



Xp55

The inside story

A tradition of innovation

Growing up on the Danish coast, brothers Lars and Niels Jeppesen were keen sailors, and inspired to enter the yachting industry by the local boatyard, Nimbus – at that time world leaders in sandwich construction. When X-Yachts was founded in 1979 by the Jeppesen brothers, together with their friend Birger Hansen, sandwich construction was their natural choice, as it offers the lightest construction allowing as high a proportion of the yacht's total weight as possible to be placed in the keel – a key principle to creating a stable and enjoyable sailing yacht which is still at the core of their designs to day.

Early X-Yachts production cruiser-racers won many prestigious championships in the early 1980s. An X-102 won the Three-Quarter Ton Cup World Championship in 1981 and 1982, whilst a sport version of the same hull, the X-3/4 Ton, won the Three-Quarter Ton Worlds in 1985, 1987 and 1988, and the X-1 Ton triumphed at the official One Ton Cup in 1986. X-Yachts had rapidly become highly respected on the international racing scene.



Niels Jeppesen and Birger Hansen building the hull plug for the first ever X-Yachts model, the One Design X-79. Almost 500 X-79s were built between its launch in 1979 and the mid-1990s

Over the years X-Yachts has shown the way in innovative design. In 1986 the 45-footer X-2 Ton was the first X-Yacht to be built in close cooperation with legendary marine engineering company SP Systems, now named Gurit. Cutting edge materials including uni-directional carbon, Kevlar, S-glass fibres and epoxy were introduced together with Nomex honeycomb, when X-Yachts custom-built the 60-footer 'Andelsbanken' in 1988 and the One Ton yachts 'Stockbroker' and 'Okyalos', the latter winning the One Ton Cup World Championships in 1990.

Over three decades X-Yachts has created winning cruiser-racer designs. Today X-Yachts is proud to offer a line of cruisers (the Xc range), racing one-designs (X-35 and X-41) as well as their fourth generation of performance models, the new Xp range. Throughout the Xp range, which incorporates the Xp 33, Xp 38, Xp 44, Xp 55 and Xp 55, the proud tradition of X-Yachts innovation and technical advances continue. From the first lines to the final fitting, X-Yachts are built for pure sailing pleasure, whether racing or cruising.

Mission statement

X-Yachts are built on a deep understanding of performance, design and the demands of the sea.

We want to be leading the industry, based on innovation and world-class craftsmanship thus promising our customers superior sailing pleasure whether racing or cruising.

It is our aim to attract and retain highly skilled employees and managers – and to create an X-Yachts community of passionate sailors and owners, raising our enjoyment of sailing to new heights.



“The future belongs to
those who believe in the
beauty of their dreams”

Eleanor Roosevelt



The making of an Xp 55

The Xperformance range has once again seen X-Yachts raise the bar for cruiser-racer design and construction

Every element of an X-Yacht bears the hallmark of quality. Each detail of our yachts is designed in-house to give the sailor a truly superior sailing experience, and we are proud that every boat to leave our yard in Haderslev, Denmark, carries with it a reputation built on three decades of high manufacturing standards, world-renowned safety credentials, intelligent design, and elegant craftsmanship.

The Xp range includes our newest models and most cutting-edge technological advances, many of which are concealed beneath the surface of these beautiful yachts. This brochure unveils some of the secrets of X-Yachts' superior performance.

VACUUM INFUSION CONSTRUCTION

Xperformance yachts are built using the latest construction technologies, with a vacuum-infused epoxy and locally carbon-reinforced hull.

WATERTIGHT BULKHEADS

Watertight bulkheads separate the anchor compartment, sail locker and interior accommodation for safety and reassurance in the event of a collision.

ANCHOR LOCKER

The anchor locker is a watertight GRP compartment, which is also an integral part of the yacht's internal structure.

CARBON KEEL STRUCTURE

At the heart of every X-Yacht is the keel grillage structure. X-Yachts pioneered the galvanised keel hull girder back in 1981, which offers superb reassurance and safety as it enables hulls to withstand extreme shock loads from grounding at near maximum hull speed. In the Xp models carbon fibre replaces the previous steel. Carbon tapes are incorporated throughout the keel floors, an integral part of the Xp 55 hull liner, for improved rigidity and resilience with reduced weight. The hull liner is in turn bonded securely to the hull surface.

COMPOSITE CHAINPLATES

Reinforcement in the rig attachment area utilises a combination of uni-directional and multi-axial fibres to effectively transmit the loads into the hull shell. Thanks to the non-overlapping sail plan the chainplates are moved to the shearline, giving a wider shroud base and allowing the vertical loads to be absorbed by the hull in the same plane as the reinforced topsides, removing the need for tie rods and eliminating flex in the side decks.

STRUCTURAL WARDROBES

The structural wardrobes in the aft cabin are designed as part of the Xp 55's internal building blocks, saving weight on duplicated structures and enabling the Xp 55 hull to be superbly light.

TRANSOM DOOR

The Xp 55 features a folding transom door, which opens to create a bathing platform and allow access to the tender storage area with room for a 3.2m inflatable dinghy, supported by the hull's integrated structural liner.

HULL FORM

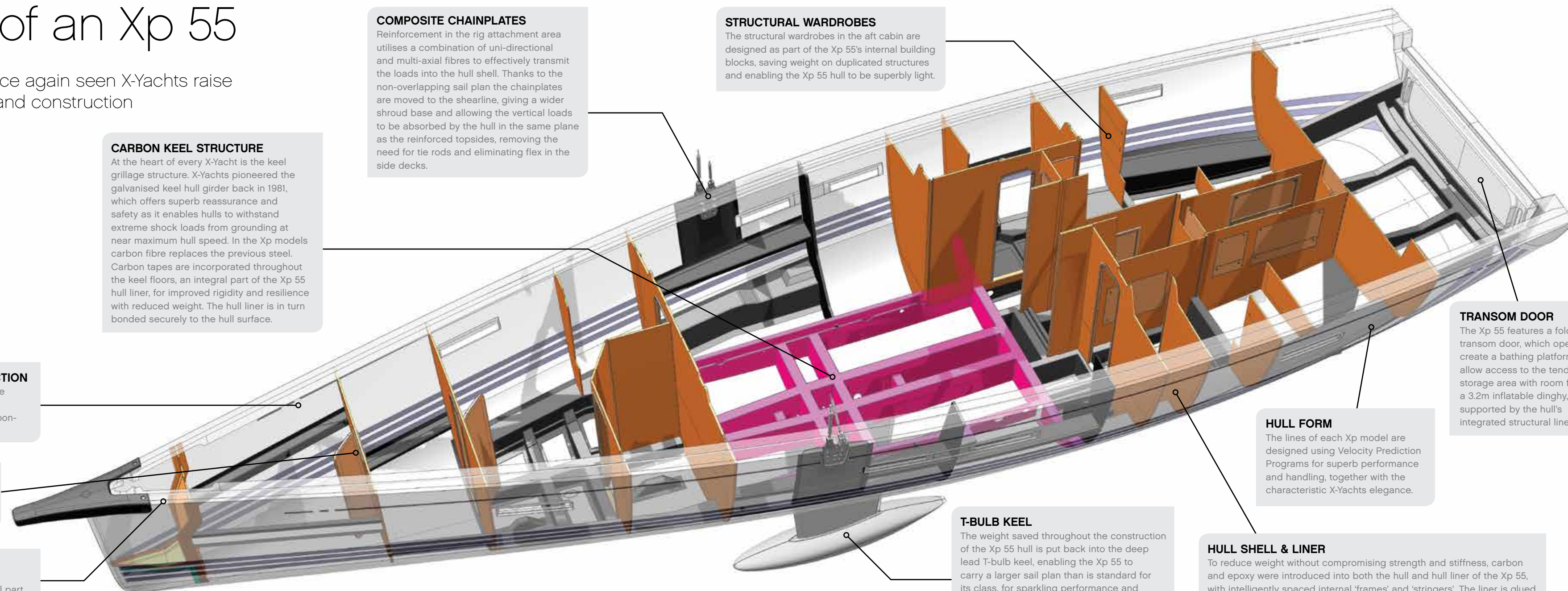
The lines of each Xp model are designed using Velocity Prediction Programs for superb performance and handling, together with the characteristic X-Yachts elegance.

