

NUMARINE

INSIGHT

2022/2023



NUMARINE INSIGHT

2022/2023

NUMARINE YACHTS

CREATIVE DIRECTION & DESIGN

74STUDIO Creative Agency

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A Letter From The Helm	3
The Story Behind Numarine	6
All Hands On Deck	9
Numarine Talks: Dream Yachts In The Making	12
Safe Haven	22
Numarine's Guide To Greek Islands	30
The Yachts On The Scene	36
Stepping Into Innovation	166
Underwater	172
Miracles by Walt Whitman	182
Owner's Log	184
Sailing to New Horizons	190
Dining On The Sea	193
A Galley, Not a Kitchen	198
Earthly Pleasures	204
Wines of Türkiye	215
Beauty Onboard	218
Numarine Playlist	223
Snapshot Into Yacht Trend Report 2022	226
Spirit of Camaraderie	230
News From Numarine	237
Boat Shows of 2022/2023	242
An Introduction to Yacht Registration	244



A LETTER FROM THE HELM

ÖMER MALAZ

Twenty years ago, we set sail on an exciting journey with a passion to try the untested and discover new and innovative ways of doing things better.

Ever since I was a young boy, the sea and its infinite stretch of might and calm have fascinated me. My first encounter with a beautiful traditional ‘gulet’ (what we call motor sailers in Türkiye), marked the beginning of my lifelong dream of building boats.

However, something was always amiss. Seeking to satisfy every possible need motivated me to go after the solutions, too. Finally, after years of extensive research,

I was able to capture the heart and soul of Numarine: building customizable high-quality yachts that offer performance and efficiency while going the extra mile.

After twenty years of experience and building over 160 yachts, I must say it feels amazing to have made this dream come true.

“Nu” comes from new and nouvelle... Because the spirit of Numarine is young, energetic and pioneering as ever. Technological innovation is at the core of our promise and signature Silent Line, as well as of our recent initiatives in sustainability featured in our upcoming yachts, which includes utilizing solar panels for energy.

Being many revolutionary steps ahead, we are happy to share with you our unbridled passion for discovery and exploration in the following pages. This issue of the Numarine Insight is an invitation to the world of Numarine, covering a myriad of topics from glimpses into life onboard to everything underwater. And from Numarine’s signature nautical architecture design to inspirations, gastronomic delights, and more.

In the spirit of camaraderie,
Welcome to the Numarine Insight.

Ömer Malaz

CHIEF EXECUTIVE OFFICER, FOUNDER



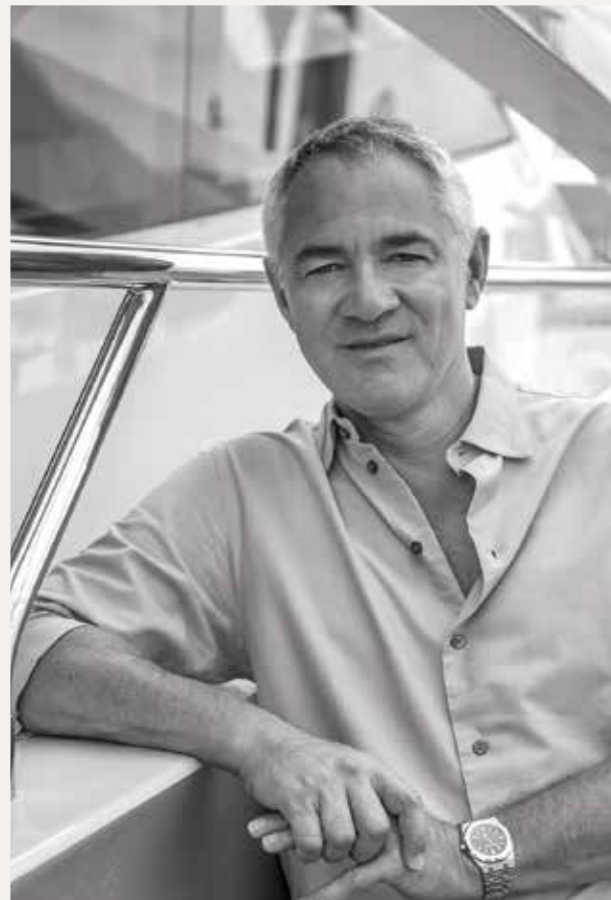
THE STORY BEHIND NUMARINE

When Numarine stepped into the nautical arena, the brand amazed boating enthusiasts with innovative design, state-of-the-art technology, efficient production and technical excellence, and quickly earning its rightful place in the international yachting community.

REALIZING THE DREAM

To create a company that would stand out and deliver on the mission set down at the outset, exhaustive research led to a set of conclusions that would subsequently be delivered and upheld. Conclusions that formed the core of what Numarine is today. Numarine yachts had to be of the highest quality in order to compete in a saturated marketplace, and so only the best componentry could be used.

In order to meet the requirements of efficiency, performance and range, staff and designers had to save weight. So, Numarine took inspiration from the aviation industry and the world of racing, where intelligent material choices and placements translate into extreme savings on weight for added strength and stability. Through techniques such as vacuum infusion and the use of composite materials, as well as steel hulls (for the 32XP, 37XP and 45XP models), Numarine has learned to navigate a broad spectrum of construction techniques in the international nautical arena.



