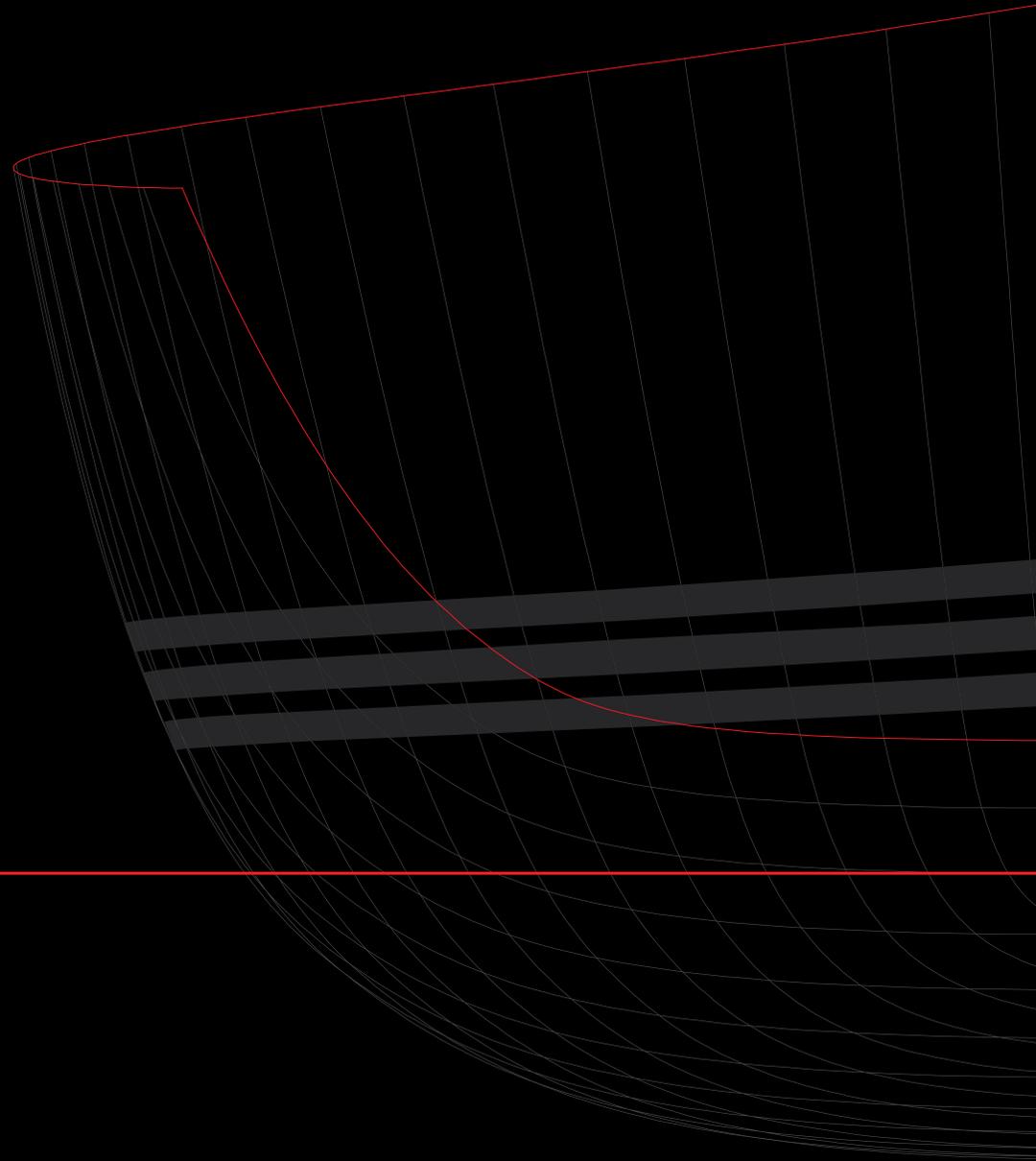


# **Xp38**

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 working on one of their very first yacht designs

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 50 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.



“Design is where  
science and  
art break even”

*Robin Mathew*



# The making of an Xp 38

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.

## 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 38 hull liner, for improved rigidity and resilience with reduced weight. The hull liner is in turn bonded securely to the hull surface.

## VACUUM INFUSION CONSTRUCTION

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

## ANCHOR LOCKER

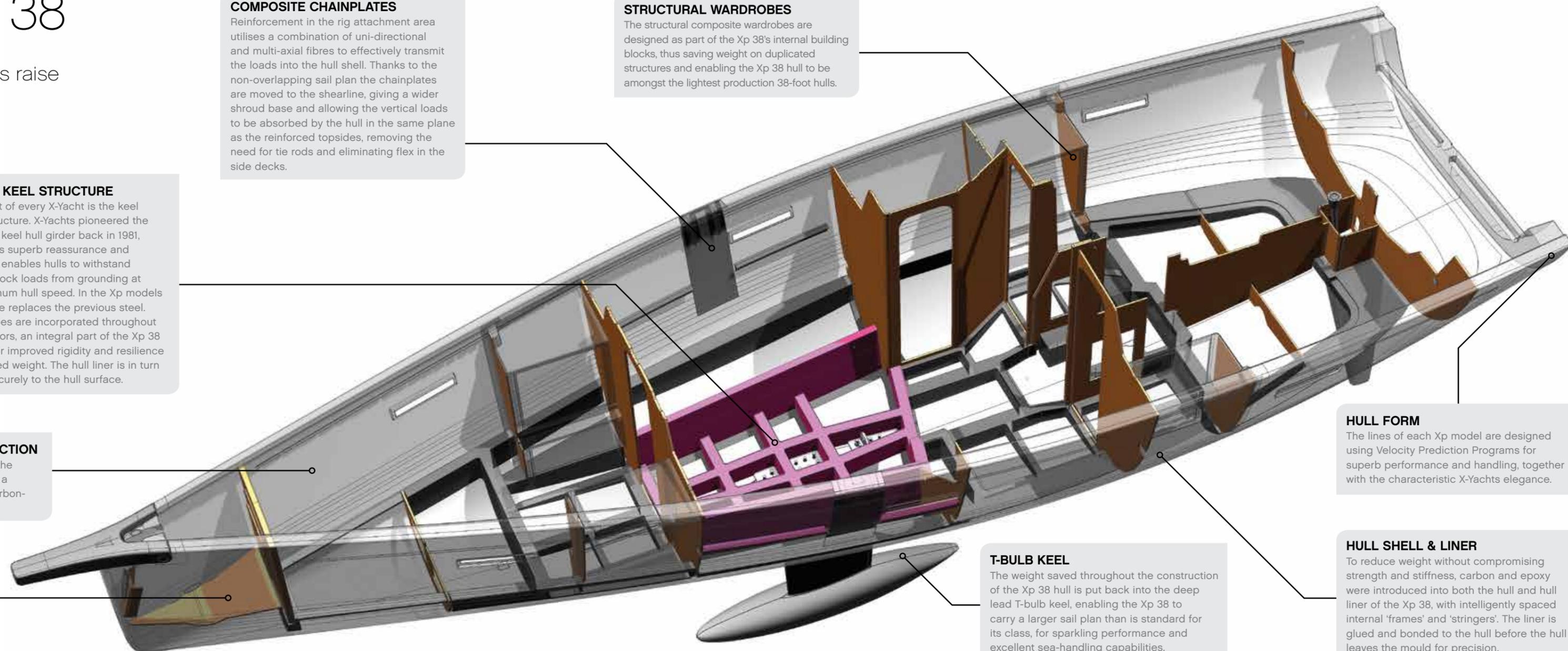
The anchor locker is a watertight GRP compartment, which is also an integral part of the yacht's internal structure.

## 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 composite wardrobes are designed as part of the Xp 38's internal building blocks, thus saving weight on duplicated structures and enabling the Xp 38 hull to be amongst the lightest production 38-foot hulls.



## T-BULB KEEL

The weight saved throughout the construction of the Xp 38 hull is put back into the deep lead T-bulb keel, enabling the Xp 38 to carry a larger sail plan than is standard for its class, for sparkling performance and excellent sea-handling capabilities.

## 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 38, with intelligently spaced internal 'frames' and 'stringers'. The liner is glued and bonded to the hull before the hull leaves the mould for precision.



# The Xp difference

The Xp 38 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 38'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

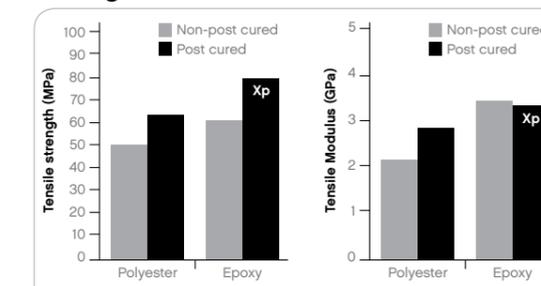
The latest generation of Xp cruiser-racers are built using epoxy infusion with carbon reinforcement in both the hull and keel structure. X-Yachts use epoxy to manufacture our Xp models as post-cured – or 'oven-baked' – epoxy resin systems have higher mechanical and thermal stability than traditional 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.

