THE HISTORY OF X-YACHTS IS THE HISTORY OF EXPLORATION

X-yachts has built unique yachts for more than 15 years. Our yachts have provided some of the best adventure, which have won World Championships. We have explored all avenues open to us for design, construction, and production methods and have meticulously examined every small detail of the yachts before start of production. Our exploration into the heart of the X-462 has lead us to create a yacht that is built for discovery at blue oceans. Sail the X-462 and make your very own discoveries.
Marco Polo
1254 - 1324

The man behind the most adventurous discovery expedition ever made was born into a Venetian noble family. His first expedition went to the Far East and took more than 26 years. After all these years of traveling in foreign lands he unexpectedly turned up in Venice where he was long believed dead and his properties taken over by strangers. He was the first European to ever fully describe the unknown cultures of Asia where he studied lifestyles, language and culture with great care. His expedition went from Italy through the Mediterranean to Arre in Egypt.

From there he traveled overland through India and China and on to Peking. On his long journey home Marco Polo sailed a Chinese Junk from China south of India.
THE ESSENCE OF DISCOVERY
CAPTURED IN A BEAUTIFUL DESIGN

Since 1979 one common thread has linked all of X-Yachts’ designs - They are functional, offer excellent performance and are built to a high level of quality specifically for sailors who admire these attributes in a yacht. The X-612 is no typical 60 ft yacht. However she is a typical X-Yacht: functional, high quality and a very smooth, clean design that is only possible to achieve using the very best materials and production methods.
Christopher Columbus
1451 - 1506, Genoa

Serving as a sailor for the Spanish court, Christopher Columbus sailed West via the Canaries in 1492 in search of an alternative trade route to India and China. Columbus made his landfall in the Bahamas, and later Cuba and Haiti. Between 1493 and 1496 he sailed Southwards to Dominica, Puerto Rico and back to Haiti where he established a colony whose purpose was to explore the mountainous interior of the island. In 1498 he equipped an expedition which again set off West, this time by way of the Cape Verde Islands. This expedition was beset by many problems including lack of wind, but eventually they did reach Trinidad, and finally the coast of South America at Paria. In 1503 Columbus made his last trip to the Americas where he reached the West Indies, Honduras and further South along the coast to Darion Bay.
The main cabin provides space for more than 10 around the large table. A well-designed galley with built-in freezer, refrigerator, oven and sinks, all designed to make entertainment at sea or in harbour a pleasure - not a hardship.

X-Yachts' laminated handrails and 'constant combi' bulkheads are built using only the highest quality timbers and veneers for maximum strength, durability and beauty.

Experiences from earlier voyages of discovery have led us to use only the very best equipment, all installed with rigorous attention to detail.
Vasco da Gama was one of the most renowned early navigators. In 1497-99 he sailed from Lisbon, and after many struggles reached the Cape Verde Islands. From here his expedition sailed west towards the Americas. However when only 600 miles from the American coast he turned back towards Africa where he followed the coast southwards from St. Helena Bay to Mossel Bay, Natal, Mombasa, and Malindi. From here he sailed across the Arabian Sea to India where he made landfall at the port of Kochi (Calicut) in Southern India. In 1498 the expedition headed homewards for Portugal only narrowly escaping the clutches of hostile natives. In 1502 Vasco da Gama once again returned to the Indian port of Calicut, but this time as part of a well-armed military expedition.
THE BEAUTY OF EXCELLENT PERFORMANCE AND COMFORT

Since the very start of X-Yachts, outstanding performance has been the main trait of all our yachts. This has been achieved through building our hulls strong yet light - with the benefit of sandwich construction, and taking great care with the balance of the yacht when locating all heavy items of equipment. The 950 kg massive steel floor frame is glassed into the solid bottom laminates of the hull. Tanks and batteries are placed centrally and low down in the yacht. Be prepared for the start of a great adventure.

Twin wheel steering offers comfort and control as well as perfect vision for the helmsman.

Engine, generator and water maker are placed with easy access under the cockpit. Provision is also made for inside storage of a 3 m rigid hulled inflatable tender which is launched and recovered through an opening transom door (optional).

