

## ANXA — X YACHTS



**Builder:** X YACHTS

**Year Built:** 2001

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** United States

**LOA:** 73' 6" (22.40m)

**Beam:** 19' 9" (6.00m)

**Min Draft:** 8' 7" (2.60m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **ANXA — X YACHTS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **ANXA — X YACHTS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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# SPECIFICATIONS

## Overview

ANXA is a very special yacht with many unique features, offering the best of all worlds. She has been maintained by professional, full time crew, for the past 7 years. With her easy sail handling systems, she can be sailed by two. She has a comfortable interior for the owner and two couples, with the possibility of an additional number of guests, along with a separate forward crew cabin with separate entrance and independent bathroom facilities. A pilothouse, where the skipper or owner can helm and communicate with guests - who can choose to be seated in a comfortable U-shaped sofa arrangement with perfect view. The general feel is of space compared to most pilothouse alternatives. The engine room has almost full headroom and holds all necessary equipment and machinery for a well prepared boat. Hull recessed gangway with in built lights. She has a transom garage containing a 3.2m RIB. The fact that she has two engines and a bow thruster gives her exceptional maneuverability under power.

This X 73 ft is very different from any other yacht her size. She is a new combination of a Pilot House and a Deck Saloon yacht, yet with the advantages of both concepts. The feel of air and space is "the thing" about ANXA, as the pilot house is connected directly to the main cabin.

## Basic Information

**Category:** Cruising Sailboat

**Model Year:** 2001

**Year Built:** 2001

**Refit Year:** 2013

**Refit Type:** New teak deck, rig refit

**Country:** United States

**Cockpit:** Yes

## Dimensions

**LOA:** 73' 6" (22.40m)

**LWL:** 63' 0" (19.20m)

**Beam:** 19' 9" (6.00m)

**Min Draft:** 8' 7" (2.60m)

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## Speed, Capacities and Weight

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**Displacement:** 93916.923612 Pounds

**Water Capacity:** 414.75012164 Gallons

**Holding Tank:** 203.41248004 Gallons

**Fuel Capacity:** 599.67055804 Gallons

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## Accommodations

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**Total Cabins:** 3

**Total Berths:** 7

**Sleeps:** 7

**Total Heads:** 3

**Crew Cabin:** 1

**Crew Berths:** 2

**Crew Sleeps:** 2

**Crew Heads:** 1

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## Hull and Deck Information

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**Hull Material:** Polyester

**Deck Material:** Teak

**Hull Color:** Dark blue

**Hull Finish:** Stainless Steel

**Hull Designer:** Niels Jepsen

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## Engine Information

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**Engines:** 2

**Manufacturer:** Yanmar

**Model:** 4JH3HTE

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## Construction

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The X-YACHTS 73 is built in accordance with the European CE-Certification, Aristo Blue hull of an Isotalic Polyester sandwich construction with biaxial E-glass fabrics. Core material is 20-40 mm Divinycell of different densities vacuum bagged into the outer skins. Solid laminate around keel steel girder, rudder bearings, and at all "through hull" fittings such as sea cocks and bow thruster exit. The boat has a shoal draft fin keel which is aft swept and features a tail and winglets. Hull laminated with extensive use of biaxial E-glass fabrics. Structural bulkheads are of composite sandwich decorated with 4 - 6 mm teak marine plywood, securely bonded to both hull and deck. Watertight bulkhead separating the sail/crew cabin and the owner's cabin. Vacuum bagged 10 mm teak laid decks at side decks, at coach roof in front of the steering house, at outer cockpit coamings, at seats and floors in cockpit and at stern steps - and finally at stern ports "inside" as well as at the aftmost 100 cm floor of the RIB garage. The garage can accommodate up to a 3.2 meter rib with out board up to 15 / 20 Hp or an Avon Jet drive boat of similar size. Heat galvanized TPS steel sections welded together into an extended H-frame. This frame takes up all the loads from keel and mast. All windows mounted into moulded GRP house which is laminated as part of the deck moulding. Laminated 16 mm hardened smoke coloured glass. Electrically powered wipers for the 2 front screen windows. Deck hatches are chrome polished Lewmar Ocean series, port lights in deck house and hull are Chrome polished Lewmar Atlantic series. Captive washboard system in 12 mm smoke coloured plexiglass, 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.

## Deck

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The teak deck was brand new in 11/2013, laid in 11mm Burmese teak, along all side decks, the coach roof in front of the steering house, the outer cockpit coamings, all the seats and floors in the cockpit and the aft stern steps, the last meter of the garage and the inside of the transom door.

