

FOR SALE

X-Yachts X-102

Klokkeblomst

Built 1986 · Design Niels Jeppesen

Location: ShipShape sales yard, Rungsted Havn (ashore)

PRICE · VAT PAID

DKK 249,000

- Only three owners since 1986
- New Yanmar 2YM15 in 2020
- Elvström main and jib from 2021–2022
- 6 Andersen winches and 8 Spinlock clutches
- New standing rigging, Dyneema halyards, sprayhood

10.02 m	3.37 m	1.90 m	14 hp	3	1986
LENGTH	BEAM	DRAUGHT	ENGINE	CABINS	BUILT

Danish classic with three owners in 40 years, a new engine, and sails and deck gear renewed from top to bottom

Klokkeblomst is hull number 164 and one of the last X-102s built. The X-102 won the Three Quarter Ton Cup world championship in 1981 and 1983, in 1983 also for series-built boats. Klokkeblomst was launched in Haderslev on 3 July 1986, and since 1988 she has had only two owners. Both families have used her for what an X-102 does best: fast, safe family cruising, and a good beat to windward when the breeze picks up.

The previous owner had already taken her beyond standard with a Harken furler with the drum below deck, ball-bearing mainsail slides, an optimised rudder blade, diesel heating with three outlets, and six Moonlight glass windows in place of the original acrylic windows.

Since 2010 the current owners have made a long list of improvements. The biggest is a brand-new Yanmar 2YM15 in 2020, with everything around the engine replaced, in a new insulated mahogany engine box built by Humlebæk Bådværft. All through-hulls were replaced in 2017, all shrouds and rigging screws in 2018, and the Elvström main and jib are from 2022 and 2021.

On deck there are six Andersen winches, eight Spinlock XCS clutches, Dyneema halyards, new Harken halyard blocks, a Garmin chartplotter, a Raymarine autopilot, LED navigation lights and a new sprayhood. Klokkeblomst is ready to sail and is ashore in Rungsted Havn.

BROKER'S COMMENT

"The X-102 is one of the best-sailing Danish boats of her size. Klokkeblomst is one where everything that costs money has already been done."

On a boat from 1986, it is not the year that decides what you get, but what has been replaced. Here the engine is new from 2020, the sails from 2021 and 2022, the standing rigging from 2018 and the through-hulls from 2017. Winches, clutches, halyards and blocks have all been renewed within the last four years.

The history is just as convincing: three owners in 40 years, the original X-Yachts invoice, the 2010 purchase agreement and a running list of upgrades, with the work done by well-known names such as Humlebæk Bådværft, Seldén and Elvström Sails.

Klokkeblomst is for the sailor who wants a genuine X-Yacht with speed and balance, and who appreciates that someone else has already spent the money getting her ready.

01 Three owners in 40 years

Klokkeblomst was built by X-Yachts in Haderslev and delivered through Als Marine in Copenhagen. She was launched on 3 July 1986 with the customer's own Dan instruments fitted at the yard, a locker section, bathing ladder and antifouling.

From 1988 to 2010 she was owned by the same family, and since 2010 she has belonged to the current owners, who have sailed her with their three children and later grandchildren. Both owners have upgraded her continuously, so today she is far from a standard X-102.

Builder	X-Yachts, Haderslev, Denmark
Hull number	164
Launched	3 July 1986, Haderslev
Owners	Three: 1986–88, 1988–2010 and since 2010
New engine	Yanmar 2YM15, 2020
Documentation	Original X-Yachts invoice, 1986

02 X-102 – the boat that made X-Yachts' name

The X-102 was X-Yachts' second model. Niels Jeppesen designed her to the IOR Three Quarter Ton rule, and she won the Three Quarter Ton Cup world championship in 1981 and 1983, in 1983 also the class for series-built boats. The yard built around 170 boats up to 1987, and Klokkeblomst is one of the last.

The hull is GRP sandwich with a fin keel and balanced spade rudder. The fractional rig gives a large mainsail and a small, easily handled jib, and she is known for being fast, stiff and precise upwind, while also being a safe and manageable family boat.

HALLMARKS OF THE X-102

- Three Quarter Ton Cup world champion 1981 and 1983 (1983 also for series-built boats)
- Fractional rig with large main and small jib
- Fin keel and balanced spade rudder with tiller
- GRP hull with sandwich in hull and deck
- Three cabins and 7 berths in 10 metres
- One of the most popular Danish cruiser/racers of the 1980s

03 Sails, rig and handling

The mainsail is from Elvström Sails in 2022 with five full-length battens, and the jib is from Elvström in 2021. The Zip-Pac is from 2018. An older genoa in good condition and three spinnakers are included. The headsail sits on a Harken furler with the drum below deck, and the main is easy to hoist on Harken ball-bearing slides.

