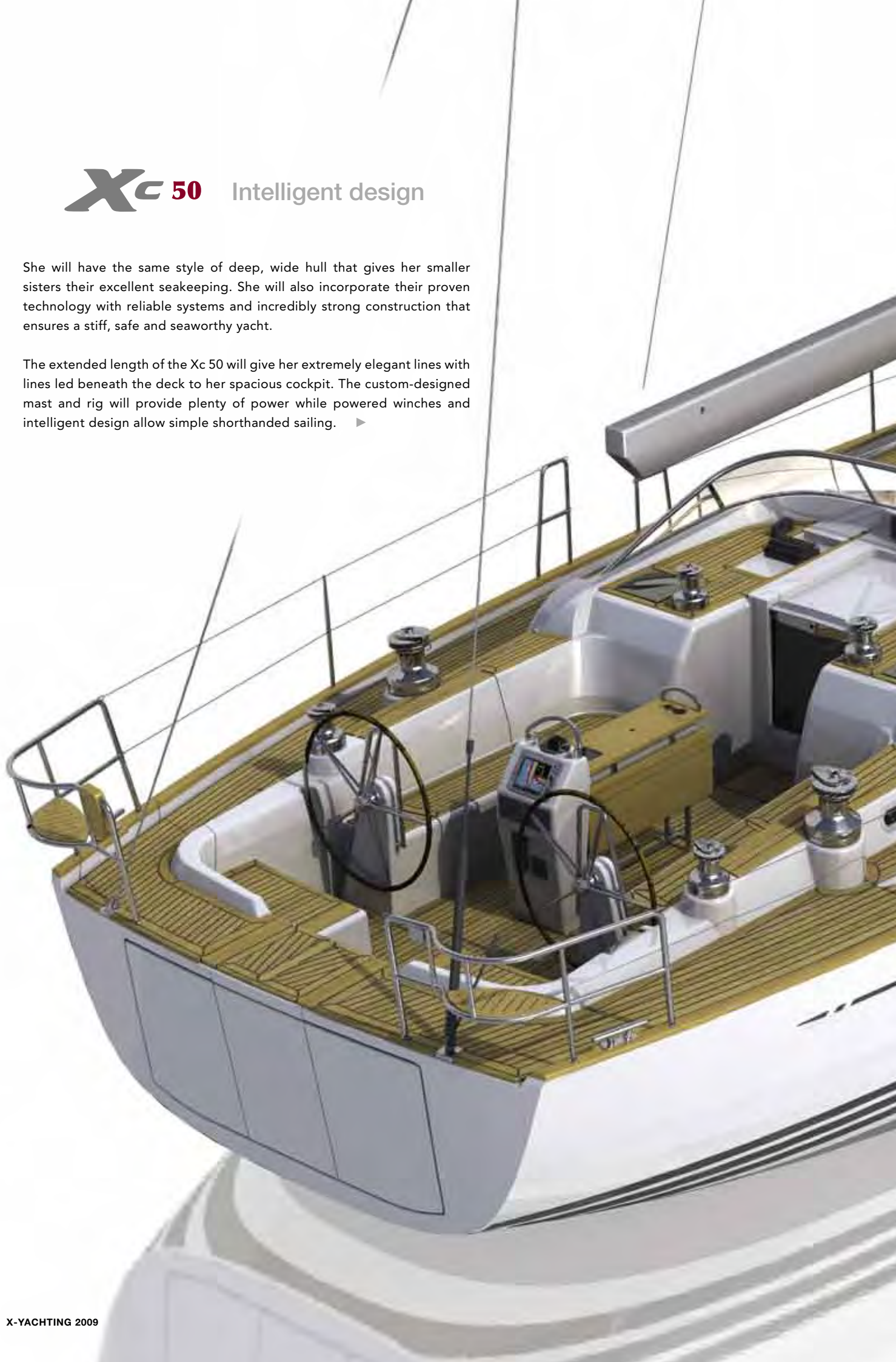
The Xc 50 will be their dreams come true, providing a true offshore cruiser for those who want a boat that is capable of sailing far beyond the horizon. ▶



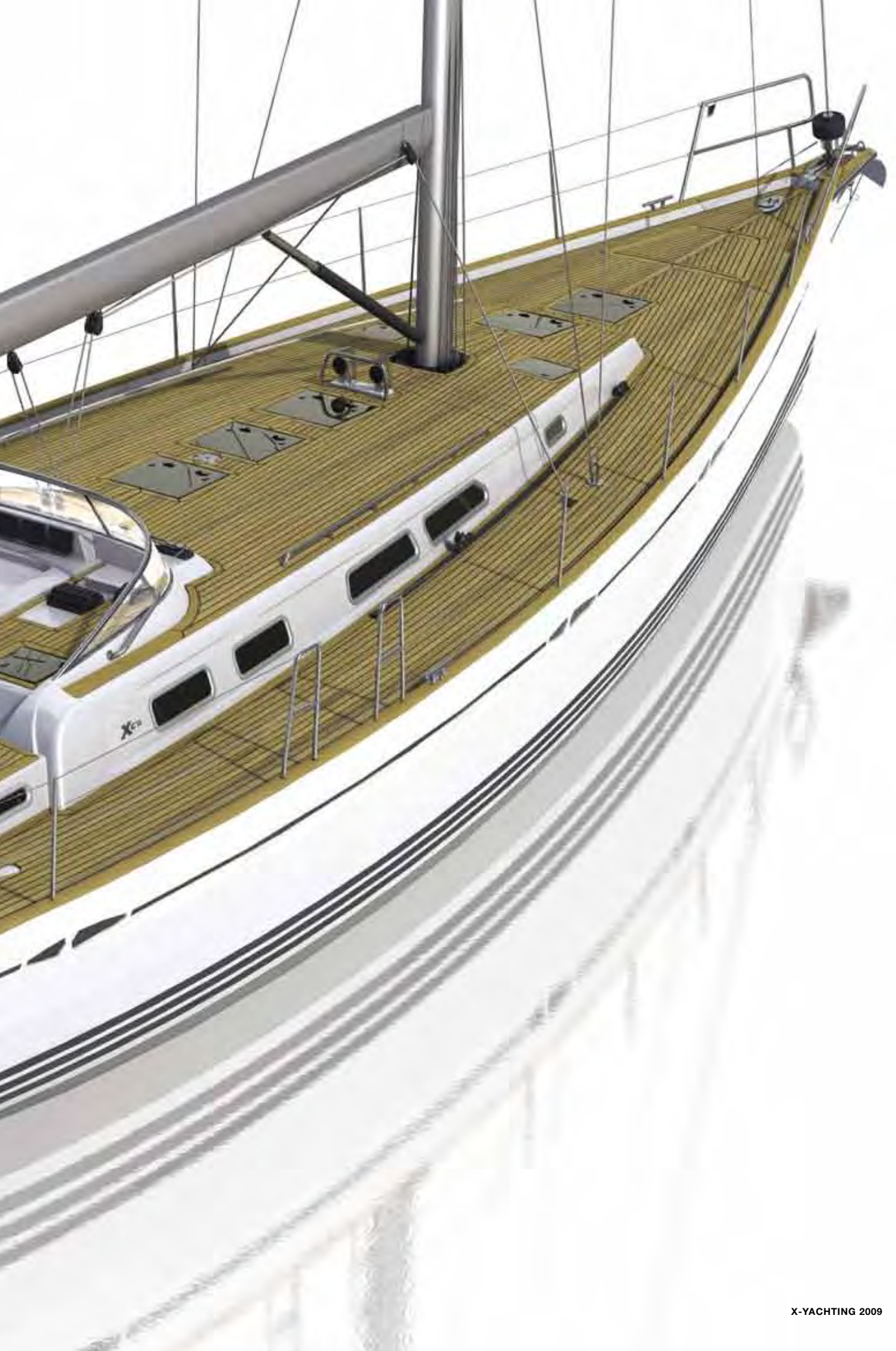
## **Xc 50** Intelligent design

She will have the same style of deep, wide hull that gives her smaller sisters their excellent seakeeping. She will also incorporate their proven technology with reliable systems and incredibly strong construction that ensures a stiff, safe and seaworthy yacht.

The extended length of the Xc 50 will give her extremely elegant lines with lines led beneath the deck to her spacious cockpit. The custom-designed mast and rig will provide plenty of power while powered winches and intelligent design allow simple shorthanded sailing. ▶











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***Cowl ventilators***





## **Xc 50**

### **DIMENSIONS (Preliminary)**

Hull Length	15.24 m	50.00 ft
LWL	13.51 m	44.30 ft
Beam max	4.60 m	15.10 ft
Draft - standard	2.35 m	7.70 ft
Draft - shallow	1.95 m	6.39 ft
Ballast standard	6,970 kg	15,366 lbs
Displacement light	17,000 kg	37,478 lbs
Engine diesel	110 Hp	82 kW
Water tank - standard	800 L	211 Gal
Fuel tank - standard	600 L	158 Gal

### **SAIL AREAS standard (Preliminary)**

Mainsail	73.1 m <sup>2</sup>	787 ft <sup>2</sup>
Self Tacking Jib 94%	53.3 m <sup>2</sup>	574 ft <sup>2</sup>
Genoa 106%	60.1 m <sup>2</sup>	647 ft <sup>2</sup>
Asymmetric Spinnaker	180.0 m <sup>2</sup>	1,937 ft <sup>2</sup>



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# X-Yachts



# Xc 50 Below decks with high quality of workmanship

Below decks there will be the extremely high quality of workmanship that is expected from the craftsmen at X-Yachts. A choice of hand-finished teak and more modern surfaces allows owners to combine traditional and modern to suit their taste.

The saloon will be luxuriously finished with the port settee converting into a pair of chairs to reveal a stylish drinks cabinet. An

extremely large and well equipped galley will allow elegant entertaining in port or comfortable cooking at sea.

The spacious owner's cabin is located forward and clients can choose to have the large double bunk situated centrally or to port. The latter option allows for the creation of crew quarters in the forepeak as well as a long settee in the cabin that can be

used as an extra berth. The owner's heads are en suite while there is an additional heads to serve the two generously sized aft guest cabins.

The Xc 50 is everything you could want from a cruising yacht. She has the speed, space, safety and style to take you anywhere in the world you choose. X



Deck layout

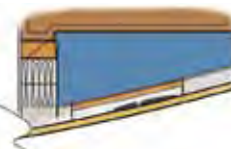


Interior with owner's bunk situated centrally.



Interior with owner's bunk to port and crew cabin in forepeak.

Two options on starboard: Sofa and cabinets or extra single berth.



## results

### SPORT CLASS

Place	Model	Yacht name	Skipper
1	X-37	NRJ Ball	Roland Claeys
2	X-40	Tenace	Dirk Rens
3	X-35	The Untouchables	Coen Wohrmann

### FAMILY CLASS

1	X-34	Ventoux	Geert Cipers and Frank Klaps
2	X-40	X-Leuver	Martijn Verhaagen
3	X-43	The Max	Bram Verwijs



*The X-40 "Geluxvogel" from Holland, owned by A.I. van der Wal, was leading the Racing Class in the first race. They finished 4th overall.*



# A first for Belgium

Text: Jan Persoons

Photos: Luc De Wandel

Steady wind, hot sun and cold beer made the inaugural Belgian X-Yachts Cup an event to remember

The number of X-Yachts events grows every year and 2008 saw the first Belgian X-Yachts Cup. Twenty-six X-Yachts, ranging from the X-332 to the X-50, made their way to the lively harbour of Breskens for a weekend of racing at the end of May. The sun was out and everyone was looking forward to sailing hard and enjoying a drink or two with the other crews.

The winds were light but steady on Saturday, 31 May. The fleet was split into a family class that sailed one long offshore course and a sport class that sailed two races around the cans closer inshore. While the competitors fought it out on the water, a helicopter circled overhead, ensuring the VIPs and sponsors enjoyed first class views and allowing the photo journalists to capture all the action.

With the racing over, the fleet moored together in the marina. There's nothing like a cold beer after a day on the water and three mobile bars from the famous Belgian Duvel beer were waiting for the sailors. After a few hours at this floating bar, all were invited for a gala dinner followed by a dance party that lasted well into the morning.

There may have been some big headaches on Sunday morning but there was no wind and all racing had to be cancelled shortly after noon. The results from Saturday therefore became the overall results.

The success of the event was summed up neatly by a Belgian yachting journalist whose article praised the 'spotless organisation' of Eddy Verbinnen, adding that: 'from X-Yachts – the Porsches of the water – you should not expect less.' ✕

*Eddy Verbinnen, X-Yachts dealer in Belgium since 1995.*





**X-35** World  
Championship 2008



## In a world of their own

The X-35 World Championship 2008 was a showcase  
of one-design racing at its best

Text: Miles Kendall /// Photos: Andrea Carloni





The X-35 is a remarkable class and the X-35 World Championship was a remarkable event. One-design racing is all about close competition and there was plenty of that during the three days of racing. Twelve different yachts recorded podium finishes in the ten races, a perfect illustration of how closely matched the fleet was. Cala Galera in Argentario, Tuscany, was the venue with Yacht Club Italiano and the Circolo Nautico e della Vela dell'Argentario organising the event. Rolex was the Championship partner and BMW lent its support with a fleet of courtesy cars. The X-35 has enjoyed much success since its launch in 2005.

More than 220 yachts have been built and the design is winning fans all round the world. At the heart of the X-35's popularity is the fact that all the boats are identical (except for sails), only two professional yachtsmen are allowed per crew, and the helmsman must be the owner. All these factors make for races that are truly hard fought and spectacular and expectations mounted as the boats gathered on 22 September. The 54 competitors came from 11 countries. Many boats had professionals on board and the standard of racing was guaranteed to be high. ▶



It's the **detail** that  
makes X-Yachts  
**unique.**

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goes for the  
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The Italian winner Alberto Signorini's "L'Irascibile" had the famous tactician and America's Cup sailor Tommaso Chieffi in his crew.

#### Britannia rules?

Italian crews made the most of their home advantage in the first race. Alberto Signorini's "L'Irascibile" won, followed by Carlo Brenco's "Tixelio", and Alessandro Solerio's "Lelagain". Fourth was the English crew in "Cool Runnings", helmed by Mark Richmond. The second race of the day was won by the Dutch "Quantum Racing Holland" owned by Nicholas Bol. Carlo Brenco's "Tixelio" and Christian Soyka's "Immac X" (Germany) were second and third.

A third race ended with "Quantum Racing Holland", "Ave Maria", and "Cool Runnings" placed first, second and third. Consistency had paid off for Cool Runnings and the yacht returned to port with the best total score after Day One.

Despite two first places, "Foxy Lady Atlantica Sistemi" ended the day in second place overall with "L'Irascibile" in top spot and "Quantum Racing Holland" in third. ▶







Distance to finish: 29,650 miles  
Barometer: 1021 hPa, dropping  
Direction: 139° SE  
Competition: Nowhere to be seen



#### SUUNTO YACHTSMAN

During the 32,700 mile Volvo Ocean Race in 2001-2002, skipper Grant Dalton and his crew on the Amer Sports One relied on the sailing timer and barometric functions of Suunto Yachtsman to stay one step ahead of the storm – and their competition. Find out more about Suunto Yachtsman at [www.suunto.com/yachtsman](http://www.suunto.com/yachtsman)  
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### Italians on top

The weather was perfect for the third day of racing. The first race was dominated by Francesco Conti's "Giochelotta". Gustavo Federico Warburg's "Muzyca" came in second, and "Lelagain" was third.

"L'Irascibile" took first in the second race, followed by "Celox" skippered by Achim Griese. "Foxy Lady Atlantica Sistemi" was third. The wind was blowing at up to 25 knots for the third race. Dutch boat "Who's Next", skippered by Alwin Van Daelen, crossed the finish line first. "Lelagain" came in second and the Estonian boat "My Car" helmed by Mati Sepp was third.

### The final fight

Mark Richmond in "Cool Runnings" crossed the line first on the final day of racing, ahead of "Celox" skippered by Achim Griese

of Germany and Raimondo Cappa's "Sberressa". Tension was high for the final race and it was "Quantum Racing Holland" that came in first, followed by Alberto Signorini's "L'Irascibile" with "Ave Maria" in third. It was yet another impressive podium finish for Alberto Signorini and was more than enough to secure his title as X-35 World Champion 2008. ✂

## results

No	Country	Yacht	Skipper	Points
1	ITA	L'Irascibile	Alberto Signorini	46
2	ITA	Foxy Lady Atlantica Sistemi	Antonio Sodo Migliori	69
3	GBR	Cool Runnings	Mark Richmond	75
4	ITA	Lelagain	Alessandro Solario	78
5	NED	Quantum Racing Holland	Nicholas Bol	82



America's Cup skipper, Vasco Vascotto, was tactician onboard "Foxy Lady" coming second overall.



Hectic activity in the marina of Cala Galera.

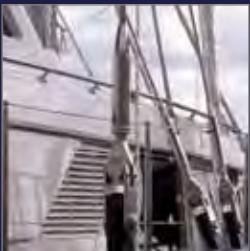




# DECK AND RIGGING HARDWARE



X-55



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We supply sailing yachts, mast manufacturers and yards across the globe.

WORLD-WIDE DISTRIBUTION





## WELCOME TO KIEL, GERMANY

The roots of Kieler Woche go back to a regatta in 1882. Today, with almost 2,000 boats and 5,000 active participants, Kieler Woche is a world-famous sporting event. In 2007 the X-35 Class held its first official World Championship in Kiel followed by the European Championship in 2008 and now again the X-35 Class will sail their 3rd World Championship in the waters off Kiel.

Festivals and events are part of life in Kiel, and during the Kieler Woche our X-35 sailors are invited to join the unique mixture of arrangements in the marina as well as in the city of Kiel.

## PROGRAMME (preliminary)

---

### MONDAY 22 JUNE

Registration, measurements and security checks

### TUESDAY 23 JUNE

Registration, measurements and security checks  
Opening ceremony

### WEDNESDAY 24 JUNE

Skippers meeting  
Race day 1

### THURSDAY 25 JUNE

Race day 2

### FRIDAY 26 JUNE

Race day 3

### SATURDAY 27 JUNE

Race day 4  
Prize giving ceremony

### SUNDAY 28 JUNE

Spare day

## NOTICE OF RACE (preliminary)

---

### Organizing Authority

The Organizing Authority is the Kieler Yacht-Club in conjunction with the X-35 International Association.

### Venue

The venue is located at the Kiel-Schilksee Olympic Centre in Kiel, Germany.

### Racing area

The X-35 World Championship will be sailed in the Baltic Sea in the waters off Kiel.

### Courses

Courses will be defined in the Sailing Instructions.

### Online entry and payment

Entries shall be made online on the official entry form by Kieler Yacht-Club on [www.kielerwoche.de](http://www.kielerwoche.de)

Entry fee 400 Euro.

Entry closes on 26 May 2009.

### Notice of race

The final Notice of Race will be available on [www.kielerwoche.de](http://www.kielerwoche.de)







## X-65

The X-65 is a yacht that will turn heads wherever she is sailed. This stunning design is a bold statement in style while also adhering to X-Yachts' philosophy of practicality and performance.

The striking good looks of the X-65 speak for themselves but the true beauty is in the detail. Everywhere you look there are innovations and examples of a clarity of vision that will make this performance cruiser a joy to own and to sail.

