

# BOAT

International

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this year's  
best new  
destinations

## THE XP FACTOR

NUMARINE'S LATEST  
EXPLORER TAKES  
THE US BY STORM

FORMERLY  
**ShowBoats**



# THE TOP 101 LARGEST YACHTS IN THE WORLD

PLUS: WHAT'S DRIVING THE SUPERYACHT BOOM



# The X F actor

PHOTOGRAPHY Kerem Sanlıman

An unconventional line of explorers has proven a handsome bet for Numarine. *Risa Merl* spends some time aboard the Turkish builder's new flagship in Cannes







**F**ourteen feet might not sound like much when it comes to the size of a superyacht, but in the case of Numarine's XP series, it certainly went a long way. The latest in the Turkish builder's explorer yacht lineup, the 37XP is based on the same technical platform as its smaller predecessor, the 32XP. That extra 14ft (14ft 8in to be exact) in length helped add 200 gross tons to the 37XP's internal volume and afford a layout with three master cabins. The latter of which was a key part of the brief for the multi-generational family who plans to use her.

The first 37XP, named *Alaia*, was built for a Turkish owner who has had at least three yachts previously, including a Numarine 32XP. "Our typical customer base is not a first-time boat owner," says Numarine founder and chairman Ömer Malaz. *Alaia's* owner was drawn to Numarine as he appreciated that the Turkish shipyard offered good value. "Turkey has low-cost labor, so what we save in labor we can put

towards higher-value materials like carbon fiber or good insulation," Malaz continues. He points to his own yacht, on which the yard saved two tons of weight by having a full carbon T-top.

This speaks to Numarine's flexible approach to building its explorer yachts. Development of the XP range started in 2016 with the 32XP and has evolved to include the 22XP, 37XP and the 45XP. Numarine's original brief for the XP series was to create a line of spacious, comfortable displacement yachts with excellent seakeeping and a wealth of amenities usually found on larger yachts. The semi-custom XP series was designed so that shared technical platforms could be stretched or edited, as is the case with the 32 and 37.

"The explorer series started with the idea that different sizes would be easily transferable, and recognizable as well," says designer Can Yalman, who created the exterior design and general arrangement of the 37XP. Yalman, who has a background in industrial design from Parsons School of Design in New York City, has been with Numarine since its launch, even designing the yard's logo. He penned the



The 33ft-long flybridge provides 860 square feet of lounging space in the sun and dining under the shade of the hardtop. The foredeck (above) offers another spot for relaxing on sunpads or enjoying cocktails and hors d'oeuvres at the sofa and table.







builder's performance yacht series as well as the more recent explorer yachts. Yalman gleans inspiration from other modes of transportation as well as from Mother Nature. He wanted the explorer series to resemble a sea creature, with a "strong, rugged and robust look," the designer says. Defining features are the knuckle bow and an X-shape in the superstructure amidships, which separates the full-height salon windows and main deck master windows.

From an exterior styling perspective, the 37 is a clear continuation of the 32, designed to keep a recognizable brand identity throughout the explorer line. Yet at the same time, there are unique details to each size in the XP range. As the 37 is longer, the lines are extended, cleaner and more understated, adding a hint of elegance to the rugged exterior.

"The lines on the 37XP are a refinement of the robust look of the 32, with softer lines that accentuate the longer length and with fewer interruptions to create a balance between strength and elegance," Yalman says. "And with the 37XP we wanted even more glass."