All shrouds and rigging screws were replaced by Seldén in 2018, the runners and backstay are Dyneema from 2015, and the main and genoa halyards were replaced with 8 mm Dyneema in 2022. The Seldén kicking strap is from 2019 and six new Harken halyard blocks at the mast from 2025. On deck there are six Andersen self-tailing winches (2 × 18, 2 × 28 and 2 × 40) from 2022 and eight Spinlock XCS clutches from 2023. The rudder blade was optimised by Poul Brøker, giving lighter helm and better balance.

04 Engine and electrics

In 2020 Klokkeblomst got a new Yanmar 2YM15 diesel, and everything around the engine was replaced at the same time. The engine sits in a new insulated mahogany engine box built by Humlebæk Bådværft.

Power comes from two 100 Ah AGM batteries from 2023, and a battery charger is included. All through-hulls were replaced by Humlebæk Bådværft in 2017.

05 Navigation, heating and lighting

The Garmin GPSMAP 923xsv chartplotter with Garmin Vision charts from 2021 sits in a mahogany frame at the companionway, visible from the cockpit. A Raymarine ST2000 tiller pilot from 2024 steers on the tiller.

A diesel heater with outlets in the aft cabin, saloon and forecabin extends the season at both ends. The navigation lights are Lopolight LED bow and stern lights from 2024, there are LED lamps by the galley and in the aft cabin, and the bulkhead lamps were replaced in 2013.

06 Layout and interior

Klokkeblomst has three cabins: forecabin, saloon and aft cabin. The saloon has a mahogany interior, and the six Moonlight glass windows that replaced the original two long acrylic windows give more light and a nicer look. The fore and aft cabins were panelled in wood in 2011, and a Moonlight forehatch was added in 2013.

All cushions were replaced in 2013 with new foam and covers, and all sleeping cabins have Spacerflex springs under the mattresses. The galley got a new gas system and an Eno cooker with oven in 2012. The cockpit has made-to-measure cushions and a cockpit tent.

07 Continuously updated since 2010

The current owners have upgraded Klokkeblomst almost every year since 2010, and the big items are done: engine, sails, rigging, through-hulls, winches, clutches and electronics. The work was carried out by Humlebæk Bådværft, Seldén and Elvström Sails, among others. See the history below.

IMPRESSIONS



Mahogany saloon



Cockpit from aft



Galley with double sink



Chart table and electrical panel



Yanmar 2YM15 (2020)

Specifications

MAIN TECHNICAL DATA

Make / model	X-Yachts X-102
Name	Klokkeblomst
Hull number	164
Built	1986
Builder	X-Yachts, Haderslev
Designer	Niels Jeppesen
Length	Approx. 10.02 m
Waterline	Approx. 7.80 m
Beam	Approx. 3.37 m
Draught	Approx. 1.90 m
Displacement	Approx. 3,500 kg
Ballast	Approx. 1,600 kg

Keel	Fin keel
Rudder	Balanced spade rudder with tiller, optimised profile
Hull material	GRP sandwich
Rig	Fractional
Sail area	Approx. 54 m² (main and jib)
Engine	Yanmar 2YM15, diesel, 2020
Engine hours	
Fuel	
Fresh water	
Cabins	3
Berths	7

RIG AND SAILS

- Elvström mainsail with 5 full-length battens – 2022
- Elvström jib – 2021
- Older genoa in good condition
- 3 spinnakers
- Zip-Pac, Elvström – 2018
- Harken furler with drum below deck
- Harken ball-bearing mainsail slides
- All shrouds and rigging screws replaced, Seldén – 2018
- Runners and backstay in Dyneema – 2015
- Main and genoa halyards in 8 mm Dyneema – 2022
- Seldén kicking strap – 2019
- 6 Harken halyard blocks at the mast – 2025

WINCHES, STEERING AND HANDLING

- 6 Andersen self-tailing winches: 2 × 18, 2 × 28, 2 × 40 – 2022
- 8 Spinlock XCS aluminium clutches (4 double) – 2023
- Tiller
- Rudder profile optimised by Poul Brøker

