

X^C 47



**PRODUCT CATALOGUE
X-YACHTS Xc 47**

DEDICATED LONG DISTANCE CRUISING YACHTS WITH ENJOYABLE HANDLING UNDER SAIL.

The Xc range features X-Yachts' newest model specifically oriented towards cruising: the Xc 47, launched in January 2024.

The Xc 47 marks the beginning of a completely new generation of XCruising. The concept is built on years of experience and a desire to accommodate the growing number of sailors looking for a true bluewater cruiser.

Incorporating feedback from a global fleet of over 300 Xc yachts, the Xc 47 includes numerous enhancements. Like our Pure X and Xp ranges, it is constructed using epoxy

infusion. The hulls are post-cured, enhancing the structural properties of the composite and reducing weight.

XCruising embodies the evolving concept of dedicated long-distance cruising yachts, designed for enjoyable, shorthanded-friendly sailing and luxurious comfort below deck, built for true offshore sailing. Within its first season, the Xc 47 has sailed across the Atlantic and back — proving its strength and capability.

WHAT IS XCRUISING?
A SPACIOUS AND LUXURIOUS
X-YACHTS CRUISER



Xc 47





X^C 47

PROBABLY THE BEST CRUISER WE HAVE EVER BUILT

Danish design and architecture are famous for its clean and timeless style, and X-Yachts has always been a part of this tradition. X-Yacht owners often talk about a special X feeling, something that greets you every time you step onboard. We know this feeling, and for us it's a constant process to refine and enhance it each time. Looking at the Xc 47, we are proud of how far we have come.

The hull lines have maintained the deep V-shaped bow sections, generous rocker, and higher stern overhang from previous Xc models, providing the well-known comfortable seagoing characteristics. Furthermore, the hull features modern, wider stern sections, incorporating a subtle soft chine that provides extra form stability and improved reaching performance. Also, this design provides a great feel of space in the aft cabins.

The hull is built in a full vacuum infused epoxy/e-glass sandwich, with our famous signature steel frame. Areas exposed to high loads are reinforced with carbon fibers, a part of making the yacht stronger and stiffer without adding excess weight or increased structural geometries in the interior.



SHORTHANDED WITH EASE AND STYLE

Most sailing today, even bluewater cruising, is performed with a small crew, with often just a couple of crew members, which the development team has kept in mind right from the outset of the design process. Some of the design features and functions have been seen before on other premium yachts, but on the Xc 47, they are executed with an unprecedented sense of style.

The cockpit layout has been designed to give the helmsman the capability of handling all lines. Four winches - two on each side - are positioned in front of the wheels. All relevant trim lines are led in channels under the deck from the mast to the steering position, with jammers reachable for the helmsman.

The traveller has been re-positioned from the cockpit to a position in front of the sprayhood. Apart from creating an efficient workspace, this cockpit arrangement leaves room for a comfortable living space, with the sail handling concentrated to the area at the helm station.

Near the transom, a large aft deck accommodates a comfortable full-width seating area behind the wheels, as well as a nice sunbathing area. As it should be on a true offshore yacht, the cockpit is deep, well protected, and with a closed transom.

XC 47



FEATURES

Sail handling is controlled from the aft part of the cockpit. Halyards, reefing, control lines, and sheets are led to the four standard self-tailing winches in front of the helming positions with the German mainsheet system operable from both sides.

Both the mainsheet and the genoa sheets are led through jammers, allowing you to easily free up a winch. The winches are arranged for optimal operation from the helming position when sailing shorthanded.

The low coaming aft of the wheels together with the foldable foot chocks ensure comfortable helming.



DINGHY & DAVITS

The transom door has an option of integrated davits with the new “easy launch” function.

They have a capacity of 150 kg per davit and 200 kg in total. When the dinghy is hanging in the davits, there is a free view over it from the helming position, and when the dinghy is launched the davits can either lay on the bathing platform or be stored in the deep “step down” locker.



Xc 47

LARGE TANK CAPACITY

The Xc 47 has a large tank capacity. You need to be able to carry sufficient supplies of water and diesel. The tanks are positioned midship and below waterline, to increase stability and reduce pitching. Multilevel floors make it possible to keep larger tanks and technical installations below the floorboards. The yacht is equipped with a strong engine, able to get you out of trouble and cover even long distances, when sailing is not a viable option.

INTERIOR

The first thing most people will notice when looking at the lines, is the shape of the superstructure. We have introduced an elegantly raised superstructure over the saloon area. This provides a better view of the surroundings when under deck. Also it provides more natural light and an opportunity for multilevel floors. This allows the vast majority of technical installations to stay amidship below the floorboards – which increases the usable storage areas throughout the interior.

