



PULSAR II

73' (22.25m) 2002 X-Yachts 2016
Barcelona Spain



OVERVIEW

€595,000

Manufacturer:	X-Yachts		
Engines:	1 Perkins	Hull Material:	Composite
Engine Model:	M225 TI	Cruise Speed:	Knots
Engine HP:	0	Max Speed:	Knots
Beam:	19' 7"	Cabins/Heads:	3 / 4
Max Draft:	10' 5"	Fuel Type:	Diesel
Water:	262.06 G (992 L)	Fuel:	412.64 G (1562 L)



Data Sheet

Category: Cruisers
Condition: Used
Model Year: 2002
Beam: 19'7" (5.97m)
Max Draft: 10' 5" (3.18m)
LOA: 72' 11" (22.25m)
Cabins: 3
Sleeps: 8
Pullmans: 1
Twin Berths: 1
Double Berths: 1
King Berths: 1
Full Beam Master: Yes
Heads: 4

Crew Cabins: 2
Crew Sleeps: 2
Knots
Knots
Fuel Type: Diesel
Hull Material: Composite
Hull Shape: Monohull

Displacement: 42.9 kilos
Fuel Tank: 412.64 gal (1562 liters)
Fresh Water: 262.06 gal (992 liters)
Holding Tank: 66.04 gal (250 liters)
CE Certified: Yes
Builder: X-YACHTS
Designer: Niels Jeppesen

Engines/Generators

Engine 1

Perkins
M225 TI
Inboard
157KW
Fuel: Diesel

Generator 1

Westerbeke
12.0 EDT D-NET 50Hz
12KW
Hours Date: 00/00/0000

Summary/Description

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Compared to most deck saloon alternatives, the X-73 is designed as a faster, more spacious and safer ship.

Broker Comments

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Summary of Vessel

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LOA:	22.25 m	73 ft
LWL:	19.24 m	63.1 ft
Hull length:	21.95 m	72 ft
Beam:	6.00 m	19.7 ft
Draft:	3.35 m	loaded
Displacement:	42,900 kg	
Loaded Dipl.	48.000 kg	

Keel: Double wing keel

Air draft: 31 m

Hull Material: Sandwich GRP with PVC Foam (Divinycell) core. TPS Galvanised Steel Structure, sections welded together into an extended H-frame typical for X-Yachts

Main Sail: North Sails. In boom furling Dyneema SRP 105 of 138 m²

Genoa: North Sails. Furling Genoa Dyneema/Carbon SCTX SC 253 TX of 136m², tri-radial cut paneled sail

Jib: North Sails. Furling Jib Dyneema SRP 95 of 56m², code 5

Asymm. Spinnaker: North Sails 455m²

Fuel capacity: 1562 l (SB 601, PS 601, Consumption 360)

Water capacity: 929 l (SB 407, PS 522)

Construction

The X-YACHTS 73 is built in accordance with the European CE-Certification, design category 'A' for ocean sailing.

She has an (Awlgrip Corinthia) blue hull of an Isotalic Polyester sandwich construction with biaxial E-glass fabrics. The 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 seacocks and bow thruster exit. 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.

11 mm teak decks (from 2015) at front and side decks, at coach roof in front of the doghouse and 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 floor behind the lazarette and inside lazarette.

Heat galvanized TPS steel sections welded together into an extended H-frame, typical for X-Yacht construction. 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. Deck hatches are chrome polished Lewmar Ocean series, portlights in deckhouse and hull are Chrome polished Lewmar Atlantic series.

Behind the aft steering positions, there is a U shaped lower sofa and 2 small tables. Forward of steering there is the

outside dining space, partly situated under the 'doghouse', offering protection without a canvas sprayhood. The coach house has a full teak deck and offers a large space for sunbathing, optionally using cushions, on the teak platform with a total surface of almost 9m².

Van Oossanen double-wing 13,6-ton keel, providing 30% less resistance due to side force, as well as increased stability when sailing upwind, resulting in a better performance.

