

***Xp33***

The inside story





# Back to our roots

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X-Yachts was founded in 1979, and the philosophy of the Xp 33 is deep-rooted in a 30-year heritage of winning 30-footer designs

The first X-Yachts model, the X-79, was launched in 1979. A 7.9m (26ft) light displacement small yacht, it became one of northern Europe's most popular one-design classes. The X-99 (10m/33ft) was launched in 1985, and the X-35 (also 10m/33ft) in 2005. Both went on to become ISAF-recognised One Design Classes with official World Championships and active racing in a large number of countries. Since that first X-79, more than 1,260 one-design X-Yachts have been sold.

## New Xp 33 launched

In 2012 we unveiled our Xp 33. The objective for the smallest member of the award-winning Xp family is to offer a yacht which satisfies the sporty or racing sailor, but also enables them to invite the family on board for a comfortable cruise.

Since our first 30-footer was launched, the dominant racing handicap rules have moved to encourage yachts with higher stability, while there is increasing market demand for yachts which are both easier to handle yet also higher performing.

To meet these demands, X-Yachts has worked hard to save weight aloft which enables the Xp 33 to carry an increased keel weight. With the keel delivering a higher proportion of the yacht's total stability, it is therefore less sensitive to the weight of a hiking crew.

Hence the Xp 33 is built using vacuum-infused epoxy and local use of carbon in a full sandwich construction for reduced hull weight.

A wide shroud base, non-overlapping headsails and a retractable bowsprit provide maximum sailing fun combined with ease of handling.





Vacuum infusion build of an Xperformance hull, showing uni-directional carbon tapes in hull laminate

# The Xp difference

The Xp 33 is built using technologically advanced materials and cutting-edge techniques

**S**trength, 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.

## Epoxy

The latest generation of Xp cruiser-racers are built using epoxy infusion with carbon reinforcement in both the hull and keel structure. Post-cured – or ‘oven-baked’ – epoxy resin systems have higher mechanical and thermal stability than traditional polyesters, increasing resistance to UV damage or water ingress.

## Vacuum infusion

Xperformance yachts are built using a vacuum infusion process that allows for very precise control of weight and material ratios compared to hand lay-up processes. All laminate materials (glass/carbon fibre, resin and foam core) are positioned in the mould before pressure is applied, rather than layer-by-layer. 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 fibre to resin across the hull shape.

## Sandwich construction

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 ideal for performance marine applications. However, few yachts are built predominantly of carbon fibre because it is harshly penalised under most rating rules, and 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.

## An expert team

X-Yachts work in co-operation with world leading composites experts at Gurit (UK). Piet Haydron, Technical Sales Manager, explains: “X-Yachts and Gurit joined forces for the development of high quality composite structures on the Xp range. We 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 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.”



“The best way of describing the Xp 33 is ‘less is more’”

*Bådnyt (Denmark). Henrik Brandt*





# Truly dual-purpose

Stability is a key principle behind the Xp 33's design and build, resulting in dynamic sailing performance

The Xp 33 is designed to be fast, fun and easy to handle. With the keel ballast providing a high degree of stability it offers great controllability, while the displacement has been kept as light as possible. The non-extreme rig is designed for ease of handling, with a retractable bowsprit, which together with on board facilities also enable comfortable cruising.

## Ballast ratio

The hull and hull girders are laminated using vacuum infusion technology, carbon-reinforced epoxy and sandwich construction to reduce the hull weight to a minimum and allow the proportion of weight carried by the keel to increase for a high ballast to weight ratio.

The Xp 33 carries a moderately deep T-keel

for a low centre of gravity, with a cast iron keel fin and heavy lead bulb, just as for the other members of the Xp family.

## Hull shape

To reduce hull area and keep weight to a minimum, freeboard height has been reduced, whilst the careful coachroof design allows comfortable headroom down below, and a modern but aesthetically appealing look.

Smooth hull lines, good buoyancy forward as well as in the aft sections, and a plumb bow for maximum waterline length and reduced upwind pitching create a highly optimised hull shape. The subtle chines and wide transom enable the Xp 33 to perform upwind in choppy conditions, as well as benefitting from increased hull stability whilst reaching and running.

"The extraordinary combination of perfect sailing balance, easy performance potential and living space make this perhaps the most honest and multi-functional small 'X' in a long time."

*Yacht (Germany), Hauke Schmidt*

## XP 33 REVIEWED

"While our test boat was set up for fully crewed racing, with the addition of a decent pilot it's clear that the Xp 33 would also be very suited to short-handed racing, without making any major changes and with a lot of confidence that the pilot would be able to handle strong winds and very exiting boat speeds without worry."