Founded in 2002 by Ömer Malaz, an entrepreneur whose boundless energy and tireless search for perfection have always been an irreplaceable driving force, Numarine is a European builder of explorer-type motor yachts based in the outskirts of Istanbul. With facilities on a total area of 35,000 square meters, Numarine has an astonishing building capacity of 20 vessels per year, spanning 22 to 45 meters.

IN PURSUIT OF PERFECTION

Numarine strives to create motor yachts that provide unrivaled efficiency, comfort and performance when cruising two thirds of the world. This idea led to the establishment of the brand, and to the development of the HT, Fly and the most recent XP series, with a total of 160 yachts built so far.

“From my experience spending leisure time with my family on board motor yachts, I always felt there was something missing, I was always wanting more, and our needs were never fully satisfied,” says Malaz. “Could we go where we wanted, when we wanted? Did we have everything we needed for extended time aboard? Could we entertain in comfort with all the provisions we would need? Was my family safe and comfortable? The answer always came back as not quite. Out of this list of unfulfilled desires, the vision to create the perfect motor yacht came about.” Thus, Numarine was born.



Numarine outfits yachts with an abundance of amenities and convenience features as standard, offering clients the ability to customize and delivering on their exacting requirements. With a mission set out and its delivery achievable, Numarine created a purpose-built facility, refined the latest technological manufacturing techniques, assembled a team of the best craftsmen, engineers and designers, and formed partnerships with the industry's leading vendors. Uncompromising in attention to detail, impeccability of workmanship and choice of materials, every Numarine yacht is a pleasure to own.

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ALL HANDS ON DECK

Türkiye's first international brand awarded the Turquality label, and among the world's most ambitious explorer brands, Numarine keeps its secret safe at its ever-expanding facility.

PELİN ÖZCANLI

In Numarine's 35 thousand square meter climate-controlled and environmentally friendly production facility dedicated departments manufacture an exhaustive list of componentry in house, using cutting-edge technology and automation. The extensive facility can build up to 20 motor yachts a year with an overall length of between 22 and 45 meters.

With a niche production capacity of 20 motor yachts per year Numarine treats each yacht with the utmost care, allowing for semi-custom requirements to be undertaken with ease. The first international brand awarded the Turquality label, Numarine also received ISO 9001:2000 certification from RW TUV, further ensuring the consistently high quality of all yachts.

BREAKING THE MOLD

From day one, Numarine has used the very latest in vacuum infusion technology and composite materials to produce extremely rigid, lightweight and incredibly strong hulls. Numarine molds for all hulls, body and deck sections are created using one of Europe's largest 5-Axis CNC machines.

Capable of running 24 hours a day, the precision molds are produced to a tolerance of 0.1 mm, meaning each and every model is geometrically perfect from the outset.

With the vacuum infusion process, lightweight, composite materials such as Kevlar and Carbon Fiber are placed into the molds in a highly complex strategic order to benefit from each of the material's unique properties. The sandwich of materials is then fused together under vacuum as the resin bonds all elements together in a temperature-controlled environment.

The result of this delicate process that involves the 22XP and 26XP models provides owners with a hull approaching the strength of steel, with a weight saving of up to 30% versus a traditionally laminated hull. This increased strength repels impacts in rough water, whilst the decreased weight delivers inherent economy, better stability and other performance benefits.

BUILDING ON THE VISION

In addition to hull and production, Numarine has dedicated glass, cabinetry, upholstery and metal workshops in-house, producing each component found in the yachts. Brought to life with a large team of 300 people, the in-house production ensures the highly consistent quality, perfect fitment and optimum flexibility for customization on all models.

At Numarine, all activities in the factory are based around the Lean Manufacturing System: "First spot the problem, and train people, then solve the problems with the people you train." From the bottom to the top, all employees are given the initiative to always improve their work. Inspired by the Japanese Kaizen program, this process saves time and ensures perfect operations.

GOING THE EXTRA MILE

Recent years have seen a rise in demand to live larger and travel longer while saving fuel making explorer type yachts popular worldwide. For this reason, Numarine has concentrated its efforts in research and design for this class of yachts that enable owners and their guests to venture far from the homeport for long periods.

Offering a silent life on board, the lithium-ion batteries included in the recent Silent Package also play a role in the success of the Explorer (XP) series, with low discharge rates and efficient energy storage. The coveted Explorer series allows owners to dedicate themselves to the discovery of secluded and captivating destinations, with no frequent refueling, and in absolute peace.