PRELIMINARY DIMENSIONS:
- LOA: 10.29 m / 33.7 ft
- L.W.L.: 16.15 m / 52.9 ft
- B. Max: 5.16 m / 16.9 ft
- Draft ad.: 2.90 m / 9.5 ft
- Shallow draft ver. - mini.: 2.30 m / 7.5 ft
- Ballast: 9,100 kg / 20,000 lbs
- Displacement empty: 19,500 kg / 43,000 lbs
- Engine diesel: 80.0 kW / 110 hp

ACCOMMODATION PROFILE PORT

ACCOMMODATION PROFILE STB.
Ferdinand Magellan
1480 - 1521, Portugal

In 1519 Ferdinand Magellan sailed to Goa and Calicut in India. He then worked his way south through the Strait of Malacca calling in Sumatra and the Spice Islands and finally to Ternate in Maluku Sea, East of Sulawesi. He gave up his Portuguese citizenship in 1517 after King Manuel had refused to finance his expedition to discover a westerly route to India.

Under Spanish patronage his famous expedition that would culminate in the first circumnavigation started out in 1519. Magellan's fleet sailed via the Canaries to Cape St. Augustine, Rio de Janeiro, Rio Santa Cruz, and finally around the last great Cape - Cape Horn.

From Tierra del Fuego the expedition sailed West across the South Pacific to the Philippine Islands. Ferdinand Magellan died on Mactan Island but the fleet continued under his second in command and entered the history books.
BEAUTIFUL, COMFORTABLE AND FUNCTIONAL

Unlike most of the 60 ft cruising yachts, the X-612 has a large cockpit where most movement from the cabin companionway to the area aft of the wheels is made easy by the absence of a cumbersome bridge deck. Strong emphasis was placed on providing the X-612 with a large and comfortable cockpit from which you will be in control of your adventure, and will offer you a ringside seat where you can enjoy the power and mystery of the natural world. The large cockpit table with built in ice box can also be supplied with a cooling unit. On many yachts of this size the sprayhood is installed as an afterthought.

On the X-612 we have designed a sturdy sprayhood that is an integral part of the yacht. When raised it provides excellent protection for the crew and yet it stows neatly away in seconds into a covered storage in the deck.

Large sprayhood is standard.

Tools in the cockpit and bathing platform is standard. Tools on the centre coachroof and side decks is available on request.

Opening port in transom for storage of gangway, bathing ladder and 3 m tender - is available on request.
Hull, keel and rudder design come to life using advanced computer techniques.

*Vitus Bering*

1681 - 1741. Denmark

In 1725 Vitus Bering traveled from St. Petersburg, through Siberia to Okhotsk, from where he sailed to Kamchatka. From the East coast of the Kamchatka peninsula he sailed North through the sea that now bears his name, and around the East Cape, thereby proving that Asia and America were not connected. On the same expedition he sailed East into the Bering Sea but discovered no land. He returned to the area in 1730 and in 1740 he mounted a large expedition which sailed from Petropavlov on Kamchatka to Koryak Island and on to the coast of Alaska. He died on the return voyage on the island that now bears his name.
LIFE IS A VOYAGE OF DISCOVERY

Discover the joy of sailing a yacht whose design, sails and construction are in perfect harmony. The X-612's real power is in her sails - and the ability to carry them in fresh wind depends on many factors. The stability of the hull, a powerful hull form combined with a keel with a low centre of gravity is a must. The mast and rigging must be strong yet flexible enough to allow adjustment - essential to ensure that the yacht always stays in perfect tune with the conditions. We have equipped the X-612 with a strong, stable mast which can transfer the tension developed by the powerful hydraulic backstay adjuster to the forestay without any undue flexing of the mast or hull. The massive steel bottom girder is not only perfect for taking the extreme loadings developed by the powerful rig, but also protects the hull in the event of grounding.

Preliminary Rig and Sail Dimensions:

<table>
<thead>
<tr>
<th>Sails</th>
<th>Area</th>
<th>98.9 ft²</th>
<th>20.0 m²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main sail</td>
<td>98.9 m²</td>
<td>20.1</td>
<td></td>
</tr>
<tr>
<td>Furling 120% genoa</td>
<td>116.0</td>
<td>128.0</td>
<td></td>
</tr>
<tr>
<td>Furling inner jib</td>
<td>58.0</td>
<td>58.0</td>
<td></td>
</tr>
<tr>
<td>Genoa 1 - 150%</td>
<td>127.7</td>
<td>137.6</td>
<td></td>
</tr>
<tr>
<td>Genoa 2 - 100%</td>
<td>83.1</td>
<td>89.0</td>
<td></td>
</tr>
<tr>
<td>Spinaker all purpose</td>
<td>277.5</td>
<td>297.0</td>
<td></td>
</tr>
</tbody>
</table>

Polar speed diagrams for the X-612 show a very fast cruising yacht as well as a highly competitive IMS performer.