Some of the cleverest ideas are almost invisible. At first glance there is nowhere to store a tender, but press a button and the transom lowers to reveal a powerful 3.2m RIB. And what about the bow roller? This too is hidden from view but lifts out of the ►

# The world is waiting for you





# DETAILS MAKE THE DIFFERENCE

## PERFORMANCE HEADSAIL HANDLING

Designed for performance racing and cruising sailors, MKIV furling systems are strong, lightweight and aerodynamic, with the performance and features Harken is known for. Longevity, ease of use, and simplicity of installation are crucial components of the design.

These free-rolling systems make all the difference in headsail control, allowing racers and cruisers to quickly furl and reef while maintaining great sail shape and optimal speed. Smoothly unfurl your headsail instead of hoisting a large genoa in light air. Now you can stay off the fore-deck during a blow and rely on the furler for 'crew' when sailing shorthanded.



HALYARD SWIVEL

DOUBLE-GROOVED FOIL

## MKIV JIB REEFING & FURLING

### EASY REEFING AND FURLING

Multiple rows of wide-diameter Torton® ball bearings used in high-load areas to minimize friction for easy reefing and furling; require no lubrication or isolating seals.

### MORE FURLING POWER

Large inner spool diameter increases mechanical advantage for powerful reefing and furling. Smaller outside dimension allows unit to fit narrow bows or below deck. Unit rotates around rod or wire headstay so furling bearings do not carry the headstay load for easy furling.

### STRONG FOIL JOINTS

Tough triple-interlock foil joints withstand years of torque loading. Connector and geometric shape interlocks to foil and secures by coating engineered channel system with a syringe-injected adhesive. Screws provide a final lock.

### LONG-LASTING PROTECTIVE FINISH

Aluminum line guard, torque tube and swivels are deep-saturation Hardkote anodized for strength and durability, with a black additive for no-fade UV-stabilization and corrosion protection. The line guard is powder coated for added corrosion resistance.

### EASY TO INSTALL

Drum installs over turnbuckle to a variety of rigging options for easy installation.

### HALYARD SWIVEL TURNS FREELY

Strong, lightweight halyard swivel reduces windage and weight aloft to minimize pitching and heeling.

Stacked bearing races evenly distribute radial and thrust loads to ball bearings; foils turn freely under halyard loads.

### IMPROVED UPWIND POINTING

Independent halyard swivels furl sail center before head and tack for improved sail shape and upwind pointing.

### DOUBLE FOIL GROOVES FOR RACING

Aerodynamic aluminum Air Foils® have double grooves to allow fast hoists, douses and sail changes—ideal for club racing.

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foredeck on a stainless steel arm. Sheets and halyards also vanish, led neatly out of sight to ensure that nothing interrupts graceful shape and clean lines of the X-65.

Every owner is different and X-Yachts has designed the X-65 with this in mind. The accommodation can be varied in numerous ways allowing owners' cabins to be located forward or aft. Galleys can be enclosed or open and there is a choice of layouts for crew quarters.

This adaptability is continued on deck with a choice of sail plan and rig options to suit your sailing and crew size. The cockpit is another triumph, allowing sailors and sun worshippers to co-exist in perfect harmony.

## “ Versatility is a strength ”

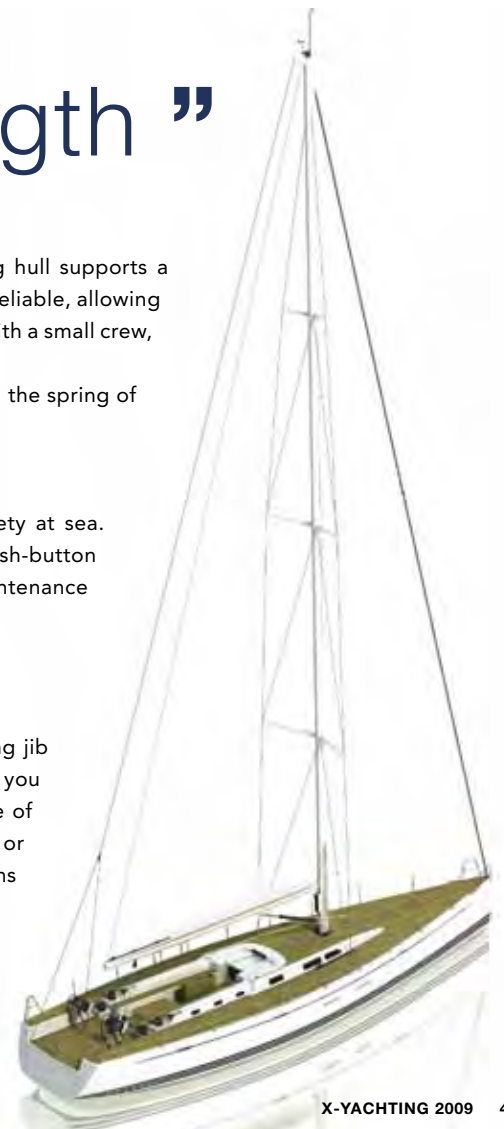
The sailing performance is everything you would expect of X-Yachts. The stiff, strong hull supports a powerful rig and speed is guaranteed. The systems on board are designed to be utterly reliable, allowing finger-tip control with minimal maintenance. Powered winches and furlers allow sailing with a small crew, leaving owners to explore the world's most beautiful waters with the minimum of fuss. Several yachts have already been sold off the plans and the first X-65 will be unveiled in the spring of 2009. The world is waiting for her.

### **Reliability is crucial**

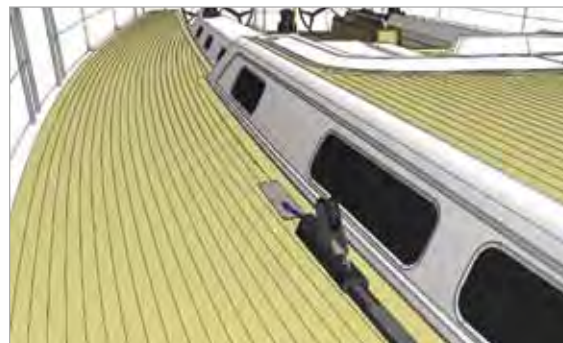
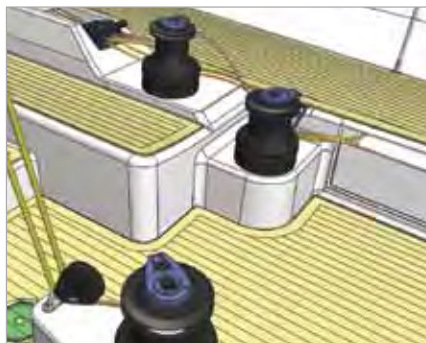
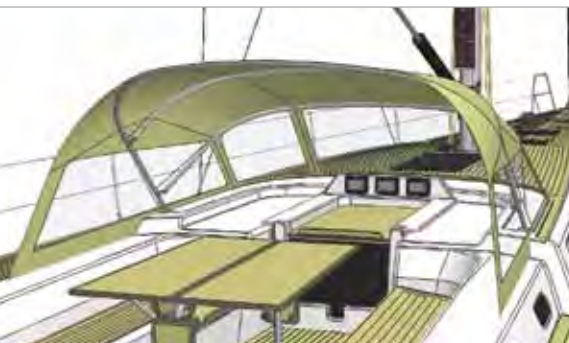
Problems with gear or systems can be frustrating in port and could compromise safety at sea. X-Yachts' solution is to use trusted technology and standardized systems. There is push-button control of halyards and sheets with reliable electrical units favoured over high-maintenance hydraulics. This is a yacht for sailors, not engineers.

### **A yacht to suit your sailing**

The X-65 is designed to suit a wide range of demands. Will you opt for the self-tacking jib or the 108% genoa? Should you choose a fixed or removable Kevlar inner forestay? Will you raise the sprayhood from its recessed storage space to deflect the wind or extend one of the biminis to keep the sun off the cockpit or helm? You may be sailing fully crewed or want a boat that is a pleasure to sail shorthanded. Whatever your needs there are options to suit your sailing. ▶







# Work, rest or play

## The cockpit is a place for everyone

A lot is asked of the cockpit. It is where all the action takes place under sail but is also a space to relax, socialise and dine. The X-65 subtly separates the business from the pleasure by leading all the lines and sheets aft to a set of powered winches, well clear of the spacious seating area and cockpit table. The mainsheet is led to a dedicated pedestal just forward of the state-of-the-art twin helming consoles.

## A string in the tail

Transom stowage of tenders is an ideal option that has, until now, much larger yachts. The X-65 sets a new standard in its class by in garage space accessed from the stern. There is room for a 3.2m jet RIB exploring your new destination or just for some high-octane fun in the sun.

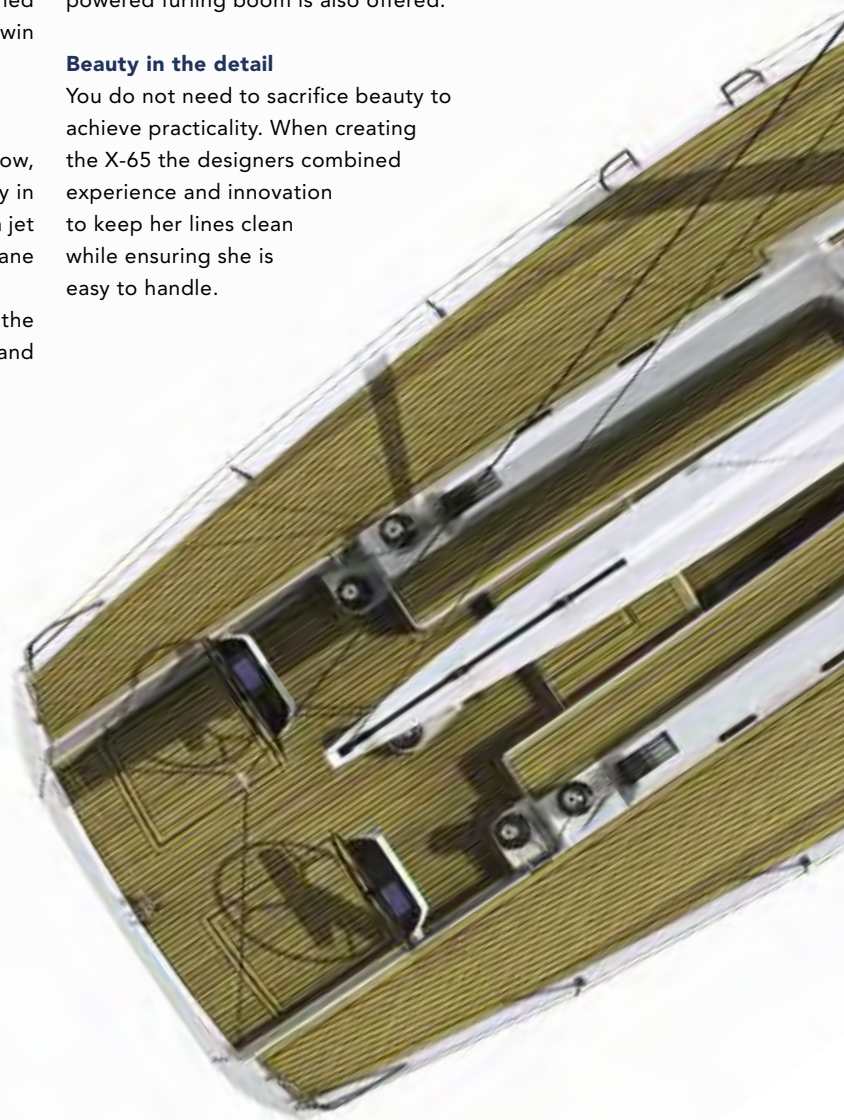
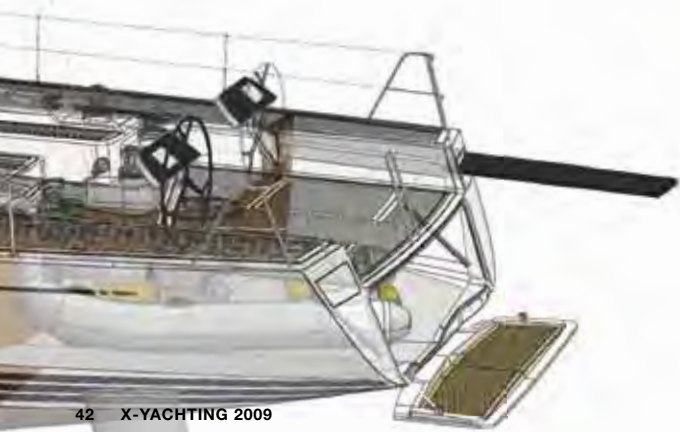
You can also choose to have a carbon fibre passerelle that, at the touch of a button, extends from a hatch in the port aft deck and allows easy access ashore.

## Tested technology

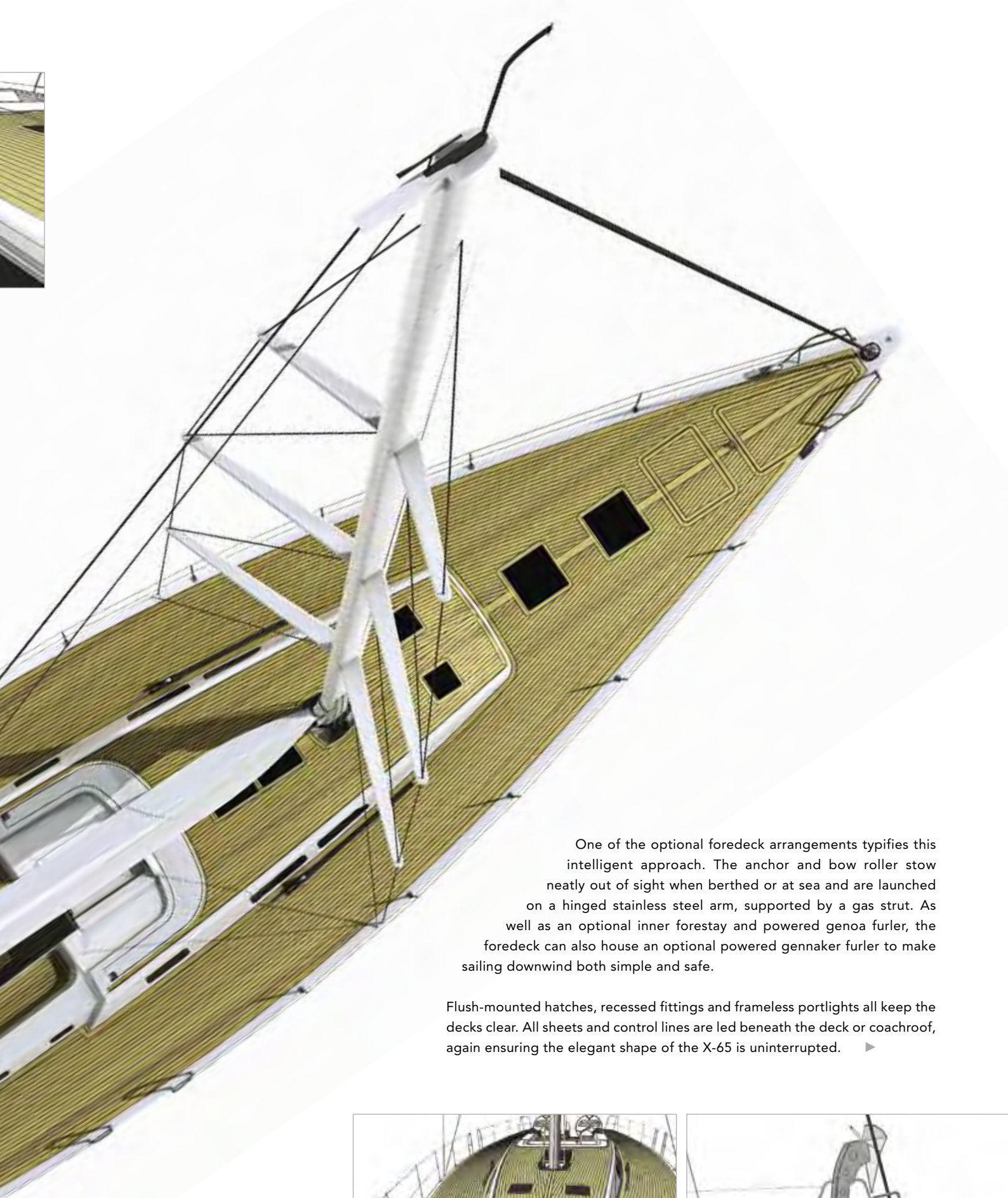
The X-65 has been designed and engineered in cooperation with the most respected suppliers. Discontinuous rod rigging with a hydraulic backstay supports a three-spreader, tapered carbon mast with a "Park Avenue" wingboom. The option of a carbon fibre powered furling boom is also offered.

## Beauty in the detail

You do not need to sacrifice beauty to achieve practicality. When creating the X-65 the designers combined experience and innovation to keep her lines clean while ensuring she is easy to handle.

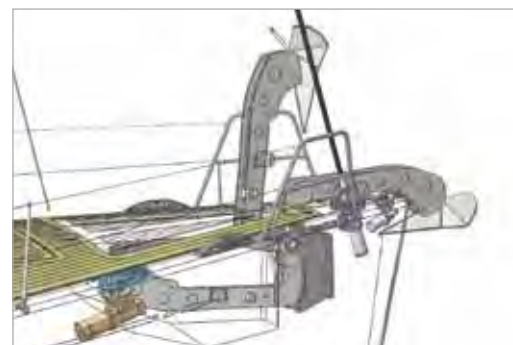
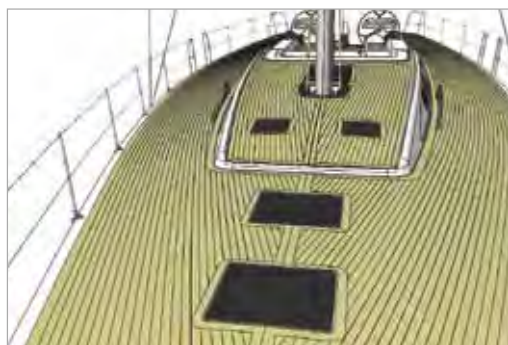






One of the optional foredeck arrangements typifies this intelligent approach. The anchor and bow roller stow neatly out of sight when berthed or at sea and are launched on a hinged stainless steel arm, supported by a gas strut. As well as an optional inner forestay and powered genoa furler, the foredeck can also house an optional powered gennaker furler to make sailing downwind both simple and safe.

Flush-mounted hatches, recessed fittings and frameless portlights all keep the decks clear. All sheets and control lines are led beneath the deck or coachroof, again ensuring the elegant shape of the X-65 is uninterrupted. ▶





# The choice is yours

A wide range of accommodation arrangements is available, allowing you to choose a combination to suit your needs.











