



Passion to design and quality.

Being a modern yard for series production yachts - and actually having led the market for performance cruisers since mid 80's, we have to set up new goals each time a new X-Yacht model shall be developed - first of all to be able to stay as a market leader - and secondly to make us feel challenged.

By introduction of the 60 ft X-612 in 1995 - and the 48 ft X-482 in 1997 - we reached for "higher goals" in direction of quality, functionalism, performance and design.

We do - as do 50 new clients - think that we came close to our goals.

The X-562 is a natural step on this route - and will be a classic proof of the old sentence:

"There are no short cuts in making quality".

As an example can be mentioned that more than 80 fibre glass moulds are being developed - as well as 60 new moulds for laminating the curved details in the wooden interior.

All our "know how" with modern technology applied where appropriate, are being incorporated in the build process for enabling us to reach our goals.

The X-562 will be in a class of its own, something which both the customers as well as the yard can be proud of.

Accommodation

A2 accommodation layout - Accommodation specification

B1 accommodation layout - Accommodation specification

A3 accommodation layout - Accommodation specification

X-562 Specification October 1998

SAIL AREAS

Mainsail 79.18 m_ 852.3 ft_

Furling 135% Genoa 99.26 m_ 1,068.4 ft_

Genoa I 150% 114.46 m_ 1,232.0 ft_

Spinnaker all purpose 252.90 m_ 2,722.2 ft_

CE-CERTIFICATION

The X-562 has been built in accordance with the European CE-Certification and meets the requirements of the CE-directive 94/25/CE for recreational crafts.

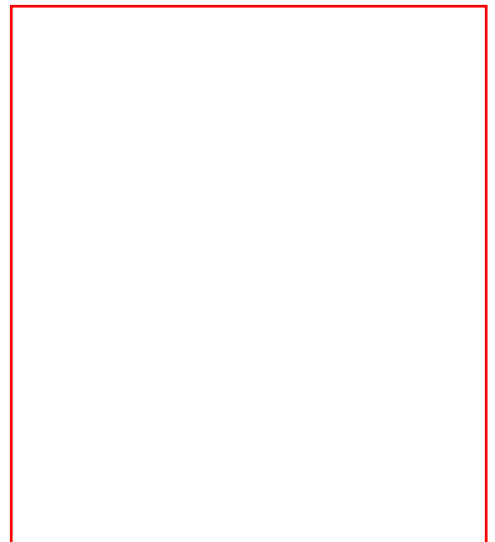
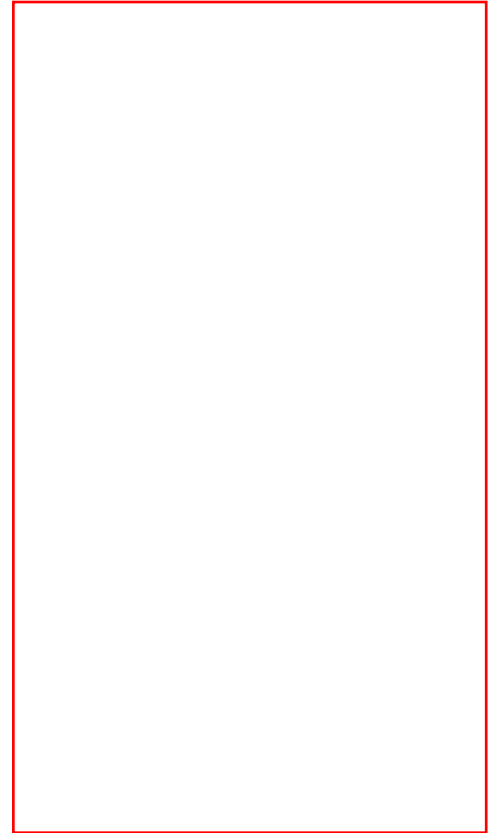
These rules require a certain minimum standard of hull and deck strength, structural bulkheads and stringer, keel and rudder and their attachment to the hull, safety and stability, engine installation, gas installation, sea cocks, manuals and documentation of all major installations.

