“Hardening up onto the breeze proved a revelation: the mix of balance and speed upwind is impressive”
Toby Hodges. Yachting World, August 2011

MISSION STATEMENT

A tradition of innovation

Growing up on the Danish coast, the brothers Lars and Niels Jeppesen were keen sailors, and inspired to enter the yachting industry by the local boatyard, Nimbus – at that time world leaders in sandwich construction. When X-Yachts was founded in 1979 by the Jeppesen brothers, together with their friend Birger Hansen, sandwich construction was their natural choice, as it offers the lightest construction allowing as high a proportion of the yacht’s total weight as possible to be placed in the keel – a key principle to creating a stable and enjoyable sailing yacht which is still at the core of their designs to day.

Early X-Yachts production cruiser-racers won many prestigious championships in the early 1980s. An X-102 won the Three-Quarter Ton Cup World Championship in 1981 and 1982, whilst a sport version of the same hull, the X-3/4 Ton, won the Three-Quarter Worlds in 1985, 1987 and 1988, and the X-1 Ton triumphed at the official One Ton Cup in 1986. X-Yachts had rapidly become highly respected on the international racing scene.

Over the years X-Yachts has shown the way in innovative design. In 1986 the 45-footer X-2 Ton was the first X-Yacht to be built in close cooperation with legendary marine engineering company SP Systems, now named Gurit. Cutting edge materials including uni-directional carbon, Kevlar, S-glass fibres and epoxy were introduced together with Nomex honeycomb, when X-Yachts custom-built the 60-footer Andelsbanken in 1986 and the One Ton yacht Strakker and Okylo, the latter winning the One Ton Cup World Championships in 1990.

Over three decades X-Yachts has created winning cruiser-racer designs. Today X-Yachts is proud to offer a line of cruisers, the Xc range, the Xp range as well as the most recent Pure X Range, launched for the first time in 2016.

Throughout the Xp range, which incorporates the Xp 38, Xp 44, Xp 50 and Xp 55, the tradition of X-Yachts innovation and technical advances continue. From the first lines to the final fitting, X-Yachts are built for pure sailing pleasure, whether racing or cruising.

Mission statement

X-Yachts are built on a deep understanding of performance, design and the demands of the sea.

We want to be leading the industry, based on innovation and world-class craftsmanship thus promising our customers superior sailing pleasure whether racing or cruising.

It is our strictest aim and retains highly skilled employees: architect’s work create an intimate awareness of passionate sailors and owners, raising our enjoyment of sailing to new heights.
The making of an Xp 44

The Xperformance range has once again seen X-Yachts raise the bar for cruiser-racer design and construction.

**CONSTRUCTION**

**The making of an Xp 44**

*Very element of an X-Yacht bears the hallmark of quality. Each detail of our yachts is designed in-house to give the sailor a truly superior sailing experience, and we are proud that every boat to leave our yard in Haderslev, Denmark, carries with it a reputation built on three decades of high manufacturing standards, world-renowned safety credentials, intelligent design, and elegant craftsmanship.*

The Xp range includes our newest models and most cutting-edge technological advancements, many of which are concealed beneath the surfaces of these beautiful yachts. This brochure unveils some of the secrets of X-Yachts’ superior performance.

**STRUCTURAL WARDROBES**

The structural composite wardrobes are designed as part of the Xp 44’s internal building blocks, thus saving weight on duplicated structures and enabling the Xp 44 hull to be amongst the lightest production 44-foot hulls.

**ANCHOR LOCKER**

The anchor locker is a watertight GRP compartment, which is also an integral part of the yacht’s internal structure.

**CARBON KEEL STRUCTURE**

At the heart of every X-Yacht is the keel gillage structure, X-Yachts pioneered the galvanised keel hull girder back in 1981, which offers superb reassurance and safety as it enables hulls to withstand extreme shock loads from grounding at near maximum hull speed. In the Xp models carbon fibre replaces the galvanised steel. Carbon tapes are incorporated throughout the keel floors, an integral part of the Xp 44 hull design for improved rigidity and resilience when halved in two. Carbon fibre is also employed to increase the loading capacity of the hull and to enhance the structural integrity of the hull surface.