Nautor’s hydraulic backstay, backstay, and vang are standard. Hydraulic furling forestays are available on request.
Composite keel with an extremely low centre of gravity and minimum parasitic drag. Shoul draft keel is available on request.

A powerful, clean, undistorted underbody characterise the lines of the hull.
PRELIMINARY SPECIFICATION  X-612 - MARCH 1994

PLAN APPROVAL
The X-612 has been built in accordance with ABS Hull Certification. Inspection by ABS surveyor is on request.

BULDECK
Isotatic polyester sandwich construction with bimetal, trimmed and fluorinated E-glass fabrics. 
Core material is 25 mm styrofoam with different densities. Solid laminate around bow, rudder, and through half fittings. Bathing platform at transom standard. Transom with port for rigid bottom inflatable tender on request.

STRUCTURAL BULKHEADS
Marine plywood, varnish to thickness from 16 - 24 mm securely bonded to both hull and deck.

STEEL FLOOR CIBER
Hot galvanized TPS steel sections. The frame tabling the loads from keel, mast, and rig. Central lifting hoist attachment.

KEEL
9.194 kg, custom hardened lead mold with cast iron top flange.

ANTIROLLING
Hull surface metacenter plus 3 x epoxy and 3 x bottom treatment.

RUDDER/EERING
Rudder made of laminated trilaminar E-glass. Rudder stock tapered aluminum stock. Epoxy rudder bearing. 3 rows of needle bearings. Top rudder bearing. 2 rows of needle bearings.

DECK EQUIPMENT
Free steering - 2 pcs 110 cm diameter black coated aluminum double spoked wheels covered with white leather. 2 SUUNTO 161 mm compasses on top of the 2 cockpit scuttles. Side chair in place connected to bottom frame. Foresman chair and bow fitting with double bow roller and loop for handcuff. Rudder pivot plate. Pedal knobs for runners, minimizing drag of the pod. Pedal mounted on the cockpit floor, with a control tower which can be installed. A gooseneck in each side. 36 m3 storage tanks with hoses. One gate on each side. Pulpit with red and green navigation lights. 2 gunports, of which one is a pedestal and star navigation light. Double fixed lifeline. S.S. bathing locker. Tool-lad deck with cockpit, at cockpit seats, cockpit floor, and cabin. 6 x running lights, 4 pcs 20 m x 16 mm interior light, 100W. 8 foot foam floatation seats, with removable cushions.

12" daub. line, 30 m. 30 lbs Bruce hawse anchor. 1 masthead light - 205 cm x 32 mm 2 pennant tracks - 609 cm x 32 mm 3 double Toon hull coating for masthead. 3 green car fairleads with strip bookmark. 3 green car fairleads with double Toon hull bearings adjustable under load. 2 block stoppers for gunnery car adjustment under load. 12 Spanklock Grand Prize stoppers (or similar).

Genoa sheet winches: 2 x Harken B74.4 STA* Secondary winches: 2 x Harken B10.3 STA* Halyard winches: 2 x Harken B10.3 STA* Runner winches: 2 x Harken B10.3 STA* "vic" winch 6 x 10" double handles with lock. Main sheet: 1 14 mm 60m Spectra Main sheet: 1 8 mm 100m Poly Genoa sheet: 1 14 mm 30m Spectra Genoa car adj: 1 10 mm 22m Spectra Cunningham line: 1 10 mm 60m Poly Genoa: 2 12 mm 17m Spectra Fenders: white 1 150 mm 0 (stiffened rubber)

Portlights: 2 x Locarno size 4 fixed 197g 710 mm 4 x size 8, moveable 193 x 451 mm 2 x size 8, moveable 193 x 451 mm 2 x special, moveable 193 x 451 mm

Deck hatch: 1 1 695 x 695 mm 1 special 406 x 605 mm 1 slide hatch 356 x 279 mm

Cockpit table (removable) self-hinging design. 
Sphraship in blue canvas housed in built-in deck storage. 
Maindeck coaming with pad eyes for deck blocks and halyard parking. 2 Davit arms in front of mast protected by a boom. Drummed anchor box fore 270° with 15 kg hanks and 1. The cockpit lockers with 3 doors, 6 fakke, 4 kg hand rail at companionway and at cabin top. 8" anchor chain fitting with double orders. Square in cockpit for water System protected by plexiglass.

