NEW CRUISER
BY X-YACHTS OF DENMARK

X-562

HEADING FOR ADVENTURE
PASSION FOR DESIGN AND QUALITY

Being a modern yard for series production yachts and actually having led the market for performance cruisers since the mid 80's, we have to set up new goals each time a new X-Yacht model is to be developed - first of all to be able to stay as a market leader - and secondly to make us feel challenged.

By the introduction of the 60 ft X-51/2 in 1995 and the 48 ft X-4S2 in 1997 we reached for "higher goals" in direction of quality, functionalism, performance and design.

We do - as do more than 50 new clients - think that we came close to our goals.

The X-562 is a natural step on this route and will be a classic proof of the old sentence: "There are no short cuts in ensuring quality."

As an example can be mentioned that more than 80 fibre glass moulds are being developed as well as 50 new moulds for laminating the curved details in the wooden interior.

All our "know how" with modern technology is applied where appropriate and being incorporated in the build process for enabling us to reach our goals.

The X-562 will be in a class of its own, something which both the customers as well as the yard can be proud of.
PRELIMINARY DIMENSIONS:

- Total length: 17.230 m - 56.53 ft
- Length hull: 16.978 m - 55.70 ft
- Length waterline: 14.817 m - 48.61 ft
- Beam: 4.846 m - 15.90 ft
- Draft (shallow keel available): 2.850 m - 9.35 ft
- Ballast: 7.400 kg - 16.314 lbs
- Displacement (ranke-filled): 19.500 kg - 41.887 lbs
- Engine - Yanmar: 74 kw - 100 HP

**CONSTRUCTION**

**CLASSIFICATION**
The A-82 is classified in accordance with the European Community (CE) classification and conforms to the requirements of the CE-directive 94/25/EC for recreational craft. The hull structure meets all minimum and structural requirements for the classification of all principal members.

**HULL/DECK**

- Polypropylene sandwich construction with bisected E-glass fabrics. Core material is 20-30 mm of different densities, solid laminate around keel and transom, and all through hull fittings.
- Structural bulkheads
- Structural bulkheads of molded plywood, varying in thickness from 16 - 32 mm, securely bonded to both hull and deck.
- Waterlight bulkhead separating the saloon/cabin and the owner's cabin.

**KEEL STEEL GIRDERS**

- Steel girders for deck sections welded together into an extended hull frame. The frame takes up all the loads from keel, mast, and rig. Central keel connection included.
- Ankylosen hardened lead bulb with cast iron top flange including a central keel sump. The entire keel is fully encapsulated in GRP and faired with polyurethane foam before attachment to the hull.

**ANTI-FOULING**

- Hull surface is sanded, then sprayed with 3 layers of interlaminated epoxy and 2 layers of international Cruising sprayhaul anti-fouling.

**INSTALLATIONS**

**MAIN ENGINE**

- Freshwater-cooled 100 HP V-4 cylinder Yanmar diesel engine bolted to the heavy GRP hull engine bed.

**ALTERNATORS ON ENGINE**

- 60 amp 12 V and 60 amp 12 V alternators.

**PROPELLER SHAFT AND PROPELLER**

- 15 mm diameter (5" in diameter) by the watertight stern bearing and the stainless steel F-brackets.
- 2/3" 3-bladed folding propeller.

**ENGINE CONTROL**

- Single lever control integrated into one of the wheel's guard rails.
- Engine indication panel integrated into cockpit cover and protected by plexiglass.

**DIESEL TANKS**

- Maximum 600 litre capacity in two stainless steel tanks with bottles, deck flaps, and shut-off valves.
- Increased fuel capacity on request.

**FRESH AND SEAWATER SYSTEM**

- Pressurized hot and cold fresh water contained in 2 x 300 litres placed below the floorboards in the main cabin.
- The hot water system is heated by shore power 230V and engine cooling water.
- Sea water inlet through sea cocks for galley, engine cooling and toilet flushing.

**ELECTRICAL SYSTEM**

- X-502 custom made 3 switch boards - one for the yacht's navigation and communication, one for the interior lighting and service, and one for generator power, shore power and battery charging with switches, fuses, 3-phase sockets for Tinggraf, electrical power consumption, and changing thermo fuses on the 24 V system.

**BATTERIES**

- 3 x 72Ah main engine start battery located near engine.
- 10 x 72Ah service batteries located below the floorboards.
- All batteries placed in GRP boxes, secured and ventilated.
With size comes power, and with power comes the need for control. One of the most significant advances in the field of luxury yacht development has been in the improvement of rig control, enabling smaller crews to handle larger yachts with greater ease and safety.