HULL/DECK

Isotalic Polyester sandwich construction with biaxial E-glass fabrics. Core material is 20-30 mm Divinycell of different densities. Solid laminate around keel steel girder, rudder, and at all "through hull" fittings.

STRUCTURAL BULKHEADS

Structural bulkheads are of marine plywood, varying in



thickness from 16 - 32 mm; securely bonded to both hull and deck. Watertight bulkhead separating the sail/crew cabin and the owner's cabin.

KEEL STEEL GIRDER

Heat galvanized TPS steel sections welded together into an extended H-frame. This frame takes up all the loads from keel, mast, and rig. Central hoist attachment included.

KEEL

Antimony hardened lead bulb with cast iron top flange including a central keel sump. The entire keel is totally encapsulated in GRP and faired with polyester filler before attachment to the hull.

ANTIFOULING

Hull surface matt sanded. Then sprayed with 3 layers of International Gelshield epoxy and 2 layers of International Cruising superior antifouling.

STEERING

Two independent steering positions (one each side) - two 105 cm diameter aluminium double spoked wheels covered with white leather.

Rudder blade hand laminated biaxial E-glass. Rudder stock is tapered aluminium. Both top and bottom rudder bearings are with needles/roller bearings.

COMPASSES

Two SUUNTO 165 mm compasses mounted on top of both wheel pedestals.

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COCKPIT TABLE

(removable) Built in GRP with selfdraining icebox, standing on stainless steel legs.

SPRAYHOOD

Blue canvas on stainless steel bars, housed in built-in deck storage.

STAINLESS STEEL FITTINGS

Side chainplates connected to bottom frame.

Forestay chainplate and bow fitting with double bow roller and loop for headsails.

Backstay chainplate.

Padeyes for runners, spinnaker blocks and pole downhaul.

Six mooring cleats and six mooring fairleads.

Ten stanchions with bases and one gate at each side.

Pulpit with red and green navigation lights. (Open bow pulpit optional)

Two stern pushpits, one with flagpole holder, one with stern navigation light.

Bathing ladder.

4 s/s handrails at companionway and on coach roof.

Hinges and lock fittings for anchor box lid and the four cockpit locker lids.

Double 1 x 19 lifelines.

Lock arrangement for upper washboard with 2 keys.

BLACK ANODIZED ALLOY FITTINGS

Black anodized aluminium toerail on entire sheerline - a flat



toerail for increased crew is optional.

Two Frederiksen genoa sheet tracks 5,000 mm x 32 mm.

Two fixed Frederiksen genoa cars leading the genoa sheets up to the primary winches.

Two genoa Frederiksen cars running on recirculating Torlon balls, adjustable under load

One Frederiksen 2,100 mm x 32 mm main sheet track.

One Frederiksen main sheet car running on recirculation Torlon balls with integrated block for main sheet and integrated sheaves and cam cleats for side adjustment.

Two Antal V-Grip 12 mm stoppers or similar for genoa car, adjustable under load.

Twelve Antal Maxi V-Grip stoppers (or similar).

WINCHES

Genoa sheet winches: 2 x Harken B74.3 STA*

Secondary winches: 2 x Harken B64.3 STA*

Halyard winches: 2 x Harken B53.2 STA*

Runner winches 2 x Harken B44.2 STA*

* or similar

4 x 10" double handles with lock.

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PORT LIGHTS: Lewmar Atlantic

2 x Lewmar size 4 openable 193 x 710 mm

10 x Lewmar size 40 openable 200 x 480 mm

4 x Lewmar size 60, openable 200 x 600 mm

DECK HATCHES: Lewmar Ocean

2 x Lewmar size 70 695 x 695 mm

1 x Lewmar special 800 x 800 mm

1 x Lewmar size 10 325 x 325 mm

TEAK LAID DECK

Vacuum bagged teak laid decks at cockpit seats, floors and at bathing platform are standard.

Vacuum bagged teak laid decks on central part of coachroof and side decks are optional.

(X-Yachts' vacuum bagging of all teak decks ensures longest "lifespan" of the teak deck. Thickness of the teak laid deck is 10 mm.)

