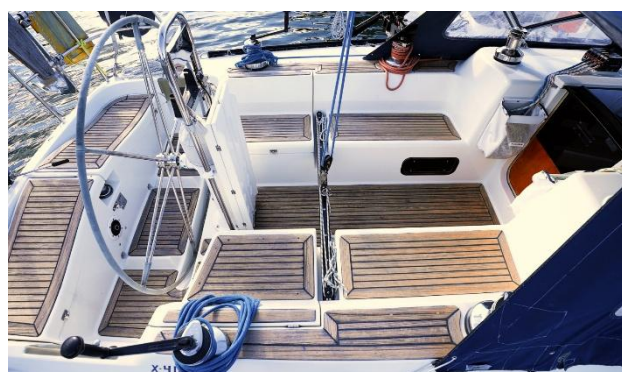




X-412 Mk III > TOMANITA II



Year	2000
LOA	41'1" / 12.51m
LWL	34'3" / 10.43m
Beam	12'10" / 3.90m
Draft	7'1" / 2.16m
Displacement	7,400kg / 16,314lb
Hull Material	GRP
Engine	1 x Yanmar 3JH3E, 40hp
Builder	X-Yachts, Denmark
Designer	Niels Jeppesen
Accommodation	4 berths in 2 cabins

BROKER'S COMMENTS

Few yachts have achieved the status of the X-412. More than thirty years after her introduction, she is still regarded as one of Niels Jeppesen's finest designs and remains a benchmark for sailors looking for a performance cruiser that combines rewarding sailing characteristics with excellent offshore capability and outstanding build quality.

Designed at a time when X-Yachts placed equal emphasis on performance, structural integrity and practicality, the X-412 features the company's famous galvanised steel frame, a powerful yet easily driven hull, a deep lead keel and beautifully balanced steering. She is fast enough to satisfy experienced sailors, yet forgiving enough to be handled comfortably by a cruising couple. This rare combination is one of the reasons why so many owners keep their X-412s for decades.

The final Mk III version incorporated the last refinements to the keel and rudder before production ended. TOMANITA II is the sought-after Owner's Version with two spacious cabins, one generous heads compartment and considerably more storage than the standard layout, making her particularly well suited for extended cruising.

A particularly attractive feature is the original self-tacking jib arrangement, a rare option on the X-412. Combined with the German mainsheet system, hydraulic backstay adjuster, Andersen winches and all control lines led aft, she is exceptionally easy to handle short-handed without compromising the sailing performance for which the model is renowned.

Having remained with the same experienced owner for 26 years and sailed many thousands of nautical miles, TOMANITA II reflects both careful ownership and the enduring quality of the design. She is well equipped with radar, autopilot, bow thruster, diesel heating, electric windlass, gennaker, liferaft and EPIRB, making her ready for comfortable cruising from day one.

For many experienced sailors, the X-412 remains one of the finest all-round 40-foot performance cruisers of her generation, and TOMANITA II is a particularly well-preserved and thoughtfully specified example of this highly respected design. She presents an honest, well-maintained condition throughout. As with many yachts of this age, the cockpit teak now shows signs of wear and may benefit from refurbishment or renewal in the future, offering the next owner an opportunity to further enhance an already impressive yacht.

Key Facts:

- Final Mk III version.
- Owner version, classic layout with 2 cabin, 1 head and more stowage.
- Galvanised steel structural frame.
- Rod-rigging.
- Yanmar engine.
- Electric Windlass.
- Anchor in both bow and stern.
- Radar, AIS, Autopilot.
- Water-based diesel heating.
- Self-tacking jib system.
- Multiradial laminate mainsail with carbon reinforcement.
- Gennaker with removable bowsprit.
- Hydraulic backstay adjuster.
- Liferaft for 6 persons.
- EPIRB.

- Dinghy with outboard engine.

Explore more photos here: <https://berthonscandinavia.se/en/yachts-for-sale/x-412-mkiii-tomanita-ii/>

OWNER'S COMMENTS

This is a true sailor's yacht, built for those who enjoy covering long distances while living in exceptional comfort, both at sea and in harbour. Many years ago, I asked Niels Jeppesen which of all his designs he considered his finest. Without hesitation, he answered: the X-412.

After more than 40,000 nautical miles and 26 years of ownership, I understand exactly why. During all those years, not a single structural component has failed. The beautifully crafted interior has aged just as impressively, remaining solid, quiet and remarkably free from wear.

My wife and I are now approaching our nineties, so the time may finally have come to pass her on to new owners... although letting her go will not be easy.

CONSTRUCTION

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC or RCDII (2013/53/EU as appropriate (Recreational Craft Directive) and is categorised A – "Ocean" (or Cat B – whichever is appropriate)

Hull, Deck & Superstructure Construction:

- White gelcoat hull with a dark blue sheer stripe and a triple boot stripe at the waterline.
- Hull and deck hand laid in E-glass reinforced polyester (GRP).
- Sandwich laminate with rigid 20mm foam core (Divinycell) in hull and deck.
- Solid laminate (no core) around keel reinforcement girder, engine bed, propeller aperture, rudder bearings and through-hull fittings.
- Deck reinforced around and under all deck hard ware fittings.
- Structural floor frame in galvanized steel, bonded into solid laminate and keyed to the keel.
- Chainplates tied into the galvanized steel floor frame
- Main structural bulkheads are of marine plywood, 24mm and 12 mm laminated into the hull and deck.
- Cockpit sole and seating finished in teak.
- Toerail in black anodised aluminium.
- Integrated swimming platform with inlaid teak.
- 1 x large rectangular deck hatch and 4 x small deck hatches.