NUMARINE TALKS: DREAM YACHTS IN THE MAKING

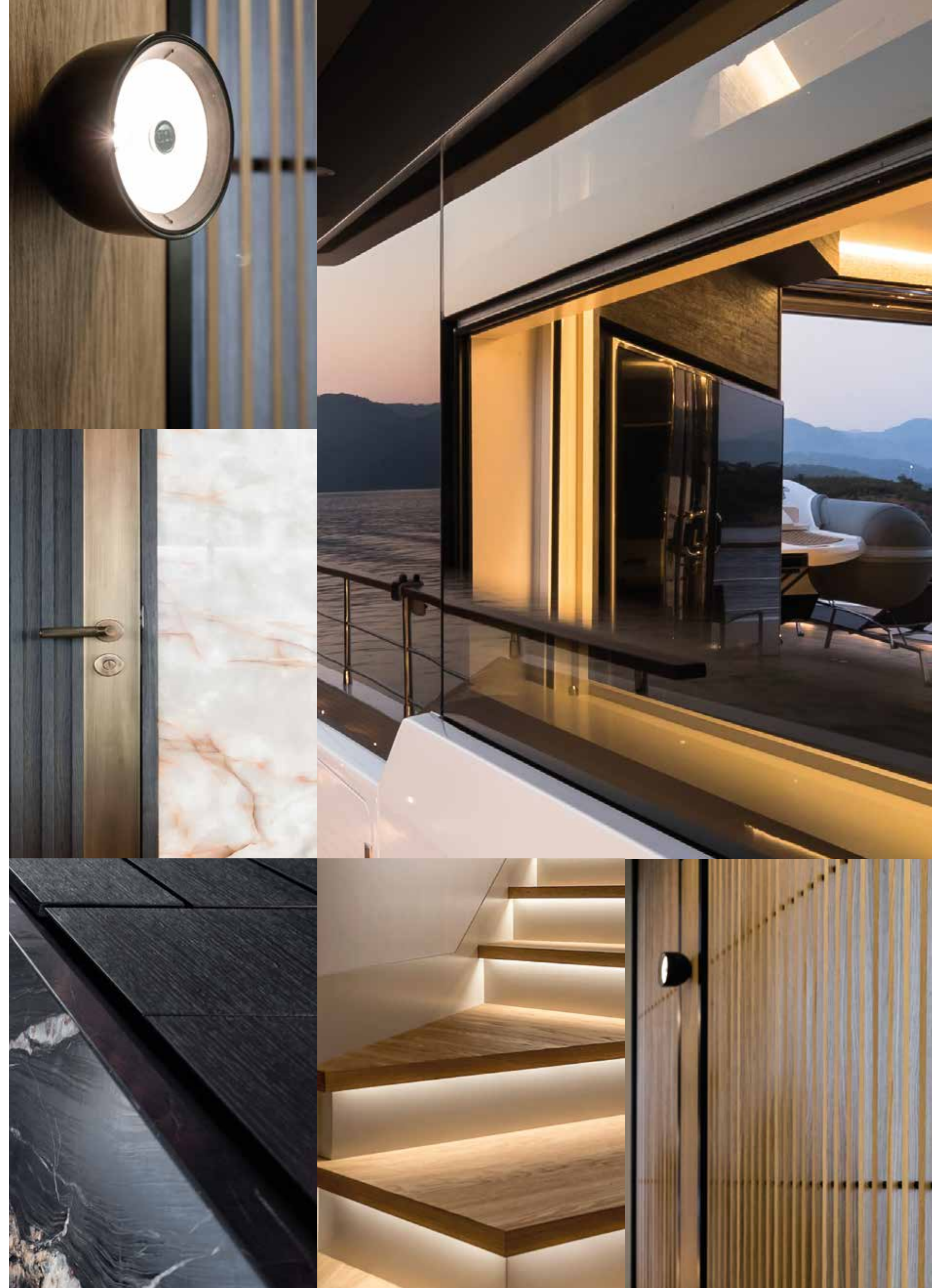


UMBERTO TAGLIAVINI



CAN YALMAN

Each excellent Numarine yacht is meticulously brought to life by master designers, top naval architects, and expert craftsmen. In this interview, we talk with Can Yalman and Umberto Tagliavini, two of the long-term collaborators of Numarine, and discover their journey across design, architecture and yacht making.





Can you tell us something of your journey?

CAN YALMAN: I was born in Istanbul and moved to America when I was 12 years old. I have spent a good deal of my education in the United States, eventually graduating with a BFA industrial design degree from the Parsons School of Design in New York. Moving back to Istanbul in 1994, I joined the Arçelik Design team, where I have created many influential designs like the Orbital series. I started my design company, Can Yalman Design, in 2001 and we provide design services to a variety of clients across many industries.

UMBERTO TAGLIAVINI: So, I was born in Santa Margherita Ligure (S.M.L.), where Italian boating began in the 1960s. From an early age, I have always had a love for the sea and all its activities. I continued my studies and always work in the field of boats, both for work and pleasure. In my office, we design pleasure boats but also work on ships. I opened my studio in 1985 and continue today with my three collaborators, Aldo, Clara, and Gabriel. Our principal activity in the ship sector is technical design, focusing on hulls, structures, and systems.

What about your first introduction to yachting? Where did your passion begin?

CY: I have been involved with the sea since the day I was born, I learned how to swim in the Bosphorus currents, I also spent my childhood on the Princess Islands in Istanbul where we had access to all kinds of rowing, power and sailing boats. My genuine passion for the sea started with windsurfing in my early teens and has continued to this day with kite surfing and foiling. My family is very connected to the sea as well. Throughout my life, we had a boat that started as a small rib, then a day boat to a weekender and eventually to a 55 feet power yacht. All that experience of the sea would eventually lead me to my passion for designing yachts.

UT: My first introduction to yachting was in early childhood. When I was an infant I walked in the port of S.M.L. full of pleasure boats and fishing boats. Looking at them, I always told myself that one day I would draw them, and this has come true. My work is not just a job but a passion that, with each new project, is both a challenge and a joy.

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How did you join Numarine?

CY: I joined Numarine at the very first stages. Mr. Malaz is a lifelong friend, and we had worked on various design projects in the past. He simply asked me to join him in the next chapter of Numarine and I jumped aboard. We have never looked back since.

UT: Around 2002, I had a meeting with Mr. Ömer Malaz, the founder, and shortly thereafter joined the team. When I look back to our many years spent together there was a good feeling right away, which continues to this day.

Can you describe your creative process?