ADDITIONAL DECK EQUIPMENT

Mast/deck collar with integrated deck blocks and halyard parking. 2 x 6-double deck organiser blocks. Recessed cockpit coamings for engine control panel, loudspeakers etc. protected by plexiglass.

ANCHOR EQUIPMENT

2000 W Lewmar "Consept 2" 24 V electrical capstan anchor winch with remote control unit (winch drum on top of the chain wheel optional)

30 m 1/2" anchor chain. 30 kg Bruce kedge anchor.

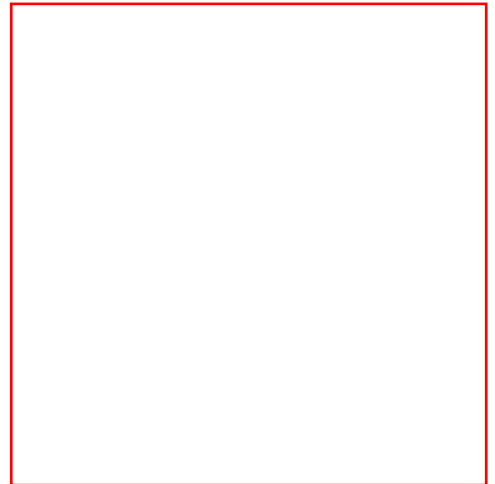
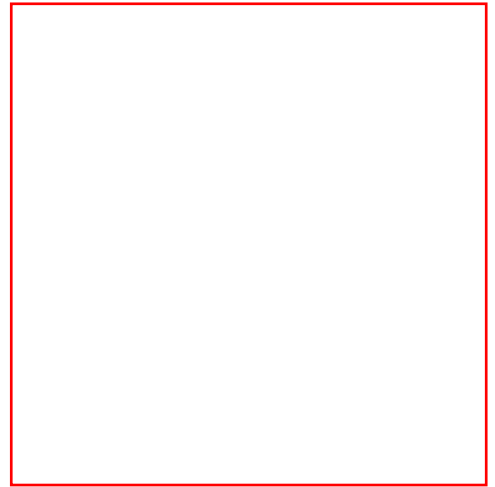
MAST

Sparcraft / X-Yachts' silver anodised 3 spreader tapered mast (masthead) with spin pole track.

Windex with light, steaming light, and deck light.

BOOM

Silver anodized boom, tapered at both ends, track and car for outhaul (1 : 8 purchase internal) and 2 reefs.



RIG TUNING

Navtec hydraulic pump station system 50 with multifunction operating the permanent backstay, vang, and babystay.

SPINNAKER POLE

Spinnaker pole, deck shoes, mast slider, and extra spin halyard are part of the optional spin equipment package.

STANDING RIGGING

Discontinued rod rig, rod forestay, rod permanent backstay, wire babystay. Wire runners with Frederiksen blocks. On all verticals and diagonals, turnbuckles type SL.

RUNNING RIGGING

1 spinnaker halyard, 2 genoa halyards, 1 main halyard. Spectra halyards with shackles spliced on.

SHEETS

Main sheet 1 12 mm Spectra
Main car adjustment 1 10 mm Spectra
Genoa sheets 2 16 mm Spectra
Genoa car adjustment 2 10 mm Spectra
Cunningham line 1 10 mm Polyester
Mooring warps 4 16 mm Polyester
Fenders white 6 300 mm (air filled)

MAIN ENGINE

Freshwater cooled 100 HP, 4 cylinder diesel Yanmar diesel engine bolted to the heavy GRP built engine bed.

ALTERNATORS ON ENGINE

80 amp 12 V and 80 amp 24 V alternators.

PROPELLER SHAFT AND PROPELLER

35 mm diameter s/s shaft beared by the watertight inner bearing and the stainless steel P-bracket.
570 mm 3-bladed folding propeller.

ENGINE CONTROL

Single lever control integrated into one of the wheels' guard rails.
Engine instrument panel integrated into cockpit coaming and protected by plexiglass.