At X-Yachts we have followed and occasionally led these advances in rigging design and system architecture. Our goal with the X-562 has been to design a sail plan that can on the one hand make long passages with ease, yet can quickly
be configured to suit day sailing or short course racing. With the cutter rig (optional) the X-562 is ideally configured for long haul sailing. With the inner forestay removed she is ready for a day sail. The 3 spreader mast head rig is supported by rod rigging and forestay tension controlled via 2 hydraulic rams on the backstay, which is split to allow access to the transom garage. All halyards and control lines are of the highest quality Spectra for low stretch, ease of handling and long life.

Advances in sail handling systems allow us to offer the owner a wide variety of options for reefing and stowing of his selected sail plan. For the mainsail our preference is for the simple, but effective slab reefing system combined with full length battens, lazyjacks and a batten car system for low friction holds and drops. A boom furling is available as an option. Headsail reefing can be either electric, manual or hydraulic, and in the cutter rig configuration the staysail can be set either on a furling system, or more simply hanked on.

PRELIMINARY SAIL AREAS

<table>
<thead>
<tr>
<th>Sail Type</th>
<th>Area</th>
<th>in²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsail</td>
<td>77.42</td>
<td>833.3</td>
</tr>
<tr>
<td>Genoa</td>
<td>102.79</td>
<td>1106.4</td>
</tr>
<tr>
<td>Genoa FF - 100%</td>
<td>114.21</td>
<td>1203</td>
</tr>
<tr>
<td>Genoa FF - 150%</td>
<td>76.14</td>
<td>819.6</td>
</tr>
<tr>
<td>Spinnaker all purpose</td>
<td>252.90</td>
<td>2722.2</td>
</tr>
</tbody>
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DEISEL GENERATOR

Space for Diesel generator aft of main engine - sitting on the same engine bed as main engine and in the same compartment. (Diesel generator optional)

ALTERNATORS

Engine based 1 x 12 V 60 amp - 1 x 24 V 60 amp.

BATTERY SYSTEMS AND CHARGERS

24V system for general lighting above and below deck. Anchor windlass and optional electrically powered windlass and optional bow thruster.

PLUGS AND SOCKETS

Shore socket located aft. Circuit breakers and short circuit on shore supply, weatherproof outlet breakers for hot water, accommodation power and battery charger. 220 volt outlets in cabin and in the galley supplied by the shore power and generator (optional).

One 250V plug in galley, nav. station and owner's cabin supplied from the converter.

LIGHTING BELOW DECK

Sufficient 24V low consumption halogen lighting throughout the interior and two chart table lights. Lighting in engine compartment. Footlight throughout the main cabin.

LIGHTING ABOVE DECK


BILGE PUMPS

One manual bilge pump located in cockpit pumping into the central keel sump. Automatic electric bilge pump feeding from the central keel sump. 2 separate electric bilge pumps draining the forebays.

MAST & RIGGING

MAST:

Sparcraft / X-562's silver anodised 3 spreader tapered mast (masthead) with jam pole track.

BOOM

Silver anodised boom, tapered at both ends, track and car forouthhaul (1/8 purchase beam) and 2 reefs.

MAST TUNING

Novac hydraulic pump, station system 50 with multifunction operating the permanent backstay, vang, and babystay.

SPINNAKER POLE

Spinnaker pole, deck shoes, mast slider, and extra spin halyard are part of the optional spin equipment package.

STANDING RIGGING

Discontinued end rig, rod forestay, rod permanent backstay, wire babystay. Wire liners with Harkenflex blocks.

On all verticals and slings, turnbuckles type 3L.

RUNNING RIGGING

1 spinaker halyard, 2 genoa halyards, 1 main halyard, spectra halyards with snubbers spliced on.

SHEETS

Main sheet | 12 mm | Spectro

Genoa sheet | 15 mm | Spectro

SHEETS

Main | 1 | 12 mm | Spectro

Genoa | 2 | 15 mm | Spectro

Genoa car adjustment | 2 | 10 mm | Spectro

Cunningham she | 1 | 10 mm | Polyester

Mainsheet | 4 | 16 mm | Spectro

Fender lines | 6 | 300 mm | (or 180)
The X-562 represents a new level in performance cruising, and much of that can be attributed to a highly efficient and functional deck layout.

Positioning of the mainsheet traveler immediately in front of the twin wheels has opened up the forward area of the cockpit for entertainment or work depending on which crew you have on board, and by adding some curvature to the track we have facilitated the passage from aft to forward over the traveler.