Electrically/hydraulic switch operated opening transom, chain driven by hydraulic motors. The transom port while opening is a practical bathing platform with a recessed folded stainless steel bathing ladder. The transom steps have teak treads. The gas tank is placed in a protective PVC box with plexiglass cover for extra protection.

Deck

All deck hatches except for the sliding hatch have SKY SCREEN blinds and fly screen units integrated into the headlining.

Hot and cold freshwater deck shower located in a step locker within the transom.

Freshwater outlet on deck at the bow, including hose for freshwater washdown

4 pairs of 400mm stainless steel 'pop-up' mooring cleats.

5 pairs of 100mm stainless steel openings in the deck rails for guiding mooring lines.

Pair of aft 330 mm stainless steel fairleads near transom bulwark, with openings of 80mm.

Engine

Total Power: 225 HP

Engine Brand: Perkins Sabre

Engine Model: M225Ti

Engine Type: Inboard

Engine/Fuel Type: Diesel

Engine Power: 225 HP

Engine hours June 2018: 5622 hrs

The main engine is a 157 kW Perkins M225 TI:

-mounted on Aquadrive CVA 50231 foundations

-ZF 630 H1 ratio 1:2.78.

- Aquadrive thrust bearing type B
- 30 CV 30, flex shaft type CVA 20400.
- Silencer and water lift on main engine exhaust.
- Water separator on exhaust from the main engine.
- Deep-sea seal stern glands, water lubricated.
- Stern tube and bearing.
- Shaft brackets.
- Spurs marine line cutter model E.
- 30 x 23 Gori 3 blade propeller.
- 80 ampH 12V alternator to charge the engine start batteries.
- 24V, 110 A Mastervolt high output alternator for charging the DC batteries, controlled by an Alpha 3 Stage regulator.
- Fitted with Micro commanders, oil pressure, RPM, water temperature and start and stop functions.
- The engine room is equipped with an automatic fire extinguishing system. The system works on a non-toxic aerosol gas. The system will always be active, but can also be activated manually.

Generator

Westerbeke 12.0 EDT D-NET 50Hz 12 Kw. Using an Internal Mitsubishi engine. Two displays: one on the unit, one in electronic cabinet outside unit. New from 2012, 1031 generator engine hours in June 2018.

Tankage

Fuel

Two 601 litres alloy tanks installed under the saloon floors. Day tank of 360 l supplying fuel to the engine, generator and heater system. All tanks have inspection hatches and deck filler. Double fuel filters and water separators and shut off valve on feed line to the main engine and to the generator. Water separator with water alarm on the electrical panel. Each fuel tank with gauges and "back-up" Dip sticks. Each fuel tank is vented to above sheer line.

Fuel tanks were pumped empty in 2016, after which tanks were cleaned inside.

Water

Capacity 992 litres in stainless steel tanks located under the floorboards. Hot and cold pressure water. Connected via pipes and shut-off valves.

Water maker 1x 220V Sea Recovery 30 gallons/hr (114 l/hr).

Two filler lines from deck terminating at valve chest inside wardrobes. Tank vent pipes terminate at the cabin top at the mast.

Additionally, two insulated stainless steel 40 litres hot water tanks - heated by either main engine's heat exchanger, by a thermostatically-controlled 220 V heating element.

Black and Grey Water

One 250 l black water holding tank made of stainless steel. The holding tank can be emptied by an electrical pump via a hull outlet - or via a deck suction line.

2 stainless steel grey water tanks. Each grey water tank can be emptied via a hull outlet by an electrical bilge pump. Five interior toilets type Dometic Sealand VacuFlush operated through a central vacuum system.

Bilge pumps

All bilges are drained into the deep keel bilge, except for the engine bilge. One Henderson type manual bilge pumps each 110 litres/min (one in cockpit and one inside interior) plus an automatic electric bilge pump takes the water via Jabsco type strum box (filter) to hull outlets glassed into the freeboard.