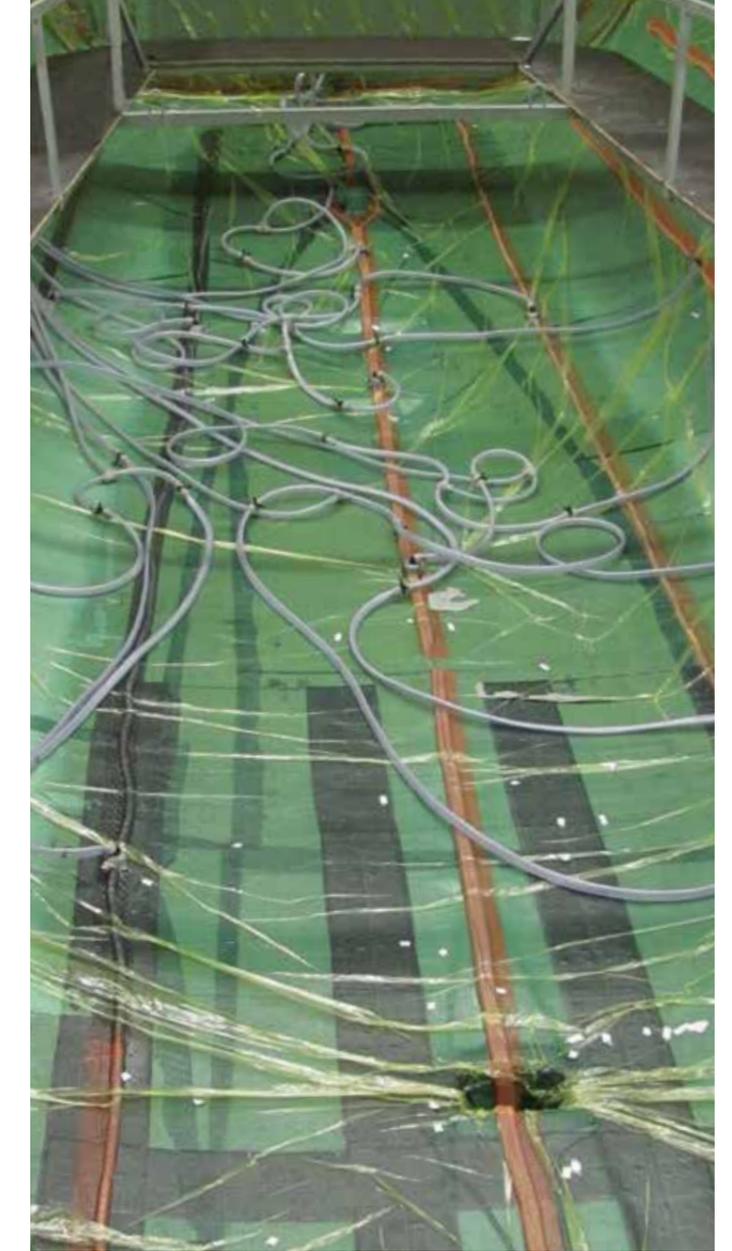
Post-curing the hull enhances the mechanical properties of the whole structure, which greatly increases its water resistance and reduces the risk of osmosis.

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.

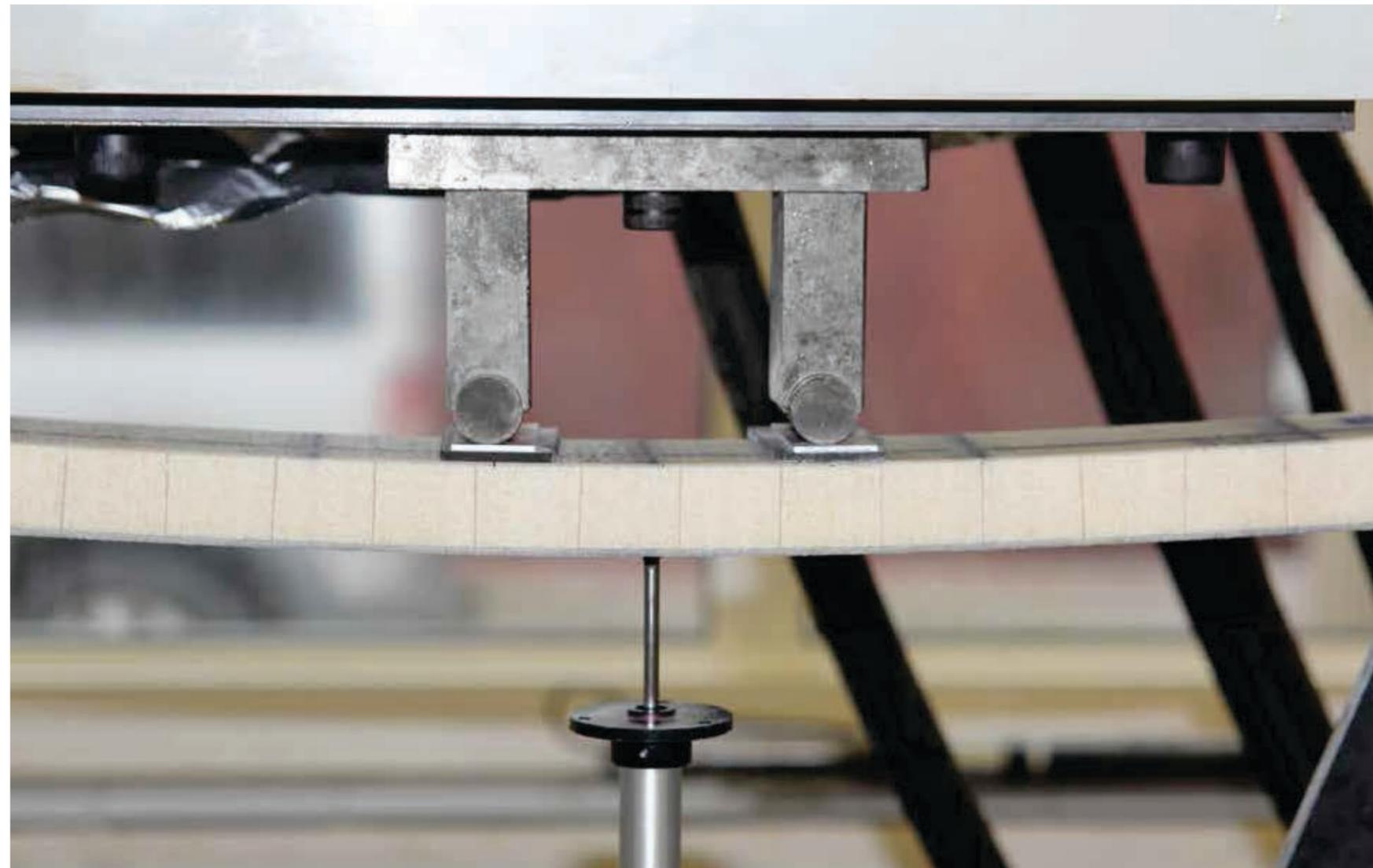
## Comparison of resin tensile strength & stiffness (modulus)



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



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



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

### 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 38 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 38 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."



# The sailing experience

Stability is a key principle behind the Xp 38'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 38 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 38'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 38 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 38 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.

“The main reason you own this boat is because you love sailing. Seeing it under way, it just lights you up.”

*Tim Murphy, Boat of the Year judge, Cruising World  
Xp 38 test, April 2013*

## THE OWNER'S VIEW

For owners who appreciate both high quality build and design, and high performance sailing, the Xp range is the perfect choice:

“I work as a entrepreneur in the R&D and Engineering sector, and my companies specialise in industrial design, FEM and composite materials. I bought my first X-Yacht in 2001, an IMX 40, and sold her after more than 13,500nm! Nothing broke during 10 years and we sail hard, racing in 40 knots and doing deliveries in wind of up to 55 knots.