HULL SHELL & LINER

To reduce weight without compromising strength and stiffness, carbon and epoxy were introduced into both the hull and hull liner of the Xp 55, with intelligently spaced internal 'frames' and 'stringers'. The liner is glued and bonded to the hull before the hull leaves the mould for precision.

T-BULB KEEL

The weight saved throughout the construction of the Xp 55 hull is put back into the deep lead T-bulb keel, enabling the Xp 55 to carry a larger sail plan than is standard for its class, for sparkling performance and excellent sea-handling capabilities.





The Xp difference

The Xp 55 is built using technologically advanced materials and cutting-edge techniques

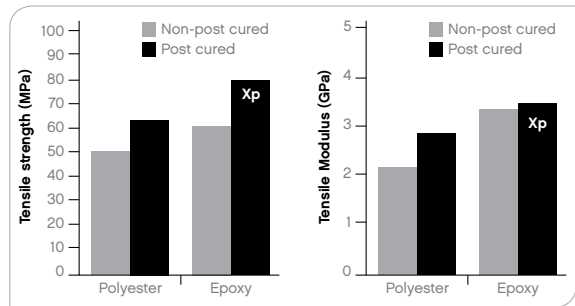
Strength, stiffness and a high ballast to weight ratio are key to creating yachts which offer superlative sailing pleasure and performance. X-Yachts is now the biggest production builder of high-tech yachts, using a vacuum infusion process.

Every gram of weight saved in the Xp 55's hull and deck allows a greater amount of ballast to be added to the T-bulb keel for improved stability, which is particularly important when sailing short-handed. It also enables the yacht to carry a higher aspect rig for greater power and faster performance. Stiffness ensures that power is translated into controllable speed, with responsive steering, and excellent sea-going capabilities. Meanwhile the renowned strength of X-Yachts gives complete confidence in the event of a collision or grounding.

Epoxy

The latest generation of Xp cruiser-racers are built using epoxy infusion with carbon reinforcement in both the hull and keel

Comparison of resin tensile strength & stiffness (modulus)



The relative tensile strength and stiffness of polyester and epoxy resins (Source: Gurit (UK))

structure. X-Yachts use epoxy to manufacture our Xp models as post-cured – or 'oven-baked' – epoxy resin systems have higher mechanical and thermal stability than traditional polyesters.

This is particularly important when yachts are exposed directly to sunlight, which can cause a white-hulled yacht to reach surface temperatures of 55 degrees C, and a dark-coloured hull up to as high as 95 degrees C. Post-cured epoxy can withstand this without movement or shrinkage, whilst traditionally built polyester craft can suffer hull or deck distortion and surface print deterioration.

Post-curing the hull enhances the mechanical properties of the whole structure, which greatly increases its water resistance and reduces the risk of osmosis.

The post-curing process also increases the adhesion of the resin matrix to the carbon reinforcement grid within the hull structure. This in turn improves the overall laminate stiffness and strength, and maximises long-term durability by greatly reducing micro cracking.

Vacuum infusion

Xperformance yachts are built using a vacuum infusion process that allows for very precise control of overall weight and material ratios compared to hand lay-up processes. All the laminate materials (glass or carbon fibre, resin and foam core) are positioned in the mould before pressure is applied, rather than layer-by-layer in wet lay-up methods. Only then is the resin drawn through the fibre layers, resulting in less resin being required, so saving weight, and improved consistency in the ratio of glassfibre to resin across the hull shape.

It also allows for greater directional control of tapes and fibres for improved stiffness, and creates a completely sealed core to prevent water ingress.



Furthermore, the process also supports our ideals as a family company, as it is a responsible and health-conscious solution for our build team. It also reduces VOCs released into the environment, leaves no styrene residues in the hull, hence resulting in no styrene exposure for sailors and no odour.

Sandwich construction

X-Yachts are formed of a sandwich construction, incorporating carbon into high load areas. The Xp 55 is made up of: a tough, UV and saltwater-resistant gelcoat outer; an outside skin of glassfibre laminated with ultra-low viscosity epoxy; a high elongation M-foam core; then an inner glass epoxy skin.

Using a sandwich construction enables the hull thickness to be increased by use of a core layer, rather than heavy laminate layers, this additional thickness in turn increases stiffness. Sandwich construction also increases insulation against temperature extremes and sound, for improved comfort when cruising or racing offshore.

Carbon

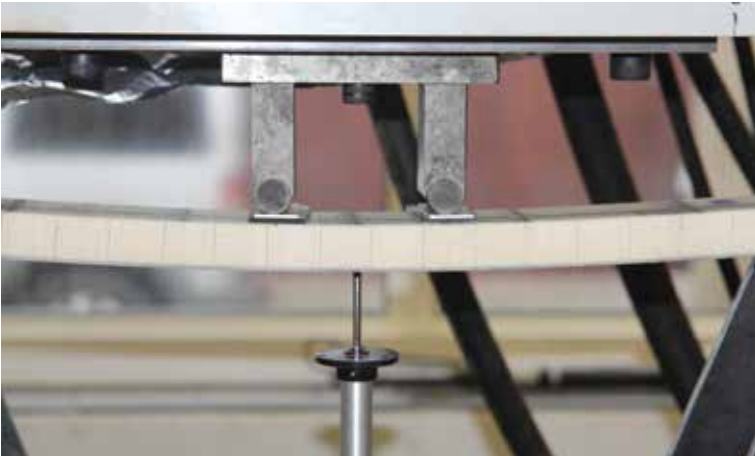
Carbon fibre lies at the heart of the most technologically advanced constructions, including Formula One motorsport and aeronautical projects. It is exceptionally light, strong and stiff, as well as being saltwater resistant, making it a superb choice for performance marine applications.

However, few yachts are built predominantly of carbon fibre because it is harshly penalised under most rating rules, and thanks to its inherent stiffness does not offer the same impact protection as a GRP hull. It is also expensive, hence the X-Yachts design team have incorporated it intelligently into the areas of the boat where it can offer the most benefits. For example, the Xp 55 utilises carbon in the structural hull liner and keel frames, where it offers the same superb strength and impact protection as X-Yachts' renowned steel keel girder system, but with a weight saving of around 400kgs.

An expert team

X-Yachts work in close co-operation with world-leading composites experts at Gurit (UK). Piet Heydorn, Technical Sales Manager (Strategic Accounts), explains: "Having worked closely with X-Yachts over the last decade on several projects we joined forces again for the development of high quality composite structures on the Xp range.

"X-Yachts and Gurit have developed a strong and reliable material combination and infusion technology which includes unique Corecell™ M-Foam and PRIME™ epoxy infusion resin paired with the highest quality E-glass and carbon fibres available on the market to produce lightweight, strong and outstanding surfaces for quality hulls and decks. Structures are bonded together with epoxy adhesive to support the extraordinary stiffness of the overall construction and aid performance for a lifetime of racing and holiday cruising."