*Yachts & Yachting (UK), Rupert Holmes*

"Perfect balance: on the downwind surf the Xp 33 is smooth and controllable. Pressure from the gennaker is immediately converted into speed."

*Yacht (Germany), Hauke Schmidt*

"She's easy to steer, nearly intuitive. Loss of control is an alien concept here."

*Yacht (Germany), Hauke Schmidt*

"X-Yachts cuts away all the 'fat' with this boat and brings it back to what it should all be about for both racing and cruising."

*Bådnyt (Denmark), Henrik Brandt*

"We reached 14.8 knots and weren't even close to its full potential, which is most likely above 20 knots."

*Bådnyt (Denmark), Henrik Brandt*





# Cockpit and deck layout

Every detail of the Xp 33 deck layout has been designed for the highest level of functionality, whether racing or cruising

**O**n large racing yachts, the skipper and tactician are positioned aft for easy communication. On the Xp 33 the principle is the same, and for smooth co-operation between mainsail trimmer and helmsman both are placed behind the mainsheet track. In front of the track there is ample room for crew, enabling slick boat handling.

Many modern yachts and sportsboats have wide powerful sterns, and hence often have twin rudder blades, or a single rudder placed relatively far forward.

The Xp 33 has a single rudder blade fitted forward, which also gives improved upwind performance. However, to enable the helm position to be aft of the mainsheet track, a special linkage system was designed to run underneath the cockpit sole, which allows the tiller to be positioned further aft. The composite tiller is fitted as standard with a Spinlock adjustable extension.

The cockpit is wide and spacious. Aft of the mainsheet track moulded foot chocks are integrated into the sole, with two opening floor lockers giving access to a generous storage compartment underneath, for fenders, mooring gear and other equipment. Forward of the main track, wide benches offer cruising guests or family a comfortable ride.

The Xp 33 is fitted as standard with a retractable carbon fibre bowsprit, and offered with a low profile single-line furler – also ideal for short-handed sailing,







# Fully fitted

High quality deck gear for racing and cruising

The Xp 33 can quickly and simply shift into easy cruising mode, thanks to an optional electrical anchor windlass, dismountable stainless steel anchor arm, and the self-draining anchor locker (fitted as standard).

The engine throttle and instrument panel are recessed into the starboard cockpit side, aft of the mainsheet track. A self-draining gas bottle compartment is located on the port side.

Six Harken winches are fitted as standard, of which two can be easily upgraded for high level racing.











# Minimalist style

The Xp 33 features a classic three double berth interior layout

The Xp 33 is offered with a straightforward three cabin double berth (the forward triangular double berth is an optional extra), single heads layout, as has proved hugely popular among X-99 and X-35 owners. The interior is constructed of varnished T-teak in a satin finish, with practical white surfaces and stainless steel fittings, and high quality materials and details throughout.

There are two symmetrical aft cabins, divided by a longitudinal central bulkhead, while forward there is a comfortable and private double berth. The single heads and shower compartment is forward of the saloon, and accessible from both the main and foreward cabins.

To port there is a practical galley with GRP worktops, a two-jet gimballed gas stove and a stainless steel sink with pressurised freshwater. To starboard there is a generously sized forward-facing navigation station, which includes the yachts' electrical switchboard as well as space for additional navigation and communication equipment.

The main saloon area sports two comfortable sofas and a removable central table with storage compartment. The 20HP three-cylinder diesel engine is completely accessible thanks to the central removable GRP engine cover.

*Right: Optional extras include 'push-button' blackout blinds on the coachroof windows, forepeak skylight and aft cabin portlights*