“In 2011 we signed up for a Xp 38 – the decision was easy: a modern design, the latest high tech solutions with carbon structure, and we chose the carbon rig options and all the ‘go faster’ gadgets. But we also love to cruise and when my wife and I took delivery of the yacht in Haderslev, in June 2012, we took the chance to sail to Germany, across Denmark, and of course our lovely home waters in Bohuslän on the Swedish west coast.” *Hans Johansson, CEO Vinnigroup AB, owner Xp 38 ‘BlueS’*



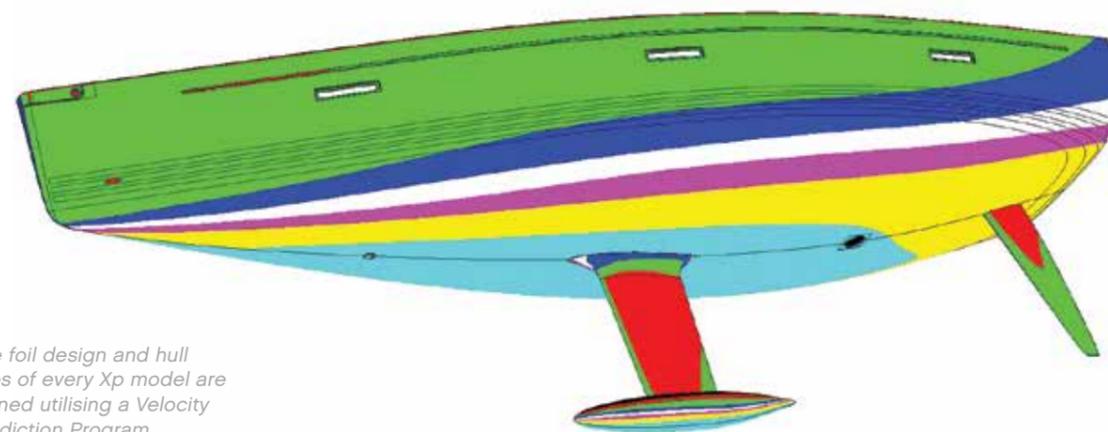
Xp 38 owner Hans Johansson and 'BlueS'

# Foils

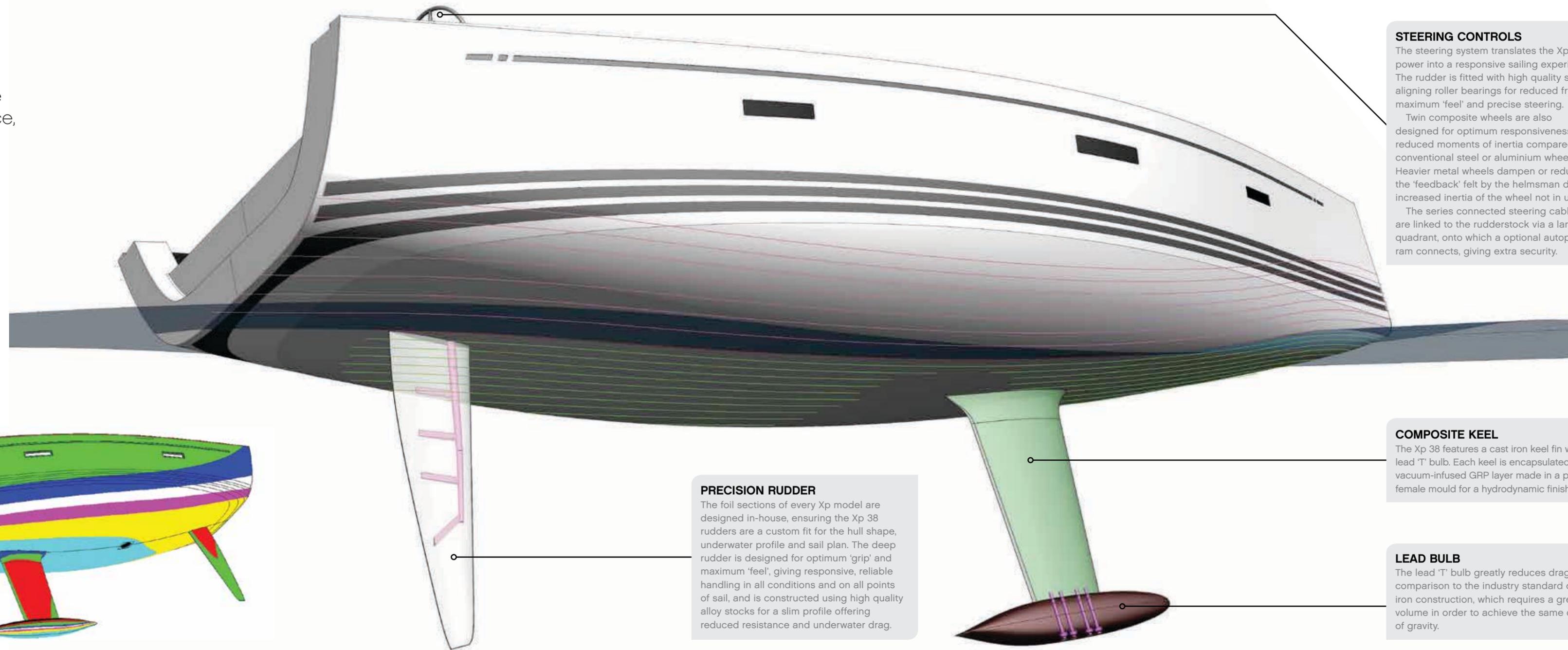
The keel and rudder of the Xp 38 are precision engineered for performance, responsiveness and durability

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, and the Xp 38 offers both sparkling performance and reassuring ease of handling.

As with all the Xp range, the Xp 38 was designed from the outset to carry two keel options, a standard draft of 2.10 m with 2,760 kgs of ballast, and a deep draft keel of 2.40 m, guaranteeing a perfect balance with the two custom-designed rig packages.



The foil design and hull lines of every Xp model are refined utilising a Velocity Prediction Program



## STEERING CONTROLS

The steering system translates the Xp 38'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 an optional autopilot ram connects, giving extra security.

## COMPOSITE KEEL

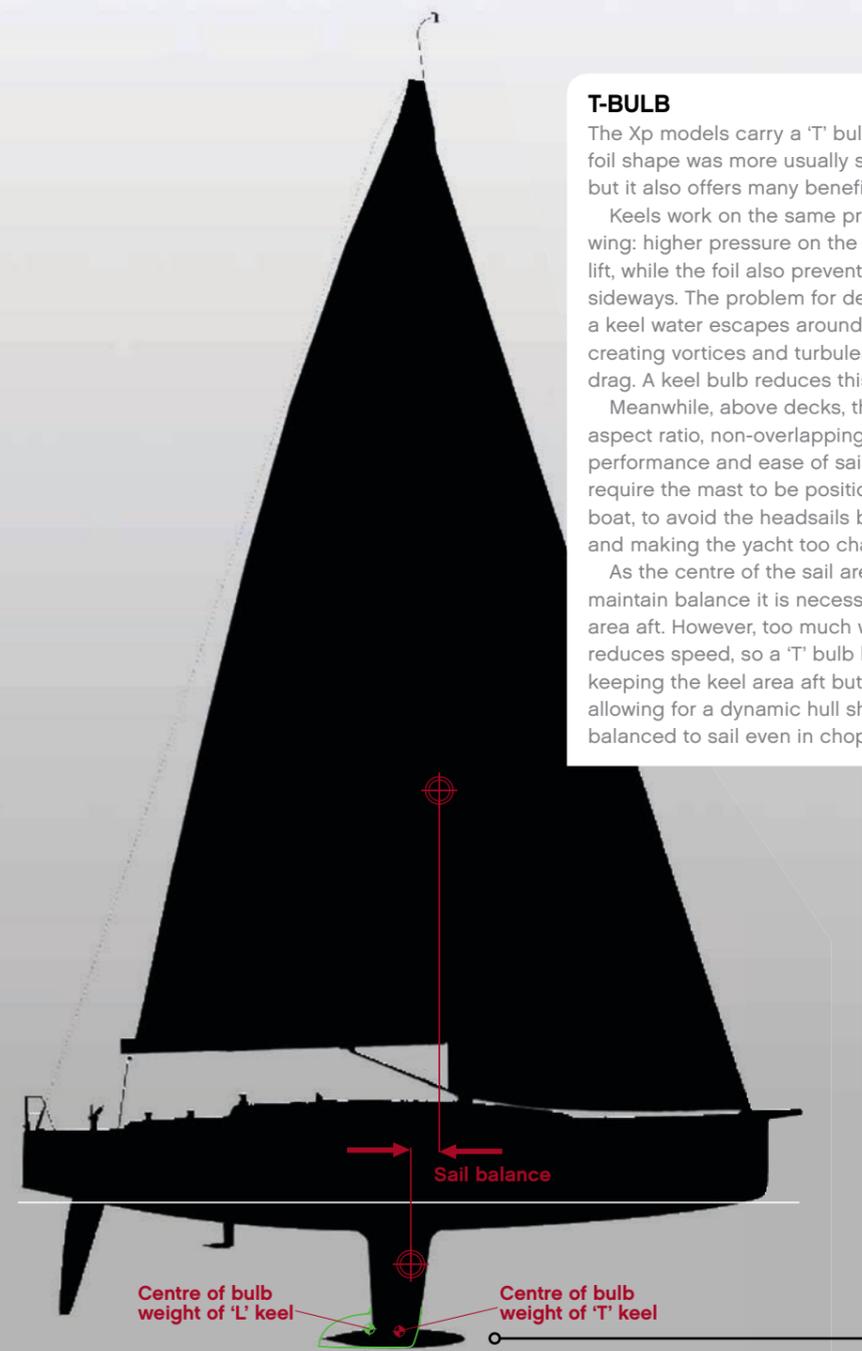
The Xp 38 features a cast iron keel fin with lead 'T' bulb. Each keel is encapsulated in a vacuum-infused GRP layer made in a precision female mould for a hydrodynamic finish.