A relatively long and wide cockpit allows for a semi-permanent cockpit table installation.
which can be built over a removable pedestal grinder system for those who plan to race hard.

Flexibility is a key word when one is considering the layout of the X-552. The deck recessed large sprayhood, the halyards led below deck to the cockpit winches, the use of oversized Frederiksen deck gear, the powerful 2000 lbf capstan anchor winch, the vacuum bagged applied deck kits - all details, which ensure the crew a comfortable stay and journey on board.

**DECK EQUIPMENT**

**STEERING:**
Two independent steering positions (one each side) - two 105 cm diameter aluminum double-rolled wheels covered with white leather. Rudders blade-handled and balanced rudder. Rudders lock to top of aluminum rudder and rudder bearings are with needle roller bearings.

**COMPASS:**
Two high-accuracy 360° compasses mounted on top of both wheel pedestals.

**COCKPIT TABLE:**
Removeable in GRP with self-trimming izikit, standing on stainless steel legs.

**SPRAYHOOD:**
Built canopy on stainless steel bars, housed in built-in deck storage.

**STAINLESS STEEL FITTINGS:**
Side Fairleads connected to bottom frames. Foredeck charpente and bow fitting with double bow roller and stop for halyards. Foredeck chock and cleat.

**BY MOORING CLEATS:**
Two mooring cleats on mooring forward.

**FENDERS:**
Four fenders with thimbles and one gate of each side.

**PUPPET WITH SAIL AND GENOA:**
A pair of genoa and jib撑起 with double bow roller and stop for halyards. Foredeck chock.

**Winches:**
Four genoa winches and one genoa winch for main sheet and halyard. Two genoa winches for genoa and one genoa winch for main sheet.

**WINDLASS:**
One windlass for genoa and one for main sheet, each with a 10 mm stopper and a 12 mm stopper for halyards. Two windlass for genoa and one for main sheet.

**LACK ANCHORED ALLOY FITTINGS:**
Black anodized aluminum fasten on entire structure - a fast forecast for increased crew to options.

**HATCHES:**
Two Frederiksen hatch covers for main cockpit and cockpit. Two Frederiksen hatch covers for internal areas. Two Frederiksen hatch covers for internal areas and cockpit. Two Frederiksen hatch covers for internal areas.

**POLE LIGHTS:**
Lewmar Atlantic
- 2 x Lewmar size 4 openable 193 x 170 mm
- 10 x Lewmar size 8 openable 200 x 400 mm
- 10 x Lewmar size 10 openable 200 x 400 mm

**DECK HATCHES:**
- 1 x Lewmar size 20 600 x 600 mm
- 1 x Lewmar size 10 500 x 500 mm

**ANKOR EQUIMENT:**
- 3000 lbf Lewmar. Convert 2.2 kW electrical capstan anchor winch with remote control unit (switch drum on top of the chain wheel option). 30 in 127 anchor chain 20 kg Bruce-length anchor.
ACCOMMODATION

IN GENERAL
The yacht's wooden interior is constructed in teak with a hand polished
painted finish. All joinery is carried out in accordance with the best yacht
practice (minimum of visible screws) and carefully designed to show the
timeless wooden interior.

Freeboard trim made of 4 mm teak plywood battens.
The deck laminated lining has integrated scribe halogen spotlights. All
partitions and hatches have curved glass and lids. Hatches are fitted
throughout in all cabins and head compartments.

Galley flooring is light weight construction tiles with light grey stripes - with core
of 30 mm plastic honeycomb.

ENTRANCE
Sitting height 15 mm plofuglass. Washboards: 12 mm plofuglass, fixed in
GPR panes. Entrance location: curved laminated oak hung on mounted GPR
unit. Lower port hinged for easy access to batteries front of
engine.

GALLEY
Located to port close to entrance.
U-shaped galley with integrated stainless steel gas oven with 2 jets.
Protected by a stainless steel cover.
Two large and deep stainless steel sinks and taps for hot and cold
pressurised freshwater as well as for pressurised softwater.
Plenty of wall as well as locker space for galley equipment
and food.
Front opened 100 ltr refrigerator and 170 ltr top hinged, selfdraining
cooling box which can be converted into freezer by adding a further
compressor/cooling plate.

NAVIGATION COMPARTMENT:
Located to starboard, close to the entrance.
With ample space for modern navigation/communication equipment
and the custom-made switchboards.
In the chart table plenty of space for charts and navigation
equipment.
Bowl beading drawers below the chart table.