Infused panels undergoing flex testing at the renowned Wolfson Unit MTIA in Southampton – these test panels are just 75mm wide and 600mm long but can withstand a load of 300kgs







The sailing experience

Stability is a key principle behind the Xp 55's design and build, resulting in dynamic sailing performance

X-Yachts are designed by sailors, for sailors. Every X-Yacht is designed to perform superbly in all conditions and in all sail configurations. However, many of the very same factors which make the Xp models race winners, also ensure that they are enjoyable fast cruisers.

Ballast ratio

During the Xperformance design process Velocity Prediction Programs were utilised to optimise each yacht's hull shape. This confirmed to the design team that it was key to slightly reduce the overall displacement – whilst actually increasing the power. This was achieved by creating a heavier keel bulb yet keeping the overall design light by use of advanced build techniques and high-tech materials.

The high ballast to weight ratio gives great stability and ensures the Xp 55 is equally well-mannered whether carrying a racing sailplan and full complement of crew on the rail, or flying a cruising chute as it eats up the miles for a husband and wife bluewater cruise. Every Xp model was also designed from the very outset to carry

both standard and high aspect rig and keel packages. This maintains a balance of power and ease of handling, further aided by the Xp 55's carefully planned sail control systems.

Hull shape

Hull design is another factor that influences a yacht's power, stability and responsiveness. Key features of the Xp range are a reduced upright beam waterline and wetted surface area, whilst the power of the hull shape increases as the boat heels. The Xp 55 transom shape is designed to increase in waterline length as the windspeed builds and the boat powers up, thus further extending the top speed.

Careful buoyancy distribution also ensures that the powerful, wider aft sections are immersed and so the boat trims correctly fore and aft. An additional benefit is that the increased forward flare in the topsides makes the Xp 55 an easier boat to drive at full power downwind – whether racing or cruising. The above factors combine to make the Xp range faster, safer, and hugely enjoyable to sail: truly performance without compromise.

“Helming this yacht one immediately feels the contact with the water and wind. [The Xp 55] accelerates quickly and feels virtually like a Laser dinghy when steering.”

Hans Brouwers, Nautique Xp 55 test, 2013

XP 55 REVIEWED

“It is a pleasure to be at the helm of this yacht and feel its response... The balance and subtle trim of the sails is directly passed on through the wheel.”

Hans Brouwers, Nautique Xp 55 test, 2013

“The Xp 55 is clearly a 21st century sailing yacht. Built to high modern standards, the stiff construction allows the boat to touch double-digit speeds. No large crew is needed: doublehanded fast cruising is possible.”

Bert Bosman, Waterkampioen

“The boat was conceived to be sailed short-handed and no sailor – male or female – will have any difficulty loading and unloading the RIB garage alone.”

Yeni Tekneler, Turksail.com

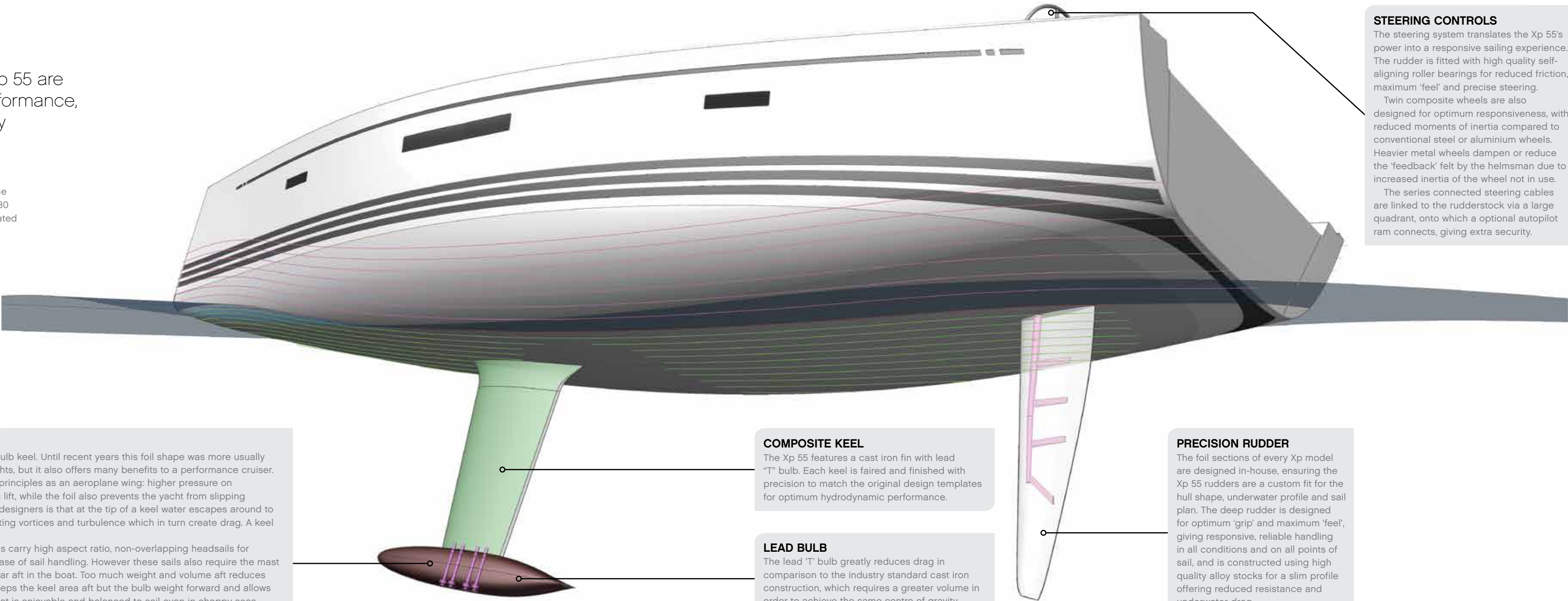
“Hoisting the main and setting the genoa took only two minutes with two people: one at the helm and the other at the winches. With only two people on board, the main and jib can both be trimmed easily, thanks to the dual speed electric winches... it is child's play to steer the boat single-handedly.”

Motor Boat Yachting (Turkey), October 2013

Foils

The keel and rudder of the Xp 55 are precision engineered for performance, responsiveness and durability

For a truly enjoyable sailing experience a yacht should be responsive and reward the helmsman's expertise, yet sail smoothly 'in the groove'. X-Yachts were able to draw on over 30 years of designing performance hulls when they created the Xp range, offers both sparkling performance and reassuring ease of handling.



T-BULB

The Xp models carry a 'T' bulb keel. Until recent years this foil shape was more usually seen on custom racing yachts, but it also offers many benefits to a performance cruiser. Keels work on the same principles as an aeroplane wing: higher pressure on the leeward side generates lift, while the foil also prevents the yacht from slipping sideways. The problem for designers is that at the tip of a keel water escapes around to the low pressure side, creating vortices and turbulence which in turn create drag. A keel bulb reduces this effect. Meanwhile, the Xp models carry high aspect ratio, non-overlapping headsails for superb performance and ease of sail handling. However these sails also require the mast to be positioned relatively far aft in the boat. Too much weight and volume aft reduces speed, so a 'T' bulb keel keeps the keel area aft but the bulb weight forward and allows for a dynamic hull shape that is enjoyable and balanced to sail even in choppy seas.

COMPOSITE KEEL

The Xp 55 features a cast iron fin with lead "T" bulb. Each keel is faired and finished with precision to match the original design templates for optimum hydrodynamic performance.