## 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 38 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.

**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, above decks, the Xp models carry high aspect ratio, non-overlapping headsails for superb performance and ease of sail handling. However they also require the mast to be positioned relatively far aft in the boat, to avoid the headsails becoming too tall and narrow, and making the yacht too challenging to handle.

As the centre of the sail area moves aft, in order to maintain balance it is necessary to also move the keel area aft. However, too much weight and volume aft reduces speed, so a 'T' bulb keel is an ideal solution, keeping the keel area aft but the bulb weight forward and allowing for a dynamic hull shape that is enjoyable and balanced to sail even in choppy seas.



# Underwater profile

Drag is the enemy of performance. Every X-Yacht is designed to achieve the smoothest underwater profile possible to slip through the waves for both a competitive edge and pure sailing pleasure.

## Through hull fittings

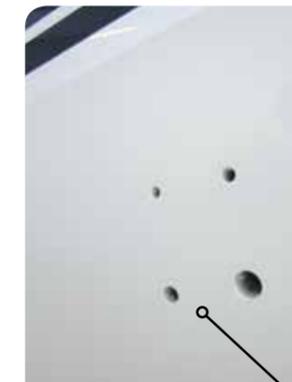
Every through-hull penetration in an Xp 38 is recessed and faired into the hull surface. It might not sound like much, but with an Xp 38 sporting 14 essential fittings, from speedo's to seacocks, every millimetre counts. Each fitting is recessed, filled and faired for minimum turbulence and drag, unlike conventional surface-mounted fittings which cause increased resistance with a corresponding loss of both pace and handling, and can also be more susceptible to corrosion.

## Keel mould

The Xp 38 is unique in its class due to its keel being precision-moulded for exact dimensions and a mirror-smooth finish. Each Xp bulb and fin are encapsulated with a fibreglass skin and post-cured to prevent corrosion and create a perfectly symmetrical, smooth keel section.

## Saildrive gasket

Xp 38s are fitted with 29 HP Sail-drive engines with folding propeller as standard. The join between hull and vertical 'S' strut lies at a key point along the yacht's underwater profile, between the keel and rudder. Many inferior designs use standard rubber gaskets to skirt the top of the Saildrive unit, which are prone to failure, causing loose rubber at the top of the shaft to increase drag and reduce speed. On an X-Yacht the engine 'S' struts are faired into the hull using a rigid gasket for improved reliability.



Recessed through-hull fittings

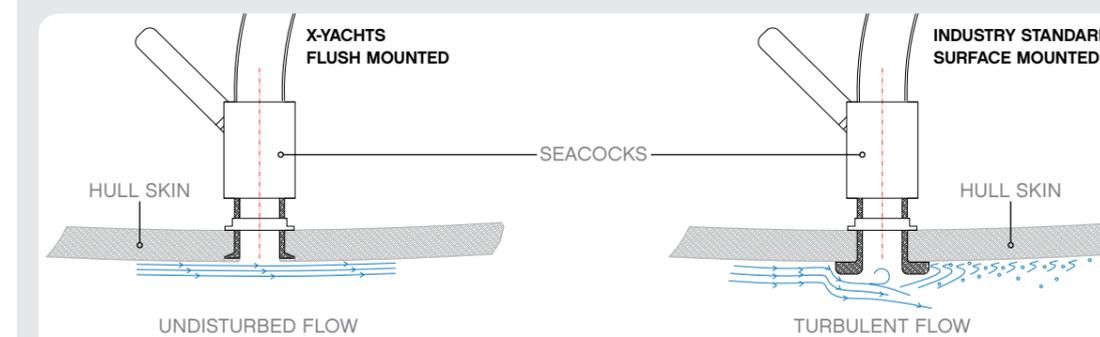


Precision keel mould



X-Yachts engine struts are faired into the hull for reduced drag and improved reliability

## THROUGH-HULL FITTINGS



Conventional surface mounted through-hull fittings cause increased drag and resistance, whereas X-Yachts' flush mounted fittings minimise turbulence

# The powerhouse

The rig, sail plan and deck layout are designed to harness the Xp 38's easily controllable power

The Xp 38 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 38 carries a hydraulic backstay for efficient and reliable tuning. To minimise forestay 'sag' for optimum upwind performance, it is essential to be able to tighten the backstay (and thereby the forestay). Inferior mechanical backstay adjusters are often fitted as standard to yachts of this size, but they do not have as great a range of adjustment and so are unable to achieve optimum backstay/forestay tension in all conditions.

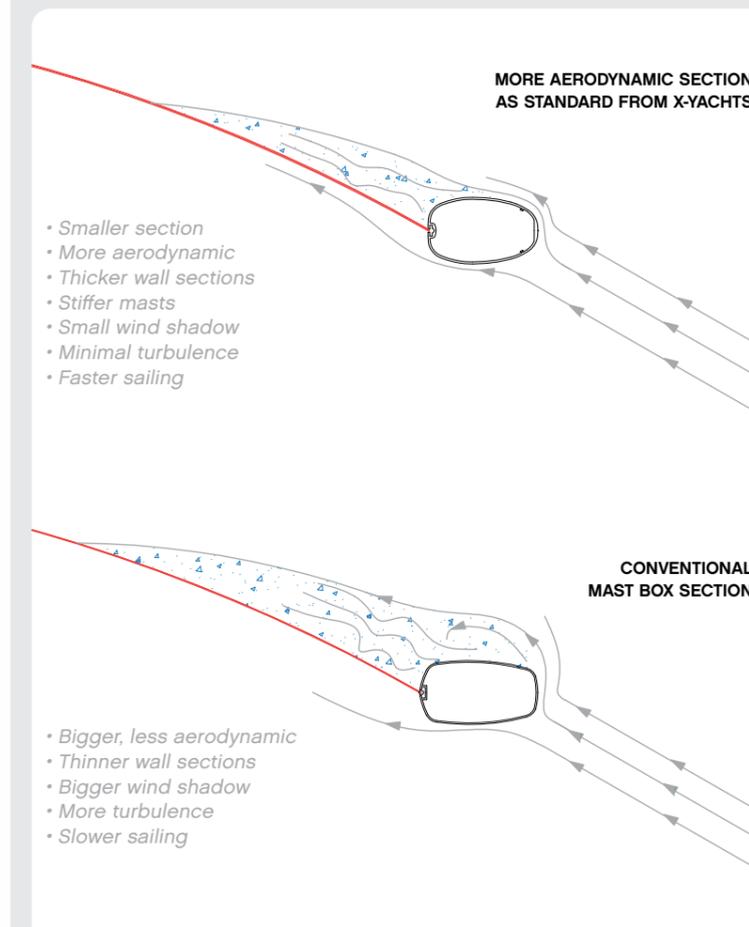


A carbon higher aspect mast and boom are available as an option



Two-spreader aluminium mast supplied as standard.

## MAST SECTION



- Smaller section
- More aerodynamic
- Thicker wall sections
- Stiffer masts
- Small wind shadow
- Minimal turbulence
- Faster sailing

- Bigger, less aerodynamic
- Thinner wall sections
- Bigger wind shadow
- More turbulence
- Slower sailing

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 plans

The Xp 38 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.

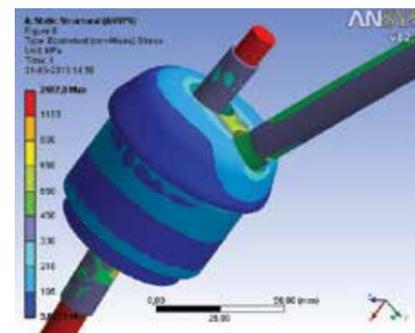
As the two sailplans were conceived, club racing and cruising oriented statistics could be used to perfect the standard version, while the deeper draft keel and carbon mast option was optimised for racing performance. The development process also showed that a third configuration of standard keel and 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 38 also 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.