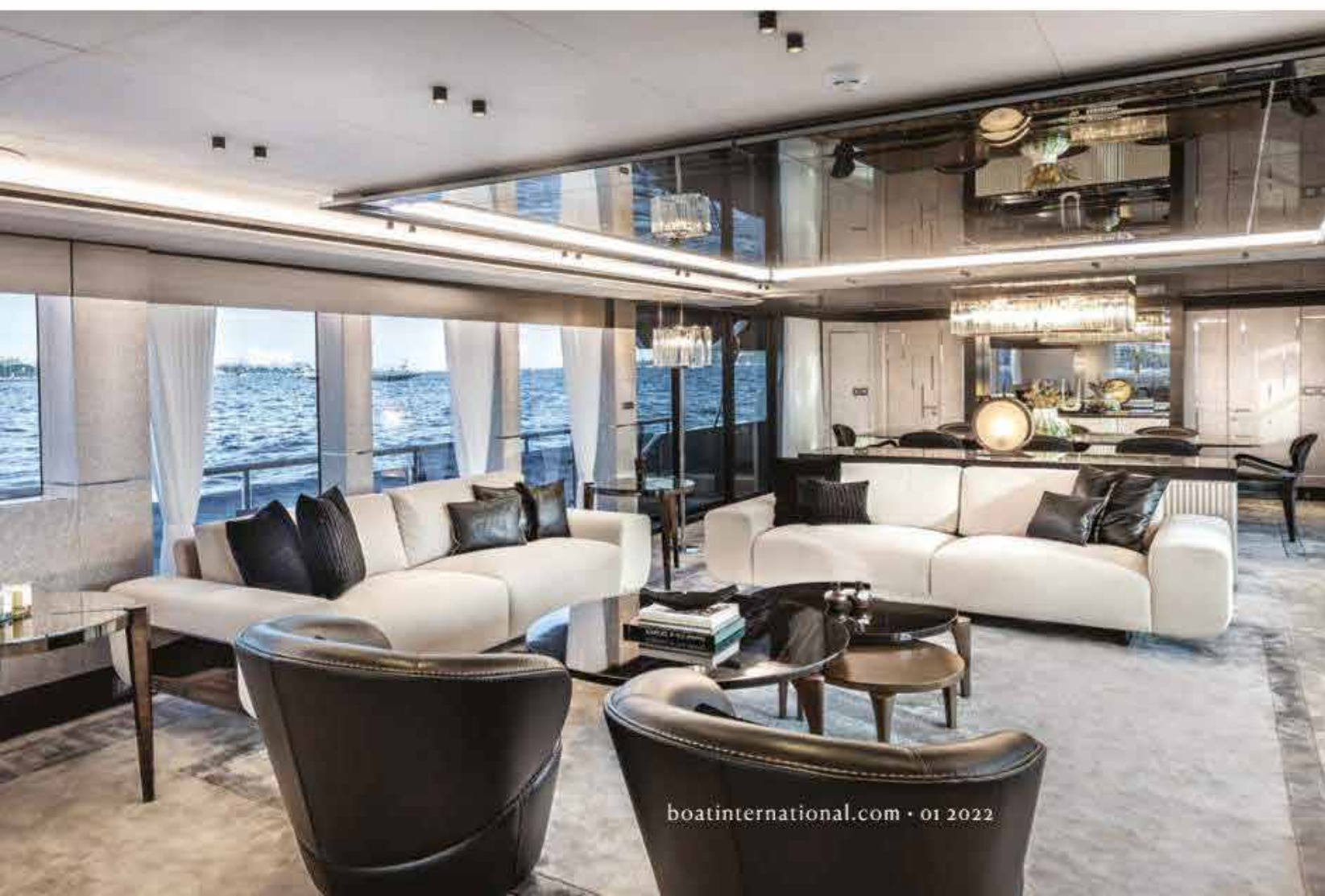
The 37XP has huge floor-to-ceiling windows in the salon with opening side sliding doors. The main deck owner's cabin also incorporates full-height glass. The single piece yields a cleaner look and gives guests uninterrupted water views from within.

"Our exterior designer is a boater," Malaz says with pride. Both Malaz and Yalman have spent many years

on the water, and this background surely informs elements of Numarine's yachts. Yalman also oversaw the interior design of all but the fourth of the 32XP yachts. For the fourth iteration, built for *Alaia's* owners, Numarine brought in Italian design studio Hot Lab to create an interior package. This collaboration has continued on the 37XP, which is offered in a standard layout with two different interior designs by Hot Lab. Even so, the 37 can be further customized with options for a movie theater, a larger gym, or even a country kitchen. And clients are still able to customize the interior decor to suit, as was the case with *Alaia's* owner. Creating a custom interior for *Alaia* added about four weeks onto the build of the yacht.