LEAD BULB

The lead 'T' bulb greatly reduces drag in comparison to the industry standard cast iron construction, which requires a greater volume in order to achieve the same centre of gravity.

PRECISION RUDDER

The foil sections of every Xp model are designed in-house, ensuring the Xp 55 rudders are a custom fit for the hull shape, underwater profile and sail plan. The deep rudder is designed for optimum 'grip' and maximum 'feel', giving responsive, reliable handling in all conditions and on all points of sail, and is constructed using high quality alloy stocks for a slim profile offering reduced resistance and underwater drag.

STEERING CONTROLS

The steering system translates the Xp 55's power into a responsive sailing experience. The rudder is fitted with high quality self-aligning roller bearings for reduced friction, maximum 'feel' and precise steering. Twin composite wheels are also designed for optimum responsiveness, with reduced moments of inertia compared to conventional steel or aluminium wheels. Heavier metal wheels dampen or reduce the 'feedback' felt by the helmsman due to increased inertia of the wheel not in use. The series connected steering cables are linked to the rudderstock via a large quadrant, onto which a optional autopilot ram connects, giving extra security.



The powerhouse

The rig, sail plan and deck layout are designed to harness the Xp 55's easily controllable power

The Xp 55 comes with two rig choices, a standard alloy mast or an optional carbon mast and boom. Both are designed in close co-operation with leading rig development companies and sailmakers, for strength, low-windage and exceptional control.

Precision trim

In order to enjoy perfect sail trim, X-Yachts masts and rigging are designed so they can be easily and precisely adjusted, and with sufficient stiffness to maintain that shape for repeatable, fast sail settings. A rig with too much flex and stretch will 'pump', particularly when sailing upwind in waves, which means both the headsail and main will change shapes and lose optimum trim.

The Xp 55 carries a three-spreader rig with hydraulic backstay for efficient and reliable tuning. To minimise forestay

'sag' for optimum upwind performance, it is essential to be able to tighten and precisely tune the backstay (and thereby the forestay).

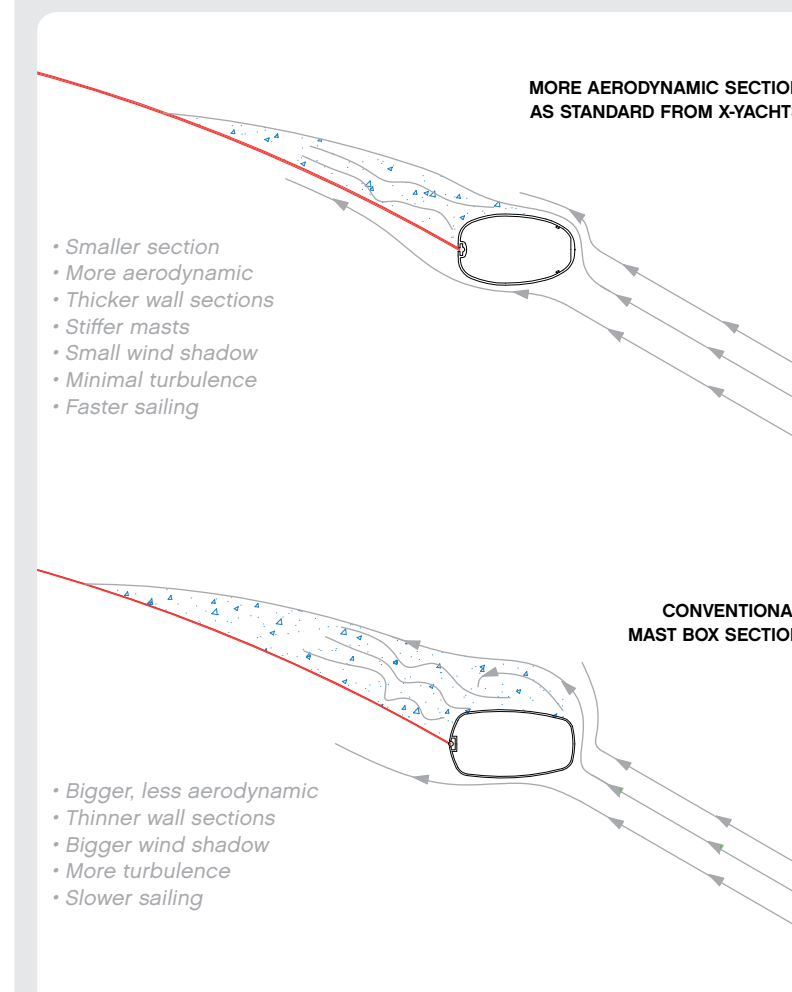
Carbon rig option

Every pound saved aloft is equivalent to nearly double that on deck – so taking weight out of the rig effectively gains you invisible extra crew, hiking hard on the rail to improve performance.

The Xp 55 is offered with a carbon mast and boom package which significantly reduces the weight of the overall rig for improved performance. It is also stiffer and more responsive, improving precision of trim and control, especially when racing. The integration of rig design programs with sailmakers' design software means that the mast bend can be accurately plotted for mainsail luff curves, and owners can benefit from detailed rig tuning information from the outset.



MAST SECTION



Minimising weight carried aloft is key for performance and handling. Some yacht builders try to achieve this by reducing the thickness of the mast walls. However, this results in a squarer, less aerodynamic, and larger section, which creates a larger wind shadow, more disturbed air flow, and loss of speed.

By contrast X-Yachts have a more precisely designed mast section which is smaller and more aerodynamic, resulting in less wind shadow and minimal turbulence for improved sail trim. This also allows for a thicker wall section, which in turn gives the mast increased stiffness and resilience to lateral forces or impact – for example when carrying a symmetrical spinnaker pole.



Sail plan

The Xp 55 greatly benefits from the fact that all Xp models were designed with two versions from the outset.

The rigs and sailplans were developed in close association with leading suppliers including Southern Spars, Hall Spars, North Sails and Elvstrøm Sails to configure optimum aspect ratios for maximum performance without extreme sail or rig proportions which would be hard to trim and control.

As the sail plan was conceived, club racing and cruising oriented statistics could be used to perfect the standard version, while the deeper draft keel and carbon mast option was optimised for racing performance. The development process also showed that a third configuration of standard keel and carbon mast was particularly efficient for racing in light air regions and under the ORC rule, so effectively three rig plans were designed simultaneously.

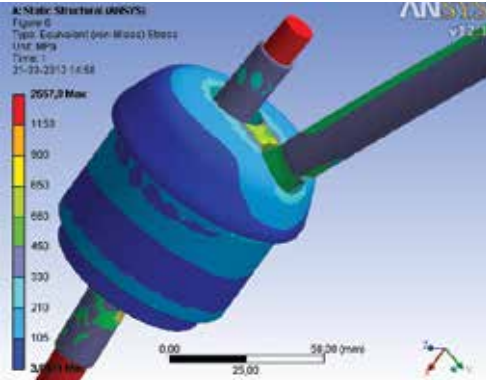
The Xp 55 carries multiple halyard options to

give every owner choices whether cruising in safety, optimising their sail wardrobe for IRC/ ORC racing, or configuring their yacht for both inshore and offshore sailing. It may also carry an inner forestay for additional flexibility to set furling ‘Solent’ staysails or storm sails.

Sail handling

The Xp 55 deck layout has been designed for ease of sail handling and manoeuvres whether cruising or racing. Standard features include a below deck furling drum (with furling line led back to one of the four cockpit winches). The longitudinal genoa tracks are supplied with adjustable genoa cars. All halyards and control lines are concealed below deck and led aft to the four large self-tailing winches supplied as standard.