CY: My creative process has been pretty much stable since the Parsons School of Design. Of course, there are certain tweaks and modifications, as well as accumulated experience that allow me to expedite certain steps when necessary. Design is about experience, so we try to emulate our customers and the objects that we design to its fullest potential. We try to analyze and understand as much from the market, customers, manufacturing, sales and marketing as possible to create a unique product that is always pushing the boundaries and improving. We try to create products that are not trendy, but will last and become better with age, and hopefully the classics of tomorrow.

UT: I would not call mine a real creative process since I am a naval architect and I have to be very articulate with things. As for the creation of a hull, however, I would say I know how to interpret the shipyard's wishes.

How about your design philosophy?
Does it change for each model?

CY: Each project is unique and comes with its own challenges. With Numarine, the idea is to create a line of yachts that speak the same language but are distinct and carry the design lines in a specific way that is unmistakably Numarine. We also cater to our customers with bespoke designs that might include just color and graphics to major modifications to the exterior and interior spaces. Sometimes the customer is the driving force behind a design. And at other times the market requires a specific innovation and sometimes it is the efficiency of manufacture that drives a project in a certain direction. We try to grow with every project.

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What is the secret of the signature Numarine design?

CY: The secret is the longevity of our collaboration. After 20 years of working together, we understand our needs and our customers. We try to push the limits of design, technology and manufacturing to create a timeless yacht. We have created a line that is instantly recognizable in any port in the world and one that has the wow factor that people want to be a part of.

UT: Well, the perfect hull does not actually exist, but there are excellent hulls which I would say are the signature of Numarine. Those designed for Numarine are excellent hulls, starting with the first planing 55' although perhaps the best was the planing 78'. The best of the displacement series is the 37XP. Besides sailing well, the boat must have sides that do not cause the waves to rise on deck. This is for comfort on board, and the 37XP perfectly achieves this.

What about some fine details that make the interior or exterior of Numarine yachts truly unique?

CY: We started with a line of performance yachts that emulate sea creatures with strong characteristic muscular lines. This developed into a series of yachts from 60 feet to 130 feet. The series all had gill-like window details and exterior bulwark sidelines that were protective and distinguishable at the same time. Next, with the XP lines, we also strived for a design that would stand out and be symbolic of these explorer yachts. Long range, bold yet elegant, and with space that would make any larger yacht jealous. We have always tried to create a connection between our yachts and the sea, with large open lounges fit for relaxation and entertainment, and also with enormous picture windows that allow you to be in the moment wherever you might be at anchor.

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We try to push the limits of design, technology and manufacturing to create a yacht that is timeless. We have created a line that is instantly recognizable in any port in the world.

There is a fine balance between the interior volume and the exterior elegance of a yacht... We design from within as well as from without in order to strike the right balance..

How do you balance efficiency, light, and space in the designs?

CY: There is a fine balance between the interior volume and the exterior elegance of a yacht. Many yachts are huge internally yet bulky on the outside and many elegant, beautiful yachts lack the interior space many customers desire. This is a compromise, but there are tricks that can tweak the lines in your favor if you can play with the correct lines. Of course, there is a lot of trial and sketching to get the perfect proportion and the right look and feel in achieving that beautiful line. We design from within as well as from without in order to strike the right balance.

Given the number of boats you have designed, is there one you are particularly fond of?

CY: It is very hard to pick a favorite among all the Numarine yachts we have designed, but there are some that stand out for me. For example, the 78HT is an amazing boat with incredible lines that hopefully will stand the test of time. The 70HT is similar, yet compact and elegant. The 62's, both HT and Fly, are a marvel of engineering and production. Also noteworthy is the upcoming 30XP, as the explorers are very dear to me.

UT: I must say that one I am most fond of is the hull of the 26XP because we managed to make a compromise to have the planing, semi-planing and displacement hull on the same mold with small modifications. This, for the shipyard, means that it has the possibility, without major investments, of offering different navigation solutions.

What about the future of yacht design?

CY: The future is very bright as far as yacht design goes. There is a tremendous demand for yachts and customized approaches to interior design as well. The trick is to create a design that is most adaptable to different customer needs, easily manufacturable and that can even evolve.

UT: There have been changes in the technical aspect of the hulls, but not too evident. With CFD programs, the naval architect has a better chance of achieving a better performing hull. As for the future, well, we'll see.