"We worked with Numarine and this client before on a 32XP model and so it was almost an obvious choice to keep the same team for this 37 as well," says Enrico Lumini, a partner with Hot Lab. He says the yard and owner provided a clear brief, with reference images, so the design only had to go through one revision to achieve what the owner wanted. "The brief was for something more classic than his previous Numarine, and richer in terms of details and materials," Lumini says.

The interior of *Alaia* is undeniably glamorous, with a black, white and gray color scheme and hints of art deco inspiration. Shimmering crystal chandeliers and light fixtures, chrome details and mother-of-pearl handles add to the overall feeling of glamour. To meet



The owner desired a classic look, which Hot Lab delivered using rich materials, like high-quality leather and accents of mother-of-pearl and ebony. The windows in the main salon (these pages) are full height and include a sliding door that opens on the dining table's port side.







**“The lines on the 37XP are a refinement of the robust look of the 32, with softer lines that accentuate the longer length and with fewer interruptions to create a balance between strength and elegance”**

the brief for richer materials, Hot Lab also used woven leather in furniture panels and white nabuk leather on the ceilings. The furniture is made of dark brown striped oak, complemented by Sand Erable wood on the walls.

The main salon is an open, cavernous space taking advantage of the yacht's 26ft beam. The couch, armchairs and coffee table are by Fendi Casa, while the grand dining table and accompanying chairs are from Promemoria. Forward of the dining area is the galley to port. Instead of a grand foyer on the main deck, the staircase sits across from a gym set to starboard, which basks in plentiful light thanks to the yacht's swath of windows.

The owners plan to use the boat with their two adult children

and grandchildren. The adults won't have to squabble over accommodations as there are three owner-sized staterooms found on board, the first of which is the main deck owner's suite with a desk to port, seating to starboard and a full-width his-and-hers bathroom forward. In all of *Alaia's* bathrooms, emperador dark marble is used for the countertops and custom basins, juxtaposed by white Carrara marble in the showers and on the floors.

The second owner's suite is found on the lower deck. Stretching full beam, it has an inviting sofa to starboard that can double as a bed for one of the grandkids. There are four more equal-sized cabins on this level, one double and three twins with custom-sized beds that are larger than typical twins. The big, round portlights

in these cabins have a traditional nautical feel and can be opened to let in the fresh air. A pantry with a fridge in the lower deck lobby allows the family to grab snacks without bothering the crew.

But the true owner's suite, the one that these owners will use anyway, is on the upper deck. Having three master suites is not without compromises. The upper deck owner's suite is placed where a second salon would usually be found on other yachts. But instead of a sky lounge, *Alaia* has an aft-facing bed that overlooks the huge private owner's deck. “The positioning of this master cabin makes it my favorite spot on board,” Lumini says. “There are great views of the surroundings and a protected entrance for privacy.” The suite is entered directly from the main

stairwell, which leads into a dressing area with an array of closets and then into the stateroom. This deck is entirely dedicated to the owner, other than the bridge, of course, with its attached captain's cabin. Though even the wheelhouse is owner-friendly, with a settee and table where guests can enjoy the views during their travels. After the Cannes Yachting Festival where the yacht debuted, *Alaia's* owners traveled to southern Turkey, cruising through the early fall.

When it comes to lapping up life outdoors, the flybridge delivers with an extended platform on the 37XP. A dumb waiter sends food from the galley up to the flybridge for the family to dine al fresco at the massive table. There is a secondary helm on





The flybridge is designed primarily for entertainment, but it also includes a helm for the captain. One deck below hosts the pilothouse, while the rest of the deck is for the owner's exclusive use, with a suite facing the aft deck (right and above). When the tender is offloaded the deck becomes a private terrace







Two other suites on board rival the owner's: a full-beam VIP on the lower deck (opposite page) and another master on the main deck (here). Bathrooms are lavished in emperor marble, as seen in the owner's en suite (below)

**The owners plan to use the boat with their two adult children. They won't have to squabble over accommodations as there are three owner-sized staterooms found on board**

this deck and a spa pool set aft. Guests can also partake of outdoor living in the beach club, where a glass-fronted sauna allows them to enjoy views of the water while they sweat.