All windows are mounted into a moulded GRP house, which is laminated as part of the deck molding and comprise of laminated 16 mm hardened smoke coloured glass.

The deck hatches are chrome polished, Lewmar Ocean series, new in 4/2012, the new forward deck hatch new in 3/2013.

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The port lights in the deck house and hull are all chrome polished Lewmar Atlantic series.

All deck hatches except for the companion way sliding hatch have newly refurbished or brand new (master cabin) SKY SCREEN blinds and fly screen units integrated into the headlining.

The cockpit has two seating areas, one situated around a folding dining table under a bimini, the centre of the table housing a generous drinks refrigerator. The other seating area is just aft of the two steering wheels. These operate well as two social areas.

The transom door is a hydraulically operated, chain driven system, operating by switch or newly installed wireless remote.

The transom port when open is a practical bathing platform and has a recessed, folded, stainless steel bathing ladder, along with integrated rollers which continue the length of the door and into the garage to enable the smooth launching and retrieval of a RIB. There is a remotely operated winch new for 2013 which assists with tender launching and retrieval. It is also a convenient place to board the yacht from the dingy.

The gangway is an OPACMARE and is 2.6m when fully extended, it is an extractable, collapsible gangway, made up of three stainless steel telescopic segments with teak grating and recessed lighting, housed in an aluminium container and is completely hidden into the transom when retracted. Hydraulically controlled with a digital control panel, or small wireless remote control.

## Steering

The 2 brand new in 2014 rudder blades, each just aft of the propellers, are steered by one of the three steering positions, either the two helm positions in the cockpit, or from the helm station in the pilot house. The system is hydraulic, and designed for safety so that when steering with one wheel, the other wheels are passive and do not turn, there is also an alternate hydraulic system in case of failure of the primary, for added safety.

## Mooring and anchoring / rafts

Double U-shaped anchor bow roller, with an attachment eye for a asymmetrical spinnaker/gennaker.

50kg Bruce anchor, with 100 m long galvanized steel, 12 mm, calibrated chain.

The bow anchor winch is a hydraulic Lewmar 3000 Gypsy/Drum windlass, with a max load of 1591kg.

Anchor controls are at the helm, plus there is a wired remote control at the winch.

Furthermore, there is a 30kg Bruce stern anchor, with 40m, 12 mm stainless steel chain.

The central stern push pits has a quick launching system for the 2 six pax Autoflug life rafts, as well as space for a quick release inflatable dan buoy and EPIRB.

## Mechanical

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There are Twin Yanmar main engines of 110 Hp aboard (new in 2011), they are 80.9Kw at 3200 revs. The engine Type is 4JH 4HTE, turbo intercooler charged diesel engine. Engine hours stand at 1370 as of August 11, 2014.

Each engine is fitted with a 80 amp Hr 12V alternator to charge the engine start batteries and equipped with a 24V, 140 A Balmar high output alternator for charging the DC batteries. The alternators are controlled by a Bulmar multi stage voltage regulator.

The engines are controlled by Micro commander morse controls. The oil pressure, RPM, water temperature and start and stop functions are digitally displayed in the central cockpit engine panels

in the pilot house and on deck and include an acoustic alarms for the same. Anxa has Two 3 bladed Flex 0 Fold propellers with a diameter of 22". The prop shaft is a 50 mm diameter, high tensile, corrosion resistant, stainless steel, with line cutters.



2 Aquadrive couplings are installed per engine drive in order to allow the engine to be mounted flexibly and to reduce noise and vibration.

The engine room is equipped with an automatic fire extinguishing system. The system works on a non-toxic aerosol gas and is always active, but can also be activated manually .

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## Tankage

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**Fuel:** total capacity 1.730 litres in two 600 liter alloy tanks under the saloon floor and an extra fuel tank of 320 litres under the floor of the master cabin, day tank of 220 litre, under the saloon floor, feeding the engines, generators and heater system. All tanks have inspection hatches and deck fillers. There are double fuel filters along with vacuum gauges, water separators (with water alarm on the electrical panel) and a shut off valve on the feed line to the main engines and to the generators. Each fuel tank has a digital display read out and is vented to above the sheer line.

**Water:** The total water capacity aboard is 1564 liter in 3 stainless steel tanks, located in the bilge, 3 fillers on deck.

### **Black water:**

One 250 litre black water stainless steel holding tank. The tank can be emptied by electrical pump via a hull outlet, or via a deck suction line.