DIESEL TANKS

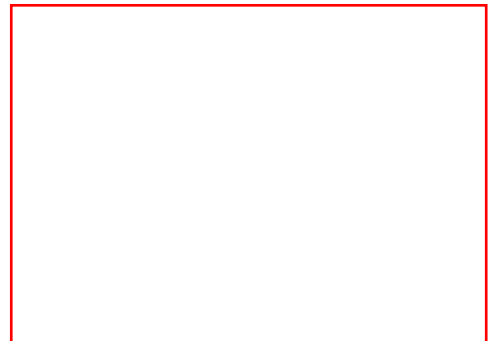
Minimum 500 ltrs fuel capacity in two stainless steel tanks with baffles, deck fills, and shut-off valves.
Increased fuel capacity on request.

FRESH AND SEA WATER SYSTEM

Pressurized hot and cold freshwater contained in 2 x 300 ltrs, placed below the floorboards in the main cabin.
The hot water system is heated by shore power 220V and engine cooling water. (Capacity 40 ltrs, temperature 80EC).
Sea water inlet through sea cocks for galley, engine cooling and toilet flushing. Electrical pump for sea water at galley sink.

ELECTRICAL SYSTEM

X-562 custom made 3 switch boards - one for the yacht's navigation and communication - one for the interior lightning and service - and one for generator power, shore power and



battery charging with switches, fuses, 3 digital readouts for tankage, electrical power consumption and charging. Thermo fuses on the 24 V system.

BATTERIES

2 x 72 Ah main engine start battery located near engine.
10 x 72 Ah service batteries located below the floorboards.
All batteries placed in GRP boxes, secured and ventilated.

DIESEL GENERATOR

Space for Diesel generator aft of main engine - resting on the same engine bed as main engine and in the same compartment. (Diesel generator optional)

ALTERNATORS

Engine based 1 x 12 V 80 amp - 1 x 24 V 80 amp.

BATTERY SYSTEMS AND CHARGERS

24 V system for general lighting above and below deck, anchor winch for optional electrical powered winches and for optional bow thruster.

12V for yachts' other systems

a) Charger: 1 x 24V 75 A Mastervolt MASS

b) Charger: 1 x 12V 25 A Mastervolt IVO

c) Inverter: 1 x 24V / 220V 1000 W Mastervolt MASS

PLUGS AND SOCKETS

Shore socket located aft. (Circuit breakers thermo and short circuit) on shore supply, switchboard mounted breakers for hot water, accommodation power and battery charger.

220 V sockets in each cabin and in the galley supplied by the shore power and generator (optional).

One extra 220 V plug in galley, nav. station and owner's cabin supplied from the converter.

LIGHTING BELOW DECK

Sufficient 24V low consumption halogen lighting throughout the interior and two chart table lights. Lighting in engine compartment. Footlight throughout the main cabin.

LIGHTING ABOVE DECK

Deck flood light and two compass lights. Separate red and green bow navigation lights. Stern nav light. Steaming light. Windex light.

BILGE PUMPS

One manual bilge pump located in cockpit pumping from the central keel sump. Automatic electric bilge pump leading from the central keel sump. 3 separate electric bilge pumps draining toilet/showers.

IN GENERAL

The yacht's wooden interior is constructed in teak with a hand polished satin finish. All joinery carried out in accordance with the best yacht practice (minimum of visible screws) and carefully designed to show the fine wooden interior.

Freeboard lining made of 4 mm teak ply battens.

The deck inner lining has integrated dome halogen spotlights.

All portlights and hatches have curtains and blinds. Handrails are fitted throughout in all cabins and head compartments.

Interior flooring is light construction teak with light koto stripes - with core of 20 mm plastic honeycomb.

ENTRANCE

Sliding hatch 15 mm plexiglass. Washboard: 12 mm plexiglass, stored in GRP garage. Entrance ladder: curved laminated teak hung on moulded GRP unit. Lower part hinged for easy access to batteries /front of engine.

GALLEY

Located to port close to entrance.

U-shaped galley with gimballed stainless steel gas oven with 3 jets, protected by a stainless steel bar.