**T-BULB KEEL**

The weight saved throughout the construction of the Xp 44 hull is put back into the deep lead T-bulb keel, enabling the Xp 44 to carry a larger sail plan than standard 44-footers, for sparkling performance and excellent sea-handling capabilities.

**HULL SHELL & LINER**

To reduce weight without compromising strength and stiffness, carbon and epoxy were introduced into both the hull and hull liner of the Xp 44, with intelligently spaced internal frames and stringers. The liner is glued and bonded to the hull before the hull leaves the mould by precision vacuum infusion construction.

**HULL FORM**

The lines of each Xp model are designed using Velocity Prediction Programs for superb performance and handling, together with the characteristic X-Yachts elegance.

**VACUUM INFUSION CONSTRUCTION**

X-Yachts are built using the latest construction technologies, with a vacuum-infused epoxy and locally carbon-reinforced hull.

**WATERTIGHT BULKHEADS**

Water-tight bulkheads separate the anchor compartment, sail locker and interior accommodation for safety and reassurance in the event of a collision.

**COMPOSITE CHAINPLATES**

Reinforcement in the rig attachment area utilises a combination of uni-directional and multi-axial fibres to effectively transmit the loads into the hull shell. Thanks to the non-overlapping sail plan, the chainplates are moved to the sheerline, giving a wider arched base and allowing the vertical loads to be absorbed by the hull in the same plane as the masthead. This reduces the need for additional ballast in the side decks.

**WATERPROOF BULKHEADS**

Water-tight bulkheads separate the anchor compartment, sail locker and interior accommodation for safety and reassurance in the event of a collision.

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The Xp difference

The Xp 44 is built using technologically advanced materials and cutting-edge techniques

Strength, stiffness and a high ballast to weight ratio are key to creating yachts which offer superlative sailing pleasure and performance. X-Yachts is now the biggest production builder of high-tech yachts using a vacuum infusion process.

Every gram of weight saved in the Xp 44’s hull and deck allows a greater amount of ballast to be added to the T-bulb keel for improved stability, which is particularly important when sailing short-handed. It also enables the yacht to carry a higher aspect rig for greater power and faster performance. Stiffness ensures that power is translated into controllable speed, with responsive steering, and excellent sea-going capabilities. Meanwhile the renowned strength of X-Yachts gives complete confidence in the event of a collision or grounding.

Epoxy

The latest generation of Xp cruiser-racers are built using epoxy infusion with carbon reinforcement in both the hull and keel structure. X-Yachts use epoxy to manufacture our Xp models as post-cured – or ‘oven-baked’ epoxy resin systems have higher mechanical and thermal stability than traditional polyesters.

This is particularly important when yachts are exposed directly to sunlight which can cause a white-hulled yacht to reach surface temperatures of 55 degrees C, and a dark-coloured hull up to as high as 95 degrees C. Post-cured epoxy can withstand this without deforming or shrinking, while traditionally built polyester craft can suffer hull or deck distortion and surface paint deterioration.

The post-curing of the hull enhances the mechanical properties of the whole structure, which greatly increases its water resistance and reduces the risk of osmosis.

Vacuum infusion

X-performance yachts are built using a vacuum infusion process that allows for very precise control of overall weight and material ratios compared to hand-lay-up processes. All the laminate materials (glass or carbon fibres, resins and foam core) are positioned in the mould before a vacuum process is applied, rather than layer-by-layer in wet lay-up methods. Only then is the resin drawn through the fibre layers, resulting in less voids being required, so saving weight and improving consistency in the ratio of glassfibre to resin across the hull shape.

It also allows for greater directional control of tapes and fibres for improved stiffness, and creates a completely sealed core to prevent water ingress.

Furthermore, the process also supports our ideals as a family company, as it is a responsible and health-conscious solution for our build team. It also reduces VOCs released into the environment, leaves no styrene residues in the hull, hence resulting in no styrene exposure for sailors and no odour.

CONSTRUCTION
Sandwich construction

X-Yachts are formed of a sandwich construction, incorporating carbon into high load areas. The Xp 44 is made up of: a tough, UV and saltwater-resistant gelcoat outer; an outside skin of glassfibre laminated with ultra-low viscosity epoxy; a high elongation M-foam core; then an inner glass epoxy skin.