Keel & Rudder:

- Fin keel.
- Draft 2.16m.
- Antimony-hardened lead bulb, bolted and glued to a cast iron fin.
- Stainless steel keel bolts.
- Deep spade rudder, skeg-less.
- Solid aluminium rudder stock with upper and lower rudder bearing.

MACHINERY

Engine & Gearboxes:

- 1 x Yanmar diesel engine, 3JH3E, 40hp.

- 3-cylinder configuration.
- S-drive.
- Fuel filter with water separator.

Maintenance & Performance:

- Engine hours approx. 840h @ July 2026.
- Engine serviced on regular basis, latest in spring 2026.
- Engine accessible via companionway steps and hatch in aft cabin.
- Maximum speed approx. 8kn.
- Cruising speed 6.5kn @ 2200rpm.
- Consumption at cruising speed approx. 2.5 L/h.

Propulsion & Steering:

- Stainless steel wheel, 150 cm diameter, covered with leather
- Emergency spare tiller to be mounted on top of the top rudder bearing.
- Whitlock rack-and-pinion steering system.
- 3-blade folding propeller (Flex-o-fold).

ELECTRICAL SYSTEMS

Voltage Systems:

- 12V DC battery system.
- 230VAC from shore power.

Battery Banks:

- Service batteries 12V / 225Ah (Lead-Acid, Tudor Marine & Leisure, 3 x 12v x 75Ah) – 2023.
- Start battery, 12V / 74Ah (Exide Sonnenschein).
- Prepared with space and cabling for 2 x more batteries.

Battery Chargers:

- Battery charger / 12V / 25A (Mobitronic MCA 1225) – 2025.

Alternators:

- 1 x Alternator 12V / 55A.
- Alternator regulator (Sterling).

Shore Power:

- Shore power system 230V.
- Circuit breaker, shore power cable.
- 1 x 230V outlets.
- 1 x 12v outlet.

Other Electrical:

- Galvanic isolator (Zink Saver 2).
- 1 x Flexible solar panel mounted on coach roof (1 X 100w).
- Solar charge controller (Solarmare MPPT).

PLUMBING SYSTEMS

Fresh Water & Water Heating System:

- 1 x 12v Fresh water pump.

- Hot water heater (Isotemp, 22L).

Bilge Pumps:

- Electric bilge pump with manual switch.
- Manual bilge pump in cockpit.

TANKAGE

Fuel:

- Fuel capacity approx. 128L. in stainless steel tank with level indicator.

Fresh Water:

- Fresh water capacity approx. 270L, in one stainless steel tanks with level indicator.

Grey/Blackwater Holding Tanks:

- Holding tank capacity approx. 60L.
- Deck and gravity drained.

NAVIGATION EQUIPMENT

- Magnetic compass (Suunto).
- 4 x Multi and wind instruments (Raymarine ST60).
- Autopilot with hydraulic linear drive system on quadrant (Raymarine ST6000 Plus).
- 2 x Autopilot display / control unit (Raymarine ST60).
- 1 x MFD/Plotter (Garmin GPSMAP 720).
- Radar (Raytheon), pole-mounted.
- Radar display (Raytheon Pathfinder RL70).
- GPS receiver (Raytheon 300).
- VHF (Sailor Compact RT2048).
- AIS (Garmin 300).
- NAVTEX receiver (Furuno NX-300).
- Inclinator (Kelvin Bottomley & Baird Ltd, Glasgow), brass housing.
- Radar reflector (Blipper).

DOMESTIC EQUIPMENT

Galley:

- 2 burner, gimbaled stove with oven (ENO).
- 1 x Refrigerator with compressor (Isoterm 3200).
- Double sinks.
- Fresh water tap.
- Crockery and cutlery for 4 people.
- White worktop with teak fiddles.

Heads/Showers:

- 1 x separate heads.
- Manual toilet (Jabsco).
- Sink with mixer.
- Shower with shower tap.
- 1 x 12V Shower drain pump.
- 2 x Openable portlight for ventilation.

Heating & Ventilation:

- Water-based diesel heater (Eberspächer D5W).
- Control panel/thermostat (Eberspächer).
- Heat distribution fans.
- Ventilation (Hatches, Dorade vents).