Two large and deep stainless steel sinks and taps for hot and cold pressurized freshwater as well as for pressurized saltwater. Plenty of ball bearing drawers and locker space for galley equipment and food.

Front opened 100 ltrs refrigerator and 170 ltrs top hinged, selfdraining cooling box which can be converted into freezing by adding a upsized compressor/cooling plate.

NAVIGATION COMPARTMENT

Located to starboard, close to the entrance.

With ample space for modern navigation/communication equipment and the custom made switch boards.

In the chart table plenty of space for charts and navigational equipment.

Ball bearing drawers below the chart table.

MAIN CABIN SB

Sofa arrangement

Forward of the nav. Station, L shaped sofa arrangement, seating 6 persons, a main cabin table with central box for bottles, and 3 removable comfortable chairs (which can be securely fixed in their positions).

Starboard freeboard, upper cabinets to house glasses, bottles, books and yacht's document papers.

MAIN CABIN PORT SIDE

Version A1, A2 and A3 include a 275 cm x 75 cm longitudinal sofa

Or

Version B1, B2 and B3 include 2 comfortable armchairs - and in the table in between, a recessed/electrical operated platform for a TV (max size for TV' height: 35.5 cm, width: 37.5 cm, depth: 42.0 cm).

Port freeboard upper cabinets to house yacht's (optional) stereo, CD player and video.

OWNER'S CABIN

Version A1 and B1 (owners double berth on centerline) include 150 cm x 205 cm centre located double berth.

Sofas at each side.

Wardrobe with shelves forward of main bulkhead to port and for hangers in front of owners double berth.

Upper cabinet sections hung on freeboards both sides.

2 large drawers beneath the double berth.

Or

Version A2 and B2 (owners' double berth to starboard) include 150 cm x 205 cm double berth with night table located to starboard.

Drawers beneath the double berth.

Upper cabinet sections hung freeboards both sides.

2 large drawers under the double bed.

Large double wardrobe (with shelves - and for hangers) just forward of main bulkhead to port.

In front of wardrobes is located 2 comfortable armchairs with table inbetween with space for both bottles, glasses and "Ladys toiletties".

Or

Version A3 and B3: The owner,s cabin divides into two seperate cabins.

The foremost cabin has a 205 cm x 145 cm double berth with two large drawers underneath to starboard, a small desk with chair, a wardrobewith shelves and hangers and finally a settee.

The aftmost cabin has two single berths 205 cm x 70 cm, a large wardrobe for hangers and drawers. Table of contents |

Drawing

OWNER'S HEAD

One head with mixer taps for sink and shower, flushing toilet, lockers, paper holder, towel hook, s/s handrail, s/s sink, teak grating. Beneath the teak grating an electric bilge pump draws water from the shower outboard via through hull fitting.

Separate shower compartment with entrance from the head.

AFT CABINS

Two symmetric large cabins each with own head/shower facilities. Double berth 205 x 140 cm, wardrobe and locker with shelves; large shelf outboard.

Free-board lining: 4 mm teak ply battens. - and white imitation leather.

AFT CABIN HEADS

One at each side with: shower mixer tap, flushing toilet, front opening lockers with mirrors, paper holder, towel hook, s/s handrail, s/s sink, teak grating. Beneath the teak grating an electric bilge pump draws water from the shower outboard via through hull fitting.

CUSHIONS

Made from 2 different density layers of high quality compressed foam. Standard upholstery: Viscose / polyester (see X-Yachts' samples). Alcantara or leather options available.

SAIL LOCKER / CREW CABIN

Forward of the owner's head compartment, separated by a watertight sandwich bulkhead is the sail lockers/crew's quarters. Two hinged anodized alloy frame bunks which rest on a hull mounted anodized alloy frame, dividing the space for fixing sail bags/bycycles etc.

Optional sink and toilet for professional crew. Freeboard in crew cabin is lined with nylon pockets for crew's personal gear.

FIRE EXTINGUISHERS

5 portable 2 kgs fire extinguishers in cockpit and accommodation.

1 portable CO2 fire extinguisher for engine room fire.

Right to changes without pre-notice reserved.