Using a sandwich construction enables the hull thickness to be increased by use of a core layer, rather than heavy laminate layers, this additional thickness in turn increases stiffness. Sandwich construction also increases insulation against temperature extremes and sounds, for improved comfort when cruising or racing offshore.

Carbon

Carbon fibre lies at the heart of the most technologically advanced constructions, including Formula One motorsport and aeronautical projects. It is exceptionally light, strong and stiff, as well as saltwater resistant, making it a superb choice for performance marine applications.

However, few yachts are built predominantly of carbon fibre because it is harshly penalised under most rating rules, and thanks to its inherent stiffness does not offer the same impact protection as a GRP hull. It is also expensive, hence the X-Yachts design team have incorporated it intelligently into the areas of the boat where it can offer the most benefits. For example, the Xp 44 utilises carbon in the structural hull liner and keel frames, where it offers the same superb strength and impact protection as X-Yachts' renowned steel keel girder system, but with a weight saving of around 400kgs.

An expert team

X-Yachts work in close co-operation with world-leading composite experts at Gurit (UK). Technical Sales Manager (Strategic Accounts), explain: “Having worked closely with X-Yachts over the last decade in several projects we joined forces again for the development of high quality composite structures on the Xp range.

“X-Yachts and Gurit have developed a strong and reliable material combination and infusion technology which includes unique Corecell™ M-Foam and PRIME™ epoxy infusion resin pairs with the highest quality E-glass and carbon fibres available on the market to produce lightweight, strong and impact resistant structures. The two components are bonded together with epoxy adhesive to support the extraordinary stiffness of the sandwich construction and aid performance for a lifetime of racing and holiday cruising.”
The sailing experience

Stability is a key principle behind the Xp 44’s design and build, resulting in dynamic sailing in all conditions.

X-yachts are designed by sailors, for sailors. Every X-factor is designed to perform superbly in all conditions and in all sail configurations. However, many of the very same factors which make the Xp models race winners, also ensure that they are enjoyable fast cruisers.

Ballast ratio

During the performance design process Velocity Prediction Programs were utilised to optimise each yacht’s hull shape. This confirmed to the design team that it was key to slightly reduce the overall displacement — whilst actually increasing the power. This was achieved by creating a heavier keel bulb yet keeping the overall design light by use of advanced build techniques and high-tech materials.

The high ballast to weight ratio gives great stability and ensures the Xp is equally well mannered whether carrying a racing sailplan and full complement of crew on the rail, or flying a cruising chute as it eats up the miles for a husband and wife bluewater cruise. Every Xp model was also designed from the very outset to carry both standard and high aspect rig and keel packages. This maintains a balance of power and ease of handling, further aided by the Xp 44’s carefully planned sail control systems.

Hull shape

Hull design is another factor that influences a yacht’s power, stability and responsiveness. Key features of the Xp range are a reduced upright beam waterline and watered surface area, whilst the power of the hull shape increases as the boat heels. The Xp 44 transom design is shaped to increase in waterline length as the wind speed builds and the boat powers up, thus further extending the top speed.

Careful buoyancy distribution also ensures that the powerful, wider aft section are immersed and so the boat trims correctly fore and aft. An additional benefit is that the increased forward area in the bow sections makes the Xp an easier boat to drive at high speeds downwind — whether racing or cruising. The above factors combine to make the Xp range faster, safer, and hugely enjoyable to sail truly performance without compromise.

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

Toby Hodges, Yachting World, Xp 44 test, August 2011

THE OWNER’S VIEW

For owners who appreciate both high quality build and design, and high performance sailing, the Xp 44 is ideal. Christian Santer’s trade is in construction materials, so the high-tech Xp 44 was a natural choice. “What we wanted was clear: a fast and beautiful boat that fits our family. We decided to make no compromise in quality and ordered the Xp 44 with deep keel and alloy rig. Our expectations concerning her sailing performance were very high, and she did not disappoint. Having 15 knots true wind we can already see 10 knots of boatspeed with gennaker. The upwind angle and speed is also impressive. The boat has exceeded our very high expectations by far.”

Christian Santer, owner Xp 44 ‘Guarda’ (AUT 27)
Foil design and hull lines of every Xp model are refined utilising a Velocity Prediction Program.
Underwater profile

 **D**rag is the enemy of performance. Every X-Yacht is designed to achieve the smoothest underwater profile possible to slip through the waves for both a competitive edge and pure sailing pleasure.