### Sail handling

The Xp 38 deck layout has been designed for ease of sail handling and manoeuvres whether racing or cruising. Standard features include a below deck furling drum (with furling line led back to halyard winch), low friction racing blocks, large self-tailing winches, and adjustable jib cars and tracks.

All halyards and trim lines are concealed below deck and led aft to self-tailing coachroof winches. The mainsheet is also led below decks, and is within easy reach of the helmsman for safe, stress-free short-handed sailing.

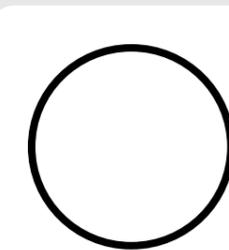


BSI's tip cups and rigging undergo extensive Finite Element Analysis

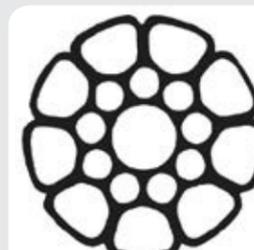
“The deck layout deserves a special mention. It’s very rare to... see everything in precisely the place you’d like”

*Toby Hodges, Yachting World, August 2011*

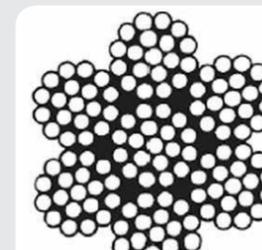
### DISCONTINUOUS ROD RIGGING



Rod rigging



Dyform



1 x 19 wire

The Xp 38 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%
1 x 19 Wire	21%	36%

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



# 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 38's bowsprit and pedestal choices.

## Innovative bowsprit

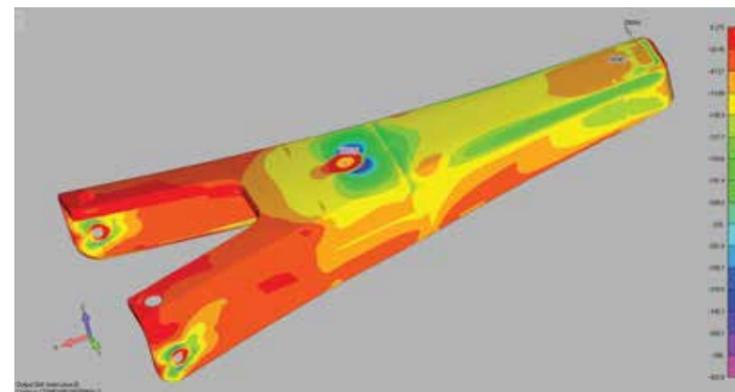
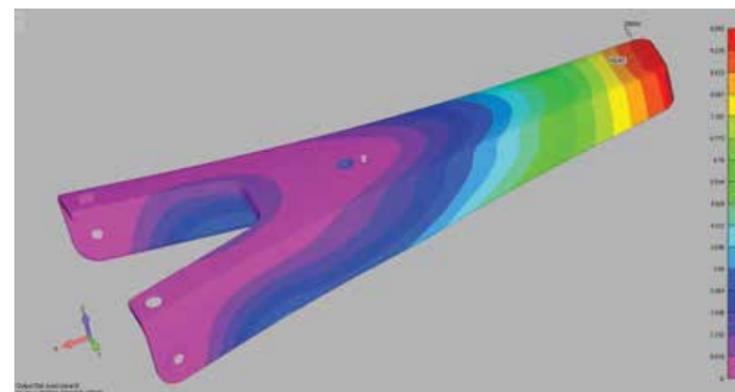
The Xp models were conceived as true dual-purpose yachts. The guiding principle is that the Xp 38 should be highly competitive when sailed with a full crew and also easily handled by a couple or family. It should be optimised for racing under major handicap rating systems, but equally suited to a relaxed weekend cruise or a longer bluewater passage.

Key to this adaptability is the multi-functional bowsprit, which offers four variations. The standard fixture is a GRP

cowl with integrated anchor fitting. This allows for asymmetric 'Code' sails and similar to be flown from a fixed tack point, whilst ensuring the steel anchor roller with electric windlass are easily accessible.

Two other popular options are a carbon bowsprit in either white painted finish or clearcoat black, with the additional option of an integrated anchor fitting. The sprit enables a full sail wardrobe of asymmetric spinnakers and reaching Code Zeros to be carried, particularly when racing under IRC. The anchor fitting is neatly concealed under the sprit.

A fourth option of a plain GRP cowl is offered, particularly for boats which may race under ORC. In addition to all of the above, a symmetric spinnaker pole can be carried for further flexibility.



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



Optional carbon bowsprit without anchor



Standard GRP cowl with integrated anchor fitting



Optional GRP cowl for ORC racing



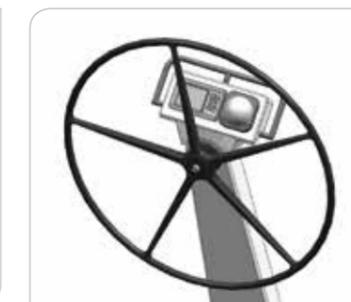
Optional white painted carbon bowsprit with integrated anchor fitting



Standard flush top



Optional compass mount with grab-rail



Optional small instrument mount with grab-rail



Optional large instrument mount with grab-rail

## Pedestal options

The Xp 38 offers a choice of four 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 38 deck layout has been carefully considered for perfect ergonomics and style

Form meets function with the Xp 38 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.

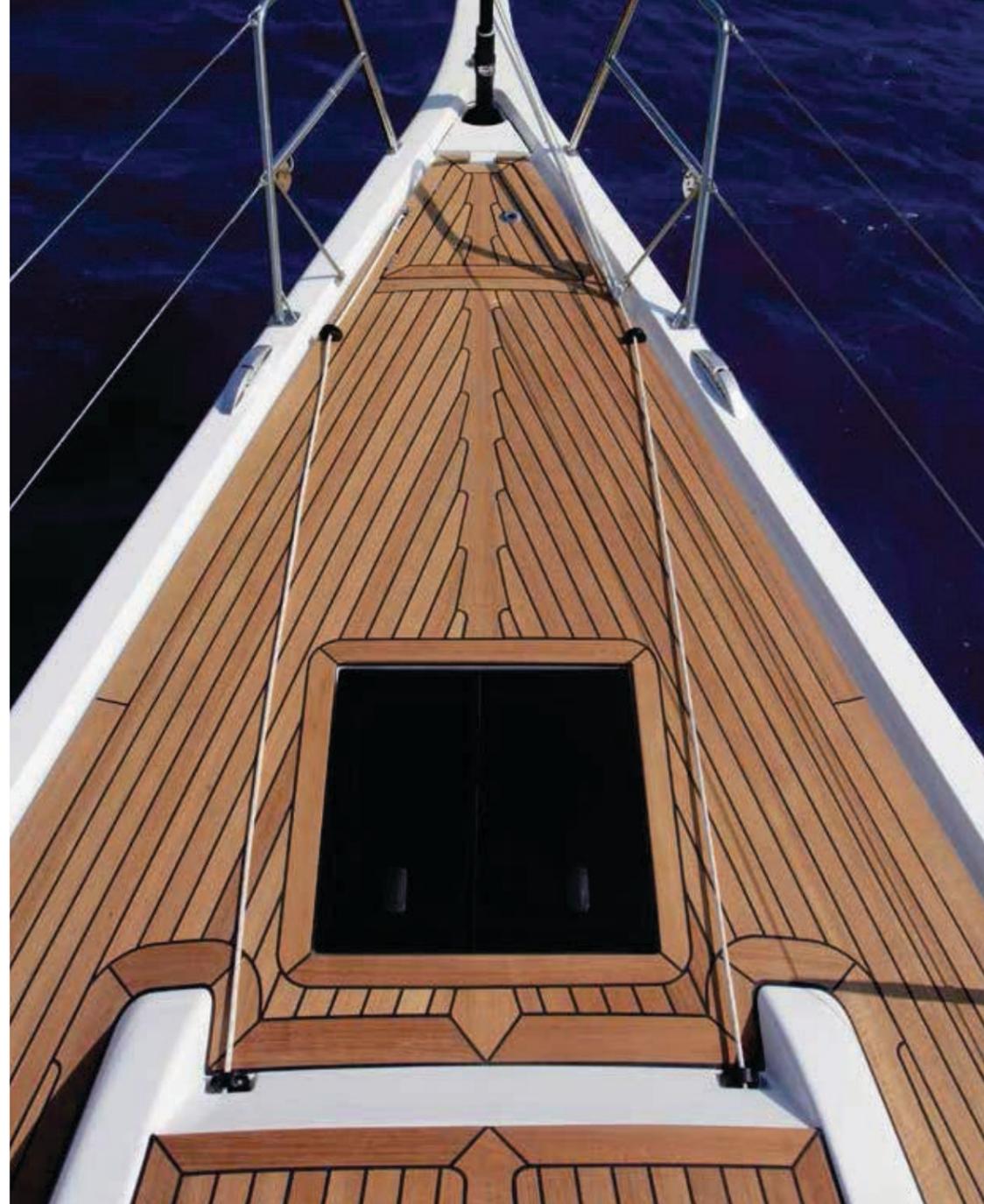
Ergonomics for both cruising and racing have been carefully considered, with the centre console functioning as a handy foot chock for crew sitting on the cockpit benches, whilst the width of the bulwark varies along the length of the yacht to improve the comfort of a 'hiking' race crew and ensure aesthetically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

## Hatches and windows

The Xp 38 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.