Creating a boat that is as robust as she appears was essential for Numarine. The XP series is built with a steel hull, which Malaz considers a must. "At the end of the day, explorer owners will always prefer a steel hull," he says.

Naval architect Umberto Tagliavini designed the hull for the 37XP as well as Numarine's previous builds – his collaboration with the builder dates back to its first planing boat. "The brief for the 37XP was that the hull must achieve good performance during navigation and have great stability to allow the owner to use the boat in all weather conditions," Tagliavini says. To reach the desired performance standards, CFD calculations were made at different displacements and speeds. With CFD the naval architect can see what modifications to make to find the best solutions and in this case, studying the CFD analysis led to designing a particular form of the bulb. "The hull is a traditional displacement boat with

a new form for maximum performance with maximum comfort," Tagliavini says. The 37XP has a top speed of 14 knots and cruises at 12. A range of 6,000 nautical miles can be achieved if cruising at eight knots, or 5,000 nautical miles at 10 knots.

Another part of the brief to the naval architect was for large technical spaces, including a roomy engine room and the ability to stow a big tender on board. Tagliavini notes that making space for the big crane needed to launch the tender was a challenge in itself. Numarine designed the XP series with redundancy in mind for long-range travels. Everything has a backup – if there is a problem with the generator, there are two more.

While a Numarine 45XP is on the horizon, the 37XP is the current flagship, and it has gotten off to a good start with four more hulls sold to American customers via a partnership with Denison Yachting as of the time of writing. Malaz is proud of his yard's flexibility to answer the needs of clientele hailing from different parts of the world. "Knowing what a typical American customer wants, we can manage their requests, like creating a







Below: the beach club lounge spills out onto a large bathing platform for on-the-water enjoyment. The space also includes a glass-fronted sauna. Above: the galley on

the main deck is conveniently close to the formal dining area, yet if guests should choose to dine al fresco, a dumb waiter assists crew in delivering food to the top deck



country kitchen layout, which some of the next 37XPs will have," he says.

Malaz was able to dodge many supply-chain issues by thinking ahead. "As soon as the pandemic started, I ordered materials and supplies for a year ahead so, besides a three-week shutdown, production didn't stop," he says. So there hasn't been a huge delay in the build of the next hulls in the XP series.

Malaz is pleased with the niche they have carved out within the explorer yacht market segment. Though Numarine still builds its performance hardtop and flybridge yachts, Malaz plans to continue investing heavily in its explorer offerings, eventually introducing another new model to the lineup, and says, "We plan to stay with explorers for some time to come."