**Through hull fittings**

Every through-hull penetration in an Xp 44 is recessed and faired into the hull surface. It might not sound like much, but with an Xp 44 sporting 18 essential fittings, from speedos to seacocks, every millimetre counts.

Each fitting is recessed, filled and faired for minimum turbulence and drag, unlike conventional surface-mounted fittings which cause increased resistance with a corresponding loss of both pace and handling, and can also be more susceptible to corrosion.

**Keel mould**

The Xp 44 is unique in its class due to its keel being precision-moulded for exact dimensions and a mirror-smooth finish. Each Xp bulb and fin are encapsulated with a fibreglass skin and post-cured to prevent corrosion and create a perfectly symmetrical, smooth keel section.

**Saildrive gasket**

Xp 44s are fitted with 40 HP Sail-drive engines with folding propeller as standard. The join between hull and vertical ‘S’ strut lies at a key point along the yacht’s underwater profile, between the keel and rudder. Many inferior designs use standard rubber gaskets to skirt the top of the Saildrive unit, which are prone to failure, causing loose rubber at the top of the shaft to increase drag and reduce speed. On an X-Yacht the engine ‘S’ struts are faired into the hull using a rigid gasket for improved reliability.

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**T-BULB**

The ‘T’ bulb keel is in its class due to its keel being precision-moulded for exact dimensions and a mirror-smooth finish. Each keel bulb and fin are encapsulated with a fibreglass skin and post-cured to prevent corrosion and create a perfectly symmetrical, smooth keel section.

Keels work on the same principles as an aeroplane wing: higher pressure on the leeward side generates lift, while the foil also prevents the yacht from slipping sideways. The problem for designers is that at the tip of a keel water escapes around to the low pressure side, creating turbulence and vortices which in turn create drag. A keel bulb reduces this effect.

Meanwhile, above decks, the tip moulding carries high performance and ease of sail handling. However, they also require the mast to be positioned and angled for airflow in the boat, to avoid the deadbeat becoming too tall and narrow, and making the yawn too challenging to handle.

As the centre of the sail area moves aft, in order to maintain balance it is necessary to also move the keel area aft. However, too much weight and volume aft induces speed, so a ‘T’ bulb keel is an ideal solution: keeping the keel area aft but the bulb weight forward and allowing for a dynamic hull shape that is enjoyable and balanced to sail even in choppy seas.

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**Centre of bulb weight of ‘T’ keel**

**Centre of bulb weight of ‘L’ keel**

**Sail balance**

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**Recessed through-hull fittings**

**Precision keel mould**

X-Yacht engine struts are faired into the hull for reduced drag and improved reliability.
RIG AND SAIL CONTROLS

The powerhouse

The rig, sail plan and deck layout are designed to harness the Xp 44’s easily controllable power

The Xp 44 comes with two rig choices, a standard alloy mast or an optional carbon mast and boom. Both are designed in close cooperation with leading rig development companies and sailmakers, for strength, low-windage and exceptional control.

Precision trim

In order to enjoy perfect sail trim, X-Yachts masts and rigging are designed so they can be easily and precisely adjusted, and with sufficient stiffness to maintain that shape for repeatable, fast sail settings. A rig with too much flex and stretch will ‘pump’, particularly when sailing upwind in waves, which means both the headsail and main will change shapes and lose optimum trim.

The Xp 44 carries a hydraulic backstay for efficient and reliable tuning. To minimise forestay ‘sag’ for optimum upwind performance, it is essential to be able to tighten the backstay (and thereby the forestay). Inferior mechanical backstay adjusters are often fitted as standard to yachts of this size, but they do not have as great a range of adjustment and so are unable to achieve optimum backstay/forestay tension in all conditions.

Sail plans

The Xp 44 greatly benefits from the fact that all Xp models were designed with two versions from the outset.

The rigs and sailplanes were developed in close association with leading suppliers including Southern Spars, Hall Spars, North Sails and Elvstrøm Sails to configure optimum aspect ratios for maximum performance without extreme sail or rig proportions which would be hard to trim and control.

