X-YACHTS PRESENTS MX 70
STATE OF THE ART

X-Yachts presents the X46 - a 'State of the art' yacht, which represents the best in modern yacht design and modern boat technology and allows a single-handed crew to enjoy a sleek, attractive and comfortable, yet fast, cruiser.
TEST SAILING

Early September 2000 saw the handing over of the IMX 70 K91, with a semi set which took place in the waters south of Aalesund, close to Heidenster Fjord, where the fitting out had taken place in the spring and summer.

Northern Europe’s leading composite yacht, Green Marine, based in Southampton, UK, delivered an exceedingly high-tech hull, superstructure and deck. SP Systems carried out the engineering and supplied the material, enabling X-Yachts’ experienced boat builders and technicians to complete the production of the IMX 70.
THE STORY

The design brief was to create a work of art representing the essence of yachting: embodying timeless elegance and beauty, and combining performance with comfort, crafted by well proven techniques and materials from the most respected suppliers.
X-Yachts was established in 1979, when brothers Niels and Lars Jørgensen met Brian Hansson. The X-Yachts first model was X-17, which became very popular as a One Design Class and still is a very active class.

X-Yachts is now establishing a new international One Design Class, the new X-35, which sold more than 100 units before the launch of #01 which took place in December 2005.

X-Yachts is today specialising, among the leaders, in the field of high performance orientated racing yachts. Today the yard is headed by Managing Director Lars Nissen and the three founders.

International debut

The first international X-Yacht, the X-102, won the 11 Tan Cup in Helsinki, Finland and defended the victory one year later in Gavina, Spain. The suddenly established X-Yachts internationally.

Throughout the 80's, X-Yachts' models won international world championships nine times. In the 90's, more IMS championship successes followed and, when the X60 model was introduced in 1994 and won in the European and S.O.C.C. in the US, the X-Yachts brand name was firmly established. The introduction of the X40-40 in 2001 continued this success by winning all the major IMS races in 2000 and 2001, a feat that was repeated by the X40-40 in 2002.

X-Yachts' normal range is the cruiser/racer. The X60 range continues the same high standard but uses the finest possible technical specifications, giving it the reputation of a top of the range racer/cruiser.
THE OUTSIDE STORY

The deck layout was designed to create a timeless and elegant style, as clean and uncluttered as possible with every possible sailing control within reach of the helm. The bulbous recessed mooring cleats, the recessed coach roof, the landscaped and tinted hinged glass port lights, and the deck recessed running of the Genoa sheets are all further examples of the yacht's attention to detail.
CLEAN AND FLUSH

The entire teak deck has been vacuum bagged whilst being fastened to elimination screws, which gives a cleaner appearance but also ensures durability. Each teak batten is joined horizontally, so that it is concealed as much as possible and gives a smooth and elegant effect.

Carbon flush deck hatches, with stainless steel deck struts and locking devices, are part of the comprehensive standard specification.
Deck screened spray hood sheltering a new custom-made high-back sundeck sofa.

Central recessoed speakers and port lights.

Coachcraft cushions are part of the owner's additional options.
SAFETY

Careful attention has been paid to safety on board and, so that the hull and deck can be kept clean and flush, items such as the MOB pack can be mounted in a practical non-intrusive position.
C O N T R O L  A T  T H E  H E L M

Sailing the IMX 70 is very much the helmsman’s job. Finger-tip steering, with all the necessary controls and switches within the helmsman’s reach, make the task a real pleasure.

The design has not stopped at the hull and deck but also includes the control panels for the engine and lights, an hydraulic power pack on the cockpit side and the steering pedestal with custom made instrument holder with clear coated carbon top cover.

Brand names such as Hall Spars & Rigging, Nautor, Ayla Rudder & Steering and B&G all demonstrate IMX70’s intention to make the IMX 70 a ‘state of the art’ yacht.
Engine control panel mounted in the cockpit ceiling.

Light and hydraulic power pack control panel.

Instrument podestrn with sail, engine and navigation control.
SPEARHEADING

If you're looking for a yacht that combines luxury and performance, look no further. Our latest model features a state-of-the-art anchor system that makes it easier to set anchor in any weather conditions. Whether you're cruising or anchoring in a bay, our anchor system ensures a smooth and secure landing.

