

X-412 MKIII Modern - 2002



X-412 X YACHTS – No.240

LOA:	41' (12.5 m)	Year:	Mfg- 2002
LWL:	34'3" (10.4 m)	Mfg:	X YACHTS
Beam:	12'7" (3.9 m)	Model:	X-412 Mk III Modern
Draft:	Min 6'11" (2.1 m)	Type:	Cruising/Racing Sailboat
Clearance:	19.50m	Fuel Cap:	129 l (34.1 g)
Hull Mtrl:	GRP	Water Cap:	220 l (58.1 g)
Designer:	Niels Jeppesen	Engines:	1xYanmar 3JH3CE 39 HP
Disp:	7400kg (16314 lb)		
Ballast Weight:	3500kg (7716.1 lb)		
Flag:	Belgian		
Location:	Netherlands		

Construction

The X412 MkIII Modern has been built in accordance with the European CE-Certification and meets the requirements of the CE-directive 94/25/CE for recreational crafts.

Hull, Deck, Superstructure and Cockpit:

Hull as well as deck are in hand laid E-glass reinforced on special high stress areas with Triaxial fibre glass in connection with a sandwich laminate using hard compressed Divinycell 20 mm as core material. Solid laminated around the keel reinforcement girder system, the engine install, the propeller (2018), the rudder bearings (2012) as well as in connection with all through hull fittings.

The underwater profile is epoxy-treated from new.

Hull surface outside is made of dark blue gelcoat with white waterlines & sheer line moulded into the freeboard.

The hull and area around cabin windows have been AWLGRIP topcoated (2015). Deck reinforced around and under all deck hard ware fittings with marine plywood instead of the hard compressed Divinycell foam in a thickness of 15 - 20 mm.

Surface of deck outside is white gelcoat and the antislip areas on side decks are teak laid with further teak in the cockpit floor and cockpit coamings. Area around cabin windows is blue.

Hull and deck are glued together with a special polyester resin and are bolted together for each 100 mm with a 8 mm s/s screw with washer and nut. The toerail is black anodised aluminium.

The floor construction is a heavy welded bottom frame with keel floors, mast floors, lifting strap securing lugs made of TBS steel sections, longitudinally connected with same material. The floor construction is heat galvanised and glassed into solid laminate.

Main structural bulkheads are of marine plywood - 24 12 mm securely bonded to the hull and deck.

Keel & Rudder:

The keel is of antimony hardened lead with a cast iron top, therefore benefiting from a very low centre of weight. The keel is fixed with s/s bolts. The surface of the keel is protected with one layer of GRP and filler.

The rudder blade (2012) is laminated in Triaxial fibre glass. The rudder stock is of solid aluminium tapered at both ends for strength and weight saving. The upper rudder bearing is roller bearing for minimum resistance.

Mechanical Equipment

Yanmar 3JH3CE 3-cylinder vertical 4-cycle water cooled direct injection 39hp marine diesel engine.

Fresh water cooling via heat exchanger and raw-water inlet

Yanmar SD50 saildrive gearbox 2.31 reduction ratio (2011)

Flexofold 2-bladed folding propeller (2018)

Electrical & Plumbing

Electrical:

1x 80Ah 12v engine start battery (2018)

2x 80Ah 12v service batteries (2018)

Additional 80Ah battery (2018) joined to supply electrical winches.

Yanmar 55A 12v engine-mounted alternator

Mobitronic 230v/25A twin output battery charger

Battery charger Mastervolt IVO SMART

Adverc smart charger

Galvanic isolater (2018)

LED-lighting (2012)

230v shorepower supply

12v & 230v domestic sockets throughout yacht

DC control panel with ammeter and voltmeter

Nasa battery monitor

Plumbing:

Holding tank 71l with bilge pump & decks outlet, both toilet.

Hot & cold pressurised water via 12v pump and engine driven Isotemp calorifier. Water can also be heated by 750watt 230v immersion heater powered via shorepower.

2x manual bilge pumps (located in cockpit and port aft cabin)

1x 12v electric bilge pump (2016)

12v electric pump out for forward and aft heads shower sump

Hot and cold pressurised water supply to forward heads and galley

Sea water supply in galley

Vetus FTR330 cooling water strainer (2011)

Tankage

Water tankage:-

1x GRP tank located beneath port side saloon seating. 220litres (48.4gallons) with deck fill.

Fuel tankage:-

1x Stainless steel tank located beneath starboard aft berth. 129litres (28.4gallons) with deck fill. Tank gauge at DC control panel.

Accommodation



3-cabin "Modern layout"

Headroom approx 1.87m throughout

All surfaces are high quality marine teak plywood varnished and oiled to obtain a satin type surface.

Solid laminated teak frames and cappings.

White GRP moulded headlinings

Teak/holly floors in heads with access to bilge.

Bulkheads in heads are white.