As the two sailplanes were conceived, sail planning and racing oriented statistics could be used to perfect the standard version, while the deeper draft and keel carbon mast option was optimised for racing performance. The development process also showed that a third configuration of standard keel and carbon mast was needed for racing under the ORC rule, and so effectively three rig plans were designed simultaneously.

The Xp 44 also carries multiple halyard options to give every owner choice whether cruising in safety, optimising their sail wardrobe for IRC/ORC racing, or configuring their yacht for both inshore and offshore sailing.

Sail handling

The Xp 44 deck layout has been designed for ease of sail handling and manoeuvres whether racing or cruising. Standard features include a below deck furling drum (with furling line led back to halyard winch), low friction nesting blocks, large self-tailing winches, and adjustable jib cars and tracks, while there is also the option of powered winches.

All halyards and trim lines are concealed below deck and led aft to self-tailing coachroof winches. The mainsheet is led along the boom to the gooseneck, down to a deck-mounted block, then below the side decks to dedicated winches within easy reach of the helmsman for sail, stress-free short-handed sailing.
**Dual-mode options**

Adaptability and a high degree of personalisation characterise the Xp models, with their unique multi-purpose bowsprit.

**Innovative bowsprit**

The Xp models are conceived as true dual-purpose yachts. The guiding principle is that the Xp 44 should be highly competitive when sailed with a full crew and also easily handled by a couple or family. It should be optimised for racing under major handicap rating systems, but equally suited to a relaxed weekend cruise or a longer bluewater passage.

Key to this adaptability is the multi-functional bowsprit, which offers four variations. The standard fixture is a GRP cowl with integrated anchor fitting. This allows for asymmetric Code Zero sails and similar to be flown from a fixed tack point, while ensuring the steel anchor roller with electric winch is easily accessible.

Two other popular options are a carbon bowsprit in either white painted finish or clearcoat black, with the additional option of an integrated anchor fitting. The sprit enables a full set of asymmetric spinnakers and reaching Code Zero sails to be carried, particularly when racing under IRC. The anchor fitting is neatly concealed under the sprit.

A fourth option of a plain GRP cowl is offered, particularly for boats which may race under ORC. In addition to all of the above, a symmetric spinnaker pole can be carried for further flexibility.

**Pedestal options**

The Xp 44 offers a choice of four pedestal options to customise the twin composite wheels and ensure every skipper has their preferred information at their fingertips. In addition, displays can be mounted on the mast bracket and/or the companionway instrument housing for ease of viewing by all members of crew.
On deck

Every detail of the Xp 44 deck layout has been carefully considered for perfect ergonomics and style.

From form function with the Xp 44 deck layout, which balances clean lines and minimalist style with usability, safety and security. Attractive teak deck is fitted as standard, with the option to extend the teak to include side decks and coach roof. The stylish finish is complemented by concealed passages for halyards, sheets and trim lines, together with flush fittings and details such as the folding Nomen mooring cleats.

Ergonomics for both cruising and racing have been carefully considered with the centre console functioning as a handy foot chock for crew sitting on the cockpit benches, whilst the width of the bulwark varies along the length of the yacht to improve the comfort of a ‘hiking’ race crew and ensure aesthetically pleasing lines.

Hatches and windows

The Xp 44 deck hatches, portlights and windows are carefully selected for a flush fitting. Advanced design hinge mechanisms on the opening coachroof windows ensure there are no fittings or bolts visible from the outside, yet allowing ventilation and increased light down below.
Cockpit furniture
The inventive optional cockpit table folds neatly away into its own recess in the cockpit sole, enabling a swift change from functional sailing area to stylish entertaining zone. Additionally there is dedicated storage for the sprayhood framework and canvas, a specially designed ‘garage’ for the washboard, and a built-in halyard bin for rope tails for a clutter-free, safe and smart cockpit and coachroof area that is a pleasure to sail or relax in.

Multi-function transom
The optional folding transom creates a secure stern area or a hard-topped swim platform with telescopic swim ladder. Liferaft storage is also integrated into the cockpit sole while there is ample additional storage easily accessible in the cockpit lockers. Adjustable foot-chocks ensure the helmsman may enjoy a perfect steering position, with a sense of security as well as a clear view forward during manoeuvres and close sailing situations.
The Xp 44 may be personalised with a choice of hull and accent colours, and co-ordinating exterior accessories.