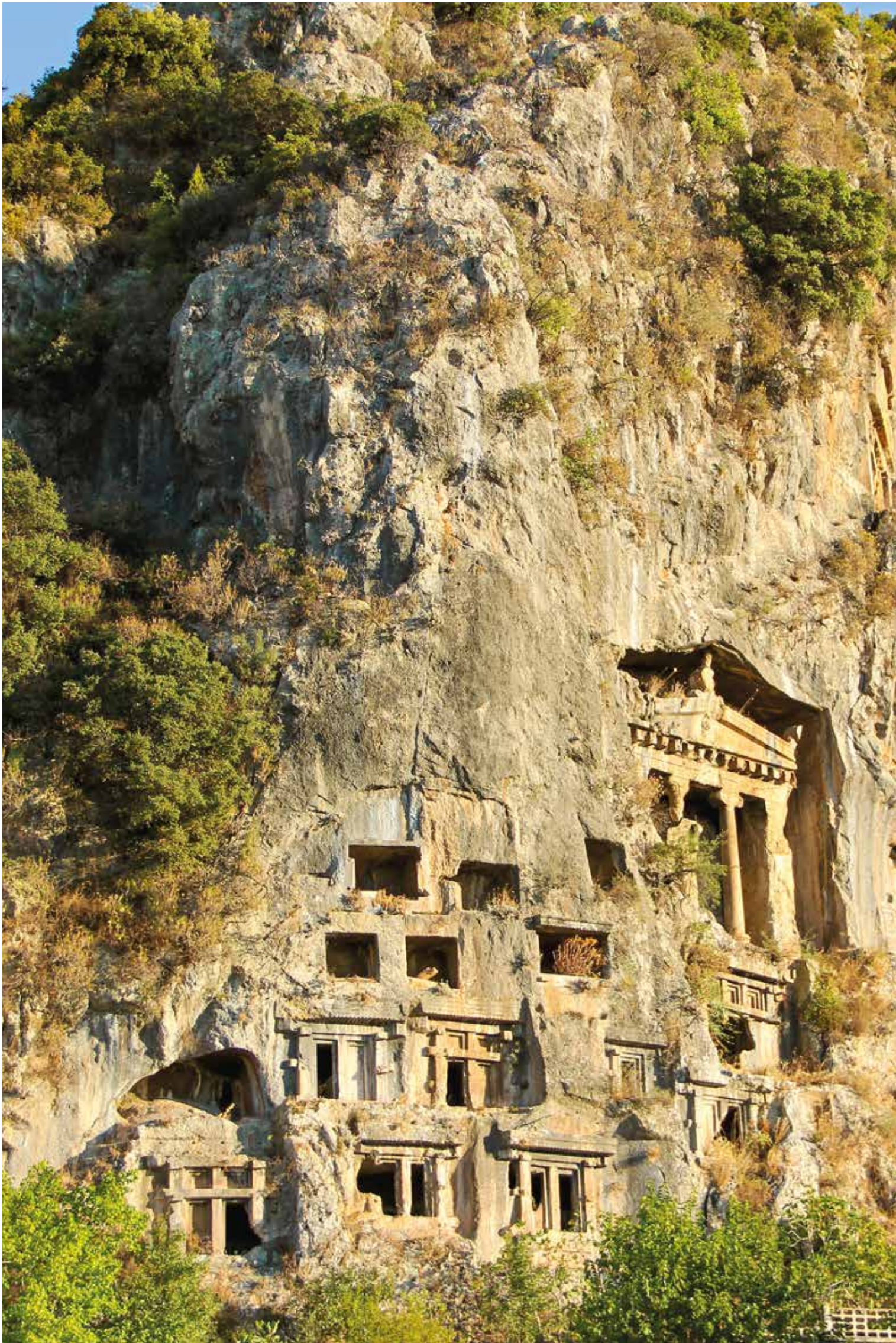
SAFE HAVEN

Sailing through crystal-clear waters aboard a luxury yacht is a timeless experience that offers the balance between enjoying the beauty of the surroundings and experiencing marine life in an atmosphere of luxury and comfort. This is what makes a trip to the Mediterranean and Aegean seas in different countries similar. This most romantic type of holiday allows you to get acquainted with the inaccessible bays of the continents and their islands.

KRISTINA AVDEEVA

The Turkish Riviera is a sparkling stretch of turquoise blue sea coastline. In ancient times, only the Gods were allowed to live here, and they left a reminder of themselves in ancient monuments along the picturesque shores. The diversity of nature in the Gulf of Fethiye, where the Mediterranean and Aegean seas meet, belongs to the territory of a huge nature reserve. Thanks to the foothills of the Taurus, there are no storm winds here. One of the most attractive regions is closely strewn with 12 islands. Dense coniferous forests are the hallmark of the Turkish Riviera. Due to the lack of good roads, most bays are accessible only by water. The original view of the landscape is not disturbed and local restaurants are harmoniously inscribed between trees and stones. It's amazing how the wild world coexists with the first-class service that will meet you at any berth. Such as Gobün Restaurant in the Kapi Creek or Sarsala Koyu. At the pier itself there are usually just sailing yachts, as superyachts moor a little further from the pier, but with a more advantageous view of pine trees and dawn. Whether to have dinner aboard your yacht or visit one of these restaurants makes for a pleasant decision.

This is a paradise for hedonists. There is nothing demanding on the agenda: sunbathing, swimming, delicious food and sightseeing. No matter where the route starts from, each place is unique. Whether it be swimming on the island of Yassicalar or Panço Koyu, exploring the ruins of Tersane Adası, or overnight anchorage at Sarsala Koyu and Sıralıbük Koyu to meet the dawn as you ascend to the Lycian tombs, the experience is equally fantastic.



At sea, time is perceived differently. Here you want to watch the sun rise, gliding with the first rays first on the deck, and then on your cheek.

While trekking, you share the emotions of a traveler walking along the Lycian Way. Binlik Koyu is buzzing with boats because of the proximity to Cleopatra's famous baths, where according to legend, every person who bathes, gets younger and healthier. A rich choice of leisure is the main highlight of travel in the Gulf of Fethiye, and indeed, on the entire Turkish coast.

You can alternate the life of a hermit with going out. The proof is the Yazz Collective restaurant with its secluded jetty, which, surrounded by nature, has established itself as a major player in the gastronomic scene. A destination for celebrities, and for those with an eye for aesthetics. A walk along the boutiques with local brands in Göcek ends at D-Marin Resort—this is the most glamorous point of the bay with the only white-sand beach in the entire area, which is worth tickling your feet on after lunch at D'Breeze restaurant.

