

X⁴^o



**PRODUCT CATALOGUE
X-YACHTS X4.0**

A STYLISH HYBRID OF PURE PERFORMANCE AND ULTIMATE FAMILY CRUISING

The X range is designed to meet the demands of sailors who want to enjoy sailing in a wide variety of conditions, as well as have all the luxury you would expect from the clean, timeless Danish style that is synonymous with X-Yachts.

The first X4³ was launched in the summer of 2016, representing exceptional sailing abilities and spacious airy interior in a luxury style. It was popular from the very beginning with its functional design, working both at sea as well as in harbours. With the success of the X4³, it made perfect sense to continue with the X4⁹ and the X4⁶, both launched in 2018. The X4⁰ – Boat Of The Year award winner 2020 – was developed and launched in 2019, and in 2021 came the flagship X5⁶, selling three times the expected numbers already in the first year. In 2022 X4³ MkII was introduced and by 2025 already 70+ units sold.

In the spring of 2024, the successful X4⁹ MkII was launched in an updated version with many functional, design and comfort feature improvements.



X4⁰

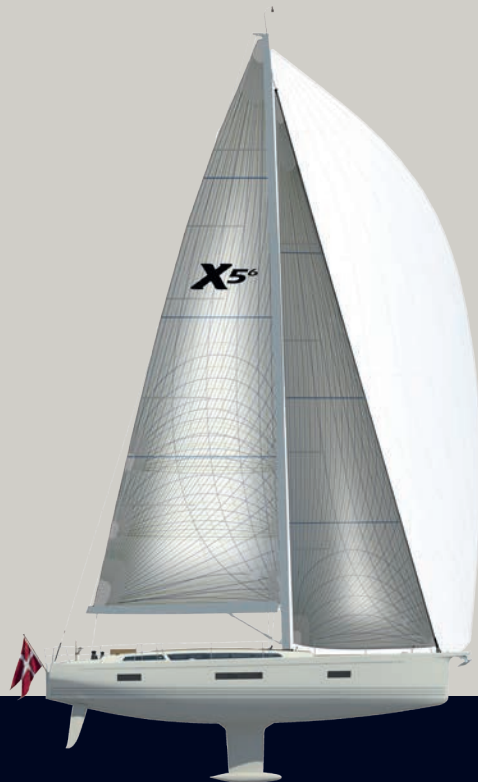
X4³ MKII

X4⁶

WHAT IS PURE X?
THE BEST OF BOTH WORLDS



X4⁹ MKII



X5⁶





X4°

**POCKET
LUXURY**

The X4° – winner of European Boat Of The Year 2020 – is the entry model in the Pure X range, blending quality, performance and styling with cruising capability.



POCKET LUXURY

The X4⁰ – winner of European Boat Of The Year 2020 – is the entry model in the Pure X range, blending quality, performance and styling with cruising capability.

X-Yachts introduced the advanced epoxy infusion sandwich technology already in 2007. Epoxy infusion gives fantastic control over the laminate and makes it possible to maximise strength and stiffness, whilst at the same time also saving weight.

The weight saved in the hull makes it possible to put more weight in the keel, increasing the yacht's stability and eventually giving the crew a more comfortable and safer time on the water. Not to forget that it also makes the boat faster.

SAILING THE X4⁰

The X4⁰ can sail fast and point high to the wind thanks to its powerful lines, precision moulded composite T keel with a heavy bulb of lead giving a high degree of stability. The standard upwind sail area of 78 m² enables the X4⁰ to hit upwind speed of 6.5 knots already at 12 knots true wind speed.

TECHNICAL

The X4⁰ comes standard with the latest generation 40 HP Yanmar diesel common-rail engine. The engine is mounted onto special rubber shock absorbers to minimise vibrations, and the engine compartments fitted with sound reduction insulation to minimise noise.

X4⁰



MAST & RIG

The X4⁰ benefits from an efficient sail plan with the rod rigging and tapered double spreader mast. As all X-Yachts, the standard rigging is rod rigging to match the stiff hull construction, reduce stretch and to stop the mast pumping whilst sailing upwind into a heavy sea. This rig is incredibly stiff, providing a reassuring feel of safety and maintaining excellent sail shape and trim, satisfying the demanding cruiser and also appealing to the crew, who want to take the X4⁰ racing.