**Hull colourways**

EXTERIOR OPTIONS

**Hull Trim**

- **Waterline stripes and cavita**

**Exterior Fabrics**

Choose between light grey (Swela 37362), dark grey (Swela 37365), dark blue (Swela 37395) or light brown (Swela 37329) for sprayhood, bimini, cockpit tent, cockpit cushions, boom cover, forestay cover, cockpit table and wheel covers. Other colours on request.

- **Light Grey** (Swela 37362)
- **Dark Grey** (Swela 37365)
- **Dark Blue** (Swela 37395)
- **Light Brown** (Swela 37329)

It is a proud moment to take delivery of a yacht that bears the three famous stripes of an X-Yacht. Xp 44 owners can also personalise the appearance of their yacht, with a choice of colours for the hull, striped trim, and canvas accessories.

The Xp 44 is supplied as standard in crisp white with pastel blue hull stripes. Other options include a white hull with contemporary light grey stripes or black grey stripes, or a light grey hull, pastel blue hull or black grey hull, all with white stripes. Additionally, the high quality canvas spray hood, bimini, cockpit tent, boom cover, cockpit table cover, wheel covers and forestay cover are also offered in both light or dark grey, and dark blue fabrics.

White hull with pastel blue stripes (standard)

White hull with light grey stripes (optional)

White grey hull with black grey stripes (optional)
The systems of the Xp 44 might be concealed from view, but they were incorporated into the yacht’s design and construction planning from the very outset. Every cable and pipe run in the yacht is fully modelled in 3D to ensure that the system can be simply installed – and easily accessed for servicing at a later date. X-Yacht clients are rightly demanding, hence everything from on board heating units to top-spec navigation systems can be accommodated.

Below bunks and floorboards, the Xp 44 systems ensure comfort and safety onboard, without compromising performance.

**Intelligent systems**

**Engine Room**

A 45hp commonrail diesel engine is fitted as standard. The engine room is designed to offer superb accessibility with front, aft and side access panels, while the key service points of impeller, oil and water are easily reached by raising the companionway steps on self-supporting gas struts. Careful planning minimises noise volumes from the engine, particularly in the saloon and cabins when motoring, with noise-reducing foam insulation and particular attention paid to all locking and fastening mechanisms of the access hatch. Plus- and minus main circuit breakers fitted to the engine battery allow skippers to completely cut the electrical path between engine and saildrive, eliminating galvanic corrosion.

**Gas**

Gas storage positioned at rear of boat away from accommodation for safety.

**Engineering Unit**

The 45hp commonrail diesel engine is fitted as standard. The engine room is designed to offer superb accessibility with front, aft and side access panels, while the key service points of impeller, oil and water are easily reached by raising the companionway steps on self-supporting gas struts. Careful planning minimises noise volumes from the engine, particularly in the saloon and cabins when motoring, with noise-reducing foam insulation and particular attention paid to all locking and fastening mechanisms of the access hatch. Plus- and minus main circuit breakers fitted to the engine battery allow skippers to completely cut the electrical path between engine and saildrive, eliminating galvanic corrosion.

**Electricity, Lighting and Audio**

High-specification electronics include a 220V AC shore power system as standard, which is capable of powering the 30-litre water heater. The switch board is a custom-design with circuit breakers, and the circuits use tinned marine cable for corrosion resistance. Comfort features include stylish halogen and LED interior lighting. A wide range of media and navigation system options are also available.

**Accessibility**

All pumps, through-hull fittings and system components are planned with convenient access for ease of servicing.

**Twin Bilge Pumps**

Electric and manual bilge systems as standard.

**Fresh Water & Diesel**

The Xp 44 features high volume tanks for diesel fuel and water to maximise space usage underneath the saloon berths. They are also designed to optimise weight distribution by ensuring the fluids are carried low down in the hull.

**Electrical Ventilation & Exhaust**

Electrical ventilation with timer delay and exhaust system.

**Hot Water Tank**

The 50-litre hot water tank is located inside the engine compartment, rather than underneath an aft berth, for increased comfort in hot climates.

**Blackwater**

Blackwater systems inside major hull sections, allowing all pumps to be accessible for ease of service.

**Engine Ventilation & Exhaust**

Electrical ventilation with timer delay and exhaust system.