**Grey water:** There are 2 grey water stainless steel tanks aboard - a 270 litre tank for 2 aft heads and the galley sinks, located under the galley floor. One 250 liter tank for the master head, located under the master cabin. The sinks and showers all have strainers, as well as the head floor sumps.

There are 4 Sealand VacuFlush toilets aboard.

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## Accommodations

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Entering ANXA through the cockpit door we step down and are facing the "panorama view" sofa

arrangement at deck level. This is a very interesting design and unique in its kind. The engine room is directly below the island construction and is surrounded by, to port the fully equipped galley and forward of the galley the navigation desk. On Starboard, there is a fully equipped workbench including vice, compressed air and drawers for tools and parts storage. This efficiently designed mini workshop is conveniently located in front of the engine room door.

Forward, we find the saloon. The overall construction is very practical and offers ample space for relaxing, dining, or enjoying the entertainment system, comprising of a new swiveling flat screen 26" TV that can put away into the construction, a new Marantz amp for surround sound, DVD player with iPod interface and music zoning system.

The master cabin is forward of the saloon and is a full beam cabin, offering plenty of space for its center line queen size bed. This cabin offers ample hanging space and drawers / lockers, along with a 19" TV. A large, en suite WC / shower room with heated floor, very comfortable in the cooler months.

Forward of the owners cabin is a watertight bulkhead, behind which is the crew shower room and cabin, which is accessed via the deck.

Two guest cabins are located aft of the salon on either side. The Stbd cabin has an en suite WC. The Port cabin has a door entering a central WC/day head, which also serves the main saloon. Both aft cabins share a shower, which is also fitted with floor heating similar to the owners' bathroom and an extract fan.

The aft cabins both offer a double and a Pullman bed and are equal in size and function. All berths throughout the boat are fitted with a battening system for extra comfort and have fitted Dacron lee clothes.

The interior of the whole boat is light and practical. All fronts of drawers, doors, tables and wardrobes have an 8 mm solid wooden capping; the integrated louvers ventilating the same areas are flush. This gives a light and modern style. The veneers are light teak with a satin finish.

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## Electronics

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ANXA has 2 separate autopilot systems aboard, these being a Simrad Robertson AP21 and a Brookes and Gatehouse.

An Intel computer hard drive is aboard, with a screen running on Windows XP, this runs on board ships systems.

Raymarine RAY240 VHF in pilot house and on deck.

Raymarine 12" multi function display chart plotter, new 2013

5 Raymarine I70 displays, new 2013

Raymarine HD radar

2 x EPIRB's

2 x handheld ICOM IC 71 VHF's

Thrane and Thrane satellite phone

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## Plumbing

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Insulated 400 litre stainless steel **hot water tank**, heated by main engine's heat exchanger, thermostatically controlled, 220 V heating element, or by the yacht's diesel heater.

2 x **Water makers** L x 220V Dessalator 160L/hr and 1 x 24 V Schenker, Italy, 60 L/hr

There are 2 Henderson manual **bilge pumps**, each with a capacity of 110 litre/min (one in cockpit and one inside interior) plus an automatic Jabsco electrical bilge pump that takes the water to a straining box, to hull outlets glassed into the freeboard. All of the hoses for draining to and from the central keel bilge, have reinforced PVC tubing. All bilges drain into the deep keel bilge.

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## Electrical System

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2 Westerbeke generators, new 4/2011, 1 x 17 Kw/H and 1 x 5.7 Kw/H, both 220V, which are operated from the power system control panel. There is an automatic change over system between shore power and inverters.

Generator hours August 2014 are 2749 and 1097 respectively.

The yachts DC electrical supply is 24 V with a battery capacity of 1000 Ah produced by 12

Mastervolt 2.2 V, 1000 A, traction cells, new 3 / 2013.

There is also a separate navigation battery bank of Mastervolt 200Ah/24V.

## **Mast,Sails and Rigging**

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ANXA has a Nordic Carbon triple spreader rig, with tapered aerofoil spreaders, mounted on pins, with a White AWL Grip paint finish. The spreaders themselves have up and down LED lighting.

Rod rigging and a Navtec rig system.

The Tapered carbon masthead has an attachment for a permanent backstay, along with a sheave for the main halyard - with accommodation to contain a spare main halyard messenger pilot line.

Furthermore, the Masthead has an attachment for a gennaker halyard block.

The Main sheet has a straight Frederiksen self tacking track, with a single line main sheet.

The non-overlapping headsail, set on a hydraulic head stay, also has a single sheet which is on a self tacking curved Frederiksen track.