## ALAIA

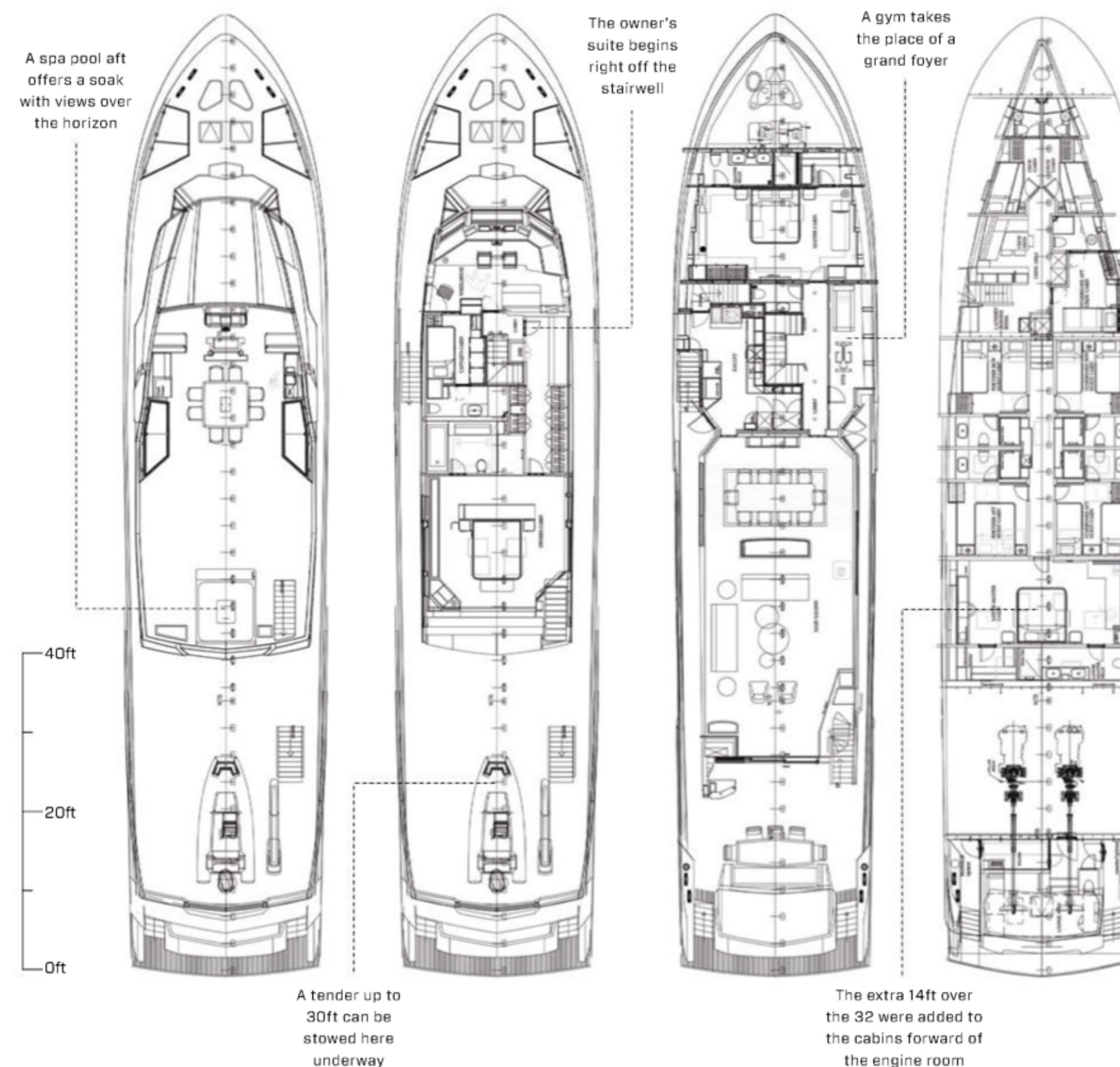
## NUMARINE

### FLYBRIDGE

### UPPER DECK

### MAIN DECK

### LOWER DECK



**LOA** 121' 10"  
**LWL** 116' 2"  
**Beam** 26' 4"  
**Draft** 8' 3"  
**Gross tonnage** 345GT

**Engines** 2 x MAN  
D2868 LE 425  
800bhp

**Generators**  
3 x 55kW Kohler

**Speed max/cruise**  
14/12 knots

**Range at 10 knots**  
5,000 nm

**Fuel capacity**  
14,054 gallons

**Freshwater capacity**  
845 gallons

**Owners/guests** 14

**Crew** 7  
**Construction**  
Steel hull; composite superstructure  
**Classification**  
RINA C +Hull •Mach,  
Y Unrestricted Navigation

**Naval architecture**  
Umberto Tagliavini  
**Exterior styling**  
Can Yalman, Hot Lab  
**Interior design**  
Hot Lab

**Builder/year**  
Numarine/2021  
Gebze, Turkey  
**+90 262 751 06 82**  
sales@numarine.com  
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## KEREM SANLIMAN

Photographer Kerem has been shooting for more than 30 years locally and internationally, combining his four passions: photography, sea, architecture and food. For this issue he shoots the Numarine 37XP (page 78).