**Batteries**

Quality three-stage battery charger with AGM (Absorption Glass Mat) batteries for low maintenance.

**Air Conditioning Unit**

Optional air conditioning for optimum comfort in owners’ cabin and saloon.

**Windlass**

The Xp 44 features an optional under-deck windlass with integrated bow roller (which may be concealed under the optional carbon bowsprit).

**Bow Thruster**

Optional retractable bow thruster for a smooth underwater profile and reduced drag.

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Three cabin layout

The Xp 44 features three spacious cabins, with both sliding and fixed chart table layout choices.

The Xp 44 offers three comfortable double cabins providing ample accommodation for friends, family or crew. It features the unique and innovative Xperformance sliding chart table as standard, which provides flexible seating in the spacious saloon accommodating both a secure forward-facing navigation station whilst underway and additional sofa seating for comfortable entertaining when in port.

The Xp 44 is also offered with a fixed aft-facing navigation station with drawer storage beneath and extended sofa seating. Other options include spacious freeboard shelves or pipe cots in the symmetrical aft cabins.

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The Xp 44 interior combines innovation with classic comfort and style.

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

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

The saloon table also incorporates concealed storage for bottles and similar items, and is completely removable to facilitate crew movement and sail storage whilst racing.

Interior luxury

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Flexible arrangements

The Xp 44 features the unique and innovative Xperformance sliding chart table as standard. Its flexible custom design provides a sliding seating arrangement in the spacious saloon by accommodating a secure forward-facing navigation station whilst underway and effortlessly converting to an aft position to create additional comfortable seating for entertaining when in port.

The Xp 44 is also offered with a fixed aft-facing navigation station as an option, which gives a comfortable working area with ample storage, and uninterrupted seating along the starboard side of the saloon. The fixed chart table incorporates drawers below, including a dedicated tool compartment for convenience, while both layout choices feature an easily accessible electronics control panel and deep bookshelves above.
Cabin options
The three cabin standard layout includes an exceptionally spacious owner’s cabin forward with ample storage in two large wardrobes. Symmetrical aft cabins each feature double bunks and hanging lockers, with optional shelves or pipe cots available at the freeboard. There are two light and airy heads, both with fitted shower faucets and storage space for toiletries. The forward heads is also offered with an optional hinged Plexiglas door.

Style and function
The Xp 44 is fitted as standard with removable lightweight soft panels covering the freeboards throughout, as well as the saloon ceiling and side decks. Styling details include freeboard cupboards in both the saloon and owner’s cabin, with optional additional cupboards replacing shelves in the owner’s cabin. Adaptable ‘serpent’-style LED reading lights are fitted as standard for stylish task lighting in the saloon, whilst owners may also choose LED light strips underneath the saloon cupboards for additional ambient lighting.

The engine compartment is designed for ease of access and maximum soundproofing.
Hand-crafted finish

**X-Yachts retain complete control over all fittings, ensuring superb quality in even the finest details**

Attention to detail is key to the superb high-quality finish of every X-Yacht. From the cabin wardrobes which double as structural bulkheads, to the careful placement of fiddles to make life onboard a pleasure at all angles of sail, every element of the interior is designed to house a vessel’s ergonomics, usability and appearance. Each interior stainless steel fitting is custom-designed to ensure ultimate fit for purpose, while X-Yachts’ joinery is renowned for its quality of finish thanks to our team of experienced craftsmen.

Environmental awareness

The technical team select our teak furniture in responsibly sourced and processed through all stages of the manufacturing process, from direct forest management to final finishing by X-Yachts. It conforms to Forest Steward Council (FSC) certification – the strictest international standard for wood production.
The Xp 44 interior is designed to be elegant and durable, with a combination of classic wooden veneers and contemporary white laminated finishes.

The standard cabinet and surface finishes see the unobtrusive ‘butterfly’ style upper cupboards finished in wooden veneer, with white freeboard and lower galley cupboards. Owners may also choose white or veneered upper cupboards and freeboard (with white lower galley cupboards), in their preferred combination.

The galley can also be personalised. The standard fitting sees modern white composite units and working matched with stylish wooden laminated fiddles. An alternative option is veneered units with a Corian working surface complemented by a toughened glass splashback.