All hoses for draining to and from the central keel bilge have reinforced PVC tubing.

Steering and Controls

The 2 rudder blades, each just aft of the propellers are steered by one of the two steering positions. Mamba steering system. Two independent mechanic systems.

Twin carbon wheels of 1m diameter.

The central panel between the 2 steering position contains the following controls:

- 15'' Raymarine Premium Glass Bridge Multifunction Navigation Touchscreen Display
- Main sail halyard - captive winch (up/down) (inclusive main sail mandrel furler (in/out))
- Main sail lock (lock on/lock off) Main sail sheet - captive winch (in/out)
- Hydraulic boom control up/down, backstay pressure

- Loosen Halyard control
- Engine temperature, engine on/off
- Engine stop hydraulic power pack
- V starting batteries
- Doghouse lights
- Navtec remote panel for hydraulic boom vang, 2 x hydraulic backstay tensioners
- Deck floodlights on/off
- cabin lights red/white
- VHF

The two steering positions each contain the following controls:

- Raymarine i70 Multifunctional screen 7"
- Raymarine RMK-9 Remote controls for the 15" centrally positioned screen
- Main Sheet out/in
- Typhoon
- Engine emergency stop
- Bowthruster on/off
- Bowthruster left/right
- Throttle
- autopilot on SB
- Classic large compass E.S. Richie, Inc
- cup holder

More to aft:

Watertight switches for operating the genoa and the jib separately, recessed into top of coamings:

- 2 each side for operating the winch (2 speed) and
- 2 each side for the furling head stays (in/out)

Electronics

2016 new Raymarine navigation and control system:

- Chart table eS75 INTERNAL DISPLAY MULTIFUNCTION 7" WITH FISHFINDER CP370 and TRANSDUCER P319 THRU-HULL
- Centrally located outside gS165 EXTERNAL DISPLAY 15,4" WITH TWO REMOTE CONTROLS
- Mast ANTENNA RADAR RADOME 4Kw 24" HD
- PS steering i70 RAYMARINE PACKAGE WITH SPEED, DEPTH, AND WIND
- SB steering i70 RAYMARINE DISPLAY
- SB steering p70 RAYMARINE AUTOPILOT CONTROL UNIT
- Above cockpit door 2 GNX120 7" DISPLAY GARMIN
- Chart table and centrally located outside VHF RAY260E WITH AIS MODULE & II HEADSET
- Mast ANTENNA VHF
- NETWORK SWITCH 5 WAYS
- Satellite phone system Thrane & Thrane Sailor

Mast and Rigging

Sloop Rig

North sails from 2013, made from Dyneema.

A Nordic (now Southern Spars) Carbon triple spreader rig with tapered aerofoil spreaders mounted on pins. White AWL Grip. New mast cabling was done in 2016 placing all antennas on the mast and new placement of all equipment. New aqua signal lights including 4 cross up-lighters on the lower and middle spreaders and 2 new down cross lights. Mast and rig were structurally tested using ultrasonography in 2016.

Tapered masthead with attachment permanent backstay. Masthead of carbon with 1 sheave for the main halyard – with accommodation to contain a spare main halyard messenger pilot line.

Masthead with an attachment for the gennaker halyard block.

Main halyards and main sheet below deck, led via Frederiksen sheaves to captive hydraulic-powered Navtec winches located below the floor in the owner's cabin. These winches are able to pull up to 3,300 kgs. The safe working load is enough to reach sheet loads up to 5,300 kgs. Switches close to the helmsman's position and on the remote control panel.

All hydraulic operated winches and captive winches via Lewmar Hydraulic Power Pack with three motors. Both genoa halyards can be parked on a "Antal" halyard track/car with plunger each side of the mast. Rod rigging: BSI, Navtec rig system. Mast step of welded aluminium standing on the galvanised steel girder. 2 cylinders mast jack system.