DECK LAYOUT

The standard deck layout comes with 4 winches: two halyard winches for self-tacker sheet and control line winches next to the entrance, and two main sheet winches aft of the cockpit's backrest coamings within reach of the helmsman. The deck has an integrated recessed self-tacker track for an 88% jib. The sail plan can be made even more powerful by adding longitudinal jib tracks and two dedicated genoa sheet winches on top of the cockpit backrest coamings, enabling the genoa size to go up to 106% for improved light-wind performance.





CRAFTSMANSHIP

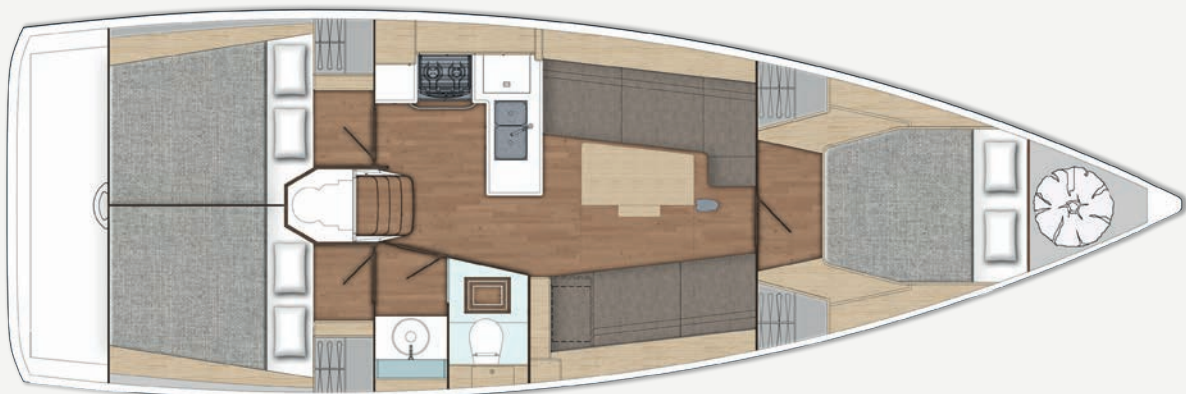
The interior of the X4^o was designed to maximise the space available, creating a functional, safe and stylish user experience below deck. Once again, the interior design has proven Danish design flair and carpentry at its very best. The craftsmanship and detailing are of a very high standard, being traditional, but with a modern appearance. The wooden veneer is Nordic Oak. There is plenty of natural light and ventilation throughout the entire accommodation.

CONSTRUCTION

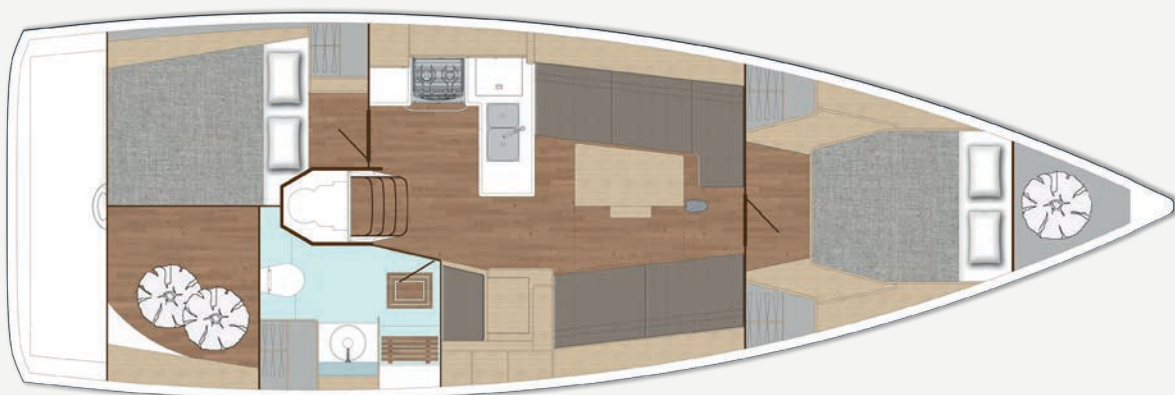
At the heart of the X4⁰ is the galvanized steel keel grillage structure. Pioneered by X-Yachts back in 1981, the galvanized steel hull girder offers superb reassurance and safety. Its primary role is to spread keel and mast loads into the hull, but it also enables the yacht to withstand extreme shock loads from grounding or an impact with a submersed object. Not only is the keel structure immensely strong, but it is also reliable and very easy to inspect for potential damage. Bolted to the steel grillage is the keel with iron fin and heavy lead bulb with moderate draft. There is both a shallow and a deep draft option available.