A must-see is Fethiye with its old town, fragrant bazaar and Lycian tombs carved into the cliff tops. Check out the authentic Turkish delight “Servet” shop. The family business has been producing the most stunning Turkish sweets for several years now. Let yourself be inspired by the James Bond movies in the elegant restaurant of the five-star Yacht Classic Hotel. Once Daniel Craig fled here from filming for a few days to enjoy high-class service, delicious cuisine, and to fall in love with yachting life even more.

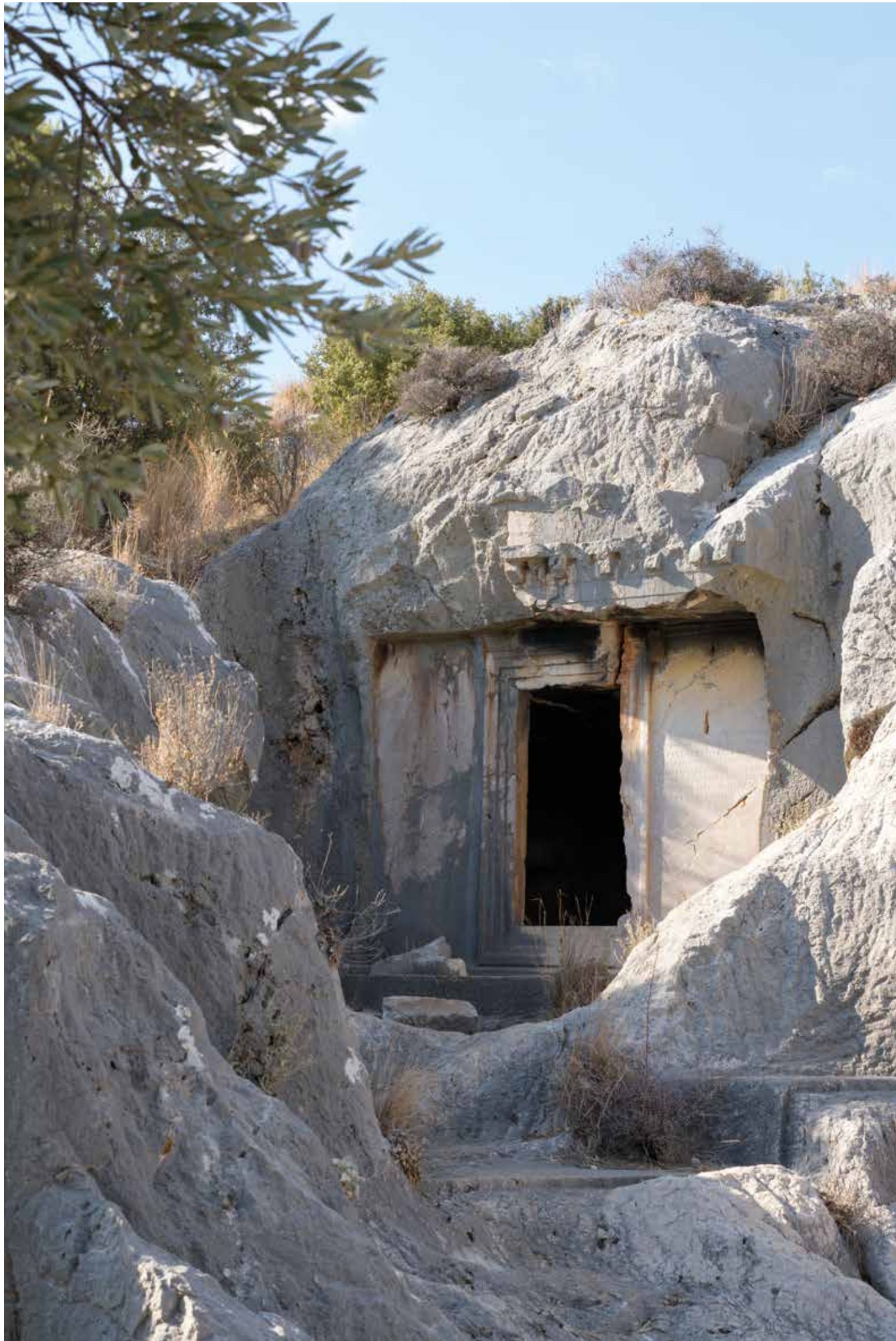
The noise of the cities sends us to the island of Gemiler, or as it is also known - the island of St. Nicholas. Anchor on the north side for panoramic views of the ruins of the ancient city and the seductive turquoise waters. At the top of the island is a lighthouse, the perfect place to watch the sunset. To the east, is a good view of the Babadağ (the ancient Mount Anticragus) and Ölüdeniz Bay, and to the west, you see the island of Karacaören, in shape resembling a turtle. Not many people know the legend of this hidden place. It was

here, several decades ago, in the best traditions of Turkish hospitality, that a family of fishermen began to welcome the first enthusiastic yachtsmen from all over the world, giving food and lodging for the night in a safe bay - and all this continues to this day.