Carbon fiber Leisure Furl furling boom and carbon fiber mandrel, hydraulic lock cylinder and motor. Reckmann hydraulic forestays type RF-90-3. Navtec for backstays and boom vang.

Main halyard, Genoa halyards, Main sheet, Genoa sheets of Dyneema. Running backstays of Aramid.

Genoa sheet tracks and cars with plunger stop cars. Single mainsheet to the captive winch.

All blocks and tracks are Frederiksen. 4 hydraulic lewmar winches, 2 for genoa and 2 for the jib.

The height of the mast and the size of the mainsail are made bigger than on an average cruising yacht of this size.

Anchors and chain Double U-shaped anchor bow roller for the 70 kg Bruce anchor with 120 m long stainless steel 13 mm calibrated chain, secured by a latch/lock fitting, including an attachment eye for asymmetrical spinnaker/gennaker. The bow anchor winch is a Lewmar 3000 Gypsy/Drum windlass - hydraulic, 1591 kg max load. plus foot switches at the winch refitted 2016. Spare Bruce 50 Kg stern anchor, which can optionally be used together with bow anchor.

Systems

Heating System

Diesel heater Webasto 2010 with heating in all cabins.

DC electrical system

The yacht's DC electrical supply is 24 V with a battery capacity of 1000 Ah by 12 Sonnenschein A600-10 V 1000 OPz 2V batteries.

Navigation battery bank: 200Ah/24V. A separate navigation battery bank is installed. 200 Ah/24 V, Mastervolt maintenance free MVSV 12-200 - two paces. A DC-DC converter of 20 Amps - type Mastervolt to be able to work with 12 V Nav equipment.

Main engine start battery 55 Ah. Generator start battery, 55 Ah. Special cranking batteries, maintenance free. Parallel switch for main engine start and generator start battery. Two 100 Amp Mastervolt MASS 24/100 chargers, one charger of 50 A for nav. batteries - type Mastervolt MASS 24/50. If shore power is available, one charger can be used, if generator power is available all chargers can be used.

DC distribution panel with thermo fuses for the yacht's 24 V and 12 V system. Battery monitor. Fuel and water tank level gauge with digital readout and selector switch. AC electrics 32 Amp shore power inlet, stainless steel, inside lazarette, 25 m heavy duty shore power cable. A 6 kVA AC/AC transformer with a soft start.

A Mastervolt system switch to connect the four distribution groups to the available AC power source automatically. This includes a Power System Control Panel for monitoring and controlling the components. Two AC / DC sinewave inverter of 3000 Watt (30 min rating) - type Mastervolt MASS 24/3000. All loads can be powered by the inverter except for the chargers.

Air conditioning in the master cabin (Wilo).

Winches

- 2 large hydraulic Navtec winches size 111 for Genoa
- 2 large hydraulic Navtec winches size 88 for Jib
- 2 manual Navtec winches size 64 aft for the running rigging aft
- 2 manual Navtec winches size 64 aft midship
- 2 manual Navtec winches size 64 aft at mast

Controls by central starboard stern pushpit:

-Transom port (open/close)

Accommodation

Number of single berths: 12

Number of cabins: 3, plus 2 crew cabins

Number of heads: 4

Pulsar II accommodates 12 in total. Entering through the cockpit door we must step down and are facing the "Panorama view" sofa arrangement at deck level. This leads to a spacious design that is unique in its kind and which normally is found on larger yachts.

The engine room is below this island type construction that is surrounded by: on port side the galley and starboard the stairs leading to the salon on one side and the aft connection to the cabins and the galley.

Forward we find the salon with a large U-shaped table and two chairs. Across there are two sofas, one of them with an elegant drinks table. The second sofa has a backrest that can be optionally lifted and used as an additional bunk.

All berths are fitted with a battening system. The owner's cabin is forward of the mast, the salon that is located just aft of the mast. A full-beam owner's cabin offers plenty of space for the king-size bed and lockers and on starboard a sofa that can be turned in an additional bed. Large and comfortable wc/shower room.