Sole boards are teak/holly finished in matt varnish.

Lee cloth's in aft cabins

Red night lights in saloon

Blue Alcantara upholstery throughout with cushions for saloon table – table drops down to form large double berth

Oval sofa to port with fixed curved bench sofa starboard of table

Description of accommodation from forward:

Forward cabin:

Double berth with stowage above and outboard and also in bins beneath berth. Seat aft to starboard with hanging locker and further stowage cupboards further aft. Door access to en-suite heads and door to saloon.

Forward heads:

White moulded heads compartment with teak shower grating. Manual marine heads with GRP shower seat. Stainless steel sink with shower attachment. Various cupboards and lockers.

Saloon:

Large settees to port and starboard providing ample seating. Stowage beneath berths, outboard and above in lockers, bins, shelves and cupboards. White vinyl cover for exposed mast. Door access to forward heads and forward cabin.

Navigation area:

Aft of saloon area and positioned to starboard. Dedicated chart seat. Stowage beneath table for charts and in various drawers.

Galley:

Galley opposite saloon dining area on starboard side. Top opening refrigeration, twin stainless steel sinks and gimballed gas cooker. Stowage in lockers, drawers and cupboards.

Aft cabins:

Two mirrored aft cabins positioned to port and starboard. Large double berths with seat, locker and hanging lockers forward. Stowage and tankage beneath.

Domestic Equipment

Stainless steel gimballed two-burner gas hob with oven & grill.

12v fridge compressor

Top opening refrigerator with Coolmatic 12v evaporator, seawater cooling and temperature control

Two Jabsco manual marine heads

Twin stainless steel sinks in galley with pressurised hot & cold supply

Stainless steel sink in heads with pressurised hot & cold supply and shower fitting

Eberspächer heater (2015) with 4 outlets – aft cabins, main saloon and owners cabin

Electronics

In cockpit:

VHF Loudspeaker
2 CD/Radio Speakers
ST 60 Tri data and repeaters
ST 60 Multi
ST 60 Wind
ST 60 Close Hauled
Raytheon 6000plus Auto Pilot
Plotter Garmin 620

At navigation area:

Display Raymarine E120 EO2013
Radar Raymarine 2kW Radome E52065 RD218 (2007)
VHF Radio – Sailor A1 VHF DSC – Class D (maintenance 2016) – Windex at masthead
Raymarine masttopunit R28170 (2014)
AIS Transponder EASYTRX2-IS WIFI +GPS antenna + cpa3 alarm (2013)
Sony Bluetooth USB Stereo radio/CD player with speakers in saloon (2013)
Easy-Navtex PRO - NASA MARINE (2018)

Spars and Rigging

Sparcraft aluminium anodised spars
Keel-stepped masthead rig with three sets of spreaders
Discontinuous rod-rigging (2015)
Winchard babystay (2014)
Stainless steel wire checkstays with Lewmar block & tackle adjustment
Navtec hydraulic backstay
Rod-vang with block & tackle adjustment
Profurl furling genoa system
Fredriksen adjustable genoa track
Fredriksen 'German' mainsheet system with adjustable traveller
Lazyjacks
Easilock jammers
Spinnaker package including carbon spinnaker pole (deck mounted)
Deck light

Sails

North Sails Nordac fully battened mainsail with 3-reefs - battens and luf cars used for the new main sail

Wittevrongel fullybattened ACL laminated mainsail with 2 reefs (2011)
North Sails Nordac genoa 140% furling polyester 340 UV
North Sails Spinnaker, D-cut AP 135.7 Supercote5
North Sail Gennaker (2003) with sleeve (2013)
Wittevrongel ACL laminated battened High Aspect 110pct (2012)
Crusader 100% working jib Dacron X-cut

Winches

2x Harken 53ST 2-speed self-tailing **electric genoa winches**
2x Harken 44ST 2-speed self-tailing manual mainsheet winches
2x Harken 44ST 2-speed self-tailing manual halyard winches

Deck Equipment

Stainless steel pushpit and pulpit (open front with teak seat) and guardrail stanchions
Teak laid bathing platform with stainless steel boarding ladder
Additional mid-cleats for mooring
Bruce anchor
45m 9.5 galvanized chain
Whitlock Cobra white powder-coated helm pedestal with rack and pinion steering system and 150cm diameter hide covered stainless steel wheel
Mainsail and Genoa covers
Teak bracket for outboard
2 Teak seats on aft pushpit
Gas springs in cockpit lockers
Foldable cockpit table mounted on wheel pedestal
Gates in lifelines with pelican hooks
16mm Spectra running rigging
Lofrans Cayman 88 electric anchor winch

Safety and Fire Protection

Rescue sling
Webbing jackstays
Fire extinguishers (in all cabins, engine bay and in cockpit locker)
Throwing line
Flare pack

Comments

X-Yachts Company profile:

In 1979, one of today's most successful and quality orientated production yards was established in Denmark. During the 1980's, X-Yachts designed, and built, winning IOR yachts for World Class Racing. Their success with this market attracted the attention of the cruising market, which was now looking for fast, quality, and comfortable sailing yachts. There appeared nothing more obvious, but to use their boat building experience from the fast racers, and combine this with building Performance Cruising yachts.