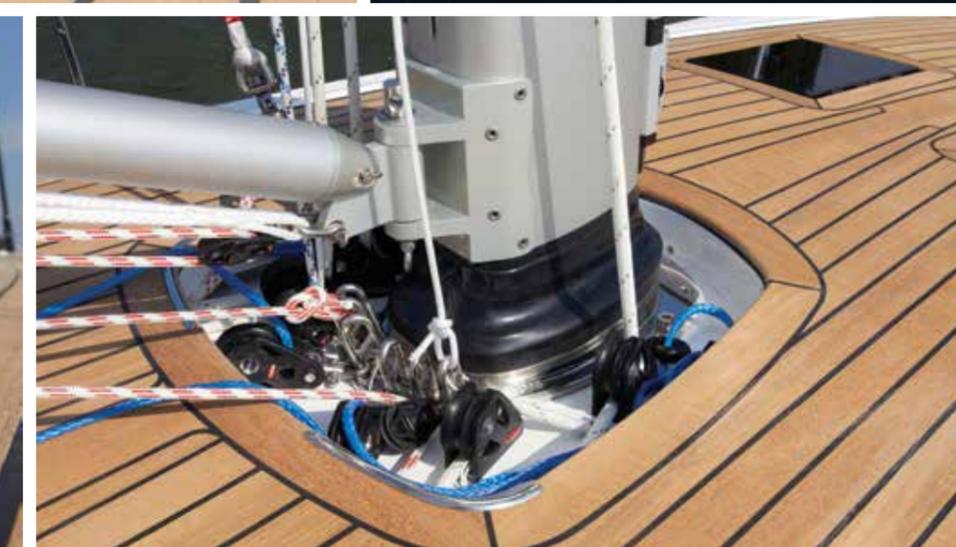
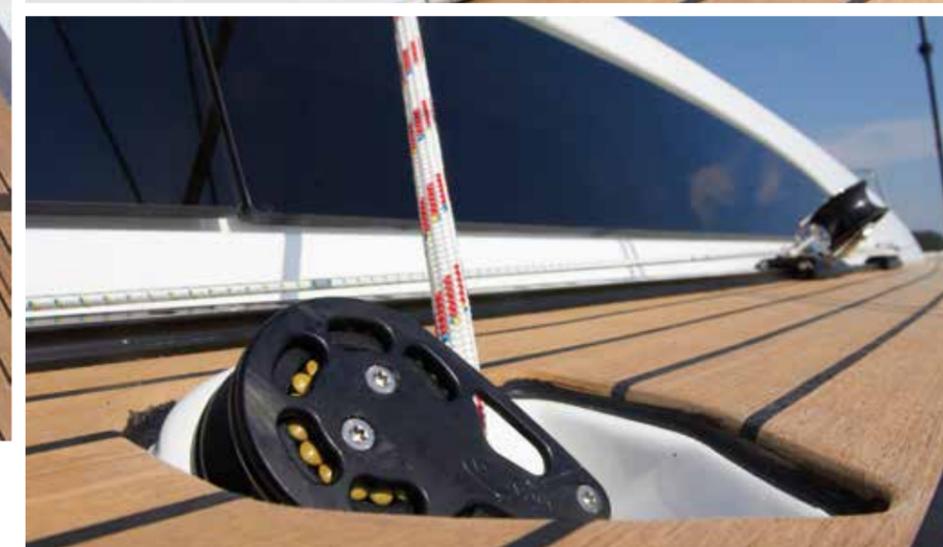


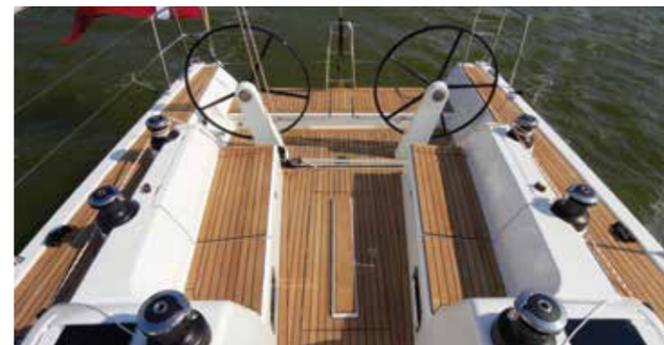
Folding Nomen mooring cleats



Flush hatches

Flush opening portlight windows and recessed deck fittings





**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.

Above and top: Folding recessed cockpit table



**Multi-function transom**

The optional folding transom creates a secure stern area or a teak-topped swim platform with telescopic swim ladder. Liferaft storage is also 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.



Adjustable folding foot chocks

Ample cockpit storage bins with locking lids

The optional folding transom creates a swim platform with telescopic swim ladder

# Hull colourways

The Xp 38 may be personalised with a choice of hull and accent colours, and co-ordinating exterior accessories



White hull with dark blue stripes (standard)



White hull with light grey stripes (optional)



Light grey hull with white stripes (optional)

## Hull trim



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)

It is a proud moment to take delivery of a yacht that bears the three famous stripes of an X-Yacht. Xp 38 owners can also personalise the appearance of their yacht, with a choice of colours for the hull, striped trim, and canvas accessories.

The Xp 38 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.

# Intelligent systems

Below bunks and floorboards, the Xp 38 systems ensure comfort and safety onboard, without compromising performance

The systems of the Xp 38 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.

## ENGINE ROOM

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 also 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.

Plus- and minus- main circuit breakers fitted to the engine battery allow skippers to completely cut the electrical path between engine and saildrive, eliminating galvanic corrosion.

## GAS

Gas storage positioned at rear of boat away from accommodation for safety.

## HEATING

The Xp 38 was designed from the outset to incorporate a high-specification diesel heater.

## ENGINE VENTILATION & EXHAUST

A 29hp saildrive engine is fitted as standard.

## TWIN BILGE PUMPS

Electric and manual bilge systems as standard.

## FRESH WATER & DIESEL

The Xp 38 has custom-built high volume tanks for diesel fuel and water to maximise space usage underneath the saloon berths. They are also designed to optimise weight distribution by ensuring the fluids are carried low down in the hull.

## BOW THRUSTER

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

## WINDLASS

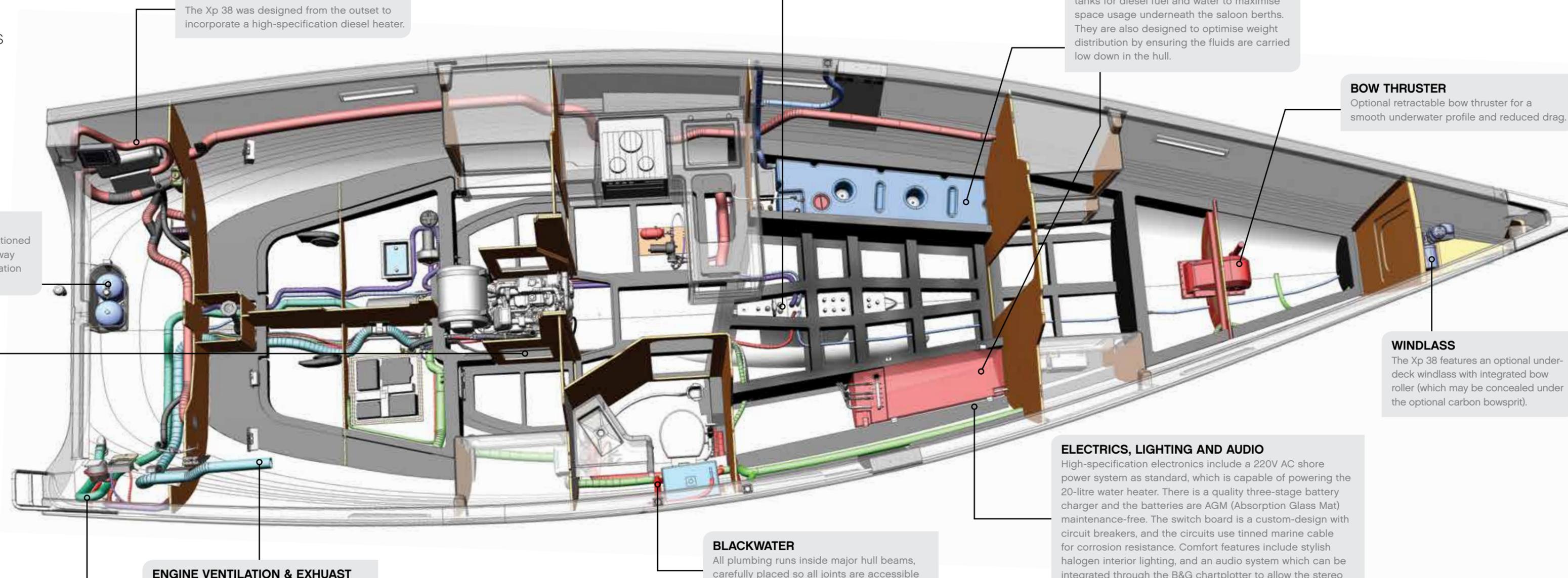
The Xp 38 features an optional under-deck windlass with integrated bow roller (which may be concealed under the optional carbon bowsprit).