**Customized a step further**



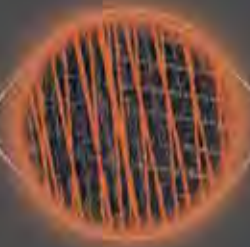
Teak is the most popular choice but a variety of other materials can be used to create a personal look. Plentiful opening ports and

hatches create a light and spacious feel, whatever accommodation arrangement you choose. ▶





Aerostructural Coupling



Infrared Heat



Intense Pressure

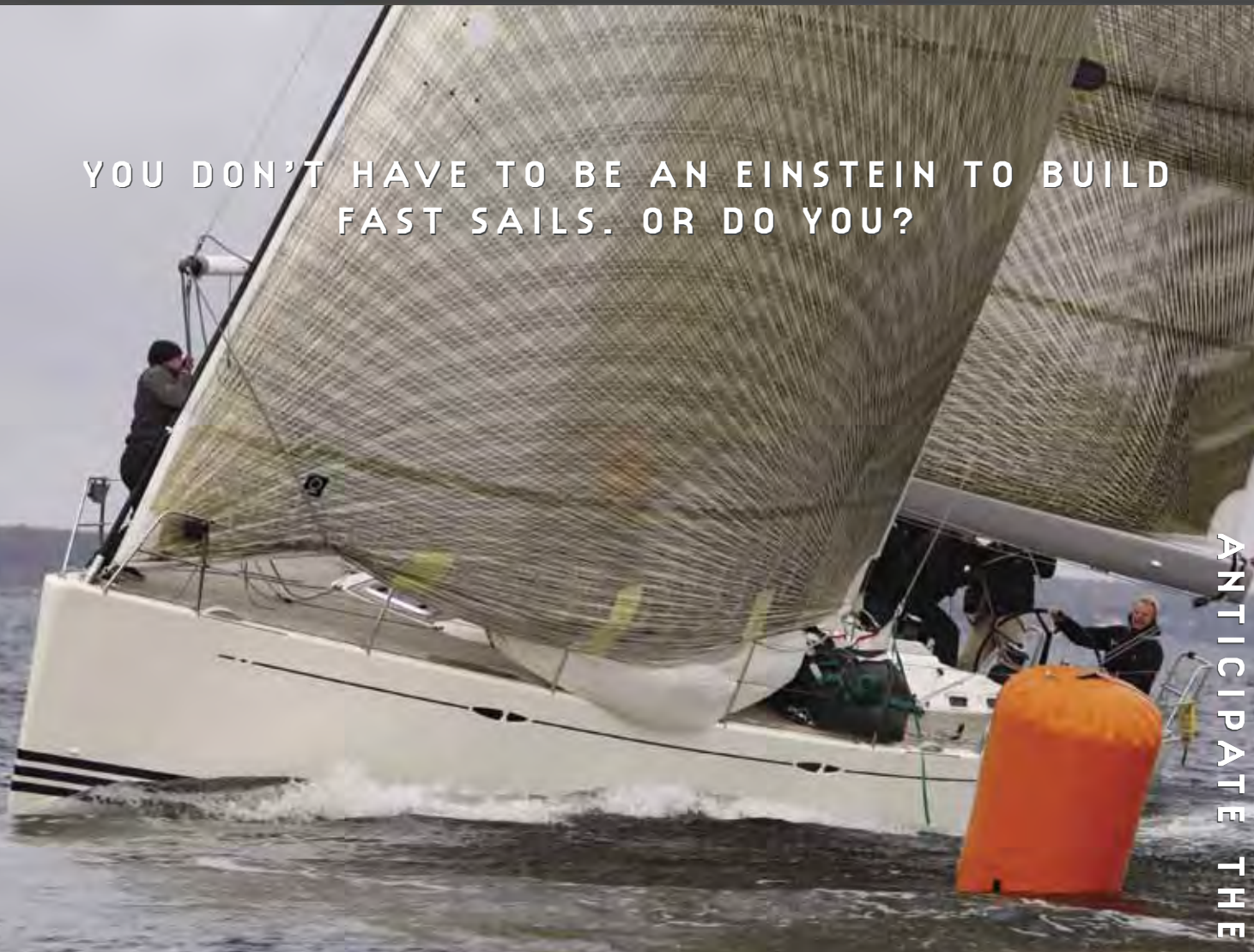


Cross Linked Molecular Structure



Post-Cured Shaping

YOU DON'T HAVE TO BE AN EINSTEIN TO BUILD FAST SAILS. OR DO YOU?



ANTICIPATE THE SHIFT

Thor Bendixen / Sten Mejdahl, owner and skipper of X 50 "Eye to Eye" (X Yacht Gold Cup 2008, overall winner) demands the very best from their sailmaker. ① Quantum computationally marries rig with sail for a perfectly-fused foil continuum. ② Infrared radiation provides the precise heat necessary to use advanced adhesives without melting film. ③ Vacuum bagging shrink wraps film around yarns, then 6 tons of pressure insures bonding and squeezes out extra adhesive. ④ Thermo set process's polymerized, cross-linked molecular structure means less glue and better sheer strength. ⑤ Shaping after lamination, not during, avoids distortion due to shrinkage and insures repeatability. — There's a little Einstein in every Quantum Sail.



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**A galley to suit you**

Choose an open galley and the cook can be part of the action. Enclose the galley and allow the crew to prepare food behind the scenes while the owner and guests relax in the saloon. The fixtures and fittings are of the highest standard with the capacity for serious onboard entertaining.



**The traditional choice**

With the double bunk forward there is a traditional feel to this popular arrangement.

There is a generous amount of storage space in the large wardrobe as well as in the plentiful drawers and lockers. ✕





# Exodus

## A moving experience

Text and Photos: Florian Roth



Josephine and her friend Louann enjoying their time during a summer cruise off Aber W'rach.

Crossing tacks with Open 60s and exploring Brittany's beaches were among the highlights of Florian Roth's first season aboard "Exodus", his X-34.

Let me start with a confession: my wife is the better sailor. While I am proud of my steadily improving sailing skills, I will never catch up with her 15 years of race experience. We're probably a rare combination: we love each other, enjoy sailing and both of us can handle a yacht.

It was this combination that led us to start sailing more seriously with our young children, four-year-old Josephine and two-year-old Antoine. My wife Anne-Katell and I tested the waters around our homeport of Aber Wrac'h in northwestern Brittany and enjoyed getting to grips with the dramatic coastline, Atlantic swells and giant tides. We quickly concluded that to sail comfortably and safely we needed a reliable and seaworthy yacht that was capable of good performance. The timing was perfect as X-Yachts had just launched the X-34. Our test cruise in November 2007 was impressive and five months later we were the happy owners of "Exodus". She was delivered to La Trinité in France by the X-Yachts team who had been thoroughly professional from start to finish.

### Playing with the BIG BOYS

The second day of the trip home from La Trinité to Aber Wrac'h was unforgettable. Dark clouds stretched across white-flecked seas as we beat into a chill northwesterly wind that rarely dropped below 25 knots. There was no better way to really test our new yacht and, with two reefs in, it was amazing how smoothly she tackled the steep waves, making an impressive seven knots.

The magic moment came when six Open 60s appeared on the horizon. "Foncia", "PRB", "Generali" and "Roxy" were among the fleet and at one stage "PRB" and "Foncia" tacked behind us and we found ourselves being chased by these amazing solo racing machines. It was remarkable to see "PRB" blasting up our wake, passing just 30m astern. We met one of the "PRB" crew that evening in a bistro in Concarneau - he somehow guessed that we were the crew of the crazy boat out there that day...

We used the warmer spring weekends to cruise our local waters heading out to the beautiful islands of Ouessant and Molène, getting us and the children familiar with the boat and the



Anchoring at 'L'île Vierge', a beautiful little bay close to Morgat.

Florian Roth and his wife Anne-Katell on the 'rocky' second day of their first cruise back from La Trinite, a good 30 knots, gales and 10 degrees.



environment, and starting to plan our summer cruise. In the end we chose Morgat, in the Bay of Douarnenez, as a base from which to explore.

Just before heading off on our cruise, we hosted a crew of good friends who were participating in the 'Tour Duf' race from Morlaix to Port La Forêt, on "Mary", another X-34, but in race configuration. They finished second in their class, further showing the potential of this exciting boat.

#### Race for the finish wine

Once based in Morgat, we couldn't resist taking part in some of the local races organised by the small but hugely helpful Yacht Club of St Hernot. The first race was to Tréboul on the other end of the bay, with food and drinks served before returning in the afternoon. The key rule was 'first come, first served', so we were a highly motivated crew!

“... enjoyed getting to grips with the dramatic coastline ...”

With southwesterly winds, the race was a straight run with the asymmetric spinnaker in 15 to 20 knots of gusty wind. Boat speed

peaked at 9.5 knots and we were second across the line, definitely deserving our drinks.

While we were more concerned with cruising when we bought "Exodus", these races have motivated us to tackle next season a bit more seriously. We had raced our X-34 in true cruising mode, with at least 12 bottles of fine wine on board, tanks at least half full and an important emergency stock of world famous 'Paté Hénaff'. The potential to improve "Exodus" performance is significant.

#### Cruise control

So what about the cruising part of our holiday? We used any weather window to head out with our children and friends to anchor off some of the area's famous beaches. Josephine and Antoine wore harnesses that kept them safe and allowed them to move around the boat. Down below, they took over the aft cabin and transformed into their 'Cabaña'. It was fantastic fun for everyone.

Of course it's not easy to sail with young kids. It requires special attention, lots of energy and humbleness regarding the weather – but it is a unique environment that allows a family live as a team. We had a great time, and whenever we asked Joséphine and Antoine whether we should go sailing, the answer was always 'Yes!'.

Looking back, Exodus seemed equally suited for racing and cruising and we are very much looking forward to next season. The children will be a year older and the boat should be even faster. X





Rob Schuttrups has been X-Yachts dealer for 25 years.



The father-son team is operating from their X-Yachts office in Almere.

Rob Schuttrups has always been passionate about sailing. When he saw an X-102 during a Scandinavian holiday he knew he had to have one. Rob went to Denmark and tracked down the company to place his order. This was 25 years ago and Rob recalls that X-Yachts headquarters was then just a modest shed. He sat around a table with the founders and before he knew it he had become the X-Yachts dealer in the Holland.

*'I was working full time running a furniture business,' recalled Rob. 'Niels Jeppesen told me that I'd only be selling a couple of boats a year and promised the dealership wouldn't take up too much time.'*

Neither Niels nor Rob could have guessed how quickly the company would grow and within a few years Rob's order book was overflowing.

Rob cleverly mixed business with pleasure, racing X-Yachts wherever he could to show the rest of the sailing world what the boats were capable of. As the reputation for speed became established it was time to focus on the cruising potential of the designs. Fortunately Rob is an expert racer as well as a very experienced cruising yachtsman. He believes in getting to know the boats and has logged tens of thousands of miles in numerous designs. He has crossed the Atlantic aboard an X-562 and X-482 and last year repeated the achievement aboard his latest boat, an X-50.

*'We covered 8,000 miles in the first 13 months of ownership,' explained Rob. 'It's a great way to get to know a boat and learn about the installation of generators, watermakers and other extras.'*

The X-50 is back in the Mediterranean where the Schuttrups family have explored for the last few years. And the business is a real family affair. Rob's wife, Marja, works full time and his son, Nanno, is his new right hand man and runs the business when his father is away.

Nanno is 26-years-old and was just one when his parents set up the dealership. He has never known life without X-Yachts and has grown up with the company. He always helped out at boat shows and earned pocket money cleaning the yachts. Next he learned how to rig the boats and was soon running the office at weekends. All of this took place around his studies for Nanno is a qualified aerospace engineer with a Masters degree in composite engineering. It was only while working for Shell as an intern at the end of his studies that he realised that he would rather be working for the family business.

*'I approached my parents with the idea and they were delighted,' said Nanno. 'It turned out that they had always been keen for me to join them but had never said anything – they wanted me to make the decision on my own.'* ▶

# It's a Family Affair

Text: Miles Kendall

Twenty-five years after setting up X-Yachts Holland, Rob Schuttrups is still passionate about sailing and now works closely with his son Nanno



*Nanno Schuttrups is the new right hand man and runs the business when his father is away.*



# In-boom mainsail furling system



X-55 with FurlerBoom

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

No compromise in stability and performance.





*In 1984 Rob Schuttrups visited X-Yachts in Denmark and designer Niels Jeppesen immediately offered him the dealership in Holland. Since then Rob has often come to Haderslev with his customers to discuss the final yacht details.*

The staggering success of X-Yachts has kept both men busy. The Dutch market has always been a strong one and Rob has some very loyal clients, many of whom have bought six or more X-Yachts over the years. Many large boats are sold through the dealership and these frequently are taken to the Mediterranean. Fortunately Rob has a great network of craftsmen and contacts throughout Europe to ensure his clients are well looked after wherever they go.

Excellent service is very important to Rob and Nanno, and the father-son team are proud of their set up in Almere where the yachts sit at their marina berths just 10m from the office. X-Yachts Holland also has a facility where six or seven boats can be worked on under cover.

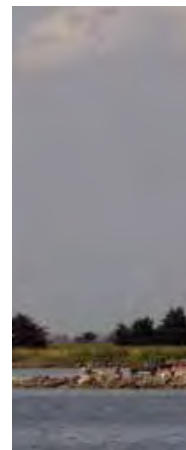
*'We have our own technicians and workmen,' explained Rob. 'It means that we can handle any job ourselves to make sure it's perfect.'* Rob's team visits the Danish factory each year for further training to ensure they are up to speed with the latest techniques and systems.

The flow of information is two-way as Rob is one of the dealers that the X-Yachts design team turn to when developing and refining new designs. The excellent relationships he enjoys with X-Yachts, as well as with his customers, is at the heart of his business. It really does have the feel of one big, happy family. ✕



*X-Yachts berthed in the marina of Almere 10m from the office - ready for handover to new boat owners.*





## WELCOME TO THE "LAND OF THE MILLS"

We would like to welcome you all to the 12th X-Yachts Gold Cup to be sailed on the IJsselmeer in Holland. The Yacht Club Uitdam in co-operation with X-Yachts Holland are behind the effort to make this event a memorable and successful regatta.

Clogs, tulips and mills come to people's mind when they think of the Netherlands. It is not for nothing that the country is often called; Netherlands – land of the mills.

Mills are conspicuous here – not just because of their numbers but also because of the outstanding positions these enormous buildings often occupy. Most of you will come to the IJsselmeer from the seaside where the water of the former Zuiderzee bubbles invitingly: the area just has to be discovered from the water. Each side of the "Meer" has its own character. And it's just this variety of landscapes and culture that makes it attractive to go by boat on a tour of discovery.

### PROGRAMME (preliminary)

#### WEDNESDAY 24 JUNE

- 10.00-17.00** Registration, security checks and measurements
- 17.00-18.00** Skippers briefing in the Race Center
- 18.00** Official opening and Welcome reception

#### THURSDAY 25 JUNE

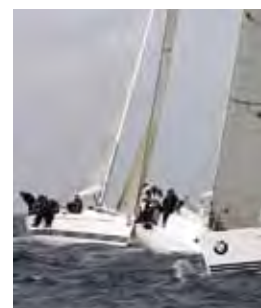
- 07.30** Breakfast and pick-up of take-away sandwiches
- 08.30** Race Center opens
- 11.00** Racing
- 17.30** Open bar
- 19.00** Daily best prize giving  
Buffet and entertainment

#### FRIDAY 26 JUNE

- 07.30** Breakfast and pick-up of take-away sandwiches
- 08.30** Race Center opens
- 11.00** Racing
- 17.30** Open bar
- 19.00** Daily best prize giving  
Buffet and entertainment

#### SATURDAY 27 JUNE

- 07.30** Breakfast and pick-up of take-away sandwiches
- 08.30** Race Center opens
- 11.00** Racing
- 17.30** Open bar
- 19.30** Daily and Overall prize giving ceremony  
Gala dinner and entertainment in the tent





# X-Yachts

## GOLD CUP

IJsselmeer, Holland · 24-27 June · 2009

## PRE-NOTICE OF RACE

### Organizing Authority

The Organizing Authority is Yacht Club Uitdam in conjunction with X-Yachts Holland.

### Location / racing area

The X-Yachts Gold Cup will be sailed on the IJsselmeer.

### Courses

Courses will be defined in the Sailing Instructions.

### Maximum participants

60 yachts and approx 700 sailors.

Entries will be confirmed on [www.x-yachts.com](http://www.x-yachts.com) upon receipt of payment.

### Rating

The X-Yachts rating will apply. An X-Yachts rating will be given to each participating yacht based on the yacht's dimensions and specifications (rig, keel, ballast, sails etc).

### Classes

#### Family Class A

Under 11.4m (incl X-37).

Mainsail and one headsail per race allowed.

No spinnaker

#### Family Class B

11.4m and over.

Mainsail and one headsail per race allowed.

No spinnaker

#### Sport Class C

Under 11.4 m (incl X-37).

Full sail wardrobe allowed.

Rating certificate is requested

#### Sport Class D

11.4m and over.

Full sail wardrobe allowed.

Rating certificate is requested

#### X-35 Class

According to Class Rules

#### X-41 Class

According to Class Rules

According to the entry level the classes may change.

### Notice of race

The final Notice of Race will be available in May 2009 and will be published on [www.x-yachts.nl](http://www.x-yachts.nl). Sailing Instructions will be handed out upon registration.

### Entry fee

Euro 365 Hull length under 11.4 m (incl X-37)

Euro 445 Hull length 11.4 m and over

Late entries accepted with 25% increase.

### Entry and payment dates

10 February 2009 - registration opens

1 April 2009 - registration closes

Entries will be confirmed upon receipt of payment.

Registration and payment online on [www.x-yachts.nl](http://www.x-yachts.nl)

### Payment

Visa, Eurocard, Mastercard or by bank transfer.

See details on [www.x-yachts.nl](http://www.x-yachts.nl). Invoice to be sent on request.







*The prototype of "Banner 30" in May 1978, Niels Jeppesen's first design ever to be launched.*

## Take a stroll through 30 years of X-Yachts, starting with humble beginnings on a small Danish farm

X-Yachts has an enviable position with examples of the company's sleek designs gracing marinas all round the world. Its racers and performance cruisers regularly lead the fleets of the most prestigious events and the new cruising range has won universal praise. But turn the clock back 30 years and you would see two young boat builders and a student teacher talking eagerly about how to create a seriously quick yacht. That was the moment the seed was planted from which X-Yachts grew. Those three men still own and run the company and their journey across three decades is a fascinating tale of passion, innovation and determination.

The three founders first came together in 1979 in the town of Haderslev, at the head of a narrow fjord in western Denmark.

Birger Hansen was 31 years old and had trained as a grocer before spending seven years at the local Banner boatyard manufacturing small GRP yachts. Lars Jeppesen, was 24 and was finishing his education as a wooden boat builder. His 23-year-old brother, Niels, was studying to become a schoolteacher though had been designing yachts from childhood. Lars and Niels were experienced cruising and racing yachtsmen, having been brought up by parents with a passion for sailing.

### **Banner 30**

Niels met Birger through a local boat builder, Ib Nielsen, who ran a small yard producing Banner Yachts. Niels told Ib Nielsen about his ideas of how a modern, fast yacht should be designed. He convinced Ib to allow him to design a modern, light displacement boat that would be called the Banner 30.

Ib Nielsen could not spare the space or the staff to build a prototype. Niels was undaunted and built the prototype himself, helped at the weekends by his brother Lars, who was finishing his boat building apprenticeship. The two young men were assisted by Ib Nielsen's fibreglass specialist, Birger Hansen, who lent his



The goal of the "Ravage 36" was to try to make a fast yacht that would finish first at the following year's "Around Sjælland Race", which at that time was the largest race in the world, with some 2000, participants.



X-79 Hull 01 is being built by Niels Jeppesen and Birger Hansen.

# The X-Yachts Story

Text: Miles Kendall /// Photos: X-Yachts

expertise and allowed the yacht to be built on his small farm just outside Haderslev. Little did the men realise that this was just the first of thousands of yachts they would create together.

The Banner 30 was launched in May 1978. She campaigned on the most famous Danish races courses such as "Around Fyn Race" and "Around Sjælland Race" and came home with a series of impressive results.