ENGINE INSTALLATION
Fresh water tank 310 ltr. 1 cyld. diesel burner. 195 ltr. Diesel tank for emergency. 400 ltr. of water. 250 ltr. of fuel. 600 ltr. of water. 600 ltr. of fuel. 

Mast & Riggings
Spinnaker: 15 m², 3 spinnaker takes on mast. Drop out and non-salt water. Rudder with 1 light. Steerboard and deck light. White, illuminated, in white, off and on. 

Engine instrument panel integrated into the cockpit coaming and protected by lexiglass. Single lever control at the SB wheel console.

Standing rigging
Discontinued, teak deck, red foredeck, red inner, red rudder, red main forecastle, wire binnacle, wire winches. Wire running rigging.

Running rigging
1 spanner halyard, 2 genoa halyards, 1 main halyard. Halyard for inner forestay. Spectra halyards with shackle spliced in.

FRESH AND SEA WATER SYSTEM
Hot and cold pressurised fresh water. Two tank with capacity of 700 ltr. Water filter type Sun Recovery 40, 100 ltr. storage. Purifier consumption 48 Ah - 192 m.Ah. The hot water system 50 ltr. (100°C) heated by a finned shower 220V and engine ending water. Sea water inlet through sea cocks for galley, engine cooling, and toilet flushing. Electrically pump for sea water at galley sink.

ELECTRICAL SYSTEM
X-Yachts main switch board incl. 3 digital outs. doors for tank electrical power charging, and consumption. Thermostat 70°C main engine water thermostat 700 Ah service battery capacity. 

Diesel generator 2.5 kw, diesel generator type Fisher Panda, in contained box.

Engine based 80 Amp/12V alternator, 220 volt power with 2 pcs 12 x 50 Ah battery chargers. Shore socket located off, circuit breakers (Thermostat and short circuit) on shore supply, switch board mounted 6 breakers for hot water, accommodation 8 fuse and battery charger. 220V sockets in each cabin and in the galley.

Below deck
Adequate low consumption lighting fixtures. Adequate light plus 8-10x 45W lamps and adequate lighting on surrounding equipment next. Fire alarm throughout the main cabin.

Above deck

BILGE & BILGE PUMPS
Two manual bilge pumps - one in cockpit leading from keel tank - one under the berth in each after cabin. Automatic, electric bilge pump, with acoustic alarm, leading from the centre keel tank. Secure electric bilge pump draining all bilge water.
ACCOMMODATION
The yacht's wooden interior is built of teak with hand-polished varnish finish. All joinery is built in accordance with the best yacht practice and the number of visible screws has been reduced to a minimum, and carefully designed to show off the fine wooden interior. The joinery is integrated with hidden spot lights. All windows and hatches are equipped with curtains and blinds. Handrails are fitted throughout.

Entrance:
Sliding hatch 35 mm plexi. Washboard 12 mm plexi/glass. Entrance hatches: curved illuminated teak with anti-slip surface.

Main Cabin Port side:
2 Wardrobes, 1 large sofa and 2 mirrors surrounding the wall table with bar. The benches behind the large sofa are prepared for bottles, glasses, and food. Freestanding living in teak bottoms.

Main Cabin Starboard side:
Adequate navigation compartment (ample space for modern navigation and communication equipment and the yacht's switchboard). Navigation table incl. 2 navio stations. One for the navigator and other for steering station. Other one on the other side of the navigation table with a switch panel for navigation instruments and communication. Another one on the other side of the navigation table with a switch panel for service facilities on the yacht. In the chimney ample space for charts and alongside a locker for navigation equipment.