ENGINE AND PROPULSION

- Yanmar 2YM15 diesel – 2020, everything around the engine replaced
- Insulated mahogany engine box, Humlebæk Bådværft – 2020

NAVIGATION AND INSTRUMENTS

- Garmin GPSMAP 923xsv chartplotter with Garmin Vision charts, at the companionway – 2021
- Raymarine ST2000 autopilot – 2024
- Compass

ELECTRICS AND BATTERIES

- 2 × 100 Ah AGM batteries – 2023
- Battery charger

HEATING, WATER AND LIGHTING

- Diesel heater with 3 outlets: aft cabin, saloon, forecabin
- Lopolight LED navigation lights bow and stern – 2024
- LED lamps by the galley and in the aft cabin
- Bulkhead lamps – 2013

INTERIOR

- 3 cabins
- Mahogany interior
- Wood panelling in fore and aft cabins – 2011
- New gas system and Eno cooker with oven – 2012
- New foam cushions with covers throughout – 2013
- Spacerflex springs in all sleeping cabins – 2013
- 6 Moonlight glass windows in the saloon (replacing 2 long acrylic windows)
- Moonlight forehatch – 2013

DECK AND COCKPIT

- Sprayhood with extra windows and stainless grab handles – 2025
- Cockpit tent
- Made-to-measure cockpit cushions – 2013
- Bathing ladder
- All through-hulls replaced, Humlebæk Bådværft – 2017

ANCHORING AND MOORING

- 2 anchors with rodes
- Mooring lines with snubbers

UPGRADED FROM STANDARD (PREVIOUS OWNER)	
Headsail	Harken furler with drum below deck
Mainsail	Harken ball-bearing slides on the mast
Rudder	Profile optimised by Poul Brøker: lighter helm and better balance
Heating	Diesel heater with outlets in aft cabin, saloon and forecabin
Cockpit	Cockpit tent
Windows	6 Moonlight glass windows instead of 2 long acrylic windows

MAINTENANCE AND UPGRADE HISTORY	
2011	Wood panelling in fore and aft cabins
2012	New gas system, Eno cooker with oven
2013	Bulkhead lamps, Moonlight forehatch, new cushions throughout, Spacerflex springs, cockpit cushions
2015	Runners and backstay in Dyneema
2017	All through-hulls replaced (Humlebæk Bådværft)
2018	All shrouds and rigging screws replaced (Seldén), Zip-Pac (Elvström Sails)
2019	Seldén kicking strap
2020	New Yanmar 2YM15, everything around the engine replaced, mahogany engine box (Humlebæk Bådværft)
2021	Elvström jib, Garmin 923xsv chartplotter with Vision charts
2022	Elvström mainsail, Dyneema halyards, 6 Andersen winches
2023	8 Spinlock XCS clutches, 2 × 100 Ah AGM batteries
2024	Raymarine ST2000 autopilot, Lopolight navigation lights
2025	New sprayhood with extra windows, 6 Harken halyard blocks

DOCUMENTATION	
Original X-Yachts invoice	Yes, 26 June 1986
Purchase agreement and ownership history	Yes, purchase agreement 2010. Three owners
List of upgrades	Yes, with years and amounts
Service invoices	
Ship register	Yes
Liens and encumbrances	

Why Klokkeblomst?

There are still plenty of X-102s around. There are far fewer where the engine, sails, rigging and deck gear have been renewed in recent years, and where the history can be followed from the yard's invoice to today.

- She has had only three owners since 1986.
- The engine is new from 2020, with everything around it replaced.
- Main and jib are from Elvström in 2021 and 2022.
- Rigging, halyards, winches, clutches and blocks renewed between 2018 and 2025.
- She is upgraded beyond standard with a furler, optimised rudder, diesel heating and glass windows.
- She is a genuine X-Yacht: fast, stiff and safe to sail with the family.

> *Klokkeblomst is for the sailor who wants a classic X-Yacht with real pace, without spending the first seasons replacing engine, sails and rigging.*

DKK 249,000

SHIPSHAPE BÅDSALG

For further information or to arrange a *viewing*

ShipShape Bådsalg
Rungsted Havn
Per Møller
+45 51 34 17 79
pm@shipshape.dk
www.shipshapebaade.dk

The equipment list is based on information from the seller and must be verified physically and against original documentation before a purchase agreement is signed. Dimensions, weights and sail area are figures for the model from public sources. All information is given subject to errors and changes.