The salon and owner's cabin offers DVD and CD Bang & Olofsson.

Two guest cabins are located aft of the salon on either side, each with en suite WC / shower rooms. These cabins offer a resp a double bed with a higher placed bunk and 2 bunks above each other.

The interiors are light and practical, with as a major theme the combination of light teak and light blue Alcanthara covering the cushions. Modern and sober Danish design with some classical lamps for variation. All corners are beautifully rounded and designed, in a refined and detailed way that demonstrates the dedication of the interior architect.

All fronts of drawers, doors for working tables and wardrobes have an 8 mm solid wooden capping; the integrated louvers ventilating the same areas are flush. The veneers are light teak with a silk finish.

Forward of the owner's cabin is a watertight bulkhead with a Miele washing machine and the storage for the Gennaker, behind which there are 2 crew cabins and one shower room.

The 28 mm thick floorboards are made of plastic honeycomb sandwiched between 2 layers of teak plywood with light holly stripes. All drawers use metal runners which give extremely smooth operation. The visible topsides are lined with white vinyl paneling. Enough grab rails of varnished teak or stainless steel to make her a good sea boat.

The toilets are Sealand VacuFlush. Each head compartment is fitted with a Granite washbasin and thermostatically controlled mixer taps for the shower. All piping and fittings made of rigid polypropylene.

Sinks and mixer tabs

Each head compartment will be fitted with a "high tech" Granite washbasin and thermostatically controlled mixer taps for shower and quality mixer taps for washbasins. All piping and fittings made of rigid polypropylene.

The hot and cold pressurized freshwater system is pumped by an AMFA 990 pressure pump with 24 litres accumulator tank.

Galley

The galley is located to port in the aft end of the main cabin area. Worktops of white Corian. 2 stainless steel circular sinks and Damixa mixer tap.

A large front opening Iceberg refrigerator. A top-hinged Iceberg GRP freezing box. The freezing box has shelves and baskets for food and stowage. Same for a front opening fridge. Operated by two independent AC compressors. Complete refit 2015.

Behind the galley, there is a small workshop, right across the entry of the engine room, with a small working bench and a lot of space for storing tools

Tender and Toys

Tender

The tender is a 4.45m F-Rib (hard bottom) foldable rib from 2017, measuring 1 x 1 m when folded with the two bottom parts placed on top of each other. Unfolded she fits exactly forward of the mast. She drives like a regular hard bottom rib. Two outboard engines to choose from: Tohatsu 30 hp 2 stroke and small Tohatsu 3,5 hp 4 stroke.

Diving equipment

The Bauer electric diving compressor is placed in the back of the lazarette together with three diving tanks (the regulators are kept under the sofa in the saloon).

Safety Equipment

Liferaft ZODIAC OPEN SEA ISO 9650 and SOLAS compliant grab bags from 2012. All safety equipment including fire extinguishers was replaced in 2012 to comply with MCA requirements. EPIRB from 2010

Refit Summery

2010: blue hull paint, teak on the coach roof, air conditioning owner's cabin, new cushions for owner's cabin, rearrangement owner's cabin, 4HP tender engine

2012: gangway passarelle refit, new bow protection plate, new generator

2013: new sails, new 30HP tender engine

2015: bow thruster refit, Gori propellor refit in Denmark, Propellor shaft 'P-Bracket' lamination, new 11mm Burmese teak deck, new sundeck cushions, new deck hatches (all but coach roof hatches, some Oceanair skylights replaced, others refitted, new bimini, new Rocna 70 anchor, Iceberg freezer and fridge.

2016: cockpit and superstructures gel coat and paint renewed, Reckmann furlers and windlass completely refurbished, extra new and lighter gangway, full ultrasonographic rig test resulting in two new rods, new electric mast cables and - lights, completely new Raymarine navigation system, fuel tanks emptied and cleaned

2017: new tender

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