On her first ever race outing, the "Lillebælt Cup" in late May, she won all the prizes, as well as showing great potential by crossing the finishing line ahead of a much larger 55ft racing yacht.

## Ravage 36

The owner of this yacht, a Dane named Peter Reedtz, asked Niels to design a 36ft yacht following the same design ideas as the Banner 30. The goal was to try to make a fast yacht that would finish first at the following year's "Around Sjælland Race", which at that time was the largest race in the world, with some 2,000 competitors.

Peter suggested the prototype could be built by a yard in Northern Denmark but Birger, Lars and Niels offered to construct

the "Ravage 36" themselves. The quotation was for 1,900 working hours and the three men started construction in August 1978. The Ravage 36 was launched in a snowstorm in early December in the Vejle Fiord. Test sailing was carried out throughout December and was so satisfactory that Peter Reedtz decided to start commercial production straight away.

The famous Danish yard "Bianca" became the builder of "Ravage 36". The prototype participated in "Around Sjælland Race" in 1979, and was first to finish out of the yachts racing with the Danish handicap system, exactly as Peter Reedtz had wanted.

Having delivered the "Ravage 36" project, Lars went hitchhiking around the Middle East. Birger left the Banner Yard to work on locally built power boats and Niels was due to continue his studies in becoming schoolteacher. Before going their separate ways the three young Danes talked loosely of establishing their own company to produce a smaller version of the Banner 30/Ravage 36 concept, but nothing was agreed. It seemed as though the company might stop before it had really started. ▶





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Panda 6000i (6kW)

- 6kW Diesel generator
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- Low weight (125kg)
- Compact size (LxWxH : 550x440x530)



Panda 4000i (4kW)





**X-79** (1979-1994 / 468 built)  
 Launched 9 May 1979 and instantly became a successful Northern European one design class that is still active in five countries.

DESIGN  
**01**  
**1979**

### The Very First X

In mid February 1979, while Lars was still away travelling, Niels and Birger met one Sunday and started plotting. They decided that it would be fun, as Lars was the only real boat builder, to build a hull themselves to show him that they were up to the job too.

Niels designed a 7.8m hull, which a little later was extended by 10 cm, so the name of the boat could be the same as the year in which it was built: 79. Lars helped with the completion of the prototype on his return but no one could decide on a name for this new yacht – so they simply called her the X-79. Perhaps, they thought, a competition could be held later to find a name. That competition never happened and the X-Yachts brand was born. The X-79 was launched on 9 May 1979 and five were quickly sold, all to young sailors who bought affordable “part assembly” packages.

The Jeppesen brothers participated in the “Around Sjælland Race” becoming overall winners and first to finish on the shortest course with the largest fleet. The prototype they sailed was sold the very same day, to a client who finished some six hours behind them in his “Sprinta Sport”.

### The Show Must Go On

The X-79 next competed in the “Around Tjörn Race”, the biggest event in Sweden with a fleet of 1,800 yachts. She again performed well, beating rivals such as the new Albin Express, the Maxi 80 Racer and the J-24. Three more yachts were sold but three months on the order books were empty.

It was crunch time for the fledgling company. The Copenhagen Boat Show was coming up in November but exhibiting would cost the equivalent of 3,000 Euros. In the late 70s that was a fortune for the three newcomers to the industry but they held their nerve and booked a space.

It was clearly the right decision as during the boat show an astonishing 17 X-79s were sold. A license was also agreed with Delta Marine in Sweden which in the following two years sold another 120 X-79s. X-Yachts had found its feet and over the next 24 months an additional 160 yachts were sold to the Danish and North European market. ▶



# X-Yachts The Eighties



## X-102 (1981-1987 / 173 built)

The second X-Yachts model launched was a true cruiser/racer sporting a centre cockpit. It was designed for IOR's 3/4 Ton upper rating limit of 24.55ft. Hull 07, "Soldier Blue", won the 3/4 Ton World Championship in 1981 and was skippered by Ib Ussing Andersen, helmed by Jens Christensen with tactics by Lars Bo Ive, all now of North Sails fame. In 1982 "Lille du" won the same title and gave X-Yachts a head start in the international yachting arena.

DESIGN  
02  
1981



## X-95 (1982-1988 / 153 built)

The third model was a scaled down X-102, and was designed to race in the popular Half Ton class. Won the World Championship for production half tonners in 1983 in Hankö, Norway.

DESIGN  
03  
1982

## X-102

It was time for the company to expand and with Denmark's economy in recession during the early eighties, it was an easy decision to focus on a more internationally orientated vessel as the second X-Yachts design.

The IOR (International Offshore Rule) was the dominant handicap rule at the time and the Ton Classes; such as Half Ton, Three Quar-

ter Ton and One Ton Class were the focus of the world's yachting press. The Three Quarter Ton World Championship was to be sailed in Helsinki, Finland, in 1981 and would be a fantastic shop window for X-Yachts if they could design another winner.

The 10m long X-102 was therefore designed to perform well under the IOR system while also meeting the demands from the cruiser/racer market. X-Yachts' innovation was obvious from the start as

1984

DESIGN  
05

## X-3/4 Ton Mk 1 (1984-1990 / 81 built)

Based on the hull mould of the X-102, with a new deck, keel and rudder, as well as a new interior and sail plan. Hull lamination was also improved incorporating unidirectional carbon and R-glass fibres in both hull and deck. Came fourth at the official "Three Quarter Ton Cup" in Kiel, Germany, in 1984, beaten by the first Dehler DB2.







DESIGN  
04

1984

**X-402** (1984-1990 / 79 built)

The first 40ft model was a true trendsetter with Hull 01 "X-Large" having its World Premiere at Copenhagen International Boatshow in January 1984. Sporting a large diameter wheel and rod rigging as standard, she was offered with both masthead and fractional rigs and opened up the more luxury oriented market for X-Yachts. The masthead version proved the most popular.

she had a separate aft cabin and coachroof – something never seen on a racing yacht before.

The X-102 hull 05, "Soldier Blue", skippered by Danish world class racing sailor Ib Ussing Andersen (now president of North Sails

Europe), and helmed by his colleague, Jens Christensen (now managing director of North Sails Denmark), won the Three Quarter Ton Cup, and defended the victory the following year in Denia, Spain. The achievement of winning these world titles made X-Yachts' name famous on the international offshore racing scene. ▶

1984

DESIGN  
06

**X-One Ton Mk1** (1986 / 12 built)

Based on the same hull as X-402, but with new deck layout, keel and rudder as well as a lighter interior and modified sail plan. The Irish owned "Alliance" finished eighth at the first One Ton Cup, with IOR's upper rating band of 30.55 ft, sailed in La Trinité, France. In 1985 Hull 05 "Maitresse", together with two other X-One Ton yachts, formed the first ever Danish Admiral's Cup team and came fifth. X-One Ton "Euro" was the third best scoring individual yacht.

The X-One Ton was the first yacht to be built in production with carbon and R-glass unidirectional fibres that were consolidated under vacuum. The interior was very Spartan, though practical for offshore racing.





# X-Yachts The Eighties



DESIGN  
07

**X-99** (1985-2004 / 605 built)

1985

Launched in July 1985 as a big sister to the X-79. More than 100 units were presold and initially four yachts had to be built each week to satisfy the hungry market. The X-99 became X-Yachts' first ISAF recognized class, and still hosts annual World Championships. X-99/155 "Hong Kong X-Press" owned by X-Yachts Hong Kong importer Rick and Inge Strompf, participated in the X-99 World Championship in Copenhagen in 1987 and the following year in Vejle, Denmark, where they won the title with Volvo 70 "PUMA" skipper, Ken Read, at the helm.

The company was approached by a number of international importers who all wanted to represent X-Yachts in their country.

### Ambitions are growing

As the network of dealers grew, so did X-Yachts' ambitions. Speed and good sea-keeping was at the heart of the X-Yachts philosophy and a steady flow of new designs emerged from the yard that

had been established in Haderslev. In the mid eighties, X-Yachts produced around 200 yachts each year, with the X-79 and X-102 being followed by the X-99, X-95, X-402, X-3/4 Ton and X-One Ton. Results on the racecourse ensured the success of the yard and the X-3/4 Ton (using the same hull mould as X-102) won the Three Quarter Ton Cup in 1985, 1987, 1988 and 1989. ▶

1987

11  
DESIGN

**X-Two Ton** (1987 / One Off)

Following Denmark's entry on to the international offshore scene with the victories in 3/4 Ton Cup and One Ton Cup, a three-yacht Admiral's Cup team was selected from among eight hopefuls. Among them were four X-One Ton yachts and this Two Ton Yacht. "Original Beckmann Pletfjerner" was skippered by Ib Ussing Andersen of North Sails and was the third best individual yacht and best Two Ton yacht in the 1987 Admiral's Cup.







**X-372** (1987-1992 / 120 built)

With the demand for IOR cruiser/racers fading, the X-372 was designed without consideration towards handicap rules. A Sport version was offered with tiller steering and fractional rigging while the popular Prestige version had wheel steering, teak decks and a masthead rig.

**X-3/4 Ton Mk 2** (1985-1990 / 51 built)

With a modified hull (including added measurement bumps), a new semi-elliptical keel and rudder and increased stability and sail area, this version came first, second, fourth and fifth in the Three Quarter Ton Cup World Championship. A winner was born!

DESIGN  
08

1985



DESIGN  
09

1986

**X-One Ton Mk 2**

(1986-1989 / 12 built)

The successful modifications made to the X-3/4 Ton were also introduced to the X-One Ton. The prototype was nicknamed "Dolly Parton" as her measurement bumps were quite impressive! Hull 14 "Andelstanken" won the One Ton Yachts World Championship in Mallorca in 1986, skippered by Henrik Søderlund of North Sails with tactics by Niels Ditmar from X-Yachts. The X-One Ton "Seaways" came fourth.

DESIGN  
10

1987

1987

DESIGN  
12

**X-452** (1987-1991 / 20 built)

Built in the same hull mould, this luxury version of the X-452 was very much oriented to cruising. A variety of layouts, including three- and four-cabin versions were offered and became popular around the Mediterranean.

Among the winning crew of the X-Two Ton in 1987 were Niels and Lars Jeppesen and Niels Ditmar, X-Yachts.





# X-Yachts The Eighties



## X-119 (1988-1992 / 74 built)

Originally sold as a one-off to a Swedish newspaper publisher, with the rights for X-Yachts to put into production. She followed the X-79/X-99 design philosophy, featuring a T-keel and became popular among those who wanted a very fast, non-handicap racer/cruiser.

DESIGN  
13  
1988

## X-342 (1988-1994 / 105 built)

IOR had become less important as handicap rules were more locally based and didn't take the stability into account. This allowed for the production of a much stiffer yacht than the IOR-designed X-102 and X-95. A masthead version was offered but almost all clients chose the fractional rig.

DESIGN  
14  
1988

1989

DESIGN  
16

## X-312 (1989-1994 / 64 built)

Designed to replace the X-95 she was kept simple, yet practical. The X-312 sported a fractional rig and tiller steering and was the first X-Yachts model to benefit from a stern integrated bathing platform.







At 60ft long, weighing just over 8,000 kg, and introducing a hinged 3m T-keel with a trim tab on the trailing edge, she was years ahead in design development. Over the following years she won all the major long distance races in Denmark.

DESIGN  
15

1988

**60 ft "ULDB"** (1988 - One Off)

The 60ft "Andelsbanken 88" was a true one-off. In terms of design and build she was X-Yachts' most extreme yacht and was truly ahead of her time. She was a purpose built racing yacht designed solely to take line honours at the "Around Sealand Race", which with some 2,200 participating yachts, was then the biggest yacht race in the world.



1989

DESIGN  
17

**40 ft One Ton** (1989 / One Off)

X-Yachts first 100% high tech, oven cured pre-preg, Nomex honeycomb, carbon fibre yacht. Sold to a Danish stockbroker, who campaigned the yacht "Stockbroker" during the One Ton Cup in Naples, Italy, coming a very creditable third.

1989

DESIGN  
18

**50 ft IOR yacht** (1989 / One Off)

Backed by sponsors Andelsbanken, she formed part of the Danish Admiral's Cup team, and had to settle for second overall after a forestay failure. "Andelsbanken" was as cutting edge as possible and her construction used the most modern techniques. She successfully competed later that year in the Japan Cup and in Key West.





# X-Yachts The Nineties



**DESIGN** X-412 (1990-2003 / 252 built)

**19**

**1990**

X-Yachts' first model in the new "Performance Cruiser" range where the influence of IOR had completely disappeared as IMS became the dominant international handicap rule. The X-412 became another trendsetter and remained in production for more than 10 years.

**X-382** (1992-2003 / 141 built)  
In common with the first three models in the new Performance Cruiser range, the X-382 sported a large masthead rig, a large wheel, and a teak interior with moulded teak bulkheads that ensured maximum use of space. The X-382 was mainly focused on the cruising market, but was completely in tune with the new line, offering excellent sailing performance and comfort.

**1992**

**22**  
DESIGN

**1992**

**23**  
DESIGN

## The range is growing fast

In 1990 IOR was replaced by IMS (International Measurement System), which produced fairer hull lines and improved stability. X-Yachts responded quickly with the IMX 38 which achieved many international wins such as IMS European Championship and the American S.O.R.C.

**IMX 38** (1992-2000 / 92 built)

The good looks of the X-382 were obvious from the moment she emerged from the production mould. She was so appealing that the idea was born to create a new racer/cruiser that would perform well under the dominant IMS international handicap rule. Named the IMX 38 (to reflect the link to IMS), she had same hull lines but 10cm lower freeboard, a more race-oriented deck and interior layout, a higher performance mast (still masthead), and newly designed keel and rudder. The IMX 38 won the European IMS Championship and SORC (US).







**40 ft One Ton** (1990 / One Off)  
*The last X-Yachts model built to win an official World Championship. Greek banker, Yannis Costopoulos was the owner of the 1988 and 1989 "World Champion" X-3/4 Ton yachts ("Okyalos IIX" and "Okyalos IX") and ordered the best one-off One Ton that could be built. "Okyalos X" duly won the One Ton Cup in Marstrand, Sweden.*



**X-512** (1990-1995 / 17 built)  
*Entering the 50ft market for the new Performance Cruiser range, sporting twin wheel steering, a large masthead rig and a comfortable teak interior.*

DESIGN  
**20**

**1990**

DESIGN  
**21**

**1990**

The same year also saw the birth of the range's first new "performance cruiser/racer", the X-412, which became an immediate success. Not only did she perform superbly, she was also a real beauty and appealed to all true sailors. The range was developed throughout the nineties to include the X-512, X-382, X-442, X-362, X-332, X-302, X-612, X-482 and finally, in 1999, the X-562. ▶

**X-362** (1993-2003 / 248 built)  
*This was an exceptionally stiff yacht and appealed to more conservative sailors who demanded high levels of comfort. First introduced with a masthead rig and a curved mahogany interior. A more traditional teak interior was subsequently offered. In 1995 the X-362 Sport was introduced. She had a deeper, lighter keel, fractional rig, enlarged wheel and mahogany interior.*

**X-442** (1993-2003 / 127 built)  
*The third Performance Cruiser also became a "classic" and remained in production for more than 10 years. She was stiffer than the competition, and soon she became a benchmark for designers and builders of this new breed of performance cruisers.*

**1993**

DESIGN  
**24**



**1993**

DESIGN  
**25**





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# X-Yachts The Nineties



DESIGN  
26  
1994

**X-302** (1994-2004 / 117 built)  
Replacing the X-312 using almost the same hull, though with a less raked bow and stern. The first series was delivered with a composite cast iron/lead bulb keel, which made her very stiff. A cheaper cast iron keel version was subsequently introduced with improved light wind performance.



DESIGN  
27  
1994

**X-332** (1994-2005 / 432 built)  
Developed in parallel with the X-302 and one of the most successful and popular X-Yachts models ever. The X-332 was unmatched in the way she combined performance and comfort. A composite cast iron/lead bulb keel and fractional rig with discontinuous rod rigging were standard. Later a Sport version appeared featuring a deeper, lighter keel, to match developments of the IMS rule.

DESIGN  
28  
1995

**X-612** (1995-2004 / 12 built)  
The X-612 represented another milestone in the company's development. The design incorporated honeycombed sandwich bulkheads and floorboards, recessed sprayhood storage and mainsheet led under bench at the deck. There was also a stern garage for a 2.8 m RIB, some-

thing never seen before on a yacht of this size. Owners included Hanseatische Yachtschule, the world's largest sailing school. One example, "Dali", raced in Scandinavia for several years, under the control of X-Yachts' world-class sailors, Dan Petersen and Niels Ditmar.



1996  
DESIGN  
29

**X-482** (1996-2004 / 64 built)  
The X-482 replaced the X-512 and incorporated most of the deck details introduced on the X-612 such as the main sheet systems being led beneath deck and integrated storage for the sprayhood and captive wash boards.

1999  
DESIGN  
30

**X-562** (1999-2004 / 21 built)  
This design closed the gap between the X-482 and X-612 and was built with the same high standard specification as her bigger and smaller sisters. In effect she was a petite version of the X-612 with the benefit of the very latest detailing. An open transom version was also developed.







**Power**  
*for the future*

**Spars**

**Boom**

**Rodrig**

# X-Yachts The Millennium



DESIGN

31

**IMX 40** (2000-2004 / 99 built)

2000

With the X-412, X-442 and similar models selling in high numbers, the development department found time to maintain the X-Yachts' reputation in the world of racing. The IMX 40 was introduced as an IMS winner, sporting a carbon mast, boom and wheel as standard and introducing the 'magic wheel' backstay adjuster. The design won the European Championship as well as forming two-thirds of the Spanish team that won the Sardinia Cup.

## New racers and luxury cruisers

The new millennium was celebrated with the introduction of the IMX 40 racer - an almost unbeatable IMS and IRC performer. In early 2002, the IMX 45 followed her little sister onto the race course and continued the successful tradition worldwide. The first X-Yacht 73, built in 2001, was another milestone in the yard's history, representing an entry into the luxury deep water cruising market. ▶

2001

**X-Yachts 73** (2001 / Two Off)

DESIGN

32

An X-612 owner wanted X-Yachts to supply his final yacht. X-Yachts 73 took the company's experience to new levels and integrated as many complex installation systems as possible. Two of these fantastic, true blue water cruisers were built.

2002

**IMX 45** (2002-2004 / 24 built)

The IMX 45 was introduced on the back of the success of IMX 40, but also incorporated features that made her appeal to a wider audience such as an interior crafted in teak, an optional anchor locker and below deck headsail furler. Production started in the spring of 2002 and 24 yachts were launched, eight of which participated in the "Copa del Rey" in Palma, Mallorca.

DESIGN

33





# X-Yachts The Millennium



## **X-43** (2003 - in production)

This was another trendsetter for the marine industry and represented the start of a new generation of yacht design. Her hull lines were created by a pure downscaling of the stunning IMX 45. The X-43 was smoother, heavier and stiffer than the competition. All the boats were fractionally rigged and all featured built-in hull portlights.

DESIGN  
34

2003



## **X-46** (2003 - in production)

Just two months after the launch of the all new X-43, came the unveiling of the X-46. The hull was developed by adding 30 cm to the stern of the IMX 45 hull model. The X-46 features a large sail storage cabin but otherwise is identical to the concept of the X-43.