Throughout the 1990's, X-Yachts' range of "Performance Cruisers" was born. The X-412 was the first model in the new line, and was followed by the X-382, X-442, X-362, X-302, X-332, X-612, X-482 and finally in 1999 the X-562. Many of these models have benefited from evolution over their production life, with updates on styling and interior layouts, but most significantly, the application of new keel and rudder profiles, in their quest to be progressive. They achieve this edge with their in-house "Research and Development", where they discover how to improve and refine their designs, ensuring X-YACHTS' position as market leaders.

S/Y Minx:

This yacht with hull no. 240 is one of the nicest examples of a late X-412 MkIII Modern available today. Total number of X-412 built is 252 units. Easy to sail, yet boasts fantastic performance in both light and heavier airs, she is ideal for the family sailor or club-racer that likes to get from A-B quicker than the rest. Typically Danish in her build construction, she will also stand the test of time.

We purchased her in the winter of 2009 with a view to using her as a fast cruiser for both of us. We can honestly say she has not disappointed. For myself I had a great deal of big boat experience from 30+ years previously. We needn't have worried.

That year we learned the art of cruising - touring extensively in Holland and later the English and French coasts, the Channel Islands and even the Baltic.

In all respects she makes a great short (or single-) handed cruiser and is as quick or quicker than anything of similar size. The large rudder and beautifully engineered Whitlock steering gear combined with nicely put together rig make her a true thoroughbred. The previous owner remarked on how people comment on her good looks and elegance, I can confirm this happens wherever she goes.



These particulars are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Bow cabin



Forward heads



Forward heads



Plotter

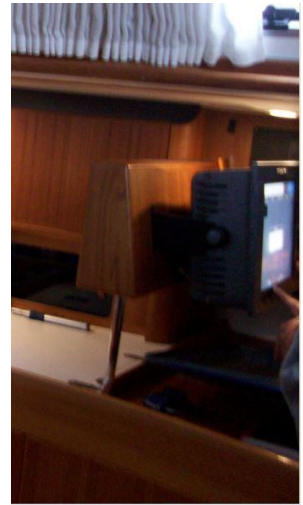


Chart table – without plotter



Chart table instruments



Galley, hob closed



Galley, hob open



Saloon looking aft



Saloon, port side



Saloon, starboard side



Port aft cabin



Starboard aft cabin



Starboard aft cabin



Aft heads



Aft heads



Other



Cockpit



Deck



Bow looking aft



Companionway looking aft



Port deck



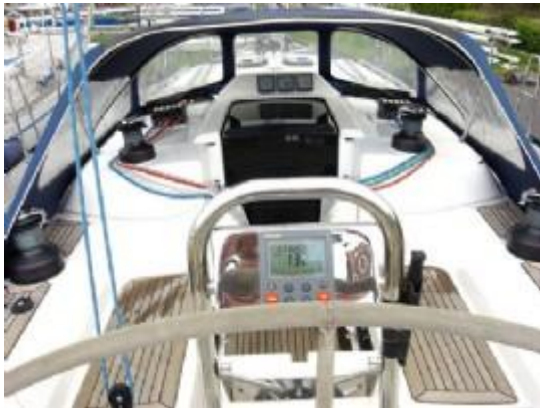
Starboard deck



Mast and current main



Steering position



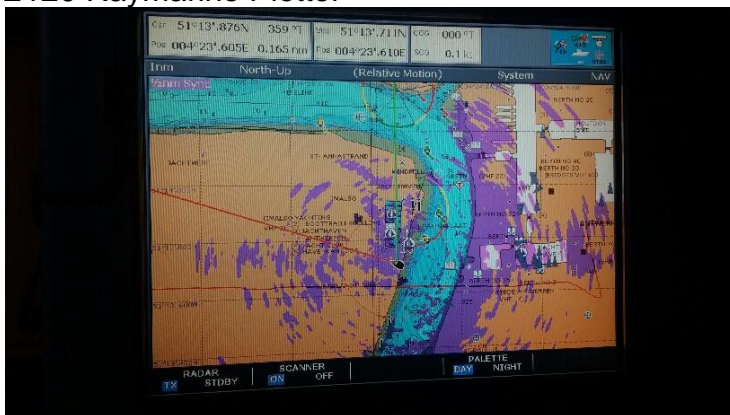
Hull from outside



ST60 Raymarine Navigation



E120 Raymarine Plotter



Serge Borremans
+32 473261166
marlinminx@gmail.com