The efficient storage volumes hidden behind the sturdy, yet elegantly crafted surfaces of the interior, enable the Xc 47 to carry provisions for long periods of time, with the crew enjoying the lifestyle of true bluewater cruising.









Configure your
own Xc 47



Xc 47



Xc 47 DIMENSIONS

LOA (including bowsprit)	15.21 m	49'11"
Hull Length	14.30 m	46'11"
Waterline Length	13.17 m	43'2"
Beam (max)	4.56 m	15'0"
Draft - Shallow	2 m	6'7"
Draft - Std	2.3 m	7'7"
Air Draft (not including Windex)	23.0 m	75'6"
Ballast - Std	5490 kg	12103 lbs
Displacement - Light	14500 kg	31967 lbs

ENGINE/TANKS

Engine Diesel	80 kW	109 hp
Fuel Tank - Std	500 ltr	132 gal(US)
Water Tank - Std	575 ltr	152 gal(US)

SAIL AREAS

P = 19.00 M, E = 6.23 M, IG = 19.90 M, J = 5.34 M

Mainsail (aluminium mast)	68.0 m ²	732 ft ²
Genoa (106%)	55.4 m	596 ft ²
Asymmetric spinnaker	180 m ²	1937 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.







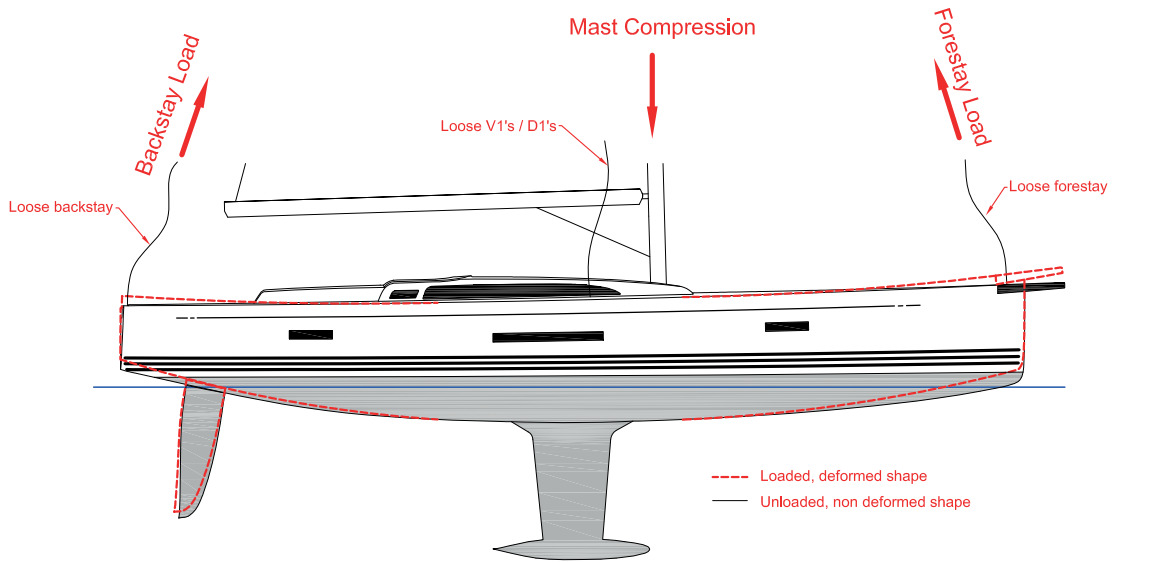
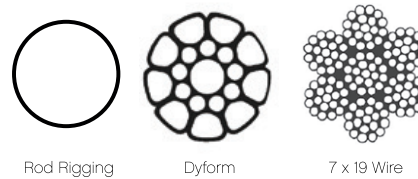
The mast has uncontrolled deflection due to lack of leeward rig tension.

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.

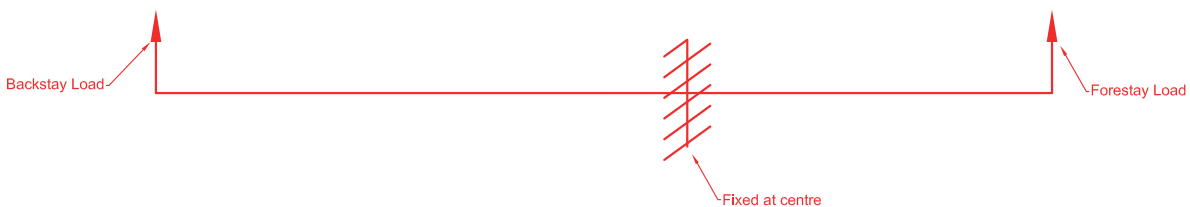
STIFFNESS AND RIG TENSION

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.