The Main halyard, head sail and main sheet are led below deck, via a Frederiksen sheaves, to 3 captive hydraulic powered winches located below the floor in the owners cabin, the winches being built with off the shelf readily available industrial equipment, are able to pull up to 3,300 Kg. The safe working load is enough to reach sheet loads up to 5,300 Kg. Switches for this are close to the helmsman's position on deck and there is also a wired remote control system.

The winch mounted on the mast is manual and there are two hydraulic powered winches on deck, one built onto the centre coaming aft of the cockpit, either for the code A sheet, or for docking lines. The second winch is on the foredeck for tightening docking lines. The Hydraulic Power Pack has four motors and powers the two above winches, as well as the captive winches, anchor windlass, rear garage door and all hydraulic motors

All controls for the rig, hoisting of the sails, sail trim, captive winches, boom vang are 'pushbutton'

controlled from a panel on the central console, located in between the two steering pedestals. All of these functions are also controlled by a hand held wired remote, which reaches most places on deck.

The Mast step is welded aluminium, standing on the galvanized steel girders, with a 2 cylinders mast jack system.

The boom is a Carbon fibre “Leisure Furl” furling boom with carbon fibre mandrel.

A central on deck console holds all the instruments, including hydraulic controls, sheet captive winch controls, mandrel in & out controls and the Emergency stop for the hydraulic power pack.

Reckmann hydraulic forestays type RF-90-3.

Navtec boom vang.

Three 58 ST Anderson winches, 2 of which are hydraulic and 1 manual.

Gennaker / code A with hydraulic furler located forward of the bow pulpit and aft of the anchor roller, operated from the cockpit. Reaching pole mounted on starboard deck.

Anxa has a large powerful rig, for increased performance. She performs extremely well, 240 NM days are the norm.

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## Recent Upgrades and Refits

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### 2007

Rig removed and repainted

Standing rigging fully serviced with replacements as necessary

### 2010 - 2011

New dual air conditioning compressor system

2 new engines, all exhaust pipes and mufflers replaced with new

2 new generators, all exhaust pipes and mufflers replaced with new

## **2012 - 2014**

### **Master Cabin and head**

Captive winch tensioners over hauled

Sink taps serviced

Sanitation hosing changed throughout boat

Sound proofing/insulation fitted in master cabin, head and under the bed Mattress toppers re Covered.

All mirrors in head and cabin replaced

Brand new ocean air blinds fitted in master, refurbished blinds in the head

### **Saloon**

TV cabinet re designed and up grade to 26" TV

Merantz amp fitted for zonal music playing and surround sound, also ipod plug in and air play compatible

All safety gear aboard over hauled / replaced and current

New fresh water pump fitted 1/2014

### **Engine room & engineering**

Bushes replaced in hydraulic motor

Thermostatic controller to water tank installed

Hot water tank replaced

Fridge pump interface redesigned and up graded

Grey water tank - new inspection hatch added

## **External**

Full rig refit including rig removal, new fittings, fully serviced, new deck tight poured (6/2013, A+ Rigging Mallorca)

New teak decks all around June 2013.

New North main sail and gib 6/2012

New Doyle code A (245m<sup>2</sup>) with top down luff pocket furling, running on future fibres cable and smart rigging, 5/2014

Rudder bearings and water lip seals replaced and re seated

All navigation and deck lights up graded to LED

New LED up and down spreader lights

Vang fittings reamed and bushes fitted

New Frederiksen block for head sail

Complete garage over haul and service, LED lights fitted and concealment curtain

Anti foul removed, hull sanded primed and sprayed

## **Shortlist of refitted big expense items.**

Main engines, 2010/11

Rig refit, mast re stepped, June 2013

Teak decking, 2013

A rare opportunity to buy a stunning looking and well maintained performance cruiser that is state of the art.

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## Exclusions

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Owner's personal belongings.

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## Disclaimer

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The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.



