



## X-102 (10,02 m) - 1986



### **Layout :**

- Length : 10,02 m (32' 10")
- LOA : 10 m (32'8")
- Beam : 3,36 m (11')
- Draft : 1,90 m (6'2")
- Gauge : 3,6 Tons
- Material : Reinforced fiberglass (hull and deck)
- Rigging : Sloop
- Engine : Yanmar 2GM20 - 17 HP

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**Price : 3 M XPF / 25 100 euros**

**Danish racer-cruiser, fast and ready to go. X-Yachts shipyard renowned for its quality of construction**

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### **Interior fittings :**

#### **Sleeps 6 to 9 - 2 double cabins -1 single cabin**

- Double cabin aft
- Double cabin forward
- Single cabin with companionway below the helm station (currently used as a sail locker and storage for DIY equipment)
- 4 sleeps in the saloon

### **Building and history**

Sailboat built by X-Yachts in Denmark in 1986.

Hull and deck in reinforced fiberglass (closed cell foam).

Laminated galvanized steel frame, stainless steel keel pins, fully laminated keel with the original hull.

Throughhull mast

### **A word from the owner**

We bought her in Brittany two and a half years ago for her good compromise between comfort and sailing performance and for the reputation of the X-yachts yards.

The previous owner has kept her very well. For 10 years he sailed for 1 month out of the year and kept her dry the rest of the year in a shipyard in Nantes (so not in a saline environment).

We therefore took advantage of the fact that the boat was very dry to have the shipyard carry out a preventive anti-osmosis treatment: sanding down to gel-coat (no trace of osmosis) then spraying three coats of epoxy primer.

We then equipped her for the big trip: purchase of a Beaufort Lynx self-steering vane to consume less electricity (the boat is also equipped with a high-performance NKE in-board autopilot with remote control), and two solar panels of 100 W each.

The main strength of this boat is her long distance runner, she is able to sail with very little air and goes upwind very well. Very manoeuvrable, she makes it easy to get in or out of a mooring. A plus for sailing enthusiasts: she eliminates the need for an engine most of the time.

We lived there as a family (two adults, a 10-year-old girl and a cat) for two and a half years and kept her well-maintained along the way. We sell her because we go back to France for a beekeeping project.

## **Engine**

Yanmar 2GM20 engine changed in 2005, regular maintenance  
Fore silent blocks from September 2019, aft in November 2020  
Cutlass bearing changed in November 2020  
Water pump changed in November 2020  
40 liter stainless steel tank + 4 \* 10 L cans  
MaxProp propeller

## **7/8 Sloop rig**

Standing rigging 2011 (little used, the boat has sailed for 1 month in the year for 10 years, the rest of the time on hard dock in a non-saline environment), textile backstays  
Dynema halyards. All rope in good condition  
Harken fittings, Lewmar winches  
Fore sails hanked on carabiners in good general condition:  
Large Kevlard genoa, composite arisable genoa (used), Dacron genoa, Dacron staysail, Dacron storm-jib, 2 spinnaker  
Mainsail 3 reefs in good condition + spare mainsail 3 reefs slightly hollow  
Pole

## **Ground tackle**

Main anchorage: 12 kg sand anchor + 40 m of 8mm chain in good condition  
Second anchorage: 14 kg anchor + 5 m chain of 8mm for empennel  
10 m chain of 10 mm

## **Comfort**

80-liter stainless steel fresh water tank, possibility of additional 90 liters in 5-liter cans under the port bench. For big crossing we also stock them in the saloon berths  
Shower room: RM69 toilet hand pump, hand pump fresh water sink  
Galley: double sink, fresh water and sea water (foot pump), 2 burner gas stove, fridge

## **Electrics**

2 solar panels 100 W each (October 2019). Total 200 W  
2 AGM house batteries of 160 Ah each (April 2019). Total 320 Ah  
Engine battery (July 2020)  
Steca PR2020 solar charge controller

## **Electronics and navigation instruments**

Chart table:  
Furuno GP-32 GPS  
VHF radio ocean RO4700  
AIS NKE receiver  
WAECO electricity consumption display  
12V cigarette lighter socket  
12 / 220V 300 W inverter  
Connections for connecting a PC to the navigation instruments (GPS-AIS)  
NKE control unit (anemometer, surface speed, log, depth sounder, true and apparent wind, autopilot, deep speed, compass cap, alarm and AIS display, etc.)  
NKE port and starboard cockpit displays. NKE mast foot display to review  
Loch and depth sounder (September 2019)  
Plastimo compass  
NKE hydraulic in-board autopilot with remote control  
Beaufort Lynx self-steering vane (November 2019)  
Furuno GPS antenna (April 2019)  
Sony car radio and "focal" speakers in saloon

## **Dinghy**

3-people Zodiac dinghy (December 2019)  
2.5 HP 4St. outboard engine (December 2019)  
Grapple anchor and chain, cable and padlock

## **Safety equipment**

4-people liferaft in Sea-Safe Group A container (August 2017)  
EPIRP GlobalFix ACR distress beacon (August 2017)  
Hand flares, smoke bombs  
Foghorn  
2 Extinguishers - fire blanket  
Lifelines

## **Miscellaneous**

Upholstery in good condition  
Plenty of storage  
Mooring cover for shade, quick installation and storage  
Water collecting top  
Various spare parts (engine, toilet)  
Spare ropes  
Rudder bearings and tiller parts changed in December 2019

Last bottom paint: November 2020 (Jotun SeaForce 90 semi-erodible antifouling - 3 layers, 4 at the waterline and on the leading edges. This antifouling is given for 60 months of effectiveness for cargo ships)

## **Main strengths**

Sail well close to the wind, light, manoeuvrable, fast, need little air to sail.  
Sailboat ready to sail, well maintained, in very good condition.  
X-Yacht construction, guarantee of quality.

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## **ATTENTION :**

*The boat's inventories are based on the indications given by the owners and even if we do our best to see that they are in accordance with the reality, there might be some differences. The boat's and equipment's condition has to be checked jointly by the buyer and seller before the sale. The respective responsibilities of both the seller and the buyer remain intact. In no case can Raiatea-yacht be held responsible for any defect on the boat.*