## ELECTRICS, LIGHTING AND AUDIO

High-specification electronics include a 220V AC shore power system as standard, which is capable of powering the 20-litre water heater. There is a quality three-stage battery charger and the batteries are AGM (Absorption Glass Mat) maintenance-free. The switch board is a custom-design with circuit breakers, and the circuits use tinned marine cable for corrosion resistance. Comfort features include stylish halogen interior lighting, and an audio system which can be integrated through the B&G chartplotter to allow the stereo to be controlled from on deck.

## BLACKWATER

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

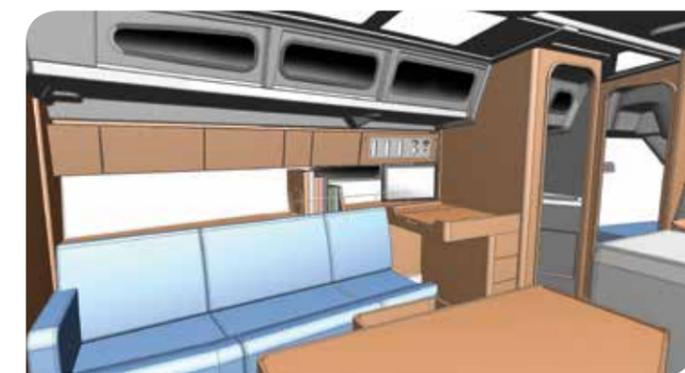


# Three cabin layout

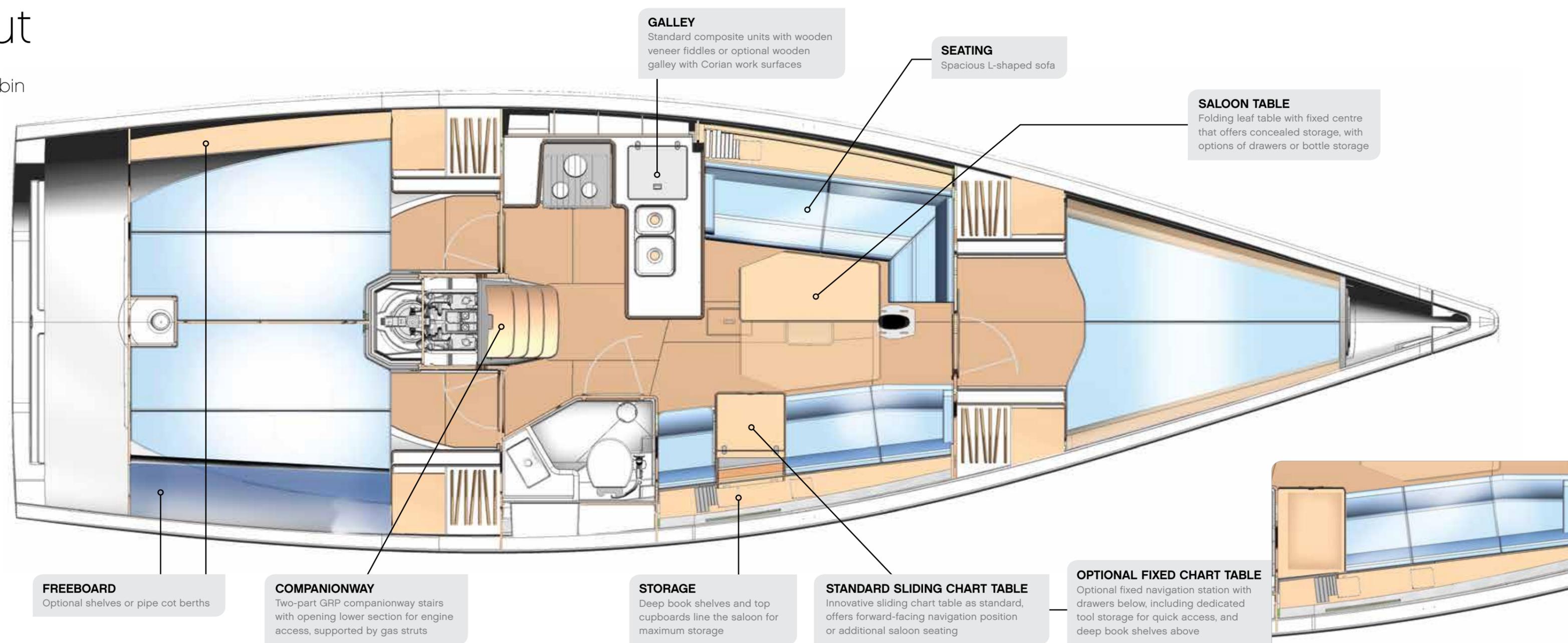
The Xp 38 is offered with both classic three cabin or spacious two cabin layout options

The Xp 38 standard layout offers three comfortable double cabins providing ample accommodation for friends, family or crew. It features the unique and innovative Xperformance sliding chart table, which provides flexible seating in the spacious saloon, accommodating both a secure forward-facing navigation station whilst underway and additional sofa seating for comfortable entertaining when in port.

The three cabin layout is also offered with a fixed aft facing navigation station with drawer storage beneath. Other options include spacious freeboard shelves or pipe cots in the symmetrical aft cabins.



The three cabin layout is offered with an optional fixed aft-facing chart table with drawer storage beneath



# Two cabin layout

The optional two cabin layout features additional storage and a spacious heads

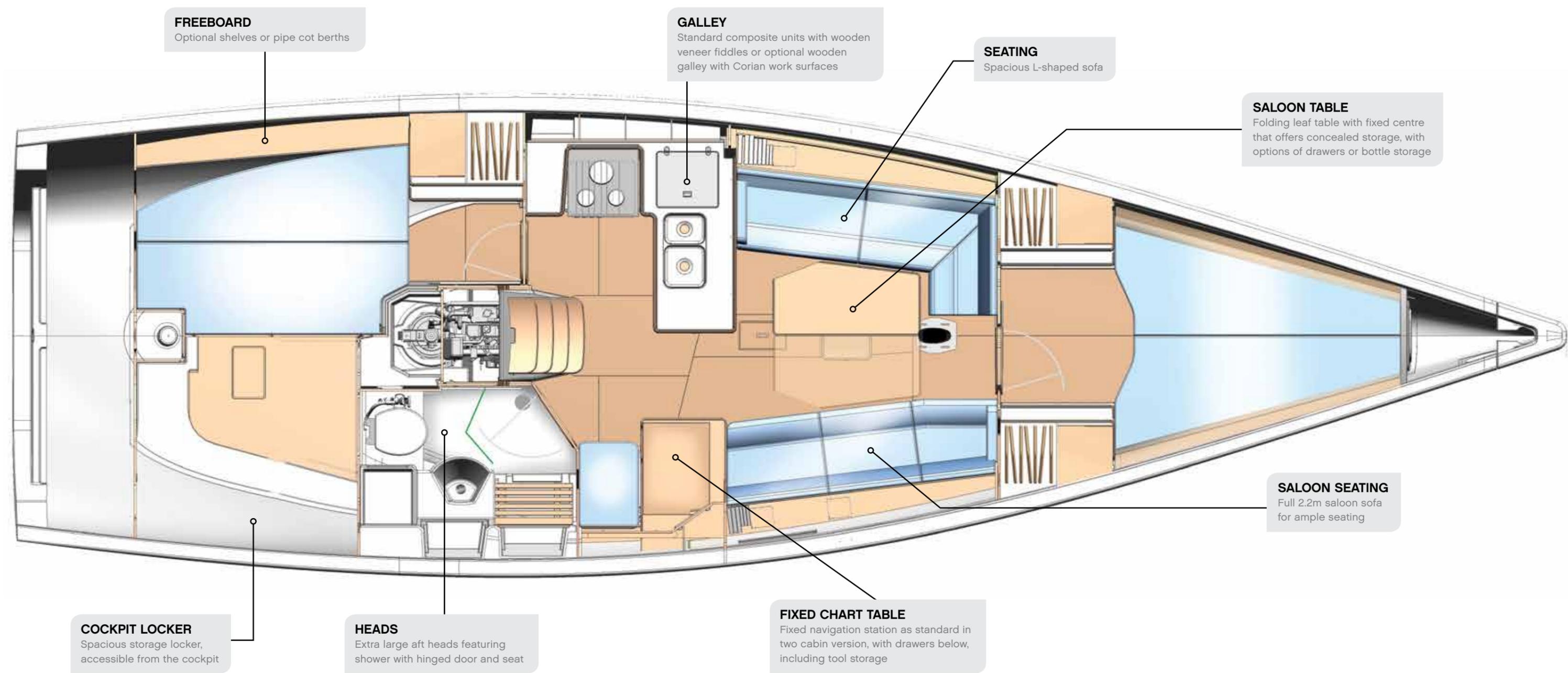
The Xp 38 is also offered with a spacious two cabin layout option. This interior comes fitted with a forward-facing fixed navigation station as standard. Beneath the chart table there is also ample storage with drawers including a dedicated tool compartment for easy access, as well as deep bookshelves above.