DESIGN  
35

2003

## The New Generation

With the launch of the X-43 and X-46 in 2003, a new generation of performance cruisers was born. Three new models followed in 2004; the X-40, X-37 and X-50. In the summer of 2005 the IMX 70 racer/cruiser was unveiled – a “State of the Art” yacht with

a modern yet classic design. A year later the X-55 followed and reproduced many of the IMX 70’s luxurious features.

These new designs were warmly received, with the X-43 awarded “Boat of the Year” in Genoa and “Boat of the Show” in Stockholm. The X-55 was declared “European Yacht of the Year” in 2007. ▶



2004

DESIGN  
38

## **X-50** (2004 - in production)

When launched she was highly praised for her stunning looks and great performance. The X-50 was another trendsetter with her flat deck, sprayhood recess and open transom. She is sleek and stylish with a modest beam for her length. Stability comes mainly from a heavy lead bulb. The X-50 is largely sold as a fast cruiser, enabling the owner and his crew to reach far horizons quickly and in comfort.

2005

DESIGN  
39

## **IMX 70** (2005 - One Off)

X-Yachts latest one-off project, sold to an existing X-562 client. The hull and deck was laminated in the UK by Green Marine with Gurit (formerly SP-Systems) supplying laminates and engineering. The creation of this inspirational yacht has led to many new design solutions that will feature on future models.







**X-40** (2004 – in production)  
 A replacement for the exceptionally popular X-412. The X-40 is part of the second generation of X-Yachts' Performance Cruisers. The hull model was made by extending the IMX 40 by 100mm, modifying the bow rake and adding a cruising oriented deck layout and teak interior. The X-40 has proved to be as competitive as the IMX 40, and rates more favourable in both ORC and IMS. "Sirena", owned and sailed by Denmark's Peter Buhl, has won many major races in Denmark as well as the 2005 X-Yachts Gold Cup in Arendal, Norway.

DESIGN  
**36**

**2004**



**X-37** (2004 – in production)  
 A relatively narrow yet stiff 37-footer that has won a number of prestigious regattas and races worldwide. The latest notable result was a third consecutive win in the ORC 670 World Championship, with the 2008 event sailed in Lanzarote, Spain.

DESIGN  
**37**

**2003**



**2005**  
 DESIGN  
**40**

**X-55** (2005 – in production)  
 Winner of the prestigious "Yacht of the Year" in 2007, as chosen by the 10 largest European yachting magazines. The X-55 is elegant and timeless, yet very fast and comfortable, enabling the owner to specify exactly the sail handling system and details to suit his needs.



# X-Yachts The Millennium



**X-35** (2006 – in production)  
X-Yachts had not launched a one design model since 1985. Their technique to establish a new one design class was simple and successful: “Sell and build a lot of boats in the first two years, and work hard to establish active fleets in many countries - and then sell more, build more and work even harder.” Within two years the X-35 has grown to be the biggest and most active fleet in a number of countries and has become ISAF recognized.

DESIGN  
**41**  
2006

## One Designs

The demand for one design class racing has remained high throughout the 30 years of X-Yachts’ existence. The most recent designs, the X-35 and X-41, have ridden a wave of intense popularity for this style of competition where the playing field is level, costs are controlled and the best sailors can let their skills shine through. ISAF recognition has helped the growth of both classes which now have their own fleets in the prestigious Copa del Rey in Mallorca. More than 220 X-35s are racing worldwide and the X-41 fleet is reaching 80.

2009

DESIGN  
**45**

**Xc 42** (2009 – in production)  
This little sister to the Xc 45 follows an identical concept though with reduced sail storage. Scheduled for international debut at the Düsseldorf Boat Show in January, 2009. (Further info on page 78).



**X-41** (2007 – in production)  
On the back of the fantastic success of X-35, a bigger and wider appealing sister was born. Her optional removable anchor locker and optional below deck headsail furler appeal to the racer and the cruiser, as do her nicely crafted teak veneered interior and white bulkheads. An elegant carbon mast, boom and wheel along with sleek hull lines and heavy, bulbed T-keel ensure she sails as well as she looks. The first international event in 2008 saw more than 30 participants, and both a European and a World Championships are scheduled for 2009. ISAF recognized in November 2008.

DESIGN  
**42**  
2007

## True Cruisers

X-Yachts has never rested on its laurels and, as its thirtieth anniversary approached, made perhaps the boldest move in the company’s history. Building an out and out cruiser was a risk – perhaps no one would buy a blue water yacht from a yard with a reputation built on racecourse performance. Or maybe the racing community would think that X-Yachts had lost its edge. The success of the Xc 45, launched in 2008, and the Xc 42 following in 2009, dispelled all such doubts. These were clearly totally different X-Yachts but they

2009

DESIGN  
**46**

**X-65** (2009 – under development)  
Following very strictly the core concept of any performance cruiser from X-Yachts. The hull will be epoxy vacuum infused and cured in an enormous oven while the famous X-Yachts steel keel girder will take all the loads from the keel and mast. A wide variety of interior solutions are on offer, as well a choice of sail handling technology. The first launch will be in the spring of 2009 and six boats have already been pre-sold. (Further info on page 38).







**Xc 45** (2008 – in production)

Many X-Yachts clients had owned several designs and wanted to stay loyal to the brand – but also wanted more cruising capability with increased tank volume and storage. X-Yachts worked secretly for three years on the solution before revealing that a third line would be added to the range. The Xc 45 is a true cruiser with deeper hull sections, higher freeboard and a slightly wider hull shape to ensure there is room for everything required for comfortable, long distance sailing. And what about her sailing performance? It was exactly what you would expect from X-Yachts. (Further info on page 102).

**X-34** (2007 – in production)

The X-34 had been designed to appeal especially to racers in the Mediterranean and Swiss lakes, and so a more conventional X-332 replacement was required. The X-34 was the answer and is a winner for both the cruising oriented performance sailor as well as anyone racing under IRC.

DESIGN  
43

2007

DESIGN  
44

2008

still looked great and performed superbly at sea. More cruising designs will follow as X-Yachts responds to a clear demand from yachtsmen who require real sailing pleasure as well as comfort and generous accommodation.

**Looking Forward**

With more than 6,000 hulls produced in the last 30 years, there is a wealth of experience that X-Yachts can draw upon. Niels, Lars and Birger still own and manage the company and have never stopped

thinking of how to build a better, faster, safer boat. All yachts are still produced in Denmark and there is a true passion among the dedicated staff to create yachts that sail as good as they look. The X-Yachts yard is still a place where craftsmanship and attention to detail are highly valued and quality wins against quantity every time. The X-65 is eagerly awaited and orders are already mounting up. Meanwhile, the design team is working on future projects, sowing new seeds from which X-Yachts will continue to grow and flourish. ✕

2010

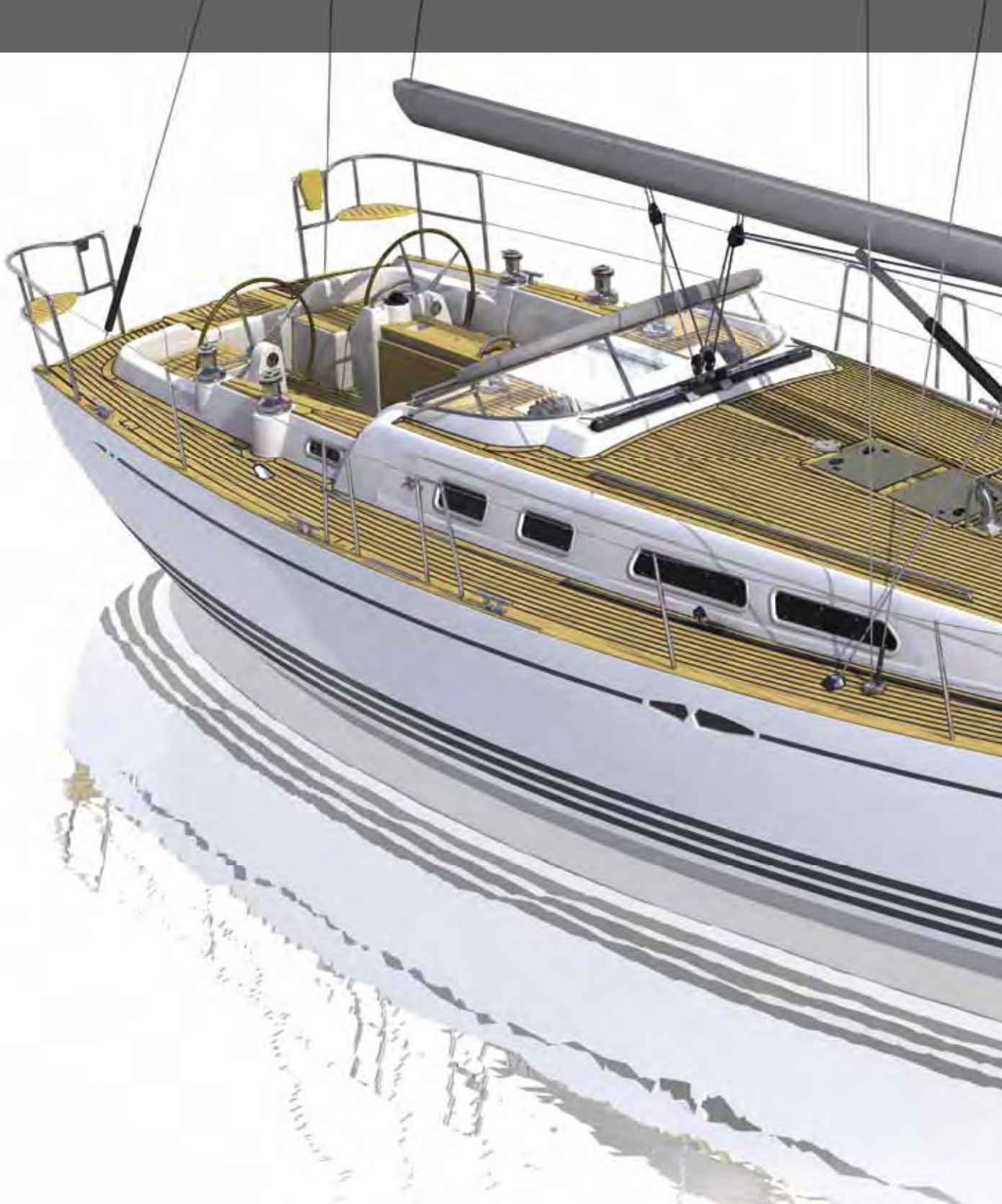
DESIGN  
47

**Xc 50** (2010 – under development)

The first of this model will be launched in the spring of 2010 and will incorporate all the best from the Xc 45, though with the benefit of additional comfort whether under sail, under power or just at rest. (Further info on page 20).







# The true blue water cruiser

That is certainly true of the new range of 100% cruising designs from X-Yachts. First came the Xc 45 and now the Xc 42 will follow.

The Xc 45 featured an entirely new hull shape and answered a totally different brief to previous X-Yachts. Comfort and safety were at the top of the wish list and there were some who doubted whether X-Yachts, with its racing pedigree, could build a true cruising boat. The doubters were quickly silenced when the Xc 45 made her debut at the X-Yachts Gold Cup in July. She had the same unmistakable

# Xc 42



X-Yachts style but there was something more. Space, sea keeping and security were all greater – though her lively performance on the racecourse showed that little speed had been sacrificed.

The Xc 42 follows in her big sister's wake. She will feature the same classic look with extensive use of teak as standard. Mainsheet, halyard and reefing lines are led beneath the deck and hatches are recessed, ensuring nothing spoils her elegant lines. The mainsheet winches are close to the twin-helms – exactly where you want them when sailing short-handed.

The practicalities continue down below. Large water and fuel tanks allow freedom to explore far off destinations.

A range of accommodation layouts includes a workshop and two double cabins or three doubles. Owners can opt for a larger navigation area or a second shower. It is all part of the flexibility that comes with individually crafted yachts.

This is a true blue water cruiser designed for ocean sailing yet featuring that unmistakable X-Yachts panache. The Xc 42 puts the needs of a cruising family first and foremost yet succeeds in doing so with style.

With the Xc 45 leading the way, the Xc 42 seems on a steady course to success. Expect to see these thoroughbred cruisers in anchorages from Copenhagen to Cape Horn before too long. ►



# We congratulate X-Yachts ...

... to 30 years of innovative and impeccable design.



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**B&G**

Driven to Perform

# Success breeds Success



## The classic transom

This is where we have hidden some of the best Xc features. The positively raked transom makes it different from most other cruising or racing yachts, and gives the Xc yachts a classic look. Utilizing this classic style allows a spacious aft deck by connecting the side decks. This is very practical for cruising and ensures safety in heavy seas.

To access the swimming platform, the transom is hinged down into a horizontal position, whilst the aft deck is lowered to create a walkway. A combination of electronically operated actuators, struts and springs makes the transformation between closed and open cockpit an effortless task. Also integrated into the platform is a bathing ladder and a shower unit.

With an optional integrated stern anchor davit, you can lower and deploy up to 50 m of warp with ease using the remote control.

## Sail plan

The Xc 42 sail plan has been developed with long distance cruising in mind. Safe and enjoyable ocean passage requires a very flexible sail plan, utilizing easily adjustable head sail areas. By incorporating the option of a 140% overlapping Genoa, as well as an optional inner forestay (without the need for additional runners), and the option for a bow sprit (A-frame), the Xc 42 is seriously ready for making sailing a positively memorable experience. ▶





# isotherm



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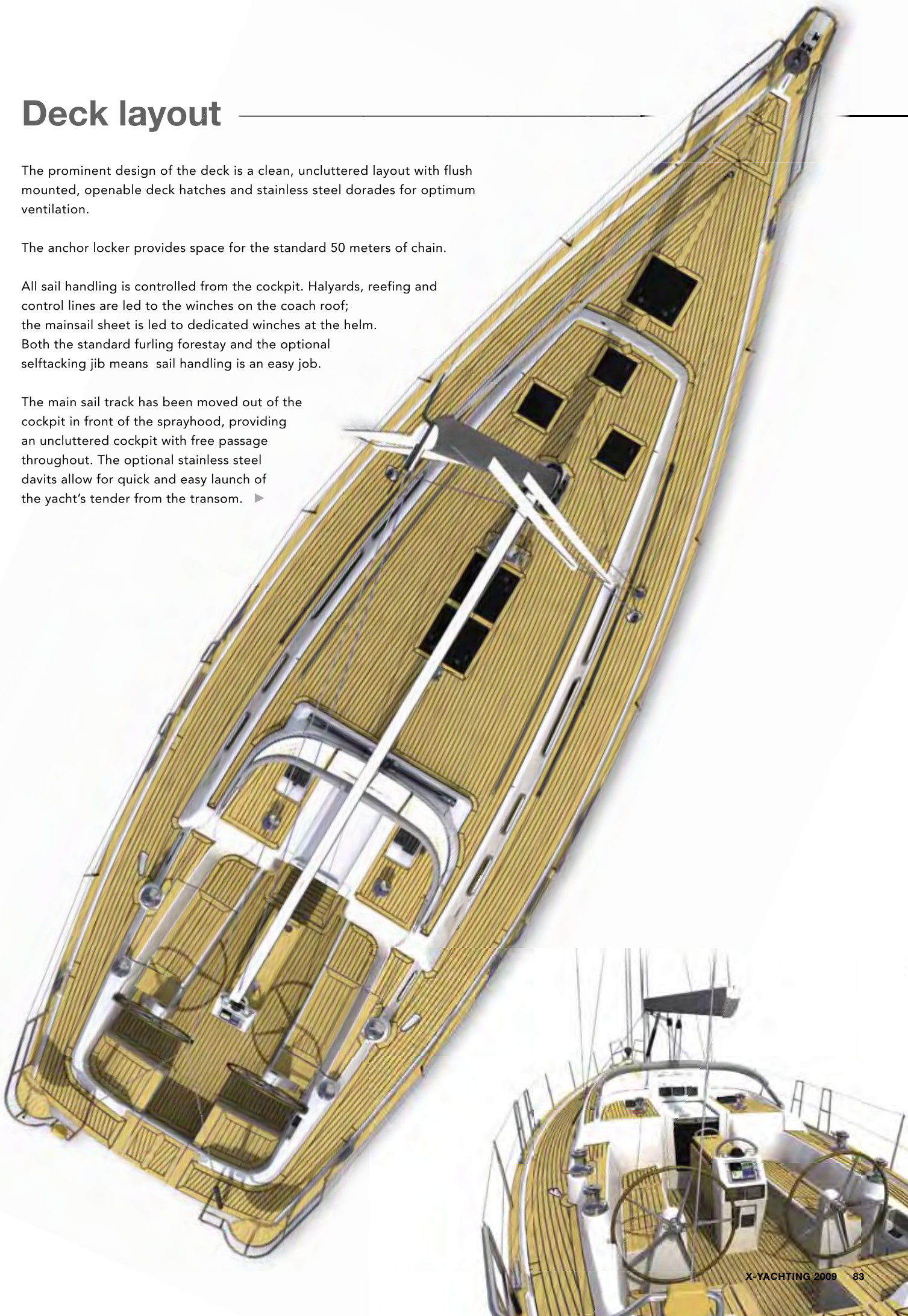
# Deck layout

The prominent design of the deck is a clean, uncluttered layout with flush mounted, openable deck hatches and stainless steel dorades for optimum ventilation.

The anchor locker provides space for the standard 50 meters of chain.

All sail handling is controlled from the cockpit. Halyards, reefing and control lines are led to the winches on the coach roof; the mainsail sheet is led to dedicated winches at the helm. Both the standard furling forestay and the optional selftacking jib means sail handling is an easy job.

The main sail track has been moved out of the cockpit in front of the sprayhood, providing an uncluttered cockpit with free passage throughout. The optional stainless steel davits allow for quick and easy launch of the yacht's tender from the transom. ▶







### **Control at the helm**

The helmsman's position provides an excellent view forward whilst sailing and manoeuvring in the harbour. The control instrument console ensures a good view of the navigation instruments and is also a secure handhold when moving around whilst sailing. The engine lever arm and control panel are mounted in a starboard cockpit recess for safe and reliable control. Every detail is designed to optimize the skipper's control at the helm and to help a shorthanded crew work safely.

A total of four cockpit lockers, two forward and two aft of the steering wheels, provide ample storage for ropes, fenders and cruising equipment. For halyards and control lines, a dedicated locker is integrated in the cockpit sole of the companionway. Washboards are spring loaded and are stowed in a cockpit floor recess, requiring minimum effort to open and close. Stainless steel pushpits are with built-in seats.