### What did you like most about the Numarine 37XP?

I was impressed by the spacious interior volume and the great design and usage of open spaces

### What was in the forefront of your mind while shooting?

I wanted to reflect the sensation one would feel while on board and to attract attention to the tiny details that make the whole project shine

### If you owned the boat, where is the first place you'd go in it?

I would love to go to the Red Sea via the Suez Canal and continue all the way to Madagascar, the Seychelles and Maldives

### What was your most memorable shoot ever?

In my very first yacht shoot in Göcek, Turkey, we had an unexpected storm and heavy showers, which very surprisingly turned into a beautiful rainbow and sunset, resulting in astonishing pictures

### If you could photograph anyone or anything in the world, who or what would it be?

I would be thrilled to photograph 459ft *Solaris* built by Lloyd Werft and designed by Marc Newson. It's my all-time favorite yacht

## CLARE MAHON

Clare is an American living in Tuscany – "I'm constantly wondering if it's time to go home, but then having too much fun with all the boats in the Med". For this issue, she takes a close look at the Wally WHY200 (page 100).

### The best thing about the WHY200?

How it changed my initial "No way" to an enthusiastic "Hell yeah!" in just a few minutes. Also, zipping around Cannes in the company of the charming Luca Bassani is never going to be a chore

### What's the biggest superyacht you ever reviewed?

That must have been the 253ft Turquoise Yachts *GO*, with its Dale Chihuly artwork, innumerable water features and a color scheme you won't forget

### Which harbor would you most love to sail to right now?

It's a hard choice between New York, Venice and Istanbul, all of which are cities I think would be exhilarating to reach by sea. I'll go with Istanbul, just because it's been so long since I've been there

### Your hairiest moment at sea?

I'm lucky that I don't get seasick, but I do have a deep-seated dread of cold water. Any time I've had an immersive encounter with the stuff when I wasn't good and ready for it would have to count as a hairy moment



## RAPHAËL MONTIGNEAUX

A sailing fan since childhood, Raphaël left his career as an engineer to follow his passion. He founded yachtspotter.com at the end of the 1990s, then joined *BOAT International* in 2008 as data manager. For this issue, he's been busy analyzing our annual Global Order Book data (page 27).

### What was the key finding during your GOB research?

This is my 14th GOB with *BOAT International*, and I have rarely seen a wave of orders like this. The quality of the order books

is impressive, with most of the projects already sold

### Did any market trends emerge from the data?

Year after year – and it is confirmed this year again – yachts mostly come from semi-custom series. The segment is up 4.6 percent compared to last year, totaling 75.2 percent of the GOB

### Which, in your opinion, is the most remarkable boat on order?

So many possibilities... maybe the 417ft Oceanco Y721. It is rare to see a sailing yacht of this size. Let's hope that she will become an ambassador for this type of yacht

### Which is your favorite superyacht, and why?

I am a fan of Jon Bannenberg, and a fan of sailing yachts. So my choice is the 121ft *Beaugeste*, launched as *Beaupré* in 1989. It was Bannenberg's personal yacht for many years

## TIM COOPER

Tim has written for newspapers and magazines on subjects ranging from politics to pop culture. He lives in east London, where he indulges his passions for music, cinema, football, cricket and growing vegetables. For this issue, he traces Hollywood's enduring love affair with yachts (page 92).

### Do you have a favorite film scene featuring a yacht?

It's got to be that exchange between Tony Curtis and Marilyn Monroe in *Some Like It Hot*.

It's hilarious, and the film is a classic – and so is the yacht

### The greatest sea-based movie?

Well it's definitely not *Titanic*, because although I covered the London premiere, both Kate Winslet and I missed the actual screening. And I never saw it since... so let's say *Finding Nemo*!

### What boats would you have in your own nautical film?

I'm working on my treatment for a sequel to *Some Like It Hot* – *Some Like It Hotter* – with Scarlett Johansson in the Marilyn role, set on my friend Lizzie's wide-beam canal boat *Lilbert CH3*, currently moored near Faversham in the UK

### Your most memorable boating experience?

My sister's claim that when she was a child I let her fall into the Norfolk Broads [a network of navigable rivers and lakes in the UK] while on holiday