Gallei:
In front of the navigation station is the very functional galley, designed for efficient operation. 160 ltr. from operated electrical refrigerator. 100 ltr. top glass bowl, 4 plate glasses, 15 ltr. for deep frying. A compressor from the air conditioning system. 3 gas burners with 3 jets. Above the oven an electrical-powered cooler with covered in a separate cabinet section, which allows the choice of a hot/cold plate maintenance oven and maintains at central color TV, video, stereo, autoassistance, a large deep safe with microwave and a freezer. A pressurized drink mixer with refrigerator. Plenty of space above and below table top for food and gallei equipment.

After cabins:
Two larger cabins each with own head/shower, double berth, wardrobes and locker with shelves, and large teak Freeboard and cabinets at yacht's centred. Isolated by a sound reducing adhesive bulkhead. Freestanding lining in teak bottoms.

Owners cabin:
Port side: large sofa with fixed table, 1 wardrobe, Lockers and shelves above the sofa.

Free-standing lining in teak bottoms.

Starboard side: large double bed with night table and 1 wardrobe. Lockers and shelves above the double bed. Drawers below owners bed.

Free-standing lining in teak bottoms.

Head/showers (GRP Units):
Aft cabin: heads; two heads - one in each side with: shower mix top, flushing toilet, front spec-
ed locks with mirrors, soap and paper holder, holders incl. cups, hook for towel and six hand-
rail, six sinks and teak grating. Under the teak grating an el-pump leads the water from the shower outlet through the hull fitting.

Owners cabin: one head with mix taps for sink and shower, flushing toilet, lockers, soap and paper holder, holders incl. cups, hook for towel and six handrail, six sinks and teak grating. Under the teak grating an el-pump leads the water from the shower outlet through the hull fitting. Owners cabin has own separate shower compartment, with entrance from the head.

Cushions: Cushions with upholstery of 2 different density layers of cold foam. Standard upholstery of 100% cotton - see Yachts' samples. On request Alcantara or leather.

Saloon (crew cabin): Forward in the yacht there is a saloon locker from the compartment in a metal partition, divided in two compartments, the left one with a built-in double table, 2 chairs and storage for crockery, glassware, cups, etc. The right compartment is equipped with a table, 4 chairs, and a small pantry with storage for crockery, glassware, cups, etc.

FIRE EXTINGUISHERS:
3 fire powder fire extinguishers - each 2 kg.
X-Yachts was established in 1979. Throughout the Eighties, X-Yachts became famous at the international level by designing and building very fast offshore racing yachts. More than 2000 yachts built to date, among them nearly 100 X-35/4 tonners. This design ranks as one of the most successful offshore yachts ever produced, winning the 3/4 ton cup a total of 6 times. We have also built 25 X-1 ton yachts, and have won the coveted 1-ton cup twice with these designs as well as finishing top points yacht in the Admiral's Cup series. X-Yachts introduced a line of One-design racing yachts such as the X-79, X-99, X-119, and most recently the XMX-38 and a range of 7 cruiser/cruiser models which included the X-312, X-342, X-372, X-402, and X-452. In concert with these achievements and activities, X-Yachts established a strong international distribution network.

In 1990 a new generation of X-Yachts was born with the launch of the X-412. Freed from the constraints of the IOR rule, the X-412 was an instant success. She offered a strong seaworthy hull, excellent accommodation, and yet proved herself a potent performer on both IMS and IMS. Parallel to the increasing popularity of CHS and IMS and the success of the X-412 it was not long before the new range of X-Yachts was expanded with: X-512, X-382, X-442, and X-362. The X-412 is a natural extension of the new generation of X-Yachts. The most advanced production methods are to be used, which combined with the skills of a highly experienced and progressive X-Yachts crew will allow us to fulfill our dreams of creating the true 'Blue Ocean Explorer' - the X-632.

Lars Jeppesen, World Class racing sailor, is responsible for quality control, purchasing, Boat Show and after sales service.

Birger Hasse, experienced cruising and racing sailors, fibre glass specialist handles production and is in charge of the Scandinavian market.

Niels Jeppesen, accomplished cruising and racing sailor, is responsible for design and development of new models.

Fjordavej. 21, DK-6100 Haderslev, Denmark
Tel. int. 45-74 52 10 22, Tls. 81558 xystad rh, Fax int. 45-74 53 03 97