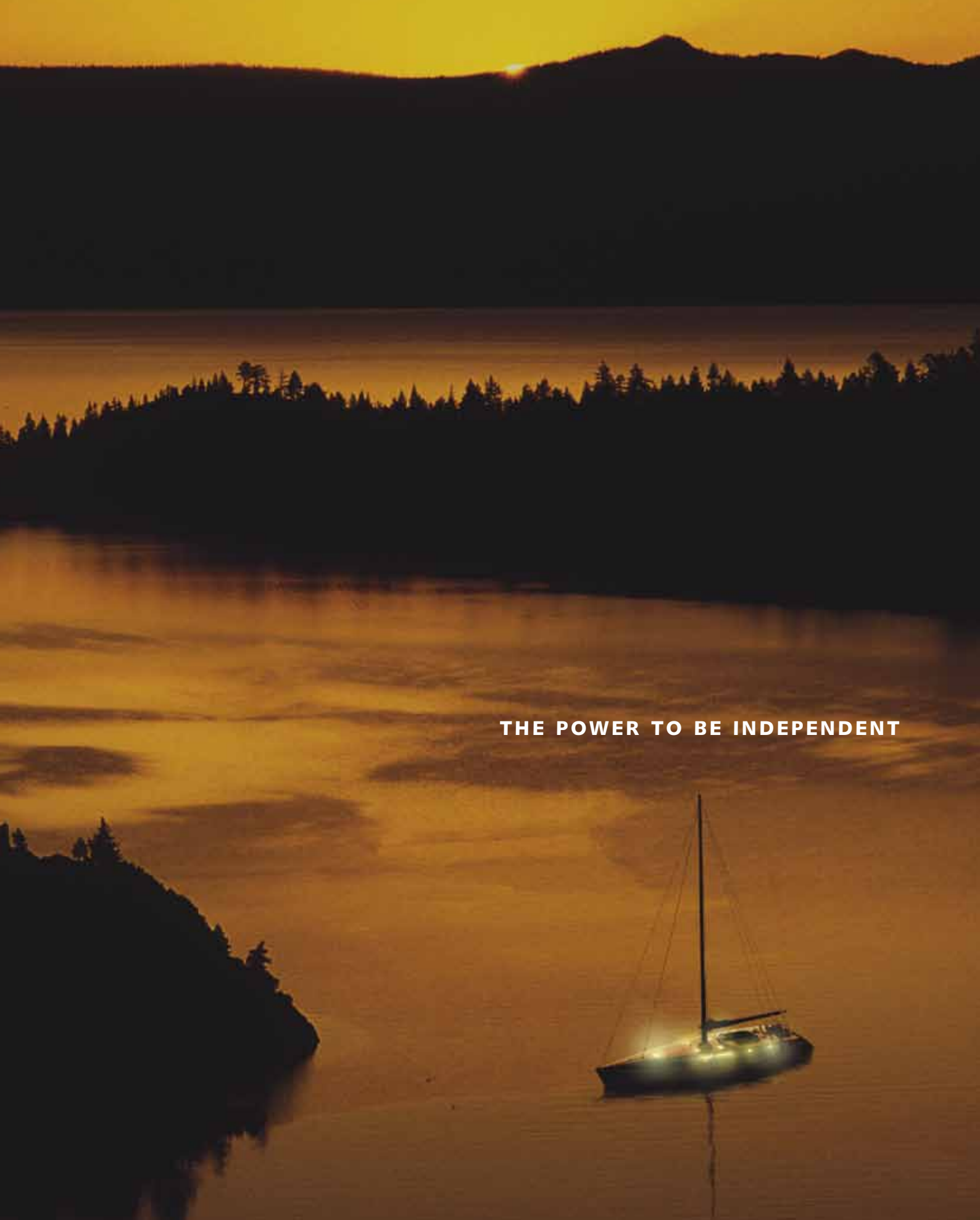


### **Cockpit protections**

The Xc 42 comes standard with a conventional spray hood, with stainless steel framework. As an option, a wind shield of curved hardened glass can be fixed to the spray hood coaming, including grab rails and a wind shield spray hood.

Other options are a cockpit tent which can be zipped to both wind shield and conventional spray hood, in addition to an optional bemini, which is set on a stainless steel framework. ▶

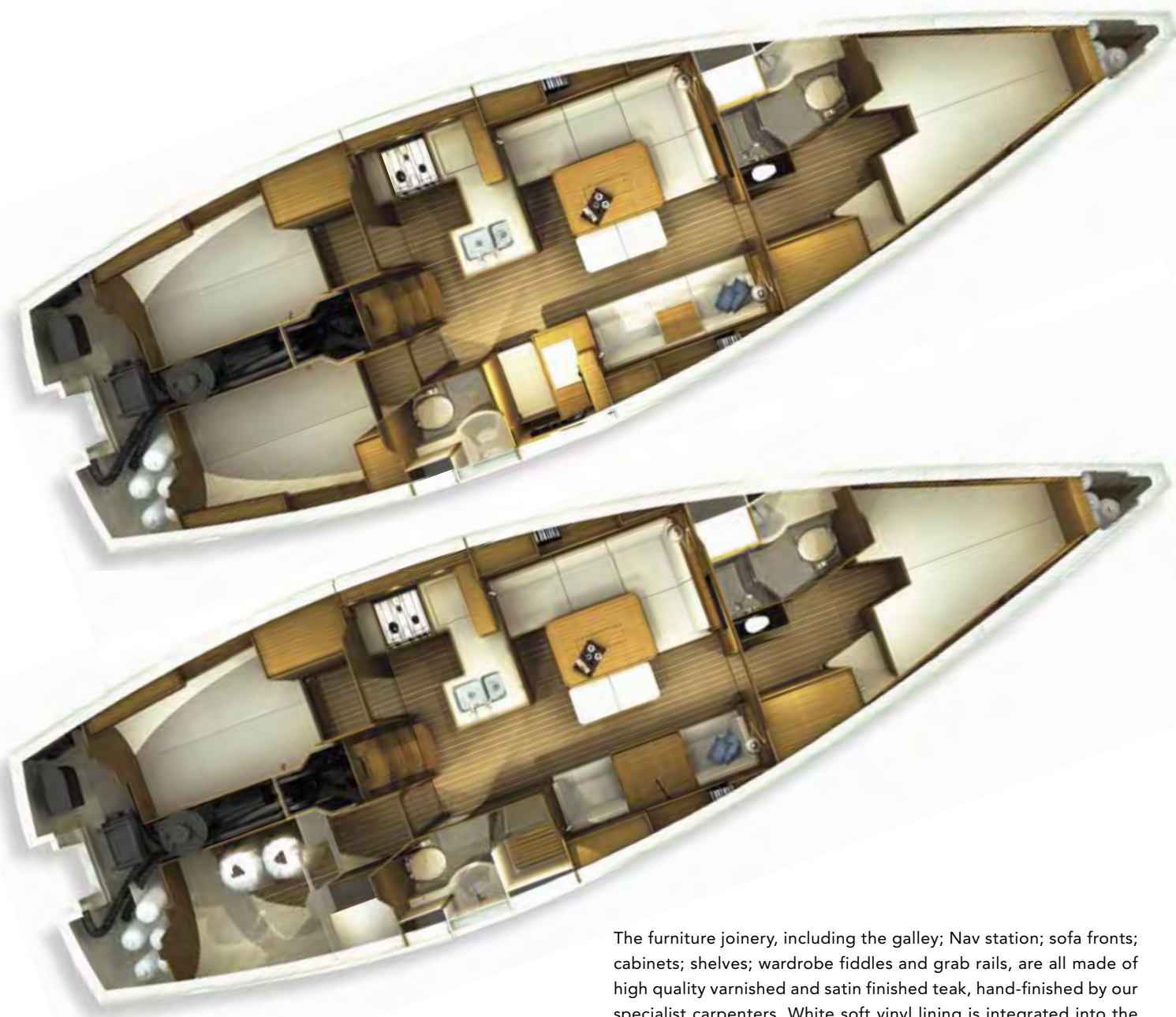




**THE POWER TO BE INDEPENDENT**

# Create your own interior

The Xc 42 comes in a 2 or a 3-cabin interior layout. The 3-cabin version is standard with two almost symmetrical aft cabins. Alternatively, there is the 2-cabin version, which features a huge workstation cabin with access to the deep, enlarged starboard cockpit locker.



Two main cabin layouts are offered to suit your needs: a standard version with a dedicated Nav station. Alternatively, a version with a shower compartment adjacent to, and with access from, the standard head compartment on the starboard side.

#### **Classic or modern look**

The interior of the Xc 42 comes with white surfaced structural bulkheads and recessed teak stripes for a panel look as standard.

The furniture joinery, including the galley; Nav station; sofa fronts; cabinets; shelves; wardrobe fiddles and grab rails, are all made of high quality varnished and satin finished teak, hand-finished by our specialist carpenters. White soft vinyl lining is integrated into the moulded deck headliner, as well as on all visible hull top sides. As an alternative to the modern look, you may prefer varnished teak bulkheads.

The detailed workmanship, the carefully selected teak veneers and the furniture fittings built to the highest standards, mirror the ambition and attitude of X-Yachts. Eight openable cabin trunk portlights and two openable deck hatches, as well as the sliding hatch opening, offer excellent and natural ventilation and daylight. ▶



## Main cabin in two versions

The Xc 42 offers two alternative main cabin layouts: a standard version with a dedicated Nav station, with ample space for navigational and communication equipment. In front of the Nav station is a 190 cm sofa, where one of the back rest cushions can be hinged down to form a small "drinks table".

On the other hand, we offer a version with a shower compartment adjacent to, and with access from, the standard head compartment on the starboard side. This version features two comfortable armchair seats, separated by a fixed Nav table, with ample space for navigational and communication equipment by the aft seat.

The flush hatches are all fitted with recessed Oceanair blinds, with roller "blackout" and mosquito blinds. All the main cabin trunk port lights are equipped with curtains from Oceanair. ▶







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**A functional galley**

The galley is spacious and has all the facilities positioned within easy reach. The Corian table top, green tinted splashboard and ample handholds make it a functional and seaworthy galley.

Other equipment includes a 140 litre top-loaded standard cooling box which can be converted into a deep freezer. Space is provided for an optional front-opening fridge, a dishwasher and a microwave oven.

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**Xc 42**

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**Owners cabin**

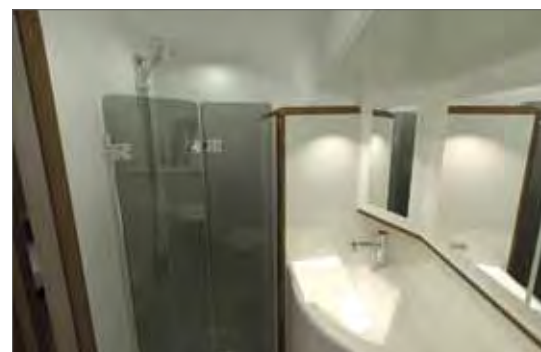
The front cabin is very spacious, with plenty of wardrobe space, drawers, freeboard cabinets and shelves. The standard spring mattresses are supported by flexible laminated battens for optimum comfort and ventilation. The various openable deck hatches and the cabin trunk port light give maximum ventilation and light. The owner's head is located to port and contains a separate shower unit with room for a washing machine.

almost symmetrical aft cabins; both with ample wardrobe and locker space and maximum ventilation from two openable port lights.

**Aft cabins to suit your needs**

The Xc 42 comes standard in the 3-cabin version. This has two

The alternative 2-cabin version features a huge workstation cabin on the starboard aft side. A workbench, with cabinets and drawers for tools and spare parts, provides an ideal solution for sailors who want to go on a long-distance voyage. The deep and spacious starboard cockpit seat locker is also accessible from the workstation, as is the engine room, where the optional generator and the yacht's additional technical equipment is found. **X**







## results

### 12 races, 1 discard

Place	Nation	Yacht name	Skipper	Points
1	DEN	Hvor'f det	Finn Krogh Rants	27
2	ITA	WB	Gianclaudio Bassetti	34
3	GER	Extasy	Thomas Brügge	39
4	FRA	Tazkeena III	Nicolas Wrigley	41
5	ITA	Lady X	Piergiorgio Ravaioni	49





**X-41 International  
Championship 2008**  
Copenhagen • Denmark

# First among equals

The first X-41 International Championship saw tight racing and a nail-biting finish among this meteoric one design class

Text: Miles Kendall /// Photos: Per Heegaard





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*Celebrating our years of collaboration with X-Yachts  
with new products for a bright future!*



### The X-41 is something very special

Never before has a one design keelboat seized the imagination of sailors all round the globe with such speed. The demand from the international sailing community has been unprecedented and 70 of these sleek racers were produced within 18 months of the design's launch.

On 17 July almost half those boats came together on the waters off Copenhagen for the X-41 International Championship. The three days of keenly fought racing formed part of the X-Yachts Gold Cup and saw some of the best in the business do battle.

### Playing by the rules

The rules in one design classes have to be strictly upheld and crews watched nervously as their boats and gear were measured and weighed. The first casualty was the Italian crew of "WB Five", owned and sailed by Gianclaudio Bassetti, with the famous TP52 sailor and sail maker Alessio Razeto as tactician. The crew of 11 was found to be 8kg overweight and so spent the night before the first race looking on hungrily while other competitors enjoyed the evening buffet. Despite their efforts the crew was still 800g over the 850kg maximum limit and so 93kg trimmer Andrea Walloni was replaced by Federico Nepa, weighing only 67 kilos. The crew

change may have influenced the performance of the Italian boat which finished a disappointing 16th in the first race.

### The professionals

Another rule limits the number of ISAF 'Group 3' professionals to a maximum of four and there were 66 such sailors among the fleet of 32 boats. Several boats used their full quota of pros, among them "Tazkeena III", a French boat whose crew included Bertrand Pacé, tactician and second helmsman from America's Cup boat BMW Oracle. On board "Lady X" from Italy was Flavio Favini, who helmed the Italian America's Cup entry as well as winning the Farr 40 2007 championship.

The Danish team aboard "Hvor'f det" that led after five races had its share of experienced and famous sailors. Peter Kampmann helmed, with Jens Christensen, Lars Ive, Kasper Helweg and Arndt Howard as his Group 3 crew.

### Final countdown

The success of a one design can be judged by the tightness of the fleet and the competitiveness of the racing. After three days of hard sailing in a variety of conditions the championship was decided on the last leg of the final race – praise indeed for this exciting new class. ▶



*The success of a one-design can be judged by the tightness of the fleet and the competitiveness of the racing.*





 **X-41 World  
Championship 2009**  
Gala Galera · Italy · September

 **X-41 European  
Championship 2009**  
Kiel · Germany · 22-28 June





*Thirty-two X-41s from 16 nations saw tight racing at the first X-41 International Championship in Copenhagen during the X-Yachts Gold Cup 2008.*

The Italian boat "WB Five" was leading for most of the race and if the Danish crew in "Hvor'f det" came worse than eighth, the Cup would go to Italy. The Danes knew they had a job to do but hovered around eighth for most of the race. It was nail-biting stuff and it looked like the Italians had done enough until the final leg when "Hvor'f det" powered through the fleet and managed to finish just behind "WB Five".

"Hvor'f det", helmed by Peter Kampmann and with the owner Finn Rants, Jens Christensen, Kasper Helweg, Jesper Riise, Lars Ive, Christian Jensen, Lars Rants, Arndt Howard and Dan Hansen as crew, had won the first ever X-41 International Championship. "WB Five", with former Maxi Racers world champion Lorenzo Bressani as tactician, took silver with 34 points, seven points behind the Danes. ▶





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The winner "Hvor'f det" from Denmark led after five races with Peter Kampmann at the helm and Jens Christensen, Lars Ive, Kasper Helweg and Arndt Howard as his Group 3 crew.



Finn Krogh Rants - a proud owner and winner of the X-Yachts Gold Cup 2008.

The German boat "Extasy", with Thomas Brügge at the helm, came third with 39 points.

"Tazkeena III" did not sail fast in the rough weather and dropped from second to fourth overall. "Lady X" finished strongly on the final day with a second, first and fifth, but it was only enough to secure fifth place.

#### Looking ahead

They say that 'success breeds success'. If that is true then the X-41 fleet will continue to grow as more and more yachtsmen discover this beautifully made one design that guarantees close, fast racing yet also boasts a comfortable interior that is a world away from the Spartan shells of many racing classes. The good news is certainly spreading as the X-41 was declared 'Best Crossover Boat of the Year 2008' by Sailing World in the USA. With ISAF class recognition imminent this is a one design that is clearly going from strength to strength. X





# Jefa, for high quality steering and rudder systems



*Jefa Steering & Rudder*  
S Y S T E M S

The Danish company Jefa Steering & Rudder has 25 years of experience in the production of high quality steering and rudder systems. Jefa is proud to supply all X-Yachts with the Jefa rudder system (rudder stock, roller bearings, sealing system, emergency tiller),

the mechanical rack and pinion-, cable- or transmission steering system, as well as the electro-mechanical autopilot drive. Please visit our online web catalogue for product information, prices, CAD drawings and brochures via: [www.jefa.com](http://www.jefa.com)

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## WELCOME TO CALA GALERA – PORTO ERCOLE, ITALY

In 2008 Cala Galera was the venue of the X-35 World Championship organized by Yacht Club Italiano. In 2009 the X-41 Class is invited to this fantastic marina situated close to picturesque little port Porto Ercole in Monte

Argentario in Tuscany. The waters are perfect for racing but also the shore life in Monte Argentario itself offers plenty of possibilities for relaxation, good food and historical adventures.

### PROGRAMME (preliminary)

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#### SEPTEMBER – DAY 1

Registration, measurements and security checks

#### SEPTEMBER – DAY 2

Registration, measurements and security checks  
Opening ceremony

#### SEPTEMBER – DAY 3

Skippers meeting  
Racing

#### SEPTEMBER – DAY 4

Racing

#### SEPTEMBER – DAY 5

Racing

#### SEPTEMBER – DAY 6

Racing  
Prize giving ceremony

#### SEPTEMBER – DAY 7

Reserve day

### NOTICE OF RACE (preliminary)

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#### Dates

The X-41 World Championship will take place in September. The exact dates will be published on [www.x-41.com](http://www.x-41.com)

#### Organizing Authority

The Organizing Authority is the Yacht Club Italiano in conjunction with the X-41 Italian Association.

#### Venue

The venue will be in Cala Galera – Porto Ercole, Italy.

#### Racing area

The waters off Cala Galera - Porto Ercole.

#### Courses

Courses will be defined in the Sailing Instructions.

#### Entry Form and Notice of Race

Entry Form and NoR will be available from Yacht Club Italiano on [www.yachtclubitaliano.it](http://www.yachtclubitaliano.it)





Ten of Europe's leading  
yachting magazines  
nominated the Xc 45 for  
"Yacht of the Year"



“

**Yachting World** (UK)

*Seasoned sailors... looking to hang up their racing boots and sail with wives and families, need look no further.*

**YACHT** (Germany)

*The Xc 45 looks exceptional and unique, though elements of her design reflect the yard's wider range.*

**Bådmagasinet** (Denmark)

*If the "X" represents speed and fine sailing performance, then the "c" should stand for "cruising" and "complete".*

**Bådnyt** (Denmark)

*High cruising comfort is fully compatible with high speed and brilliant sailing performance. We learnt this after a couple of hours sailing on board the new Xc 45.*

**Seilas** (Norway)

*Long distance in First Class*

*The lines are exquisite. The hull, deck, cockpit and interior make my mouth water. The yacht appears well thought through with quality details throughout. The Xc 45 is a yacht to thrill.*

”

# True cruising comfort



**Xc 45**



# Royal DANISH

H A D E R S L E V S . C .

## Discover a new world with the Xc 45

Text: Miles Kendall /// Exterior photos: Richard Langdon/Ocean Images

X-Yachts is not a company that can sit still. It seems to be always seeking the next step up the evolutionary ladder of yacht design. How else can you explain the 40 different designs that have been produced over the last three decades. Each one further refined and developed the concepts of racing and performance cruising – and then came the Xc 45, a whole new concept for the Danish yard. The brief was to build an out and out cruising boat that would allow a family crew to enjoy extended periods on the water, possibly with long ocean passages.

A true cruising X-Yacht! The idea of it captured the attention of the sailing community. The orders flooded in before the mould was even made. His Royal Highness, Crown Prince Frederik of Denmark, visited the yard in June to see the launch of the first

Xc 45 and so witness the birth of a complete new generation of long distance cruisers.