The mainsheet is attached to a single pad-eye at the cockpit floor and lead aft via the mast/halyard channels below deck, where it may be easily handled using the cockpit winches. For racing purposes, a windward twalker block system can be deployed for both genoa sheets as well as the mainsheet to enable very narrow sheeting angles.

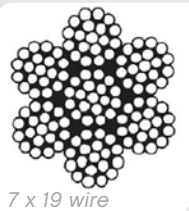
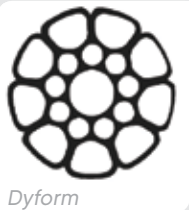
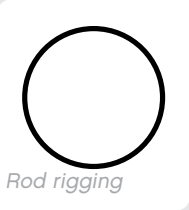


Above and left: BSI's tip cups and rigging undergo extensive Finite Element Analysis

Right: The coaming-mounted winches are optional for use whilst racing and handling a symmetrical spinnaker



DISCONTINUOUS ROD RIGGING



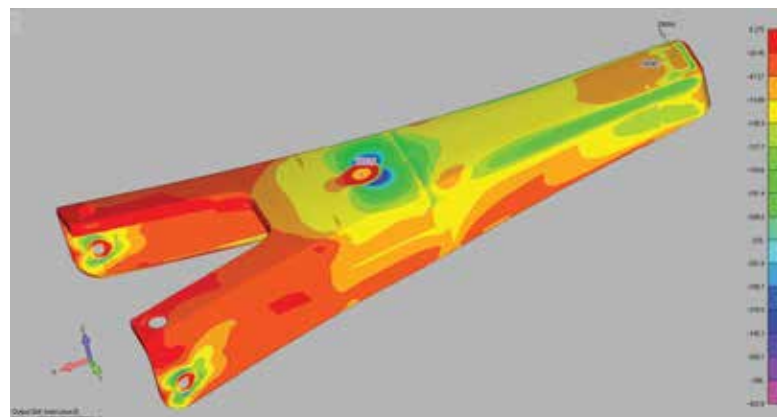
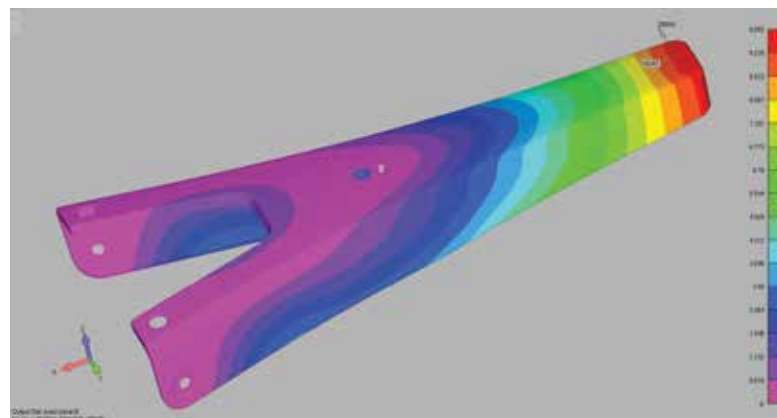
The Xp 55 is fitted with discontinuous rod rigging as standard, a feature not offered as an option on many yachts of similar size. Rod rigging is lighter than either Dyform or wire rigging (see table below). It also has less surface area (see profiles above) so generates less wind resistance. Furthermore, in order to achieve the same breaking strength as equivalent rod rigging, thicker wire rigging is required. That additional thickness, combined with the rough surface of

wire, results in a greatly increased overall surface area with significant added drag and disturbed air flow over the sails.

Other benefits of BSI rod rigging include exceptionally high resistance to corrosion. The use of a discontinuous system, together with high quality spreader tip cup fittings from BSI, enables precise adjustment of the rig shape and reduced stretch, so improving pointing ability upwind.

STANDING RIGGING DIFFERENCES	% INCREASES	
	WEIGHT	SURFACE AREA / WIND RESISTANCE
Rod Rigging	0%	0%
Dyform	5%	13%
7 x 19 Wire	21%	36%

Comparative weight and surface area of rigging materials (Source: Navtec)



Finite Element Analysis of the bowsprit to simulate stress under different load conditions (Source: Asta)

Dual-mode options

Adaptability and a high degree of personalisation characterise the Xp models, with their unique multi-purpose bowsprit

Custom options are commonly found on Maxi or Superyachts, but X-Yachts set new standards for production cruiser-racers with the Xp 55's bowsprit and pedestal choices.

Innovative bowsprit

The Xp models were conceived as true dual-purpose yachts. The guiding principle is that the Xp 55 should be highly competitive when sailed with a full crew and also easily handled by a couple or family. It should be optimised for racing under major handicap rating systems, but equally suited to a relaxed weekend cruise or a longer bluewater passage.

Key to this adaptability is the multi-functional bowsprit, which offers four variations (see below).



Standard GRP cowl with integrated anchor fitting



Optional clear-coat carbon bowsprit (here shown without anchor fitting)



Optional white painted carbon bowsprit (here shown with anchor fitting)

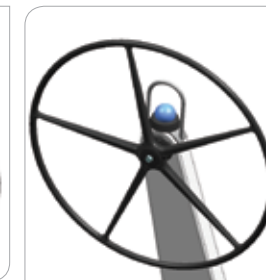


Optional GRP cowl for rating efficiency





Standard
flush top



Compass mount
with grab-rail



Small instrument
mount with grab-rail



Large instrument mount
with grab-rail



Extra large instrument mount
with dual elec. throttle

Control

The Xp 55 offers a choice of five pedestal options to customise the twin composite wheels and ensure every skipper has their preferred information at their fingertips. In addition, displays can also be mounted on the mast bracket and/or the companionway instrument housing for ease of viewing by all members of crew.



On deck

Every detail of the Xp 55 deck layout has been carefully considered for perfect ergonomics and style

Form meets function with the Xp 55 deck layout, which balances clean lines and minimalist style, with usability, safety and security. Attractive teak decking is fitted as standard, with the option to extend the teak to include side decks and coach roof. The stylish finish is complemented by concealed passages for halyards, sheets and trim lines, together with flush fittings and details such as the folding Nomen mooring cleats.

Ergonomics for both cruising and racing have been carefully considered, with the centre console functioning as a handy foot chock for crew sitting on the cockpit benches, whilst the width of the bulwark varies along the length of the yacht to improve the comfort of a 'hiking' race crew and ensure aesthetically pleasing lines.

Hatches and windows

The Xp 55 deck hatches, portlights and windows are carefully selected for a flush fitting. Advanced design hinge mechanisms on the opening coachroof windows ensure there are no fittings or bolts visible from the outside, yet allowing ventilation and increased light down below.

Left: Flush deck hatches





Electrically operated folding transom

Cockpit furniture

The inventive optional cockpit table folds neatly away into its own recess in the cockpit sole, enabling a swift change from functional sailing area to stylish entertaining zone. Additionally, there is a designated recess for the sprayhood framework and canvas, a specially designed 'garage' for the washboard, and a built-in halyard bin for rope tails for a clutter-free, safe and smart cockpit and coachroof area that is a pleasure to sail or relax in.

Multi-function transom

The electrically operated folding transom creates a secure stern area when underway or can be deployed to

form a teak-topped bathing platform with transom-hung stainless steel swim ladder.