Entertainment:

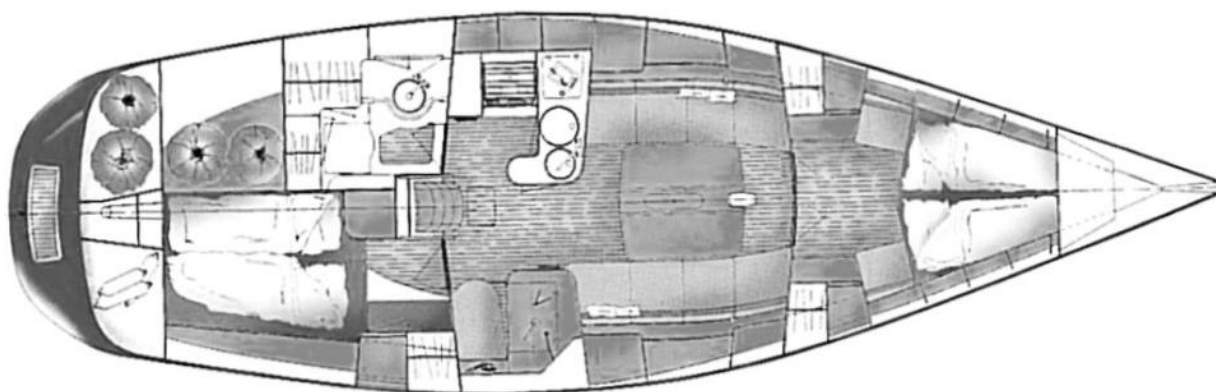
- CD/radio (Sony CDX-470).

Lighting:

- All interior and navigation lighting in LED.
- Overhead lighting in cabins, saloon, galley and heads. Reading lights in saloon and cabins.
- Navigational lights on pulpit and pushpit, steaming lights and combined tricolours navigation light.

ACCOMMODATION**Summary of Accommodation:**

- TOMANITA II is finished in the X-412 Classic layout, in the two-cabin, one-head configuration – varnished teak throughout, with blue check-pattern upholstery in the saloon. The layout trades a second heads compartment for generous locker and stowage volume throughout, a configuration favoured by owners who priorities storage over an extra bathroom.
- 4 berths in 2 cabins, 2 extra berth on saloon sofas.
- All Surfaces are in satin-varnished teak.
- Saloon with sofas to port and starboard, teak drop-leaf table.
- Teak sole with holly inlay strips.
- L-galley to port.
- Navigation station to starboard with forward-facing chart table.
- Spacious owner's cabin with a large centreline double berth, seating and wardrobes.
- Aft cabin with double berth, opening portlight and wardrobe.
- Heads compartment with toilet (Jabsco), moulded GRP shower/wash area.
- Spring interior mattresses fitted in the forepeak and guest cabin.
- Headroom in saloon 1,85–1,95m.

Internal Layout:

DECK EQUIPMENT

Rig:

- Masthead rig, keel-stepped.
- Silver anodised triple spreader aluminium mast. (John Mast).
- Standing rigging in ROD.
- All halyards led aft to the cockpit.
- Self-tacking jib system.
- Hydraulic backstay tensioner (Navtec).
- Boom in aluminium with 2 x reefing lines, traditional reefing system.
- Maindrop system with Lazy jacks.
- Vertical spinnaker pole track.
- Foldable mast steps.
- German-style sheeting arrangement.
- 5 x rope clutches (line organisers) each side at coachroof.
- Mechanical high power boom Vang. (Seldén Rod kicker).
- All halyards, reefs, and control lines led to cockpit.
- Attachable babystay and inner forestay.
- Baby stay tensioner.
- Running backstays.
- Furler for Genoa/Jib (Profurl).

Winches:

- 2 x Genoa winches. (Andersen 52ST, 2-speed).
- 2 x Halyard winches (Andersen 46ST, 2-speed).

Sails:

- Mainsail, fully battened (Multiradial laminate with carbon reinforcement, Gransegel) – 2011.
- Self-tacking jib (North Sails PenLam D-cut) – 2008.
- Gennaker (Gransegel, 0.9 nylon, 140m²) – 2000.
- Gennaker recovery sock (Royal), white.

General:

- Cockpit seats up to 5 people.
- Handmade and custom designed cockpit table for 4 people.
- 2 x large stowing lockers fitting dinghy, liferaft, bikes and fenders.
- Stainless steel pulpit, pushpit and stanchions with double guardrails.
- Guard rail gates on both port and starboard side.

Anchoring & Mooring Equipment:

- Electric windlass (Lofrans Cayman 88).
- Remote control handset for windlass (Osculati).
- Bow anchor (Bruce) 30kg in galvanized steel, 50m, 8mm stainless steel anchor chain.
- Deck / Anchor wash pump at windlass, seawater.
- 4 x mooring cleats in black anodized alloy, bolted through deck with backing plates.

Covers, Canvas & Cushions:

- Sprayhood with clear vinyl side panels.
- Cockpit cushions.
- Mainsail cover.

- Lee cloth for sofa.

Tender & Outboard:

- Rubber dinghy (Loadstar 2).
- Outboard motor (Honda, 2hp).

SAFETY EQUIPMENT

- Liferaft (Zodiac Offshore, 6-person) – 2002.
- EPIRB (Plastimo).
- 2x horseshoe buoys (Baltic) with rescue line.
- Radar reflector (Blipper 210-7).
- Sea-anchor.
- Danbouy.

Fire-Fighting Equipment:

- 2 x Fire extinguisher.

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