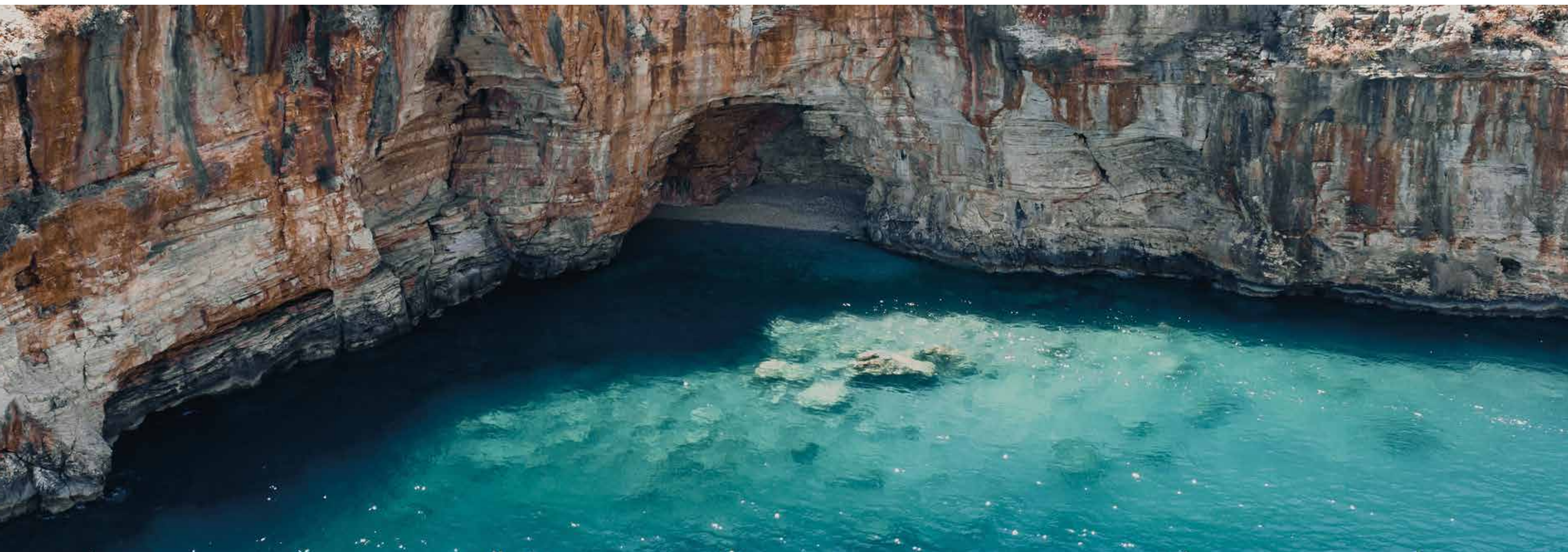
Bodrum is the most glamorous location in the Mediterranean and the largest tourist center. The rugged southwest of Turkey is not rich in wide beaches, its evergreen peninsulas go into the inky blue waters of the Aegean towards the Greek islands a couple of miles away – Rhodes, Symi and Nisyros, where the volcano is still active. From time immemorial, seafarers have lived on the outskirts, in scattered fishing villages, which even now in most cases are only accessible from the sea - Bozburun and Datça Peninsula. Before mooring in Bodrum, stop for a couple of nights at the Merdivenli Koyu with crystal clear water. Lush greenery and the aroma of pine trees will recharge you before diving into urban life. Well-maintained Bodrum keeps its secrets: wrecks of islands, hidden bays where they drop anchor to swim in the blue lagoons or go ashore. A new string of hotels and beachfront restaurants opens up on a small historic site, amid whitewashed houses, where you'll also find pristine Greco-Roman ruins, a 4th-century BC amphitheater and Mausoleum at Halicarnassus, itself one of the seven wonders of the world. This destination is a true monument to the past. The entrance, reminiscent of a private club, begins at the enlarged Yalikavak Marina. The holder of a Gold Anchor for first-class service, it is spacious enough to accommodate the superyachts of Mick Jagger or Bill Gates.

Bodrum's culinary scene draws inspiration from the Mediterranean and the Middle East, and exploring the city is not complete without tasting pide, a baked flatbread covered with toppings like cheese, sausages and spicy meats. Experience a kaleidoscope of high-end gastronomic frenzy at contemporary Japanese izakaya style Zuma, or at Hakkasan with its unique cuisine blending authentic Cantonese recipes with contemporary influences. Take a look at Maçakızı Hotel. It seems that over its long history; it has absorbed the real Aegean spirit, reflected in an elegant interior, and fine Turkish and Mediterranean cuisine.

Immersion in the noise of the city makes returning aboard a yacht a precious moment on a sea voyage. It doesn't matter where you travel, Turkey, Greece, Spain... What is important is the feeling of freedom and contact with the limitless horizon, 24/7. At sea, time is perceived differently. Here you want to watch the sunrise, with the morning's first rays on the deck, and then on your cheek. And then to watch the sun arc over the horizon to for a magnificent sunset. There's no time for fuss here. The moments feel sharper and brighter, and over time they bring you back again and again to a dreamy world of discovery and adventure.



"The moments feel sharper and brighter, and over time they bring you back again and again to a dreamy world of discovery and adventure."



NUMARINE'S GUIDE TO GREEK ISLANDS

Where the balmy air is up,
the night is still...

Over 200 Greek islands and islets dot the Ionian and Aegean Seas, boasting some of Europe's most magnificent beaches, natural wonders, and ancient monuments. Discover the best destinations for this season's island hopping as recommended by the Numarine Team.

MYKONOS | SIFNOS | POLYAIGOS | FOLEGANDROS | SCHOINUSA | ANTIPAROS | PAROS

Mykonos

37°26'43.0"N, 25°19'43.3"E

Surely, Mykonos needs no introduction. Located by the iconic island, visit Delos to immerse yourself in ancient times. For the celebrated party lunches, try Nammos, Panormos Principaute and Skorpios. At dinnertime, indulge in gastronomic experiences offered by Interni, Hakkasan, and Buddha Bar. Head to Astra for a late night party.