LAYOUT OPTIONS

The X4⁰ is available in a 2-cabin and a 3-cabin layout. The standard layout has a head compartment with separate shower compartment to starboard aft of the forward-facing navigation station with full length sofa.



OPTIONAL LAYOUT 1



OPTIONAL LAYOUT 2



Configure your own X4° now

X4°



X4° DIMENSIONS

LOA incl optional bowsprit	12.09 m	39'8"
Hull Length	11.50 m	37'9"
LWL	10.40 m	34'1"
Beam	3.81 m	12'6"
Standard draft	2.10 m	6'11"
Shallow draft	1.85 m	6'10"
Deep draft	2.40 m	7'10"
Ballast (standard)	3,050 kg	6,742 lbs
Displacement (light)	8,100 kg	17,857 lbs

ENGINE/TANKS

Engine diesel, standard	29.5 kW	40 hp
Fuel tank	180 Ltr	48 Gal (US)
Water tank	245 Ltr	65 Gal (US)

SAIL AREAS

P = 15.55 m, E = 5.24 m, ISP = 16.60 m, J = 4.33 m		
Mainsail (aluminium mast)	47 m ²	505.9 ft ²
87% Self tacking jib	31 m ²	333.7 ft ²
106% Overlapping Genoa	37 m ²	398.3 ft ²
Asymmetric spinnaker	130 m ²	1399 ft ²





THE HIDDEN X-YACHTS QUALITIES

Our competitors claim we care too much about things yacht owners don't see, and yes, we do care - and so do X-Yachts owners. We call it The X-Yachts Qualities.

Every sailing vessel has hidden features, and here are a few you don't normally see. They are central features, making X-Yachts the premium brand it is. When your eyes fall upon an X-Yachts, you will probably feel good about what you see. Especially if the boat is yours. One of the most profound pleasures of owning a yacht is looking at it and enjoying its beauty.

The same goes for the sailing performance: An X-Yacht moves faster, smoother and with less heeling than most other boats, and you don't have to be an expert to experience it. And you don't necessarily have to know much about how it was achieved. But it's well known that we don't build the cheapest boats on the market. And we would like to tell you, that a lot of the extra value is hidden in upgraded materials, advanced building techniques and special features, that are unique for an X-Yacht. So, if you're curious – here's a few of the elements that make our boats stand out the way they do.







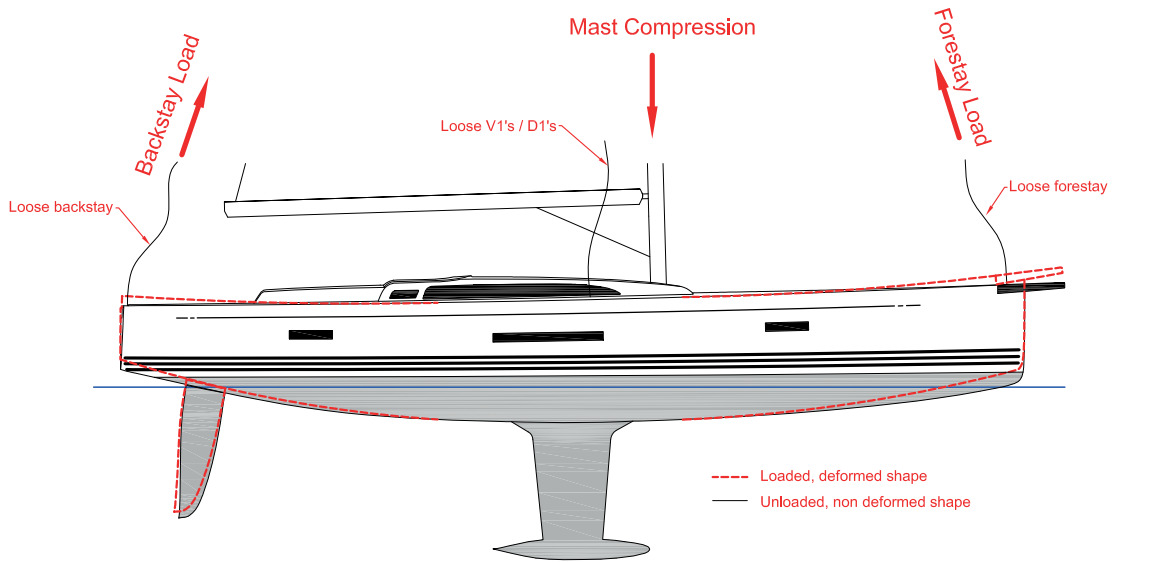
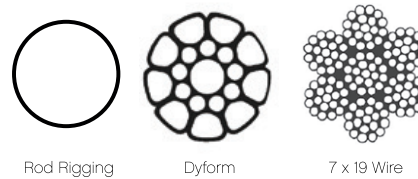
The mast has uncontrolled deflection due to lack of leeward rig tension.

