

Specification X-37 QiXi

<http://QiXi.se>

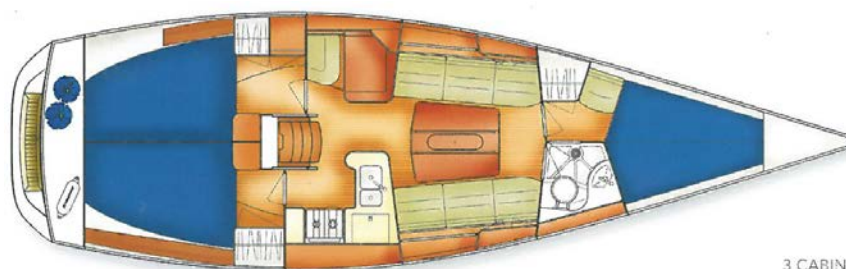
Background

We have sailed X-37 QiXi, hull #65 out of 148 boats built, since new when we took delivery of her in Haderslev in spring 2006. She is a great boat and the main usage has been cruising with a family of 2 adults and 2 children with journeys mainly on the Swedish west coast, since the boat is located in Göteborg, but also to the Swedish east coast, Norway, Denmark, Poland, Germany and The Netherlands. During a few years, 2015-2017, QiXi was also used for "medium serious" racing and has a verified SRS rating certificate based on measured sails, weight, dimensions, etc. QiXi is well equipped and with some special useful solutions only found on this X-37 and ready to take care of new owners and deliver exciting moments either under sail, at anchor, moored at an island or in a marina.

X-Yachts X-37 brochure: [X37 XYachts Brochure.pdf](#)

X-Yachts X-37 standard specification: [X37 XYachts Standard Spec.pdf](#)

X-37 QiXi SRS rating certificate: [X37 QiXi 2021 SRS.pdf](#)



Specification as delivered by X-Yachts

Item No	Description	Quantity
X-37C-3C	Cruiser Classic 3 Cabin Standard draft, 1.98m	1
HULL:		
3220362	Bottom treatment X-37 Mat-sanding, 3 x epoxy/2x antifouling Antifouling in WHITETRILUX	1
05006006	Steel Campfer Rail, 2x11 m	1
0370810	Mooring cleats, 2 pcs f.spring	1 set
2151630	Teak foot support, cockp.bottom	1
DECK:		
4580617	Spinnaker equipment W.pole X37	1 set
2114570	Sprayhood w. cover, blue	1
2114580	X-37 Cockpittent, blue	1
0048220	Ratbojle m.lille instrumentbox	1
7360520	Gassprings on 4 cockpitlockers	1 set
EXTRA	14mm - 50m Warp for anchor instead of standard 30 m.	1

MAST:

4580490	Lazy-Jacks, X-37	1 set
1760040	Tricolour/all white toplight	1
1910120	VHF/FM Aerial with windex	1
005507	Foldable mast step, grey plast	3

INTERIOR:

Long shelve in free board in SB aft cabin.

395905	Sky screen, Moonlight Sz 5	1
215126	Cuttingboard f. double sink	1 set

CUSHION FABRICS:

MAIN CABIN INCL CHART TABLE: ALSACE BLUE 010

OWNER'S CABIN SEAT: ALSACE BLUE 010,

OWNER'S BERTH: ARON BLUE 510

AFT CABINS: ARON BLUE 510

PLUMBING:

526212	Eno Gascogne Stove w. 2 jets	1
3530620	Holdingtank front toilet	1
5264331	Isotherm SP-cooling accumulato	1
3530601	Extra water tank, 100L neoprene	1
5264530	Ebersp,,cher D4 w. 4 outlets	1
5264071	Seawaterpump in galley, electr	1

ELECTRICAL:

230V AC SHORE POWER INLET PLUG

MOUNTED IN THE ANCHOR LOCKER.

3920711	Additional 120 AH Gel-battery	1
6018510	220 volt Socket, mounted	2
1914000	Bose 131 Cockpit loudspeakers	1

INSTRUMENTS:

1916520	ST60 Speed log, mounted	1
1916530	ST60 Depthsounder, mounted	1
1916540	ST60 Winddirection/Windspeed	1
1916690	ST60 Graphic Multi repeater	1
1911057	Gyro-Autopilot X37/40, Jefa drive	1

ACCESSORIES:

211591	Boom cover, dark blue, X-37	1
770013	Launching / Rigging X-37	1
5610230	Lifting strap with shackle	1

Add on equipment and solutions after delivery from X-Yachts

Sails

- **Main.** Kevlar/carbon full batten. **43.1 sqm.**
Sailmaker Different Design 2005. Sail is close to “end of life” but still used for cruising.
- **Jib 108%.** Kevlar/carbon with vertical battens for furling. **31.4 sqm.**
Sailmaker Different Design 2005. Sail is close to “end of life” but still used for cruising.
- **Genoa for light wind.** No battens. Bainbridge DIAX-HMT cloth fabric. **39.0 sqm.**
Sailmaker Different Design 2005. Sail not used much and then primarily for racing in light winds. Good condition.
- **Heavy weather Jib 85%.** No battens. Dacron for heavy duty hard winds. **20.2 sqm.**
Sailmaker Different Design 2005. Used for cruising and racing in hard winds. Good condition.
- **Spinnaker,** symmetric all round use, with sock for easy handling and bag for racing. Nylon Airex 700. **90.7 sqm.**
Sailmaker Different Design 2005. Sail used for cruising and racing. Good condition.
- **Gennaker,** all round use, with sock for easy handling. Nylon Airex 700. **87.9 sqm.**
Sailmaker Different Design 2005. Sail used for cruising. Good condition.
- **Jib 110%.** Carbon X-Drive, one side taffeta. Horizontal hard battens for racing, soft battens for furling. **34.6 sqm.**
Sailmaker UK Syversen 2015. Sail used for racing during 2015-2017 with hard battens but also comes with soft roll able battens for cruising when furling is desired even if we just tried it a few times. If main future use will be cruising I would let a sailmaker modify it so that also vertical battens can be used. Very good condition.
- **Main.** 2 full battens in top and 2 non full battens. Dimension Polyant FLX19P Optic2 cloth fabric. **45.8 sqm.**
Sailmaker Albatross 2016. Sail used for racing during 2016-2017. The sail will also work well for cruising during many years to come since it is not a dedicated racing sail. Very good condition.
- **Main sail/boom cover.** New 2014 with boat name. Also original sail cover from X-Yachts included.
- **Furling headsail cover** with zipper to be hoisted around the furled sail with a halyard.
- **Anchor “sail”.** Mounted on the backstay to decrease the boat swinging from side to side at anchor.
- **Ronstan Series 6 Ballslide Batten Car System** in the mast for easier raising/lowering of the mainsail.

Hull

- Bow ladder. Unique solution special made in stainless steel for this boat. Can be mounted/demounted in a few minutes and can be kept mounted always since it can also be folded up when sailing. See photos.
- Bow soft protection special made for this boat. Easy to mount and used when lowering/hoisting the anchor to avoid anchor to hit bow. Also used when mooring at rocks/islands to avoid damages on the bow. See photos.
- Bow anchor 15 kg “Bruce type” with 40m 8mm chain. Mounted in 2007 with windlass and controller as follows:
Lofrans Project 1000 electric windlass with up/down buttons at bow.
Lofrans Oceanic wireless windlass controller with up/down and chain counter.
- Stern anchor 13 kg “Bruce type” with 50m 14mm leaded warp. Stored in holder on pushpit when not in use.

Deck

- Main sheet system with Andersen ST 40 winches in cockpit built/installed in 2009 with extra rope bags at the steering wheel pedestal. The sheet is not running over deck (such as the so called German mainsheet system) but instead similar to how it is done on the newer X-Yacht designs. The original sheet system without winches had high forces/friction and was also hard to reach when helming behind the big steering wheel. With a winch based system the helmsman has immediate access to the main sheet and can handle it while also steering. Very good for shorthanded as well as family sailing. See videos.
- Barber haulers for spinnaker/gennaker. See videos.
- Jack stays, easy to mount, on deck sides running from bow to stern for connection of safety harness.
- Lagun cockpit table. Easy mount/demount and to adjust. <https://noa.se/eng/products/lagun>
- Bunk nets/sea berths for use on the two cockpit benches. Made for our children so they could sleep/rest in the cockpit while sailing/heeling without falling down on the floor.

Mast

- Additional spinnaker halyard.
- Additional traveler on front end of mast for jockey pole or extra spinnaker pole. Installed 2008.
- Jockey pole. Gives a better angle for the spinnaker guy to the spinnaker pole which results in lower forces and a more stable spinnaker. The spinnaker guy is lead through the guardrail via a block on the hull rail and will thereby not impact the guardrail wire or stanchions. Installed 2008. See videos.

Interior

- Knax hooks for clothes, towels, bags, etc. 6 Knax in total with two hooks on each. Very useful solution since the hooks are folded away with its spring when not in use. <https://knaxshop.com/en/wood>
- Mattresses in cabins, home made by foam material. Thicker and give better sleeping comfort but not so nice to look at if not covered by bed sheets. Original mattresses of course also supplied and in very good condition.
- Net bag on starboard side for storing fruit, vegetables, etc.
- Kitchen paper holder.

Plumbing

- Shower hot/cold water at transom.
- Additional plexiglass wall, demountable, in refrigerator to make storage structured. Special made.
- Filter for engine inlet sea water cooling. Installed 2009 in engine room with easy access for cleaning. No filter at all supplied by X-Yachts as standard in these boats.