There is also a roomy heads aft, featuring a shower stall with seat, and a capacious cockpit locker for ample storage, accessible from the cockpit.

The aft port cabin also has the option of pipecots or freeboard shelving.



The two cabin layout of the Xp 38 features a fixed forward-facing chart table as standard.





## Interior luxury

The Xp 38 interior combines innovation with classic comfort and style

The Xp 38 interior is available in both three and two cabin layout versions, which both benefit from exemplary use of light and space. The Xperformance range's innovative sliding chart table allows the navigator to be seated either forward or aft-facing, or for the chart table to be slid aft to increase the side berth seating. There is also a fixed chart table option which includes additional storage drawers, with both featuring an easily accessible electronics control panel and deep bookshelves above.

The saloon table also incorporates concealed storage, either drawers or bottle storage, and neatly folds away to facilitate crew movement whilst sailing.

The secure galley is moulded in one piece for minimal weight, and is arranged in an L-shaped configuration for safe working at sea. A gimballed two-jet gas cooker and cool box are fitted as standard. Options include a three-jet cooker with oven and grill, 65-litre fridge and microwave oven.



The Xp 38 features a sliding navigation station as standard, shown in forward (see above top) and aft (above) positions



Additional storage beneath the folding saloon table





### Cabin options

The three cabin standard layout includes an exceptionally spacious owners' cabin forward with ample storage in two large wardrobes.

Symmetrical aft cabins each feature double bunks and hanging lockers, with optional shelves or pipe cots available at the freeboard. The light and airy heads is positioned to starboard, with a tall shower which also offers wet locker storage.

The two cabin optional layout offers additional seating in the saloon with a fixed navigation station, a larger aft heads, and capacious cockpit locker.

### Style and function

The Xp 38 is fitted as standard with removable lightweight soft panels covering the freeboards throughout, as well as the saloon ceiling and side decks.

Additional styling options include freeboard cupboards and shelves above in the owner's cabin, and LED lighting under the lockers in the saloon and around the galley toe-recess panel.



*The engine compartment is designed for ease of access and maximum soundproofing*



## 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 interior 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.



# Custom furnishings

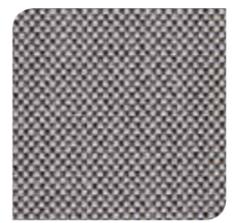
The Xp 38 upholstery can be customised with a wide range of fabric choices and colourways

The stylish interior of the Xp 38 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



Brooks 13 Sahara



Brooks 09 Blue

# Interior finish

The Xp 38 offers a range of finish options to create a stylish interior space

The Xp 38 interior is designed to be elegant and durable, with a combination of classic wooden veneers and contemporary white laminated finishes.

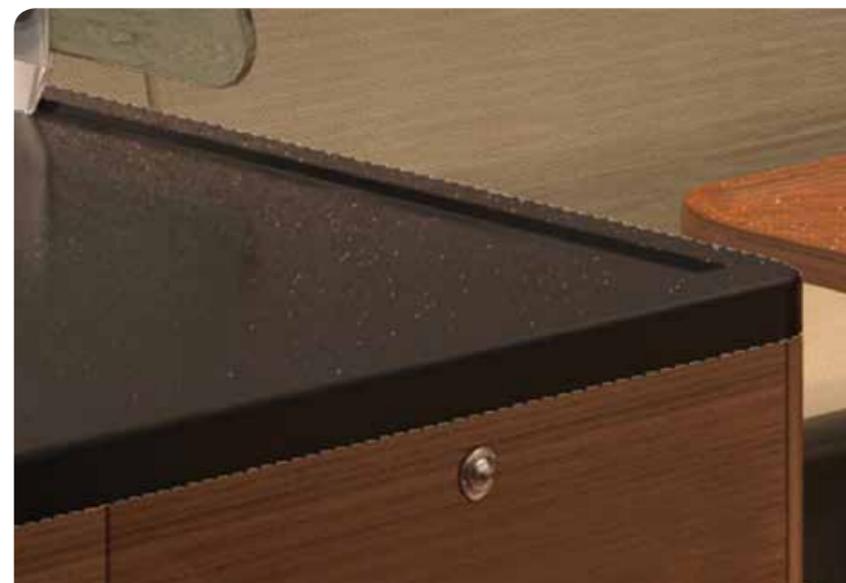
The standard cabinet and surface finishes sees the unobtrusive 'butterfly' style upper cupboards finished in wooden veneer, with white freeboard and lower galley cupboards. However, owners may also choose white or veneered upper cupboards and freeboard (with white lower galley cupboards), in their preferred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

The galley can also be personalised. The standard fitting sees modern white composite units and worktop matched with stylish wooden laminated fiddles. An alternative option is veneered units with a Corian worktop, both complemented by a toughened glass splashback.

Additionally, the floorboards are offered in a hard-wearing laminate with Gaboon stripes as standard. Varnished teak veneer is available as an option.



White composite body and worktop, with wooden laminated fiddle (standard)



Veneer body, with Corian worktop (optional)



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



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



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



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

# Specifications

The Xp 38 was optimised from the very outset to carry two rig and keel options

The Xp 38 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 38's excellent ballast-to-weight ratio.

## XP 38 DIMENSIONS – STANDARD

Hull length	11.58 m	37.99 ft
LWL	10.36 m	33.99 ft
Beam	3.70 m	12.14 ft
Draft	2.10 m	6.89 ft
Draft – deep	2.40 m	7.87 ft
Ballast	2,760 kg	6,085 lbs
Displacement – empty	6,775 kg	14,936 lbs

## ENGINE/TANKS

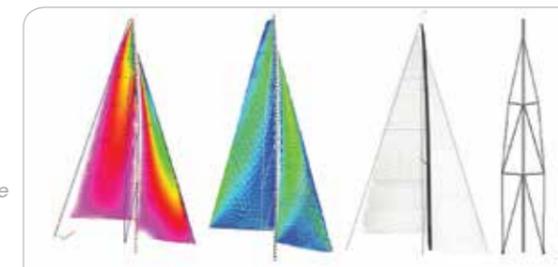
Engine diesel	21.6 kW	29.0 HP
Water tank	260 Ltr	68.8 (US) Gal
Fuel tank	150 Ltr	39.6 (US) Gal

## SAIL AREAS

Mainsail (Alloy rig)	48.5 m <sup>2</sup>	522.0 ft <sup>2</sup>
Mainsail (Carbon rig)	49.8 m <sup>2</sup>	536 ft <sup>2</sup>
Genoa (106%)	37.1 m <sup>2</sup>	399.0 ft <sup>2</sup>
Spinnaker	130 m <sup>2</sup>	1,399 ft <sup>2</sup>



Xp 38 carbon rigs are developed utilising software which interfaces with leading sailmakers' design software to produce the optimum sail and rig combination (Source: Southern Spars)



Xp 38 carbon masts are manufactured to a custom design by world-leading suppliers for weight efficiency, structural strength and a perfect section shape for minimal drag (Source: Southern Spars)



## 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 38 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.

## High aspect

The Xp 38 also offers a deep draft keel option for additional performance gains, together with a carbon mast and boom for exceptional stiffness and responsiveness, particularly when racing under IRC or ORC.



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