This is called forestay pumping, and deforms the foresail in a critical moment, which affects performance negatively. An X-Yacht is a precisely engineered structure with enhanced hull stiffness. Forces from wind and water are absorbed by ocean proof, solidly dimensioned parts, all the way from the bottom of the keel to the top of the mast, and from the bow to the transom. This stiffness prevents forestay pumping, and ensures that even minor tuning adjustments of sails or rig are precisely translated to the change you aim for. Being able to adapt easily to changing conditions makes the boat perform well, and makes the boat a safer and more enjoyable place to be.

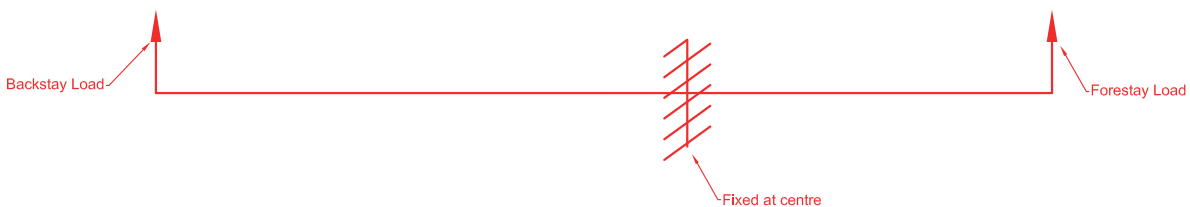
STIFFNESS AND RIG TENSION

On any yacht, the forestay and backstay will pull the hull upwards, while the mast will push it downwards. If the hull isn't stiff enough, the boat will flex – especially when sailing upwind in waves. This can cause the forestay to lose tension momentarily every time the boat hits a wave.

Every X-Yacht is delivered with rod rigging, and chainplates are integrated in a way that distributes and absorbs forces evenly through the hull. When an X-Yacht hits a wave, nothing gives in.



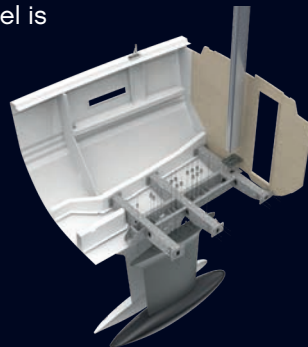
Idealized Loading condition diagram





STEEL FRAME

The galvanized steel frame is probably our most famous signature feature. It has been a core principle in the construction of an X-Yacht since 1981. In some models, the steel frame has been replaced by a carbon fiber version, to save weight – but the function remains the same: To provide a safe and strong attachment between the keel and the hull. The steel frame makes it possible to use heavier keels, an important part of the inherent stability that X-Yachts are so famous for. The keel is bolted directly to the steel frame, and any force working on the keel – even sudden shocks from grounding or hitting debris in the water – will be absorbed and distributed evenly throughout the structure.



STABILITY/WEIGHT DISTRIBUTION

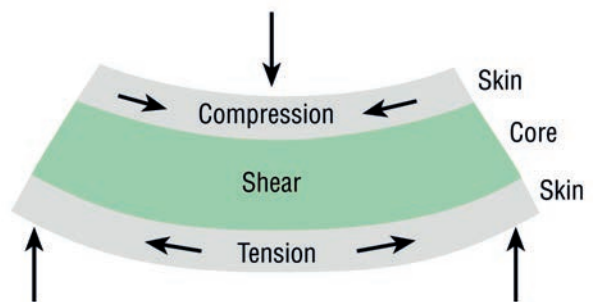
(VERTICAL AND LONGITUDINAL)

X-Yachts has always prioritized high stability through providing a low center of gravity. The keel is heavy, and the weight distribution in the boat is centered way down, near the water line. But longitudinal weight distribution is also hugely important in a sailing yacht. Excessive weight in the stern and transom will cause pitching and slamming. This is not only uncomfortable, but also transmits massive loads through the boat and slows it down. X-Yachts has tanks and other heavy items mounted as close to midships as possible. Moving mass close to the centre of gravity reduces inertia, and increases speed and comfort when going through waves.