# PHOTOS

**bow**



**Cockpit**



**Transom**



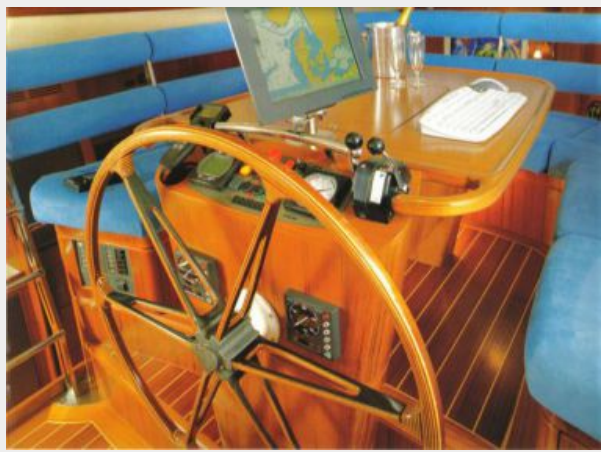
**Twin helms**



**Deck looking fwd**



**Deckhouse helm**



**Deckhouse**



**Deckhouse**



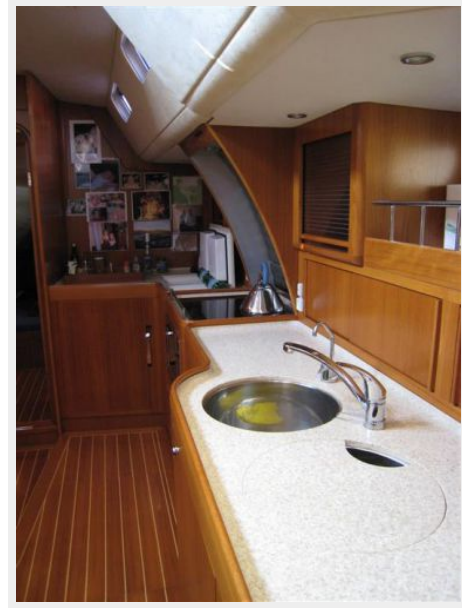
**Dining saloon**



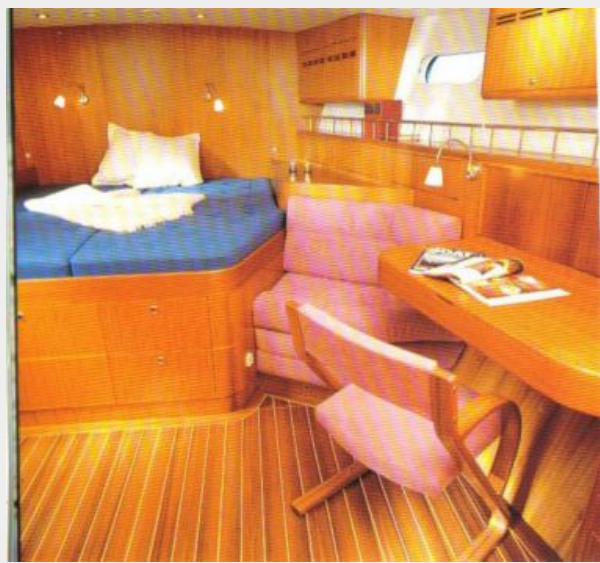
**Master cabin**



**Galley**



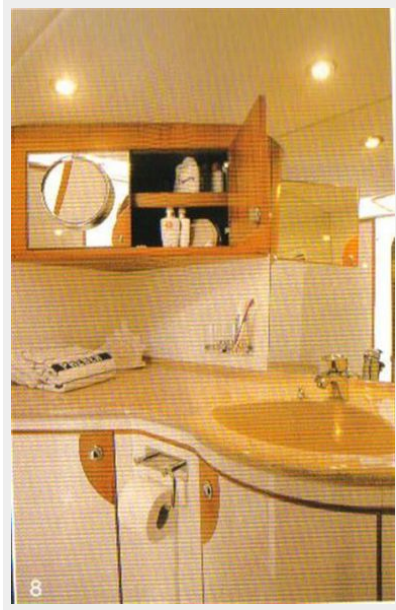
**Master cabin detail**



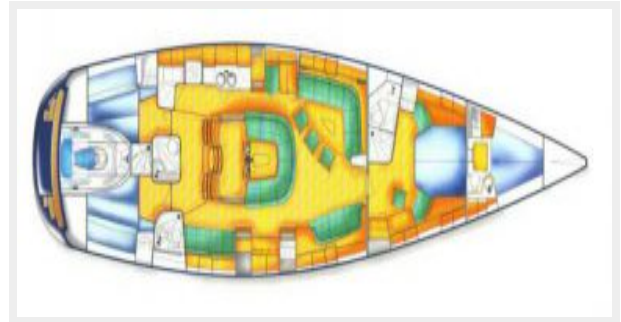
**Saloon**



### Bathroom



### Plan



### Sailing Oct 2014





# CONTACTS

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Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

## Contact details

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Email: [andrey@shestakovyachtsales.com](mailto:andrey@shestakovyachtsales.com)

Web: [shestakovyachtsales.com/en/](http://shestakovyachtsales.com/en/)

## Telephones

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USA: +1(954)274-4435

## Office hours

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Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

## Address

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Harbour Towne Marina, 850 NE 3rd St,  
STE 213, Dania, FL 33004