The anchor is held in a deck recessed arm made of carbon fiber. The arm is hinged and is brought forward by a hydraulic engine built into the bow. This allows for easy access and retrieval.

Additional features include:

- A 'crew' hatch on the transom of the yacht's bow for easy access to the engine area.
- An inner hawser to be used in shallow or restricted waters.
- A hatch deck hatch to access the sail cabin.
- A deck-recessed mooring winch with foot controls.
SAIL HANDLING

IMX 20 R01 is fitted with a carbon fibre furled boom from J2 Marine from New Zealand. The hydraulic system can either be operated via an electrically driven power pack pressure pump station or by an alternator fitted PTO pressure pump.

Both of these two systems supply the two captive winches for the main halyard and main sheet located below the foredeck, the foredeck recessed furled halyard drum from Rockman, the two standard cockpit located Genoa sheet winches as well as the adjustment of the forestay vang and the forestay backstay cylinders, which are neatly hidden below the cockpit sole.

The cockpit davits is built into the beam and a spare pad eye fitted under the beam for attaching forestay or an emergency main sheet system. Genoa sheets run below deck to the cockpit located Genoa sheet winch.
# TECHNICAL DATA

## PRELIMINARY DIMENSIONS

<table>
<thead>
<tr>
<th>Metric</th>
<th>Imperial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length hull</td>
<td>21.40 m</td>
</tr>
<tr>
<td>Length waterline</td>
<td>16.63 m</td>
</tr>
<tr>
<td>Beam</td>
<td>5.37 m</td>
</tr>
<tr>
<td>Draft keel hull #01</td>
<td>4.00 m</td>
</tr>
<tr>
<td>Ballast keel hull #01 approx</td>
<td>10,300 kg</td>
</tr>
<tr>
<td>Displacement hull #01 unloaded</td>
<td>28,000 kg</td>
</tr>
<tr>
<td>Engines - Yanmar</td>
<td>117 kw</td>
</tr>
</tbody>
</table>

## STANDARD RIG MEASUREMENTS AND SAIL AREAS

<table>
<thead>
<tr>
<th>Metric</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>F</td>
<td>28.10 m</td>
</tr>
<tr>
<td>E</td>
<td>9.20 m</td>
</tr>
<tr>
<td>KG</td>
<td>29.69 m</td>
</tr>
<tr>
<td>J &amp; SPL</td>
<td>7.90 m</td>
</tr>
<tr>
<td>Mainail Beam Furling</td>
<td>148.65 m²</td>
</tr>
<tr>
<td>110% Furling Genoa</td>
<td>124.48 m²</td>
</tr>
<tr>
<td>Asymmetric Spinnaker</td>
<td>307.00 m²</td>
</tr>
</tbody>
</table>
THE INSIDE STORY

The basis of J/112E's interior design is centred on the best choice of yacht interior materials, for example the carefully selected walk screens on the galleys, covering the yacht's carbon bulkheads. Teak veneers are, in J/Boats’ experience, the best option: real teak veneers have a certain oil and become a little lighter and more beautiful as they age.
ROOM FOR THE CHEF

The chef will appreciate the solid Corian table top, the built-in double fridges, a top opening freezer, an extractor fan and a built-in coffee machine (optional).
OWNERS CABIN

The owners cabin is located below the cockpit. The spacious accommodation with a large centre king-size berth, plenty of natural and artificial light, ample wardrobes and drawers makes the voyage a real comfortable and relaxing one. It is one of the alternative where the owner’s cabin is located in front of the main bulkhead.
THE NEW LOOK

The modern approach of having the wood grain running horizontally, and the vertical ventilation corner posts are examples of attractive styling pioneered by X-44's innovative in-house interior architects.

Custom made partitions for magazines.

Pencil built into the drawer.

Navigation station located at starboard of the companionway. Built in computer screen with wireless mouse and keypad.
CABINS AND HEADS

The M41 interior layout has been designed to suit the owner's needs. The guest cabin layout with single berth, a central shower cabin and separate bathrooms allow both children and family friends to enjoy luxurious accommodation. All the heads and showers have been equipped with Danish designed Vola fittings (optional), which give a beautiful finish to the new and modern look.

All heads have moulded floor sinks with drainage as well as moulded step treads with integrated seals.
OPEN UP FOR THE HIDDEN QUALITIES