

that the X4³ strikes the ideal balance between the performance of a cruiser-racer and the manageability of a cruising yacht. And whereas the sailing performance of the X4³ was impressive, it was the style and attention to detail of the interior aboard the X6⁵ that really stood out. Hopefully then this new X4⁹ will include the best elements of both its sister models.

"The whole point of the X line is their dual purpose," says Stuart Abernethy, general manager of X-Yachts (GB). "They have that combination of volume, comfort, speed and looks, together with X's DNA to make it sail properly."

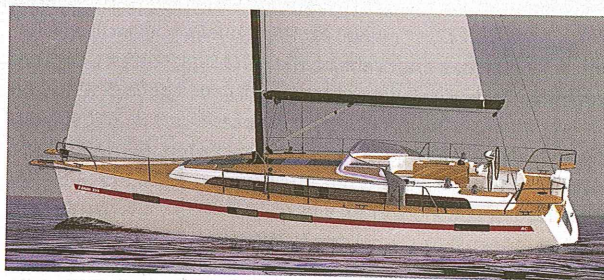
Owners of the new X line are typically using their yachts for fast family cruising. Abernethy also stressed how important it was to have a dinghy garage at this X4⁹ size. For example, the first two UK clients want to keep their yachts in the Med and don't want davits. The garage on the X4⁹ is large enough to fit a 2.7m inflatable, but owners typically ship as large a



The latest X model looks an ideal size to combine performance and comfort for fast family cruising

Dimensions

LOA	15.00m	49ft 2in
LWL	13.58m	44ft 5in
Beam	4.49m	14ft 7in
Draught (std)	2.40m	2ft 8in
Displacement	12,900kg	28,440lb



Najad N395

Najad describes this N395 as a 'mini superyacht', referring to its high-profile design and styling, the level of comfort it offers and the long list of choices available for owners to customise. It's the result of a design collaboration between Farr Yacht Design and Ken Freivokh, both highly experienced firms, particularly in the modern superyacht era.

The N395 is offered in aft cockpit (AC) and centre cockpit (CC) formats, both available with two or three cabins and one or two heads. The first N395, which will be shown at Düsseldorf, is an AC model. This particular boat is due to take part in the

ARC 2018 for which Najad is looking for an all-female, mixed nationality crew, preferably with no previous sailing experience.

Price ex VAT SEK
2,958,000 (£266,064)
www.najad.se

Dimensions

LOA	11.99m	39ft 3in
LWL	10.98m	36ft 0in
Beam	3.99m	13ft 0in
Draught	11,000kg	24,250lb

Saffier SE37 Lounge

The trend with new monohulls in recent years has been to lead the running rigging back to winches near twin helms in the quarters, to make them easy to operate short-handed and to create a cockpit that is free of sailing systems.

With its latest and largest model yet, Saffier has taken a fresh approach to this: it has chosen to position the twin wheels at the forward end of the cockpit, which still allows for that generous guest cockpit area, but has other benefits.

Those in the cockpit do not hinder the helmsman's forward vision, the control lines have a shorter lead to the helms and it's just one step between the helms and the interior. The rope-free guest cockpit area that this creates aft on the SE37 is comparable to a yacht twice its size – the