Electrical

- Radio/CD player, Sony CDX-GT100. Connected to two loudspeakers in saloon and two in cockpit. Installed 2006.
- Zinc Saver galvanic isolator, Sterling Power ProSaveE. Installed 2009 on shore AC power connection. <https://sterling-power.com/collections/zinc-savers/products/zinc-savers-galvanic-isolators>
- Alternator to battery charger 12V 130A, Sterling Power AB12130. Installed 2010 in engine room. The original alternator controller on the engine did not charge the batteries full even after long time of motoring. Also the charging current was low and it took "forever" to charge the GEL type of batteries supplied which require higher charging voltage than lead batteries. The solution was to increase the charging voltage which is done by this unit. It was a great improvement and now charging is faster and result in fully loaded batteries.
It is my view that the batteries in this boat are in good condition and we have never had a charge of less than 60% of the total $2 \times 120\text{Ah} = 240\text{Ah}$ in the two GEL batteries together. <https://sterling-power.com/collections/alternator-to-battery-chargers/products/alternator-to-battery-chargers-up-to-130a?variant=878066559>
- Battery monitor, Mastervolt BTM-III. One of the most useful devices onboard installed in 2009. By keeping an eye on the electric power consumption the batteries can be charged before reaching a critical level and also the consumption/charging by various devices can be monitored and actions taken as required. <https://www.mastervolt.com/products/battery-monitoring-panels/masterlink-btm-iii/>
- Solar panel 40W, SW Exergon SWM40L.
Solar panel controller 130W, Naps Maxpower product number 40590.
Installed 2013. Only one solar panel which is not mounted but brought up in the sun when needed. The controller can handle additional 90W and the plan was to add more panels and for example have them on top of the sprayhood when sailing but this has not been implemented. The system works just fine and in full sun and with the solar panel not shaded and 90 degrees against the sun it delivers around 3A to the batteries which is just below the specified 40W according to the Mastervolt battery monitor which as mentioned above is very useful.
- Inverter 12V DC to 230V AC, 1000W. Waeco PerfectPower PP1000. Installed 2006.
- Electronic remote shut on/off valve for gas, Truma. Installed 2014.
- Original light bulbs replaced by LED inside and also outside for navigation lights on deck and in mast.

Instruments

- Chart plotters/GPS, Garmin GPSMAP 3005C. One at the steering wheel and one at the navigation station. Connected via network. Installed 2008.
- Wireless autopilot control and data display, Raymarine SmartController. Installed 2008.
- VHF navstation, Raymarine Ray55E. Base station. Installed 2008.
- VHF cockpit, Raymarine Raymic. Remote to the Ray55E above. Installed 2008.
- AIS transponder, Comar CSB200, Comar AST100 VHF splitter and T22 GPS antenna. Installed 2009.
- Wireless NMEA server, DigitalYacht Aqua WearWLN20. WiFi connection to the NMEA network via mobile phones, iPad, PC, etc. Installed 2017.

Accessories

- Flagpole, Swedish flag.
- 6 fenders and 8 mooring ropes.

Major maintenance/repairs

- 2008. Small repair of keel bottom/left side after standing on rocky seabed when moored at an island. Nothing serious and repaired with epoxy. The repair can be seen on this [photo](#) from 2017 when the bottom was restored. The boat has never grounded when sailing/motoring.
- 2015. Replaced propeller shaft sealing because of small sea water leakage into the transmission oil.
- 2017. Restoration of bottom paint. Inner layers of paint started falling off after 10 years. All antifouling paint removed manually and with fine grinding in the end. The original epoxy was in very good condition so new epoxy was added only where needed. The whole bottom was then painted with one layer of primer and then two layers of Trilux antifouling. Photos from the work on website.
- 2019. Engine sea water pump repair. Water leakage due to defect ball bearings and sealings. Complete refit with new axis, both bearings new, new sealings, impeller, etc.
- 2019. The extra 100L soft bag water tank in bow replaced by new one because of small leakage.
- 2020. Sprayhood maintenance. Side windows replaced and most seems re-sewn.
- 2020. Safety/drain valve on water heater replaced due to small leakage.
- 2021. Engine room electric ventilation fan replaced.
- 2021. Control unit in Eberspächer heater replaced.

Known problems

- Engine hour counter/display defect. Estimated engine running time is 1100h.
- Minor oil leakage from engine. Estimate around 3 centiliters per season. We have always had this leakage and we thought it came from the engine crank house ventilation and did not care about this small volume which is easily wiped up. However, after some years this leakage was found to likely come from a plate or screw on the engine which is not easy to reach without demounting things so we did not bother to do anything about it. The leakage has been with the same volume all years and no trend to increase. We never have to fill additional oil into the engine for a whole season and it cannot be noticed on the oil stick that there is a decrease in the oil volume.
- Wireless remote controller for windlass often gets disconnected (reconnects after a short while) when operating the windlass remote from the aft of the boat. The windlass control unit is mounted in the bow and the solution is probably to move this control unit more to the center of the boat. The high current used by the windlass is likely to induce magnetic fields to the control unit which is mounted just beside the windlass electric motor in the bow so this is probably a reason for this problem.