The yachting press followed, eager to see how the vision had been realised, and the positive reaction was universal. Ten of Europe's leading yachting magazines nominated the Xc 45 as 'Yacht of the Year 2008/2009' and Yachting World declared that: 'seasoned sailors... looking to hang up their racing boots and sail with wives and families, need look no further.'

This may be a boat built for long distance cruising but impressive results in the Family Class at the X-Yachts Gold Cup in Copenhagen showed that it really is possible to build an extremely safe, comfortable boat without sacrificing rewarding performance. ▶







Photo: Per Heegaard

*His Royal Highness, Crown Prince Frederik of Denmark, accompanied by Managing Director and co-owner of X-Yachts, Lars Jeppesen*











“ this is a yacht for **independent** minded sailors who want to escape  
the ties of land and explore the freedom of the seas in true **cruising** comfort ”







**2YM15** (14 mhp / 10.3 kW)

- Extra power, high torque
- Fuel efficient and easy maintenance
- Quiet and smooth running



**3YM20** (21 mhp / 15.3 kW)

- More power in less space
- High performance from less weight
- More comfort though less noise
- Minimal vibration



**3YM30** (29 mhp / 21.3 kW)

- Quiet and smooth running
- Additional power and performance
- Flat torque and high engine speeds



**JH4-series** (39-54 mhp / 28.7-39.6 kW)

- Clean and quiet
- More power from less weight
- Fuel efficient
- Easy maintenance



**JH4-T series** (75-125 mhp / 55.2-91.9kW)

- High turbo charged power
- More performance from less weight
- Low noise and vibrations
- Easy maintenance

## But who will take you home?

Getting there is the fun part. The easy part, usually. But who will take you home when evening falls, and the weather deteriorates? Yanmar will. Because Yanmar builds reliable, extremely durable engines, that are developed to last and require minimal maintenance. Furthermore, the clever, compact designs make Yanmar engines the ideal choice for new boats as well as for re-powering. Yanmar diesels provide a power, higher torque and a larger displacement, all from a smaller engine. Following the design philosophy of more power with less weight. On the other hand Yanmar designs cleaner quieter engines that respect nature, so you can enjoy your boating and always hold on to nature's glow.

Although all Yanmar engines need surprisingly little maintenance - Yanmar ensures high quality support around the globe, offering you full service and advice. So why not drop by? Together we'll explore the wide range of engines Yanmar has to offer. We'll be glad to help you to select the engine that will take you home...



*Xc 45, hull 02 mooring in the Norwegian skerries. "Elida 5" is owned by Rune Lande, who took the yacht on its maiden voyage from Haderslev, Denmark to Haugesund in Norway. On their route home the family joined the X-Yachts Gold Cup in Copenhagen.*

Have you ever enjoyed a day's sailing so much that you just want to go on and on. Not for the next hour or even day, but for weeks, months or even years? The Xc 45 was designed for you. It's an X-Yacht of course and so sails beautifully – but the Xc 45 has been created for cruising yachtsmen who want to turn their boat into a home that will carry them and their loved ones in safety and comfort.

“...there are sensible ideas and clever innovations ...”

A yacht of around 14m (45ft) is the perfect size for cruising as a couple or a family. There's masses of space and plenty of power,

but there's no need for extra crew. X-Yachts have ensured that life onboard has been made as pleasurable as possible for the skipper and crew. Everywhere you look there are sensible ideas and clever innovations that demonstrate that this is a boat designed by sailors who understand the needs of the cruising yachtsman.

#### **Intelligent design**

Take a look at the cockpit. Twin wheels give the helm a great view forward while ensuring there's a clear passage aft. The mainsheet is kept completely clear of the cockpit, running beneath the sidedeck to winches next to the helming positions – exactly where you want them. A shorter boom also means that the cockpit is a place to relax in safety, rather than an accident waiting to happen.

The crew do not need to go to the mast to reef or hoist sails as all the lines run aft. It's a good arrangement, but one that normally ▶



# Power Rib<sup>®</sup>

Major Effect with Minor Effort



## Get a Grip

ANDERSEN Winches feature light weight stainless steel drum with Power Rib. Unlike other winches with abrasive drum surfaces, ANDERSEN winch drums have vertical ribs running up the surface. This combined with the smooth polished stainless steel gives a maximum grip and minimum wear on ropes, reducing the replacements costs of sheets and halyards.

What's more, the Power Rib principle simply makes sailing more pleasurable. Fewer turns on the winch make tacking easier. Sheets can be gently eased out without harsh snatching and the risks of overrides and jammed sheets are significantly reduced. The grip provided by the ribs will remain the same year after year, unlike many other winches with an abrasive or sandpaper-like surface. Such surfaces have a tendency to wear down both ropes and themselves.

It's all about protecting your investment. With ANDERSEN Winches, this protection is guaranteed, as the drum maintains it's grip year after year. Keeping wear and tear to a minimum also helps maintain resale value and our 3-year warranty and instant service in more than 30 countries Worldwide amount to a benchmark standard.



*Sail Handling by*

**ANDERSEN**  
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results in a pile of ropes on the cockpit or hanging down into the saloon. Not so on the Xc 45 which has a special rope locker in the cockpit sole. The elegant transom is transformed into a bathing platform at the flick of a switch and also hides a six-man liferaft that is positioned exactly where it needs to be.

Cruising boats need inflatable dinghies, fat fenders and lots of mooring lines – but there's rarely room for them on board. The Xc 45 has a massive locker in the foredeck that gobbles up these bulky items. These examples of intelligent design and attention to detail are repeated again and again throughout the boat.

#### **Powerful performance**

A huge amount of thought has gone into the layout and practicalities, but how does the Xc 45 perform under sail? The deeper hull sections ensure a smooth motion in all weathers while also providing the extra interior volume for large tanks and other essential cruising equipment. The tanks are beneath the cabin sole, keeping the weight as low as possible and, coupled with the lead bulb and cast iron keel, ensuring a stiff and seaworthy yacht.

Set the sails and it's clear that the designers have got it just right. Even in brisk winds the Xc 45 keep driving onwards. The sea may be sluicing down the sidedeck but this is one yacht that won't throw in the towel in the gusts. A choice of sail plans ensures the perfect set up, whatever your ambitions. Of course it's impossible for X-Yachts to build a slow boat and the Xc 45 is rewarding to sail. She'll ensure high average speeds while instilling the confidence that makes long passages a pleasure for skipper and crew. Meanwhile, the 75hp engine ensures there's plenty of power when the wind dies while the bow thruster takes the worry out of docking. ▶





“... explore the freedom of the seas in true cruising comfort.”





*The clean lines of the deck are repeated creating a light modern interior. The woodwork is all in teak, giving warmth to the living area and the joinery, by X-Yachts specialist carpenters, is off the highest standard.*



Owners cabin



Aft cabin

### **Cruising comfort**

Down below the Xc 45 is a revelation. The clean lines of the deck are repeated creating a light modern interior. The woodwork is all in teak, giving warmth to the living area and the joinery, by X-Yachts specialist carpenters, is off the highest standard. There's a choice of two- or three-cabin layouts and also two versions of the main cabin. The galley is spacious and practical with plenty of stowage for longer cruises.

The attention to detail is continued into the sleeping accommodation with multiple ports and hatches ensuring plenty of light and ventilation. The heads are spacious and there is even room for a washing machine. It's yet another illustration of the fact that this is a yacht for independent minded sailors who want to escape the ties of land and explore the freedom of the seas in true cruising comfort. **X**



# X-35

## results

No.	Country	Yacht	Skipper	Points
1	GBR	Cool Runnings	Thorkild Juncker	36
2	NED	Quantum Racing	Nic Bol	45
3	ITA	Tixelio	Carlo Brenco	51
4	ITA	X-Trifix	Stefano Trifiro	68
5	NED	Just 4 Fun	Albert Kooijman	69







# Racing fit for a king



# The growing X-35 fleet enjoyed the glamour and excitement of the Copa del Rey Regatta

When royalty and racing come together, the world is sure to be watching. That was certainly the case in Palma, Mallorca, at the Copa del Rey Regatta 2008 – and as the television helicopters hovered overhead, the fleet of X-35s prepared to do battle on the water.

The yachts raced as a separate one-design class for the second time, a remarkable achievement considering the first boat was produced just three years ago. The other one-design classes included TP52s, GP42s and Swan 45s – showing just how meteoric the X-35's rise to the top has been. The stakes were high and each of the 25 skippers that had travelled to the Real Club Náutico de Palma had his eye on 'The King's Cup'.

This is the highlight of the Mediterranean racing calendar and the crew lists read like a 'Who's Who' of yachting. His Royal Majesty Don Juan Carlos was out on the water, competing aboard "Bribon", his TP52, with Dean Barker at the helm. The Crown Prince competed in the IRC class and there were Olympic sailors and America's Cup crew in their dozens.

## Local heroes

There was a strong turn out of Spanish boats among the X-35 fleet, with "Desafino", "GD Campello" and "Jazz te Vale" among the most fancied local entries. "Cool Runnings" was the outright favourite and owner Thorkild Juncker had to bear great expectations going into the five days of racing. For the first time the fleets had to rotate around three courses in the Bay of Palma, ensuring the tacticians would have to work hard.

The X-35's start was six minutes after the Swan 45's and the crews watched the bigger boats like hawks, trying to work out the best line to the mark. The racing was tight from the start with "Cool Runnings", "Quantum Holland" and "Just for Fun" first over the finish line. The Italian "X-Trifix" took line honours in the second race with "Quantum Holland" second and the German crew onboard "Stihl" in third.

## Hot stuff

Conditions remained close to ideal for the rest of the week and few competitors could remember being blessed with such good weather. The sea breeze was normally established by early afternoon and the crews were eager to get on the water to escape the heat ashore. There were times when the normally predictable wind would start to ease and crews would rush to swap Code 2s for the larger Code 1s. It all added to the excitement and made good viewing for the worldwide television audience.

At the end of a hard and very enjoyable week of racing it was "Cool Runnings" that topped the leader board, discarding a 19th place in the final race. Nic Bol's "Quantum Racing" finished second overall and Carlo Brenco's "Tixelio" was third. "Cool Runnings" owner, Thorkild Juncker said: "The organisation has been perfect and we are very happy to have won because we know exactly how tough it is."

Next year the X-41 one-design will also have its own class in the 28th edition of the Copa del Rey. The action takes place in Palma from 1-8 August. See you there! ✕







*For the second time the X-35 had its own Class at Copa del Rey in Palma. Twenty-five yachts were at the start line. Next year the X-41 Class will also be on stage with a class of their own.*

*X-35 "Stihl" and its German crew were fighting among equals.*



*"Cool Runnings" owned by Thorkild Juncker from the UK became the overall winner.*





# Racing on *top of the*

The X-Yachts Bodensee Cup 2008 was held on waters 395m above sea level with plenty of action afloat and ashore

Lake Constance is a simply stunning place to sail and was the location of the X-Yachts Bodensee Cup 2008. Covering an area of 571km<sup>2</sup> it is the third largest lake in Central Europe and the local climate can produce some excellent conditions for racing.

Thirty X-Yachts made up the fleet in the Bay of Constance and enjoyed the hospitality of X-Yachts Marine GmbH along with partners BMW, Credit Suisse and Gaggenau. Old friends became reacquainted and new friends were made at the welcome party outside the new harbour building.

The experienced race committee organised the yachts into three groups with exciting up-and-down courses laid in the

Bay of Constance for the one day of racing on Saturday, 26 July. The inclusion of a Family Class proved popular as always, allowing small or less experienced crews to enjoy close racing. The thermal breeze allowed the skippers to show their skills and all the sailing groups finished two races.

#### **A festival for the senses**

With the hard work finished on the water, attention turned to the varied entertainments onshore. A Caribbean buffet on Saturday evening was a feast for the eyes and the taste buds. A presentation of embroideries from around Lake Constance was fascinating



# world



Text: Eugen Munz /// Photos: Tobias Störkle

and the dramatic Fire and Power Show caught everyone's attention. The focus returned to the racing with the prize giving. The top three skippers in each class were presented with original trophies as well as unique and imaginative gifts including a 'cooking experience' from Gaggenau, an invitation to the White Turf in St. Moritz from Credit Suisse and BMW driving training for entire crews.

The crews swapped more racing and partying stories over brunch on Sunday morning before heading home. A public BMW exhibition continued all day – showing the perfect affinity between performance cars and yachts - namely precision, design and pure pleasure behind the wheel. X

## results

### RACER CLASS

Place	Model	Yacht name	Skipper
1	IMX 38	Tintentass	van Merkesteyn, Roel
2	IMX 38	Mecki-Messer	Meckelburg, Klaus
3	X-41	Stardust	Kurz, Dieter

### SPORT CLASS

1	X-40	2relax	Gröninger, Robert
2	X-99	Mistral II	Wörner, Thomas
3	X-362 S	Thomahax 3	Hackpiel, Thomas

### FAMILY CLASS

1	X-35	X-Fly	Schetter, Max
2	X-37	Deep Blue	Thurau, Michael
3	X-362 S	Blue Bull	Lenz, Bernhard



Tough racing on top of the world with the X-34 "X-wave" owned by Ernst Marlinghaus at the heels of the X-99 "Mistral" skippered by Thomas Wörner.

A fashion show presenting embroideries from around Lake Constance was part of the evening entertainment.



The fascinating and dramatic fire and power show caught everyone's attention.





# Loud and clear

Text: Miles Kendall /// Photo: Nico Martinez

## Telefónica communicates her winning intentions at the ORC 670 World Cup

There is a special thrill to competing against different designs of yacht and winning. It is a thrill that one X-Yachts skipper, Pedro Campos, is becoming used to. Pedro won the ORC 670 World Cup 2008 in fine style and so claimed the 13th World Championship of his sailing career.

### A class act

The ORC 670 class is restricted to production boats between 34-37ft with at least 15 boats built - all with the same hull and appendages - and carbon fibre components are prohibited. Crew composition is regulated, with half required to be ISAF Group 1 (amateur). Yachts can be modified and optimised within set limits and there are some highly organised race teams with lightening quick boats.

The competition took place in the waters around Lanzarote with a fleet of 21 yachts based at Puerto Calero and enjoying the hospitality of the Calero family. Yachts came from Spain, Italy, Portugal and Ireland. The fastest of them all proved to be "Telefónica" and the addition of Vasco Vascotto to the crew seemed to make all the difference during the three days of racing.

### A flying start

In the first race "Telefónica" made her intentions clear. The boat that races for the Sanxenxo and Alicante yacht clubs won by a clear margin though Iñaki Castañer's "Vindio" lead for the first two legs but before having spinnaker problems in the first run.

This may be a mixed fleet with six different models of yacht competing but the racing is still tight, as shown by the four mid-fleet yachts that finished within five seconds of one another.

"Telefónica" had another good start in the second race and lead the fleet until "Navantia", the X-37 of Jesus Pintos, passed them and held onto the lead, crossing the finish line 27 seconds ahead of "Telefónica" on compensated time.

There was tight racing in the unscheduled third race with three X-37s, "Telefónica", "Tenerife" and "Navantia" battling it out. It was Iñaki Castañer's "Vindio", a Grand Soleil 37B, that finished first, though a second place consolidated "Telefónica"'s lead.



### A clear winner

Day Two saw a first and a second for "Telefónica" and meant that the rest of the fleet were left fight it the other podium positions. The third and final day saw less impressive results for Pedro Campos but with a discard in hand there was no problem holding onto the lead and claiming the title of World Champion.

"Vindio", the Grand Soleil 37 with Iñaki Castañer at the helm, managed to grab another first on the final day, so he and his team could step up in second place overtaking Jesus Pinto's "Navantia", the leader of the three previous editions of this Championship.





The fastest of all yachts proved to be X-37 "Telefónica" with skipper Pedro Campos and the addition of Vasco Vascotto to the crew.

### X-Yachts on top

With the racing over a gracious Jesus Pinto congratulated the crew of "Telefónica" for an awesome win. "With Vasco telling him how to get out in difficult situations he was unbeatable in this series." Jesus could take some consolation as his X-37 "Navantia" won the Corinthian title for third time in a row. Pedro and Jesus were not the only X-Yachts owners to do well – out of the 21 yachts competing, nine were X-Yachts, of which six finished in the top ten. ✕

## results

### ORC 670 WORLD CHAMPIONSHIP

Place	Model	Yacht name	Skipper
1	X-37	Telefonica	Pedro Campos
2	G.Soleil	Vindio	Iñaki Castañer
3	X-37	Navantia	Jesus Pinto
4	X-37	Tenerife	Lucio Perez Aranz
5	G.Soleil	Tanit 4	Juan Ignacio Campos
6	X-37	Vell Mari	Teo Matheu





1)



2)



3)



4)

**RESULTS**

**SPORT CLASS B AND C**

1	X-362 S	Sea Whippet	Carla Ceriana
2	X-46	Jonathan Livingston	Giorgio Diana
3	IMX 38	Express	Giorgio Turchetti

**X-35 CLASS**

1	X-Trifix	Stefano Trifirò
2	Fra Martina	Luca Bianchi
3	Tixelio	Carlo Brenco

**X-41 CLASS**

1	Extra 1	Giorgio Recordati
2	Lady X	Fabio Pedrinola
3	C-Map	Joe Borghetti

1) Twelve X-35s were at the start line for the X-Yachts Mediterranean Cup 2008.

2) X-35 "Fra Martina" owned by Luca Bianchi came 2nd overall after 4 races with 1 discard.

3) X-46 "Jonathan Livingston" helmed by Giorgio Diana leading the field. He came 2nd overall in the Sport Class. Next year Giorgio Diana will race his new X-50.

4) X-35 "Be Blue Two" by Blue Project.

Many people think of the Mediterranean as a tranquil sea where the winds are light and the sun always shines. Every sailor knows that there is another side to these beautiful waters that can rage and boil, stirred up by strong winds that can come from nowhere.

The competitors in the 2008 X-Yachts Mediterranean Cup saw both sides to the Mediterranean with conditions ranging from calm to chaotic. The event took place 11-13 April in Santa Margherita Ligure, Portofino, Italy, and the breeze blew hard in the preceding days, keeping nearly all the entrants in the Family class away. Despite the high winds and large seas 40 yachts had registered and all the crews enjoyed a special breakfast on the morning of the first day's racing.



# Mediterranean moods

Text: Miles Kendall /// Photos: Max Ranchi

**X-Yachts**  
MEDITERRANEAN CUP

Homer's 'wine dark sea' showed very different sides of her personality during the 2008 Mediterranean Cup

The competition between yachts was as tough as the conditions and spinnakers were blown as crews pushed their boats to find the winning edge.

With the racing over there was a gala dinner to enjoy and the weather-beaten sailors relaxed to the sound of a jazz band before enjoying a slide show of the dramatic day's racing.

The Mediterranean showed its other, more gentle side on day Two with 8-10 knots of breeze. The light conditions called on a whole new set of skills from skippers and crews and the racing was again tight and exciting.

That evening the owners were invited to a very special dinner to Brown Castle, one of the most romantic Castles in Portofino Bay. It was a wonderful occasion but the sailors knew there was one day of racing left and wondered whether it would be the kind or the cruel Mediterranean that would greet them when they woke.

The 'wine dark sea' had saved the best for last with a steady 15 knots of southerly breeze creating perfect sailing conditions. The Race Committee managed to organise two starts and there were some terrific battles for pole position, especially among the X-35 fleet.