The transom 'garage' offers a roomy storage area which can accommodate most tender dinghies up to 3.0-3.2 m in length with ease. Liferaft storage is integrated into the cockpit sole while there is ample additional storage easily accessible in the cockpit lockers.

Adjustable foot-chocks ensure the helmsman may enjoy a perfect steering position, with a sense of security as well as a clear view forward during manoeuvres and close sailing situations.



Ample cockpit storage bins with locking lids



Adjustable folding foot chocks



Dismountable cockpit floor foot chocks



Cockpit table in place



Cockpit floor storage for liferaft, coffee table and gas bottle compartment

Hull colourways

The Xp 55 may be personalised with a choice of hull and accent colours, and co-ordinating exterior accessories

It is a proud moment to take delivery of a yacht that bears the three famous stripes of an X-Yacht. Xp 55 owners can also personalise the appearance of their yacht, with a choice of colours for the hull, striped trim, and canvas accessories.

The Xp 55 is supplied as standard in crisp white with trademark X-Yachts blue hull stripes. Other options include a white hull with contemporary light grey stripes, or a light grey hull with white stripes.

Additionally, the high quality canvas spray hood, bimini, cockpit tent, boom cover, cockpit table cover, wheel covers and forestay cover are also offered in both light or dark grey, and dark blue colourways.



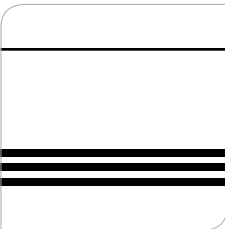
White hull with dark blue stripes (standard)



White hull with light grey stripes (optional)

Hull trim

Stripes – Any colour is available on request



White hull with dark blue stripes (standard)



White hull with light grey stripes (optional)



Light grey hull with white stripes (optional)

Exterior fabrics

Spray hood, bimini, cockpit tent, boom cover, cockpit table cover, wheel covers and forestay cover



Markilux Captain's blue (Swela 37395)



Markilux silver grey (Swela 37362)



Markilux dark grey (Swela 37365)



Light grey hull with white stripes (optional)

Intelligent systems

Below bunks and floorboards, the Xp 55 systems ensure comfort and safety onboard, without compromising performance

The systems of the Xp 55 might be concealed from view, but they were incorporated into the yacht's design and construction planning from the very outset. Every cable and pipe run in the Xp yachts is fully modeled in 3D to ensure that the system can be simply installed – and easily accessed for servicing at a later date. X-Yacht clients are rightly demanding, hence everything from on board heating units to top-spec navigation systems can be accommodated.

SYSTEMS TUNNEL

Incorporating water heater and generator, with ease of access via engine bay panels. The 30-litre hot water tank is located here, rather than underneath an aft berth, for increased comfort in hot climates.

GAS

Large self-draining gas compartment that can accommodate universal gas bottle sizes.

ENGINE ROOM

A 110hp engine is fitted as standard. The engine room is designed to offer superb accessibility with front, aft and side access panels, while the key service points of impeller, oil and water are easily reached by raising the companionway steps on self-supporting gas struts.

Careful planning minimises noise volumes from the engine, particularly in the saloon and cabins when motoring, with noise-reducing foam insulation and particular attention paid to all locking and fastening mechanisms of the access hatch.

HEATING

The Xp 55 was designed from the outset to incorporate a high-specification diesel heater.

DIESEL CONSUMPTION TANK

AIR CONDITIONING

Optional air conditioning unit for optimum comfort in saloon and cabins.

TWIN BILGE PUMPS

Electric and manual bilge pumps as standard.

TANKS

Custom-built stainless steel tanks for fresh water and aluminium tanks for diesel, located under the main cabin floor boards.

BOW THRUSTER

Optional retractable bow thruster for a smooth underwater profile and reduced drag.

BATTERIES

Quality three-stage battery charger with AGM (Absorption Glass Mat) batteries for low-maintenance, positioned under floor for optimum weight distribution.

ELECTRICS, LIGHTING AND AUDIO

High-specification electronics include a 220V AC shore power system as standard, which is capable of powering the 30-litre water heater. The switch board is a custom-design with circuit breakers, and the circuits use tinned marine cable for corrosion resistance.

BLACKWATER

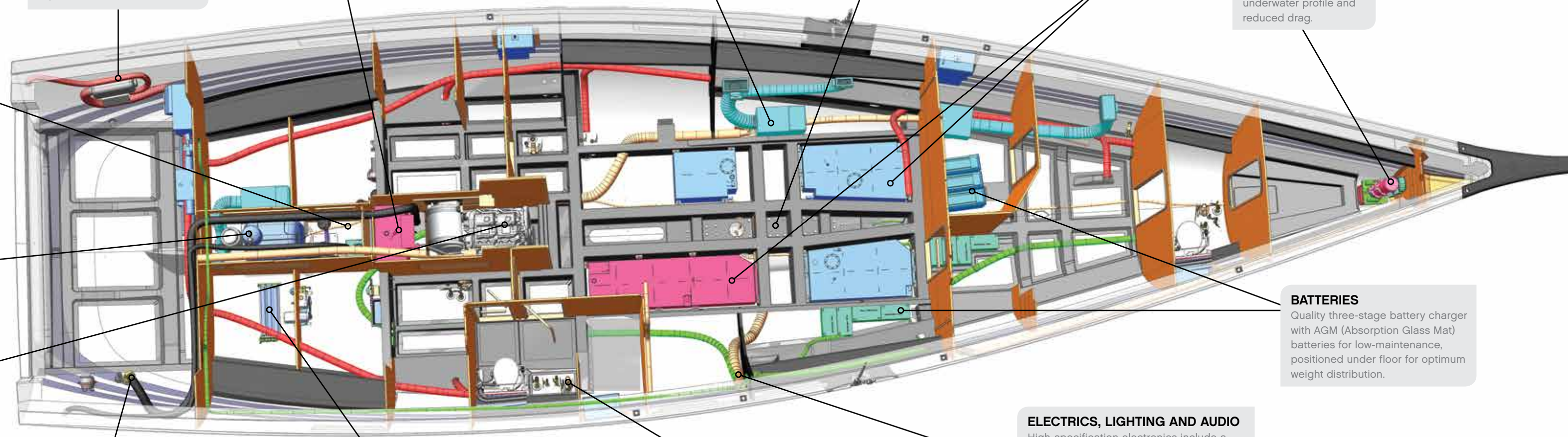
All plumbing runs inside major hull beams, carefully placed so all joints are accessible for ease of service.

WATER MAKER

Optional water maker system, ideal for long distance bluewater cruising.

ENGINE VENTILATION & EXHAUST

Electrical ventilator with timer delay and silencer system.