VACUUM INFUSED EPOXY SANDWICH

Vacuum infusion is a building process where dry fibres are placed in the hull mould, and covered in an airtight plastic membrane. Vacuum is applied, and resin added through tubes into the laminate. This process makes it possible to control the amount and distribution of resin very precisely in all areas and provide a uniform, strong hull with an approximate 15% weight reduction. We use Gurit Corecell M foam between the two layers of laminate, a sandwich material with excellent impact resistance, high strength and low resin uptake. This build process provides a very light, stiff and strong hull.





TRANSPARENT BOTTOM LAMINATE/GELCOAT QUALITY

The strength and integrity of a composite structure relies on a complete saturation of the fibres. Resin (polyester or epoxy) has to be distributed and immersed completely throughout the whole fibre laminate, without dry spots or air bubbles. To make it easier to detect potential flaws during production, X-Yachts applies clear gelcoat on the bottom section of every hull. We use high grade gelcoat and epoxy treatment to prevent water ingress.



CENTER LIFT

X-Yachts are designed to be lifted using a single lift point integrated in the steel frame. This means that you can avoid using straps at the crane, thereby eliminating the risk of damage to propellers and rudders. Also, there will be no scratching of topsides or removing freshly painted antifouling. The single lift point simply makes things easier when lifting or launching the boat – and it proves just how strong and well balanced the yacht really is.



ENCAPSULATED KEEL

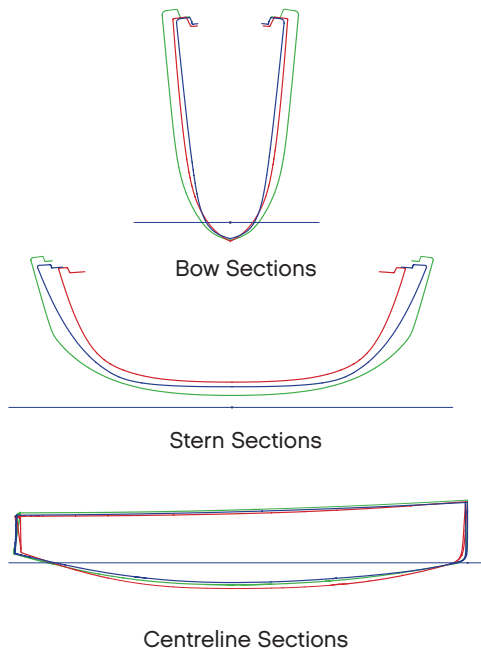
X-Yachts' cast iron and lead keels are encapsulated in a reinforced epoxy e-glass shell, to guarantee a hydrodynamic and fair finish. The shell also protects the keel from corrosion. We use female moulded shells to make sure every keel stays accurate and faithful to the designed, original profile.



LEAD KEEL BULBS

Lead keel bulbs have a smaller volume than iron bulbs of the same weight. The use of lead in our bulbs means a 30% reduction of volume. Less wetted surface means less resistance and more speed.





DESIGN, HULL LINES

A well-designed hull defines a yacht that sails fast and provides a comfortable base for the crew in all conditions and on all points of wind. Our design office has a more than 40 year long track record designing yachts that are known all over the world for their efficient lines and fast hulls. We have always taken pride in doing our design work in house, and continue to do so today.

- Pure X
- Xc
- Xp

COMPONENT MATERIAL QUALITY

The loads in an X-Yacht are considerable – even more so because of the large sail plan. We build a strong hull and keel structure, but the rigging components handling the loads also have to be top of the line – and dimensioned correctly. We only use the best suppliers: Andersen, Harken, Reckman, Ronstan and Spinlock provide reliable rig components that are easy to use and maintain, and correctly sized for the loads involved. Lower-specification items of lesser quality or strength would be cheaper, but would compromise the high safety and easy handling of an X-Yacht.