Special mention must be given to Mr. Stilo the owner of the X-46 "BYC" who was the only entrant in the Family Class and who sailed everyday in all conditions. As well as winning his class he was also lucky enough to win a BMX motorbike in a draw held at the end of the competition.

The prizes were awarded at a special dinner to mark the end of three very different days racing. X-Yachts owners and crew will have to wait and see what mood the Mediterranean will be in for next year's event. **X**





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# Stars of the Solent

Text: Miles Kendall /// Photos: Peter Danby

**X-34s are showing how it's done in the Hamble Winter Series, one of the toughest competitions in the UK.**

The Solent is one of the most testing racing areas in the world. The stretch of water between the English mainland and the Isle of Wight may be protected from the swell of the English Channel but complicated tides, sand banks and local winds combine to make for highly demanding conditions.

These waters are at the heart of sailing in the UK and most of the world's most famous yachts have raced on them. The Solent is the location for the Hamble Winter Series that sees some of the best British sailors compete in weekend races throughout October and November.

It is against such fierce competition and on such a challenging sailing area that X-34s have been showing their dominance. The 2008

series was drawing to a close as this magazine went to press and X-34 "Flexer", sailed by the X-Yachts GB team, was at the top of the leader board. With six race wins out of eight sailed she has every chance of taking the series prize in the IRC 2 class.

These excellent results should come as no surprise after the 2007 Winter Series. "Xtravagance", the X-34 of Colin Byrne, not only took the silverware in her IRC class, but was also awarded the overall trophy for the 'Yacht of the Year' for best performance in all classes.

*"She is a well balanced boat and with her high stability she is easy to sail over a wide range of heel angles and courses," commented Colin after collecting his rather large trophy. "Looking back on the series, the only non-wins were caused by our own mistakes. But we stayed at the front of a fleet of 31 yachts and are very happy with the result."*

Check out the 2008 daily race reports at [www.x-yachtsgb.com](http://www.x-yachtsgb.com)

*X-34 "Xtravagance" sailed by Colin Byrne took silverware at the Hamble Winter Series.*





The girlfriend - and writer of this article, before she became seasick, Quirine van der Hoop.



The Spanish mackerel is named Rob Schuttrups, X-Yachts Dutch importer since 1984.



# Pilots of the Caribbean

Text: **Quirine van der Hoop** /// Photos: **Nanno Schuttrups**

Pancakes and rum were just part of Quirine van der Hoop's recipe for an unforgettable Caribbean cruise aboard an X-50.

I stared at the small 'blip' on my computer screen, wishing it to move faster. The blip' was actually the X-50 "Leeway" on which my boyfriend was sailing the ARC 2007 and I was following the yacht's position online as she sailed from the Canaries to the Caribbean. The emails he sent from the boat described how fast they were actually going, surfing down waves with the warm Trade Winds behind them. But for me they were too slow! Everyday I urged him on, for once he arrived on the island of St. Lucia, I would fly over to join him and his family for 20 days of sailing in the Caribbean.

Finally the day had arrived. On 23 December, after a series of horrible flights, I arrived in St. Lucia – though without my baggage. My boyfriend was there to meet me and we took a taxi to the beautiful Marigot Bay where "Leeway" was moored. The rum punches were waiting and my first steps on board were rather unsteady.

The next morning I woke up, disoriented. Where was I again? Right, the Caribbean, without luggage! This turned out to be no problem

at all as the only thing that was needed was a bikini. So after borrowing one from my boyfriend's mother, I took my first jump into the clear blue-green waters of the Caribbean.

After Christmas on St. Lucia I had another present when my luggage arrived. Now it was time to go sailing and the planned schedule meant we would be doing some serious island hopping.

The first 'hop' was also my first night sail. It was an unforgettable experience and I had never seen so many stars. Yet I have to confess that even underneath such an impressive sky it is still very possible to fall asleep.

After having breakfast in the most northern bay of Dominica, we left for Les Iles des Saintes. We had some great broad reaching on the large ocean swell and I spent a long time at the wheel. What a mighty feeling, a little girl of 1.67m (5ft 6in) controlling a 50-footer.

We continued north to Guadeloupe and then headed to Antigua to celebrate New Year's Day. But this trip was not as I expected. After a big breakfast of pancakes we set off into a fresh head wind. The waves had been driven across the Atlantic and were truly ocean-sized, with our Christmas tree on the pushpit getting a regular drenching.





*This is real life - the X-50 "Leeway" anchoring in clear waters with white sand and palm trees to complete the idyllic picture.*

During this trip I learned several things: 1. Don't sit under the sprayhood when it's warm and humid, 2. Make sure you keep your face in the wind and look out over the water, 3. Don't eat pancakes before sailing upwind, 4. Once you're out, don't stay on deck as you will get sunburnt.

Luckily by the end of the afternoon we arrived in English Harbour in Antigua and my stomach quickly settled. Antigua was a true Bounty Island where New Year was celebrated with Bob Marley, fireworks and more rum punches.

On New Year's Day we left for the island of Nevis. Again upwind – but this time I took my own advice and enjoyed the trip. We trailed a fishing line all day but it was only as we arrived at Nevis that we caught 'Tom', a 90cm long Spanish mackerel. Throughout the Caribbean we had been told to eat at "Sunshine's Bar", but now we had caught our fish, what should we do? Luckily Mr. Sunshine was willing to prepare and serve our fish so we enjoyed the best of both worlds.

Our next island hop brought us to St. Martin, the island with the most bizarre airport in the world. Large jets approach over the water and land 50m after passing the beach, almost blasting the sunbathers into the sea.

The final large hop covered the 117nm from St. Martin to the British Virgin Islands. I had not seen any pictures of the BVIs in advance so I was amazed to discover that the waters were even clearer than those we had already enjoyed. The sea shone in brilliant shades of blue and green while the white sand and palm trees completed the idyllic picture.

We spent a week exploring the archipelago where there is no more than 5nm between islands. It was terrific sailing and each island had its own special feeling. The rum punches were ever present, with notorious bars such as "Soper's Hole", the "Loose Mongoose" and "Foxy's Firewater" all having been judged by us to the quality of their rum punches. After much sampling, all were judged to be 'super'! The snorkeling was super too. After hours looking at all kinds of sea life we finally saw our highlight: an enormous spotted eagle ray – surely this must be the king of the sea.

I loved cruising the Caribbean. In fact I loved it so much so that I, Quirine van der Hoop, now hereby officially rename these islands the 'Quiribbean'. Please come and sail there too – a fantastic experience is guaranteed. ✕



The day of the X-Yachts Australia Cup dawned, beautiful and sunny, with a gentle, warm breeze wafting over Sydney Harbour. Stark contrast to the freezing southerly that had been howling for the previous three days.

Text: Robert McClelland /// Photos: Barry Tranter



# On a **sunny** day

An impressive ten X-Yachts lined-up at the start off the CYCA in Rushcutters Bay. Racing got underway at 13.30 hrs with the first race being sailed over a windward leeward style course of approximately 6 NM. The light easterly breeze of 6-8 knots was difficult to read and the lead changed often.

The first yacht around the top mark was Bill Neill's X-43 "White Satin", closely followed by Tony Kirby's X-41 "Patrice SiX". The magnificent brand new X-50 "Xscape" owned and sailed by Andrew Boller rounded third, the guys from Darwin learning quickly that Sydney is a difficult harbour to sail.

By the finish the order had not changed with the corrected time placing being "White Satin" first, "Patrice SiX" second and Denis Doyle's X-412 "Sextant" third .

The second race was a longer course of approximately 12NM around Sydney Harbour. The breeze had filled in a little but was still patchy and difficult to read. A close fought start was followed by a long work-up to the JB mark north of the Sow and Pigs.

The new X-50 "Xscape" powered up and stamped her authority on the race, easily leading around the first and all subsequent



## results

### DIVISION 1 (WITH SPINNAKER)

Place	Model	Yacht name	Skipper
1	X-43	White Satin	Bill Neil
2	X-41	Patrice SiX	Tony Kirby
3	X-50	Xscape	Andrew and Lee Boller

### DIVISION 2 (NO SPINNAKER)

1	X-37	Solveig	David McLean
2	X-482	Gaia	Wayne Jupp

# Down Under

marks and finishing over 10 minutes ahead of the second placed yacht "Patrice SiX". The crew from Darwin had clearly learned the conditions from the first race and demonstrated the class of the new X-50. On corrected time "Xscape" had sailed fast enough to finish first with "White Satin" second and Ray Hudson's X-442 "Next Moment" third.

The overall results were in the end very close with "White Satin" first on 3.0 points, "Patrice SiX" second on 6.0 points followed very closely by "Xscape" on 7.0 points in third position.

Overall honours for the day went to "White Satin" winning the X-Yachts Australia Cup 2008 with David McLean's beautifully sailed X-37 "Solveig" taking honours in the non spinnaker division for both line and handicap. The line honours trophy for the X-Yachts spinnaker division went to "Xscape".

After racing concluded the competitors convened back at the CYCA for the presentation. ✘





X-35 European  
Championship 2008



# Drama in Kiel

Text: Torsten Bastiansen /// Photos: Per Heegaard



The Danish boat "avt-people.com" with skipper Kristian Groth and tactician Michael Hestbæk (an America's Cup sailor) won the X-35 European Championship 2008.





Sixteen X-35s from seven nations gathered to compete for the title of European Champion.

Ten different and dramatic races made the X-35 European Championship in Germany an event to remember.

Sixteen X-35s from seven nations gathered to compete for the title of European Champion. The event took place from 21-29 June and formed part of Kiel Week and there were newcomers from Holland and Finland as well as many who participated in the World Championships in 2007. Everyone knew the racing would be tight but few could have imagined there would be so much drama before the champion was crowned.

The fleet had its own course in the "Stollergrund" – a race area that lived up to its reputation for testing conditions. On the first day easterly winds of 12 to 18 knots kicked up steep seas and made crews work hard to find the right balance between power and pointing. Mati Sepp from Estonia (3rd in the Worlds 2007) showed his ambitions at once on board "Nicole 3", as did Achim Griese on "Celox". After the first day's race they were at the top but the rest of the fleet were close behind with only four points separating the first eight crews.

Then a small omission in the Sailing Instructions turned things on their head – there were no discards – a major issue to some competitors. The first victim was "Robinson" skippered by Bernhard Krüger who received a DSQ in the second race. With no discard he was left with an almost impossible task to get back among the leaders.

On the Day Two the wind swung round to the west bringing a new set of testing conditions. The Danish boat "avt-people.com" responded best to the challenge with skipper Kristian Groth and tactician Michael Hestbæk (an America's Cup sailor) leading the fleet. Achim Griese from Germany on "Celox" also sailed an extremely steady series and came in second, followed by Mati Sepp in "Nicole 3".

For the third and fourth day, the race committee laid out a longer course and two races were completed each day. Mati Sepp in "Nicole 3" shortened the distance to Kristian Groth in "avt-people.com" and took second place. "Celox" dropped to third, followed by Alpo Kaakinen from Finland aboard "Laura X".

It looked as though the last day of racing would be a showdown between Denmark's "avt-people.com" and Estonia's "Nicole 3". However, in the first race Mati Sepp didn't realise that he had been judged OCS and continued racing unaware. It was a heartbreaking result for the determined skipper and crew and made the last race a piece of cake for Kristian Groth and his crew onboard "avt-people.com". German "Celox" took advantage of the situation and secured second place followed by "Nicole 3" from Estonia in third and "Laura X" from Finland in fourth place.

It had been a hard week of close racing with excitement on the water and the dockside. The fleet had been berthed together and enjoyed wonderful camaraderie as well as the hospitality of X-Yachts Germany. One thing is certain, these crews will be back to do battle once again at next year's World Championship also in Kiel from 22-28 June and for the European Championship 2009 in Spain. X

## results

### 10 RACES

Place	Nation	Yacht name	Skipper	Points
1	DEN	avt-people.com	Kristian Groth	30.5
2	GER	Celox	Achim Griese	44.0
3	EST	Nicole 3	Mati Sepp	48.0
4	FIN	Laura X	Alpo Kaakinen	53.0
5	GER	Immac X	Christian Soyka	61.0



Steep seas made crews work hard to find the right balance between power and pointing. Here "Xen" with skipper Torsten Bastiansen at the helm.





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# Venetian style and speed

Text: Miles Kendall /// Photos: Andrea Carloni

There was plenty of excitement and glamour at the 2008 Adriatic Cup, from racing round the marks to dining in St. Marcos Square

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X-43 "Claro Que X" skippered by Lionello Ceccheto came 3rd overall in the Sport Class B+C - here leading in front of the X-37 "Adrenalina" by Bruno Buciarelli coming 2nd overall.

## The 2008 Adriatic Cup started in fine style with a sumptuous pasta party at the stunning island of San Giorgio.

The island is a centre for cultural develop and has hosted several G8 political summits though it was yacht racing rather than world peace that was the topic of conversation for the 40 crews. Each of them had travelled to Venice to race hard and everyone was looking forward to two days of close competition.

The weather was good on Day One, despite the forecasters pessimistic predictions, though light winds meant that only one race could be completed. The fleet was divided into four with the Family Class racing a triangular course without spinnakers. The X-35 yachts raced together and the rest of the yachts were divided between Sport Class B and C.

Back on shore the crews returned to San Giorgio for dinner and a slideshow of the day's action, meanwhile the owners were entertained at the Venice Casino, with winners and losers at the tables, just as there had been on the water.

A good breeze and bright sun made for ideal conditions and the Race Committee succeeded in running three races on the second day. The competition was intense with the skippers in the Family Division fighting just as hard as those in the other classes. Spectators gasped

as yachts crossed with the smallest of gaps – these boats may not have been flying spinnakers but there was no shortage of action or excitement. The adrenalin was flowing in the X-35 and Sport Class too, with nail-biting starts and plenty of drama at the marks.

With the racing over, the 'family feeling' that is so much a part of the X-Yachts community quickly returned and everyone enjoyed a last night together with a prize giving and delicious buffet in front of the St. Marcos Square.

As well as the overall winners, there were special prizes including ones for 'evergreen' boats – those built before 2003 – that had performed well. In the Sport Class the award went to "Blue Lion", the X-482 owned by Emidio Di Giuseppe. Claudio Guadagni received the prize in the Family Class for the strong performance of "X Salino Consar", his X-402.

Other prizes went to "Speedy X" for having the youngest crew and "Adrenalina" for sailing the greatest distance to take part in the Adriatic Cup.

With such close racing and excellent entertainment, X-Yachts Italia can expect even more yachts from even further afield next year. **X**



X-35 "Relight" owned by Nicola Tognana at the heels of X-35 "Cavallo Pazzo" of Andrea Ferri.



Dinner and entertainment for the owners at the Venice Casino.

## results

### ADRIATIC CUP 2008

#### OVERALL WINNER (CLASS B+C)

Place	Model	Yacht name	Skipper
1	X-482	Blue Lion	Emidio Di Giuseppe

#### SPORT CLASS B

1	X-37	Gecko	Enrico Martina
2	X-332	Pamas	Mario Soldà
3	IMX 38	Speedy X	Giancarlo Pelosi

#### SPORT CLASS C

1	X-482	Blue Lion	Emidio Di Giuseppe
2	X-43	Claro Que X	Cecchetto Lionello
3	X-55	Il Colore del Vento	Nadir Spezzapria

#### FAMILY CLASS

1	X-402	X Salino Consar	Claudio Guadagni
2	X-43	Eta Beta	Federico Cariolaro
3	X-412	Kemit	Paolo Masiero

#### X-35 CLASS

1		Spin One	Pietro Saccomani
2		Mister X	Andrea Cavagnin
3		Hector X	Massimo Filippi



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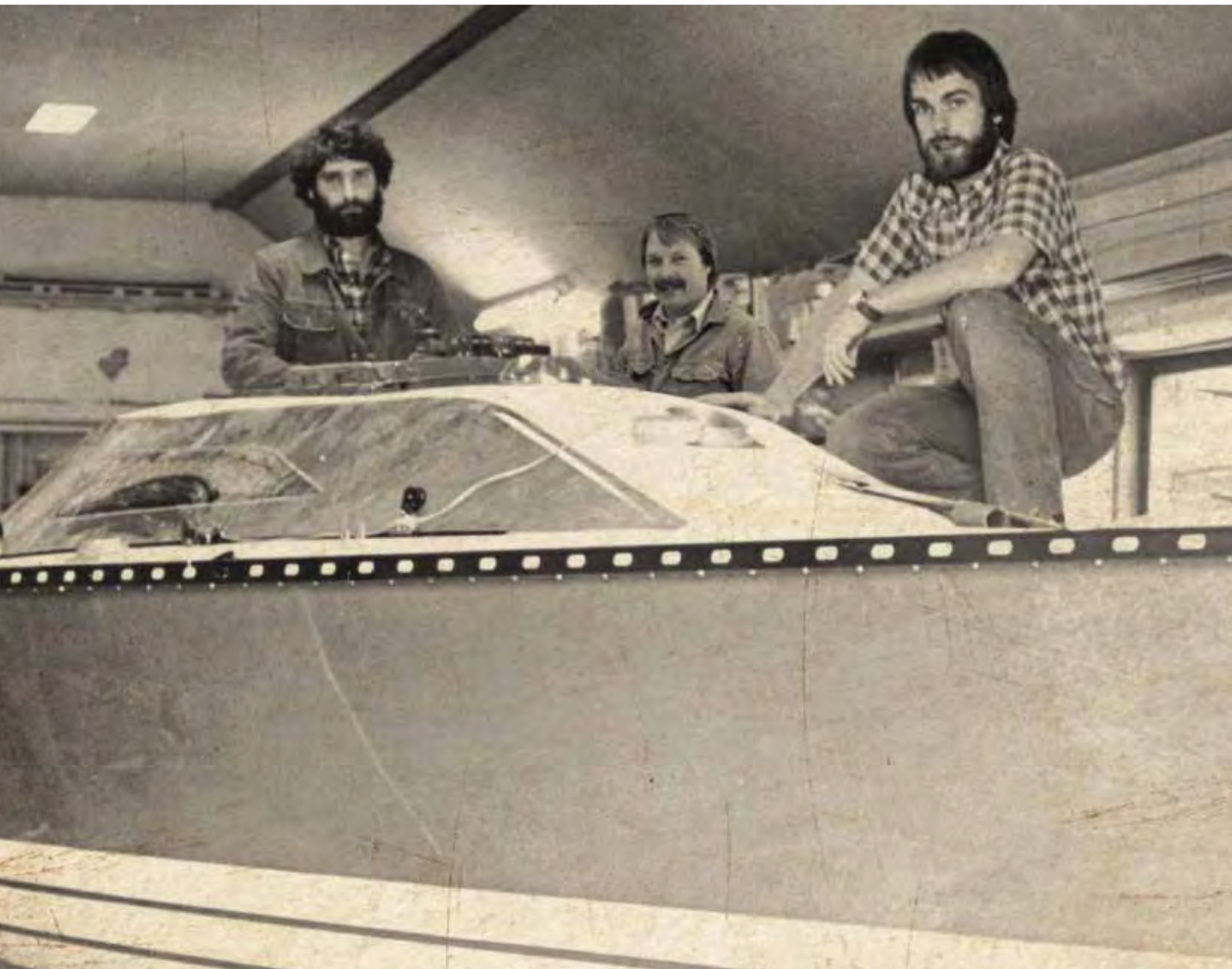
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