MAIN CABIN 38
- sofa arrangement
Forward of the nav. Starboard, L-shaped sofa arrangement, seating 6
persons, a small cabinet fold with central bar for bottles, and 2
removable comfortable chairs (which can be securely fixed in their
positioning).\n- starboard beading, upper cabinets to house glasses, books and
  yacht's documentation papers.

MAIN CABIN PORT SIDE
- Versions A, A2 and A3 include a 275 cm x 75 cm wooden table
  seat
- Version B, C and D include 2 comfortable armchairs and a table
  in between, a recessed electrical operated platform for a TV (max
  size: 32" screen)
- Port fixed upper cabinets to house yacht's (optional) stereo, CD
  player and video.


The interior layout of the X-562 shows some ideas, which are new for the X-Yachts. They are less radical than the X-612 - more conventional where the location of the galley is back in the aftermost part of the main cabin with maximum distance to the dining/heating area.

Single person settees are replacing the small sofas and great many hours have gone into designing the new furniture details.

Also the heads / bathrooms have been objective for further design improvements - table tops will be made of lightweight granite with "built in" wash basins in contrasting colours.

X-Yachts' aim regarding the X-562 is to supply a general interior finish and details of highest international level. This means careful selected veneers, satin finished varnished and hand polished wooden furniture, flush designed doors and lids - plastic honeycomb cored floorboards, and plenty of laminated surroundings and capping.
OWNER’S CABIN

Versions A1 and B1 (owners double berth on centerline) include 180 cm x 205 cm centre located double berth.

Options at each side:
- Wardrobe with shelves, forward of main bulkhead to port and for hangars in front of owners double berth.
- Upper cabinet section hung forward of double berth.
- Drawers beneath the double berth.

Versions A2 and B2 (owners double berth to starboard) include 180 cm x 205 cm double berth with night table located to starboard.

Options at each side:
- Upper cabinet section hung forward of double berth.
- Drawers beneath the double berth.
- Large double wardrobe (with shelves - and for hangars) just forward of main bulkhead to port.
- In front of wardrobe is located 2 comfortable armchairs with table between with space for both bottles, glasses and "Happy Hour".

Versions A3 and B3: the owner’s cabin divides into two separate cabins.

The forepeak cabin has a 265 cm x 140 cm double berth with two large drawers under berth to starboard, a small desk with chair, a wardrobe with shelves and hangars and finally a softbox.

The aftowner cabin has two single berths 265 cm x 170 cm, a large wardrobe for hangars and drawers.

OWNER’S HEAD

One head with mixer taps for sink and showers, flushing toilet, lockers, paper holder, towel hook, 3/8 horizontal, 3/8 sink, teak grating, beneath the teak grating on electric bigge pump draws water from the shower outboard via through hull fitting.

Separate shower compartment with entrance from the head.

AFT CABINS

Two symmetric large cabins each with own head/shower facilities. Double berths 265 x 140 cm, wardrobe and locker with shelves, large teak outboard.

Free-board lining: 4 mm teak ply-bottom - and white imitation leather.

AFT CABIN HEADS

One of each side with shower mixer tap, flushing toilet, front opening lockers with mirrors, paper holder, towel hook, 3/8 horizontal, 3/8 sink, teak grating, beneath the teak grating on electric bigge pump draws water from the shower outboard via through hull fitting.

CUSHIONS

Made from 2 different density layers of high quality compressed foam. Standard upholstery: Velveteen / polyester (see Yachten sampled).

Alcantara or leather options available.

SAIL LOCKER / CREW CABIN

Forward of the owner’s head compartment, separated by a watertight side which bulkhead is the sail locker/crew's quarters. Two hinged polished alloy frame hatches which open on a turn mounted polished alloy frame, dividing the space for storing bag/hoists/cylics etc.

Optional sink and toilet for professional crew. Freeboard in crew cabin is lined with nylon pockets for crew's personal gear.

FIRE EXTINGUISHERS

6 portable 2 kg fire extinguishers in cockpit and accommodation.
1 portable CSS fire extinguisher for engine room.

Right to changes without pre-notice reserved.
The X-562 will hit the water in early summer '99 and is designed to fill the gap between the X-482 and the X-612. More than 80 new moulds have been developed for this boat which will be offered in a choice of 4 different interior layouts. A large deck recessed sprayhood, captive washboards, openable stern lockers with integrated bathing platform, finest grade teak veneers, satin finished varnished and hand polished wooden furniture and deck equipment from the world's most respected suppliers are all features that will help make the X-562 the benchmark for performance cruises of this size well into the next millennium.