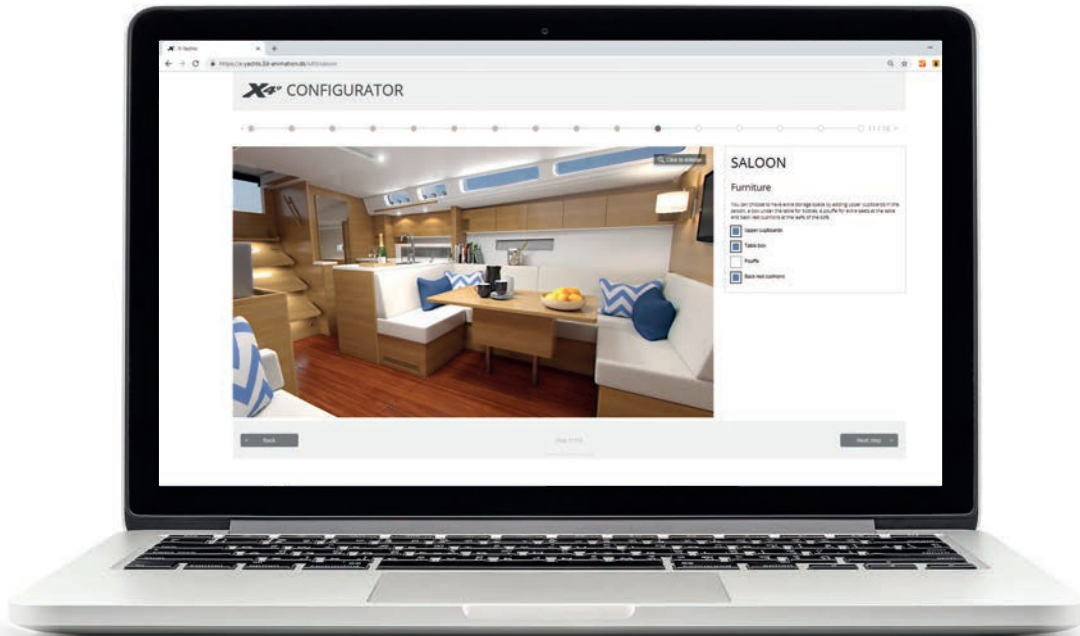
ERGONOMICS, COCKPIT, EASY HANDLING

Behind the natural, free flowing experience of easy sail handling in a cockpit lies an extensive attention to detail, when it comes to ergonomics and work positions. Creating a cockpit that works equally well for an active racing crew and for relaxed family cruising is no small task. X-Yachts are well known for easy handling, and our racing heritage means that we know where every little thing needs to sit to make things work as effortlessly as possible.





CONFIGURE YOUR DREAM TODAY



DESIGN YOUR DREAM BOAT... ON OUR WEBSITE X-YACHTS.COM

You can easily create a beautiful visualization of your dream yacht at X-Yachts.com.

Many of the standard options are described here such as the colour of the hull and waterlines, hull treatment, mast, interior, cushion fabrics etc.

It is even possible to get a visualization of the boat with its own name and port.

The configurator is intuitive and fun to use - so go ahead, play and dream.



Scan QR code

X-Yachts[®]

WORLD CLASS SINCE 1979



ARGENTINA, AUSTRALIA, AUSTRIA, BRAZIL, BELGIUM, BOSNIA HERZEGOVINA, BULGARIA, CANADA, CHILE,
CHINA, CROATIA, CYPRUS, DENMARK, DUBAI (UAE), FINLAND, FRANCE, GERMANY, GREAT BRITAIN,
GREECE, HOLLAND, HONG KONG, HUNGARY, IRELAND, ISRAEL, ITALY, JAPAN, LATVIA, LITHUANIA,
MACEDONIA, MALTA, MONTENEGRO, NEW ZEALAND, NORWAY, PERU, PORTUGAL, POLAND, ROMANIA,
SERBIA, SLOVENIA, SPAIN, SWEDEN, SWITZERLAND, TAIWAN, TURKEY, UKRAINE, USA

X-YACHTS.COM



X-YACHTS PROUDLY PRESENT
THE OFFICIAL PARTNERS

- NORTH SAILS
- PANTAENIUS
- AXXON COMPOSITES
- ELVSTRØM SAILS
- GARMIN
- HEMPEL
- PROFURL
- RAYMARINE
- SPINLOCK
- B&G
- WICHARD
- LIROS
- FURLERBOOM
- RONSTAN
- ANDERSEN WINCHES
- FLEXITEEK
- JOHN MAST
- HARKEN
- FISCHER PANDA
- X-YACHTING GREECE