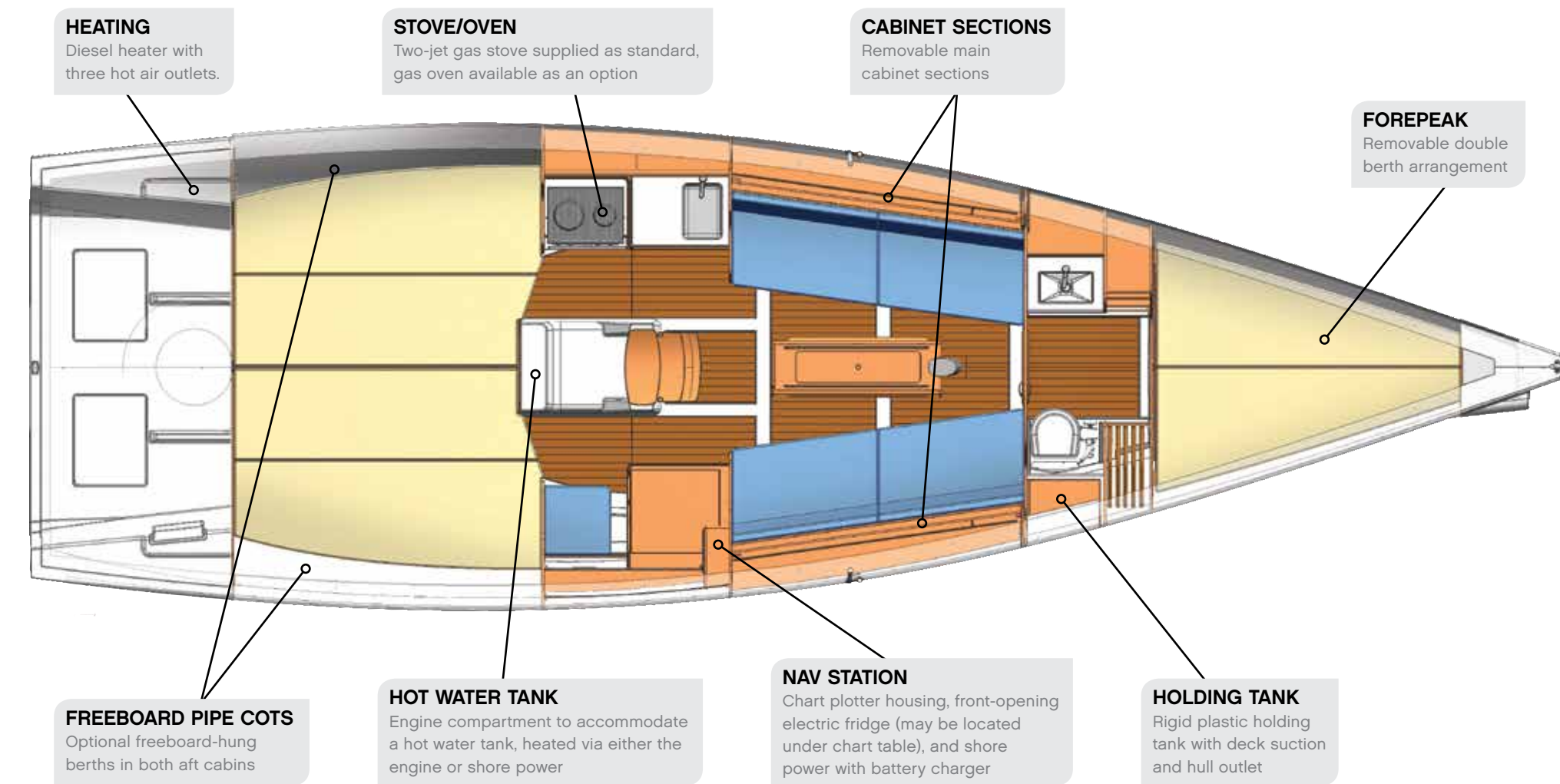






# Interior cruising options

The Xp 33 is available with a choice of options to enhance its cruising capabilities





# Specifications

## Choice of rigs

The Xp 33 is not set out to become an International One Design class, but is instead designed to be customised to suit each owners' choices, whether that is for high level racing, cruising single-handed, or somewhere in between.

The Xp 33 comes as standard with a custom-designed double spreader aluminium mast and boom from Danish manufacturers John Mast. Alternatively it is also offered with a carbon mast and boom from Hall Spars in Holland. Both are fitted with discontinuous rod rigging.

The Xp 33 is supplied as standard in a white hull with dark blue stripes, but may be offered in alternative colours on request.

XP 33 DIMENSIONS – STANDARD		
Hull length	9.99 m	32.78 ft
LWL	8.86 m	29.07 ft
Beam	3.21 m	10.53 ft
Draft – standard	1.90 m	6.23 ft
Ballast –standard keel	1,700 kg	3,748 lbs
Displacement – light	4,300 kg	9,480 lbs
ENGINE/TANKS		
Engine diesel	14.5 kW	20 HP
Water tank – standard	110 Ltr	29.1 (US) Gal
Fuel tank – standard	50 Ltr	13.2 (US) Gal
SAIL AREAS		
Mainsail	33.8 m²	364 ft²
Genoa (106%)	29.2 m²	314 ft²
Asymmetric spinnaker (cruise)	93 m²	1,001 ft²







***X-Yachts***<sup>®</sup>  
WORLD CLASS SINCE 1979