Customised space

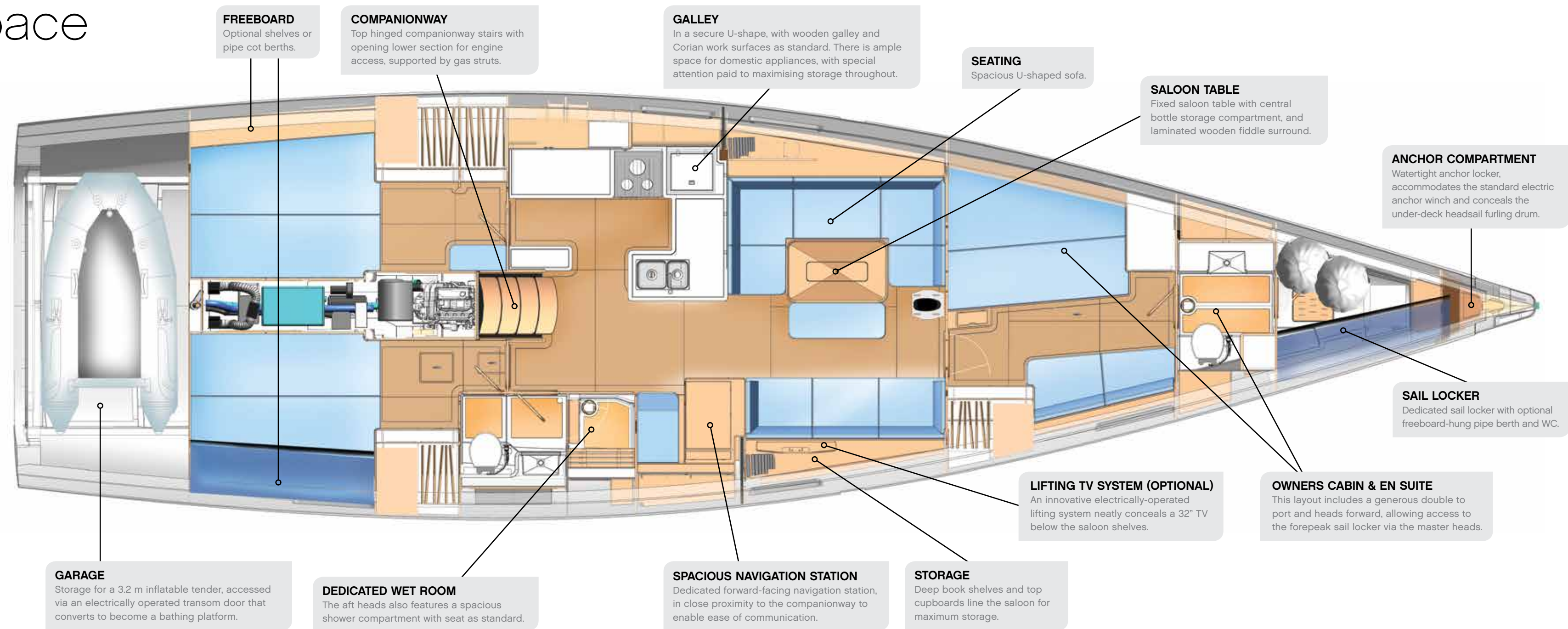
The Xp 55 features three spacious cabins, a generous galley, a choice of double or triple heads, and two owners' cabin layouts

The Xp 55 interior features a three cabin layout which benefits from exemplary use of light and generosity of space whilst providing ample accommodation for friends, family or crew. Ample natural light from the flush-mounted hatches and opening portlights creates a welcoming interior throughout.

The Xp 55 is offered with twin showers as standard for superb convenience, with one shower in the master heads forward and a second spacious shower with seat in the aft starboard heads, accessible from the main cabin. There are two saloon options – the standard twin heads arrangement creating an extra-spacious galley (right), or alternatively a generous galley and saloon area can be retained while also incorporating an additional third heads ensuite to the port aft cabin (see overleaf).

There are a choice of layouts for the owners' suite. As shown it features a generous double berth to port, comfortable seating and storage to starboard, and en suite master heads forward. This arrangement also allows ease of access via the heads to the forepeak sail locker. There is also the option to have the double berth forward and central (see overleaf).

Other options include spacious freeboard shelves or pipe cots in the symmetrical aft cabins.



Alternative layout

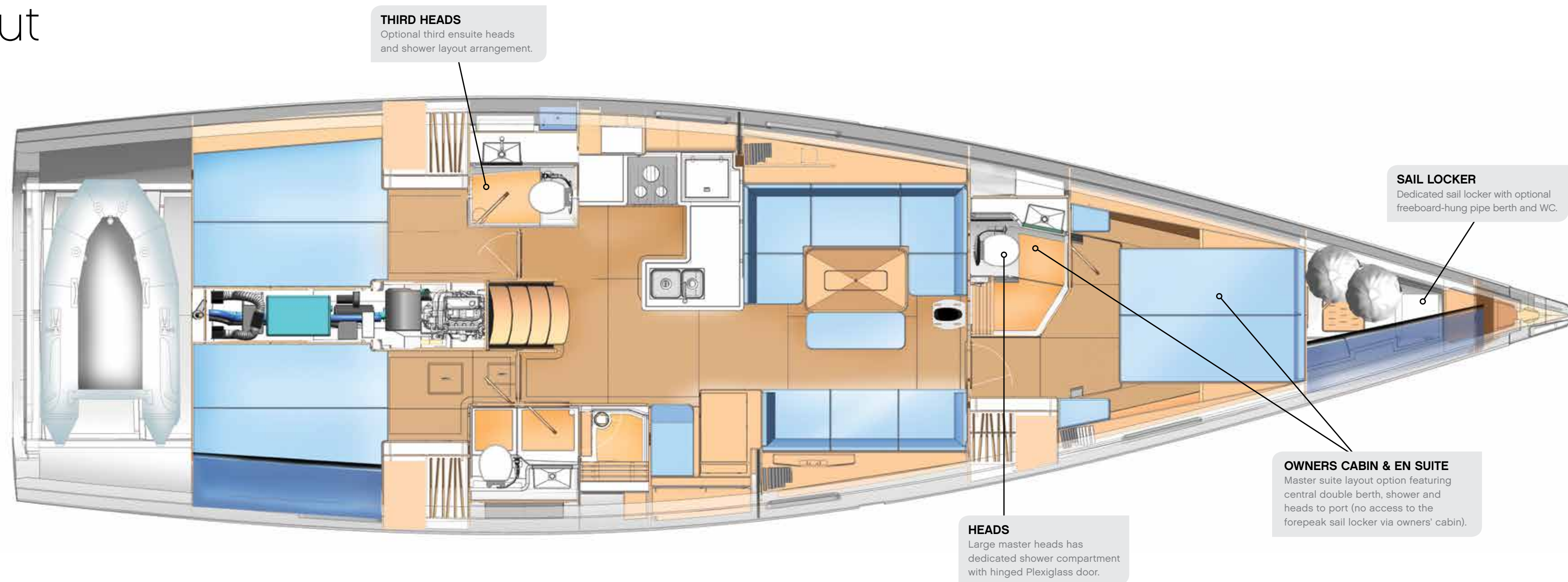
The Xp 55 is offered with the option of three ensuite cabins for superb comfort at sea

The Xp 55 can be offered with an optional three heads arrangement, which retains a generous galley and saloon area while also incorporating an additional third heads ensuite to the port aft cabin.

Both layouts include a superbly appointed secure U-shaped galley, and three elegant and airy double cabins.

Both aft cabins also have the option of pipecots or freeboard shelving, while the forepeak sail locker can include an optional pipecot berth and/or WC.

There are also two layout options for the owners' suite, with the arrangement as shown giving a central double berth with generous headroom on all sides, an ensuite heads to port, and wardrobe to starboard (no access to the forepeak sail locker via the master cabin).



Interior luxury

Timeless style, luxurious comfort and superb functionality define the Xp 55

The elegant Xp 55 interior is crafted from carefully selected marine 'T' teak, varnished to a luxurious soft satin finish, and incorporates high quality materials and furniture fittings throughout.

To port the saloon features a large U-shaped sofa with ample seating for up to eight people, a table with central bottle storage, an upholstered central seat, and a long, comfortable sofa to starboard.

The freeboard on both port and starboard accommodates deep shelves with custom-designed stainless steel book brackets, and hull portlights. Spacious storage cupboards are fitted adjoining the moulded deck liner, while finishing interior touches include Ocean Air blinds and screens.