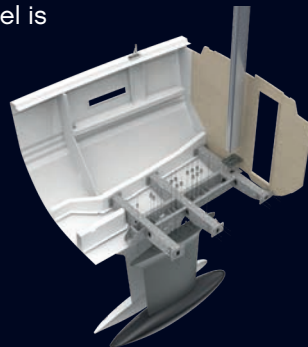
Idealized Loading condition diagram





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

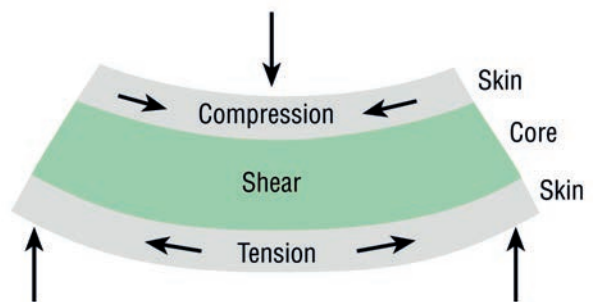
(VERTICAL AND LONGITUDINAL)

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

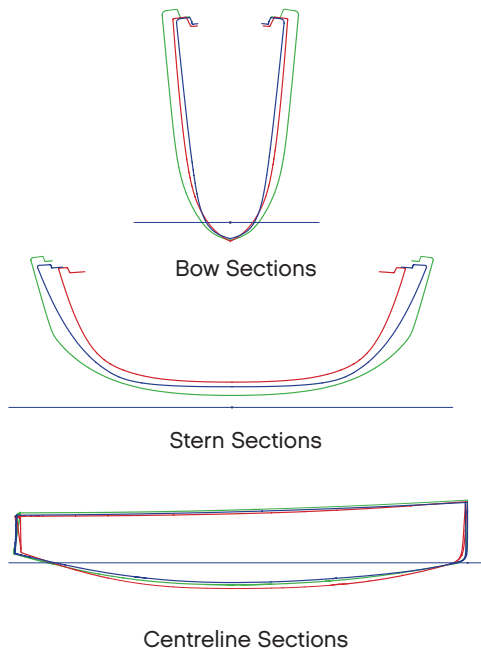
X-Yachts' cast iron and lead keels are encapsulated in a reinforced epoxy e-glass shell, to guarantee a hydrodynamic and fair finish. The shell also protects the keel from corrosion. We use female moulded shells to make sure every keel stays accurate and faithful to the designed, original profile.



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.



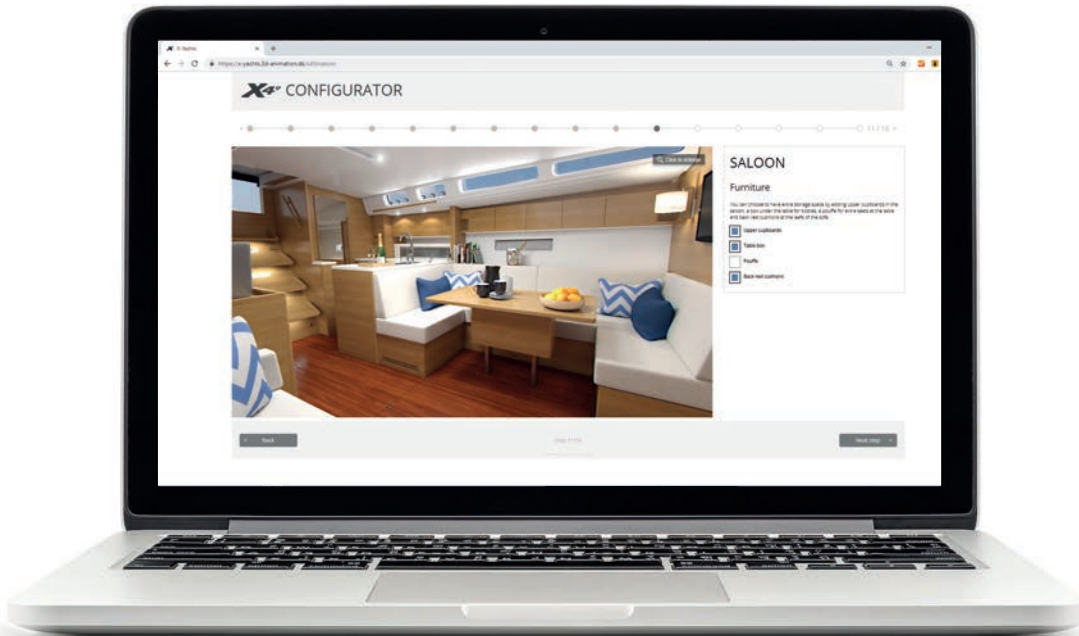
ERGONOMICS, COCKPIT, EASY HANDLING

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