Additionally, the floorboards are offered in a hard-wearing laminate with koto stripes as standard.

The Xp 44 offers a range of finish options to create a stylish interior space.

**Interior surfaces**

The Xp 44 comes as standard with Nordic Oak furniture, teak without koto laminated floor and white Corian tops in the galley. However with many options to choose from you can create an interior style that suits you.

**WOD SURFACE**

- Nordic Oak
- Teak
- Attached Oak

**FLECKLESS FABRICS**

- Just Fleckless 01 Nature
- Just Fleckless 03 Caramel
- Just Fleckless 10 Navy

**FLOORBOARDS**

- Teak without koto
- Teak with koto
- Micur

**GALLEY WORKTOPS**

- Corian Black Quartz
- Caman White
- Black Cloud 410 Baseline
- Just Fleckless 710 Stone Grey
- Just Fleckless 710 Stone Grey

**MICRO FIBRE FABRICS**

- Alsace Bliss
- Alsace Ivory
- Alsace Sand
- Alsace and Nubilux Micro fibre fabrics are extremely easily cleaned. 100% Polyester Micro fibre fabrics has knitted back and velour surface, breathable, durable and abrasion resistant.

Alsace Blush 410 Baseline
- Alsace Ivory
- Alsace Sand
- Alsace and Nubilux Micro fibre fabrics are extremely easily cleaned. 100% Polyester Micro fibre fabrics has knitted back and velour surface, breathable, durable and abrasion resistant.

Just Fleckless 01 Nature
- Just Fleckless 03 Caramel
- Just Fleckless 10 Navy

**WOOD SURFACE**

- Nordic Oak
- Teak
- Attached Oak

**WOD SURFACE**

- Nordic Oak
- Teak
- Attached Oak

**FLECKLESS FABRICS**

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- Just Fleckless 03 Caramel
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The Xp 44 was optimised from the very outset to carry two rig and keel options

The Xp 44 is a true dual-mode yacht, with both standard and high aspect rig and deep draft keel packages offered to enable owners to create their perfect sailing package. The standard alloy rig offers superb stiffness and sailing performance together with ease of handling, robustness and reliability while the standard draft keel with cast iron fin and lead T-bulb maintains the Xp 44’s excellent ballast-to-weight ratio.

Specifications

The Xp 44 was optimised from the very outset to carry two rig and keel options

The Xp 44 carbon rigs are developed utilising software which interfaces with leading sailmakers’ design software to produce the optimum sail and rig combinations.

Carbon rig option

Every pound saved aloft is equivalent to nearly double that on deck so taking weight out of the rig effectively gains you invisible extra crew, hiking hard on the rail to improve performance. The Xp 44 is offered with a carbon mast and boom package which significantly reduces the weight of the overall rig for improved performance. It is also stiffer and more responsive, improving precision of trim and control, especially when racing. The integration of rig design programs with sailmakers’ design software means that the mast bend can be accurately plotted for mainsail luff curves, and owners can benefit from detailed rig tuning information from the outset.

High aspect

The Xp 44 also offers a deep draft keel option for additional performance gains, together with a carbon mast and boom for exceptional stiffness and responsiveness, particularly when racing under IRC or ORC.

XP 44 DIMENSIONS – STANDARD

| Hull length | 13.29 m | 43.70 ft |
| LWL | 11.89 m | 39.00 ft |
| Beam | 4.07 m | 13.40 ft |
| Draft | 2.30 m | 7.70 ft |
| Draft – deep | 2.65 m | 8.80 ft |
| Displacement – empty | 8,488 kg | 8,488 lbs |
| ENGINE/TANKS

| Engine diesel | 29.3 kW | 45.0 HP |
| Water tank | 380 Ltr | 1020 US Gal |
| Fuel tank | 200 Ltr | 530 US Gal |
| SAIL AREAS

| Mainsail (Alloy rig) | 59.6 m² | 642.0 ft² |
| Mainsail (Carbon rig) | 64.2 m² | 691.0 ft² |
| Genoa (106%) | 47.2 m² | 508.0 ft² |
| Spinnaker | 170.0 m² | 1,830 ft² |

This brochure is non-contractual. Specifications, illustrations etc. are indicative. X-YACHTS A/S reserves the right to modify or improve the specification without prior notice. July 2018