An optional electrical elevation system for a 32-inch flatscreen television can be integrated into the starboard shelving (see photos on page 44).



Custom designed stainless steel book brackets (adjustable)





A dream kitchen

The Xp 55 features a very large and functional galley, designed to work perfectly 'under way'. The standard layout for the Xp 55 creates a luxuriously spacious kitchen area (as shown), whilst the optional three-heads design still allows for a generous and elegant galley, creating a luxuriously spacious kitchen area.

With both layout options the Xp 55 galley is superbly well equipped, with a triple-jet gas oven, microwave, top loading fridge/freezer, front-loading fridge, and ample waste storage, as well as space for appliances such as an optional dishwasher and Nespresso coffee machine.

High quality materials include Corian worktops, stainless steel railings and toughened glass splashboards. Meanwhile natural light from the freeboard port light, together with plentiful shelves and cupboards, makes cooking a joy (for alternative colour options see page 50).

Navigation station

The Xp 55 features a practical and secure dedicated forward-facing navigation station, which is in close proximity to the companionway to enable ease of communication between the cockpit and navigator.

It includes generous and well thought-out storage in drawers and compartments for navigational equipment.

The yacht's shore power switchboard is located underneath the chart table, while the connection box and all electrical circuit breakers are protected within a GRP box to guard against any potential water damage.





Owners' suite

The Xp 55 includes an exceptionally roomy owners' cabin forward with ample wardrobe storage. The owners' cabin is offered with two layouts (see pages 36-39), of either a forward ensuite heads, large double berth to port and additional sofa to starboard; or alternatively a central double berth with heads to port and storage incorporating upholstered top for additional seating.

Cabin options

The symmetrical aft cabins each include double berths and generous double wardrobes with both hanging and shelf storage. The aft cabins feature a large freeboard shelf as standard, which may be replaced by an optional pipecot.

Owners may also choose from two or three airy ensuite heads (two with dedicated shower compartments). The photos in this brochure show the standard layout (see page 36), which creates a more spacious galley and port aft cabin and allows for two heads, each with an adjacent shower compartment. An optional three ensuite heads arrangement is also available (page 38).

Style and function

The Xp 55 is fitted as standard with removable lightweight soft panels covering the freeboards throughout, as well as the saloon ceiling and side decks.

Finishing touches include adaptable 'snake'-style LED reading lights, fitted as standard for stylish task lighting in the saloon, whilst owners may also choose LED strips beneath the saloon cupboards for additional ambient lighting.





Hand-crafted finish

X-Yachts retain complete control over all fittings, ensuring superb quality in even the finest details

Attention to detail is key to the superb high quality finish of every X-Yacht. From the cabin wardrobes which double as structural bulkheads, to the careful placement of fiddles to make life onboard a pleasure at all angles of sail, every element of the interior is designed in-house for excellent ergonomics, usability and appearance. Each stainless steel fitting is custom-designed to ensure ultimate fit for purpose, while X-Yachts' joinery is renowned for its quality of finish thanks to our team of experienced craftsman.

Environmental awareness

The technical teak used in our wooden furniture is responsibly sourced and produced through all stages of the manufacturing process, from direct forest management to final finishing by X-Yachts. It conforms to Forest Steward Council (FSC) certification – the strictest international standard for wood production.





Interior finish

The Xp 55 offers a range of finish options to create a stylish interior space

The Xp 55 interior is designed to be elegant and durable, with a combination of classic wooden veneers and contemporary white laminated finishes.

The standard cabinet and surface finishes sees the unobtrusive 'butterfly' style upper cupboards finished in wooden veneer, with white freeboard and lower galley cupboards. However, owners may also choose white or veneered upper cupboards and freeboard, in their preferred combination.

The galley is supplied as standard with veneered units and a white Corian worktop, complemented by a toughed glass splashback. However, the galley surfaces can be personalised in a range of colourways and finishes.

The floorboards are fitted as standard in a hard-wearing laminate, with the appearance of teak and multiple Koto stripes. Varnished 'T' teak veneer with a single Koto stripe inlaid border is available as an option.



Veneer upper cupboards, with white freeboard and white lower cupboard (standard)



White upper cupboards, with veneer freeboard and white lower cupboard (option 2)



White upper cupboards, with white freeboard and white lower cupboard (option 1)



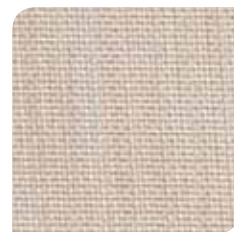
Veneer upper cupboards, with veneer freeboard and white lower cupboard (option 3)

Custom furnishings

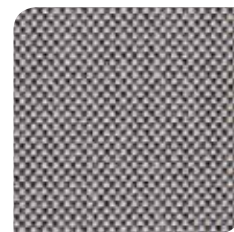
The Xp 55 upholstery can be customised with a wide range of fabric choices and colourways

The stylish interior of the Xp 55 offers a wide choice of fabrics for the saloon and berth upholstery. The stylish and durable standard fabrics are offered in five sophisticated shades, while there are also four luxurious microfibre options. In addition, X-Yachts can supply leather and Alcantara finishes in a wide variety of colours as an additional option.

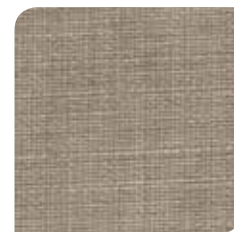
Standard fabrics



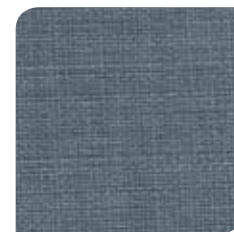
Nantes Ivory



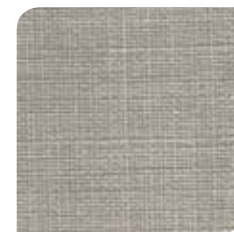
Nantes Grey White



Brooks 13 Sahara



Brooks 09 Blue



Brooks 115 Silver Grey

Microfibre (optional)



Alsace Blue



Alsace Ivory



Alsace Sage



Nubilux 709 Argent



Nantes Ivory



Brooks 09 Blue



Specifications

The Xp 55 was optimised from the very outset to carry two rig and keel options

The Xp 55 is a true dual-mode yacht, with both standard and high aspect rig and deep draft keel packages offered to enable owners to create their perfect sailing package.

The standard alloy rig offers superb stiffness and sailing performance together with ease of handling, robustness and reliability while the standard draft keel with cast iron fin and lead T-bulb maintains the Xp 55's excellent ballast-to-weight ratio.

XP 55 DIMENSIONS – STANDARD

Hull length	16.76 m	54.99 ft
LWL	14.87 m	48.79 ft
B. MAX	4.77 m	15.65 ft
Draft – standard	2.85 m	9.35 ft
Draft – deep	3.20 m	10.50 ft
Draft – shallow	(on request)	
Ballast – standard	6,300 kg	13,889 lbs
Displacement light	16,800 kg	37,037 lbs

ENGINE/TANKS

Engine diesel	80.2 kW	110 HP
Fuel tank – standard	400 Ltr	105 (US) Gal
Water tank – standard	550 Ltr	145 (US) Gal

SAIL AREAS

Mainsail (Alloy rig)	99.6 m²	1072.09 ft²
Mainsail (Carbon rig)	102.8 m²	1106.53 ft²
Genoa (106%)	74.8 m²	805.14 ft²
Spinnaker	240.0 m²	2583.34 ft²





X-Yachts[®]
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