Sifnos

36°59'32.4"N 24°39'59.4"E

Sifnos is a quiet, sleepy island with a fascinating culinary scene. On the southwest side of the island, Vathi is the perfect place for safe mooring and has fantastic tables on the sand. For a quick lunch, try Omega 3's great raw fish bar and ceviche on the beach of Platis Gialos or enjoy the best pizza on the island at the second outpost of Mamma Mia, in Apollonia.

Polyaigos

36°45'56.3"N 24°36'43.6"E

Created by the gods, but thankfully overlooked by most humans, this inhabited island is just off Milos, and has the clearest blue waters ever seen. When visiting the largest of the uninhabited Greek Islands, make sure you have food and drinks with you, as Polyaigos offers absolutely nothing but pristine beaches and turquoise waters.

Folegandros

36°37'50.0"N 24°53'03.6"E

Our favorite and definitely the most picturesque in all the Greek Islands is Folegandros. If you anchor at this relatively untouched island at sunset, make sure to have dinner at Blue Cuisine. If you arrive earlier than that, don't miss lunch at Papalagi, the taverna owned by Paris, across from Agali, which also has its own beautiful beach.



Schinoussa

36°52'13.6"N 25°30'36.7"E

Although this island is often regarded as a hidden gem, it is also a meeting point for ship and mega yacht owners. In Myrsini Bay, you can find great tavernas right on the water. The best is Nicolas, but our favorite, the Deli of Schinoussa, is just a 10 minute hike away. Watch the sunset while you sip your ouzo.

Koufonisia

36°52'13.0"N 25°37'23.1"E

While in Schinoussa, be sure to discover the nearby islands of Koufonisia, a set of two tiny islands: Ano Koufonisi and Kato Koufonisi. The former is the lively one where hotels, restaurants and bars are located, while the latter is only reachable by boat and is famous for its remote and natural atmosphere.

Antiparos


37°04'03.4"N 25°08'14.1"E

Ten miles northwest is the island of Antiparos, offering many beautiful bays on the southeast side. For lunch, go for Nixon at Beach House which is on the radar of a flashy crowd including Tom Hanks and Madonna. For dinner, take a chance on the small restaurants in the town of Antiparos. Some of the best are Sapou and Lulu's.

Paros

37°08'39.2"N 25°14'74.5"E

When you enter the magical little harbor of Naoussa, you know you are in for something special. There is not much to do during the day, but Paros is a great evening destination with beautiful shops, restaurants, and bars. It is almost what Mykonos was 20 years ago. For dinner, seek out refined tastes at Blue Fish or Barbarossa.



“We have lived in a timeless haze of repetition. Life is nothing but sleep, swim, eat, and read. One day merges soothingly into another without incident.”

—Cecil Beaton, recounting his stay in the summer of 1958 on the island of Paros

THE YACHTS ON THE SCENE

The Numarine Explorer range currently counts on the 22XP and 26XP models, both of full composite construction, and on the 32XP, 37XP and 45XP models that boast a steel hull and a light superstructure designed to give the yacht unparalleled stability, both underway and at anchor. The range of these boats varies from 1,500 nautical miles for the 22-meter model to 6,000 miles for the 45-meter flagship, a range that allows a vibration-free travel from Gibraltar to the Caribbean and back without refueling.

22XP



26XP



32XP



37XP



45XP



NUMARINE 22XP

A NEW
BEGINNING

A yacht can make you dream of the most distant horizons without having to give up your favorite port or bay with a tailor-made size. Blending the explorer spirit with a compact design, the 22XP is the new entry-level expedition yacht by Numarine.

The Numarine 22XP is the new entry-level model for the highly successful XP Series, crafted in response to the clients' demand for compact explorers. The 22XP presents itself as an extraordinary compromise of aesthetics, volume, comfort and operating distance: a entry level floating-world of just 22.60 meters in overall length, and ready to sail the seven seas in safety, serenity and freedom.

The new 22XP in fact keeps all the features that have made the fortunate five-model strong Numarine XP range stand out in the exploring vessels market: a flybridge to focus the most unforgettable moments of your cruise, top-class performance and a brightness that, thanks to the unmistakable Numarine windows, dazzles even when below deck. All these contribute to the magical atmosphere that the brand unfailingly delivers.

Designed inside and out by long-term collaborator Can Yalman, the 22XP sports naval architecture penned by Umberto Tagliavini. Equipped with three to four cabins on the lower deck—one of which is full beam—the new Numarine 22XP offers accommodation and privacy for up to eight people: eight lucky individuals including you, your loved ones and any others sharing your more personal and happy moments, surrounded by the silence of the open sea, under the sun or, perhaps, under a starry sky on a magical night at anchor.



WATCH THE VIDEO

Discover Numarine's YouTube channel to explore more about each model.

TWENTY TWO • XP
22



PRINCIPAL SPECIFICATIONS

Length Overall 22.60 m
Beam 6.00 m
Displacement Full Load 59.65 tonnes
Fuel Capacity 6.000 L
Fresh Water Capacity 1.100 L
Black Water Capacity 750 L
Cabins 3/4 + 1
Accommodation 6/8 guests + 2 crew
International Gross Tonnage under 150 GT
Construction FRP with Vinylester Resin Hull + Superstructure

ENGINES AND PERFORMANCE

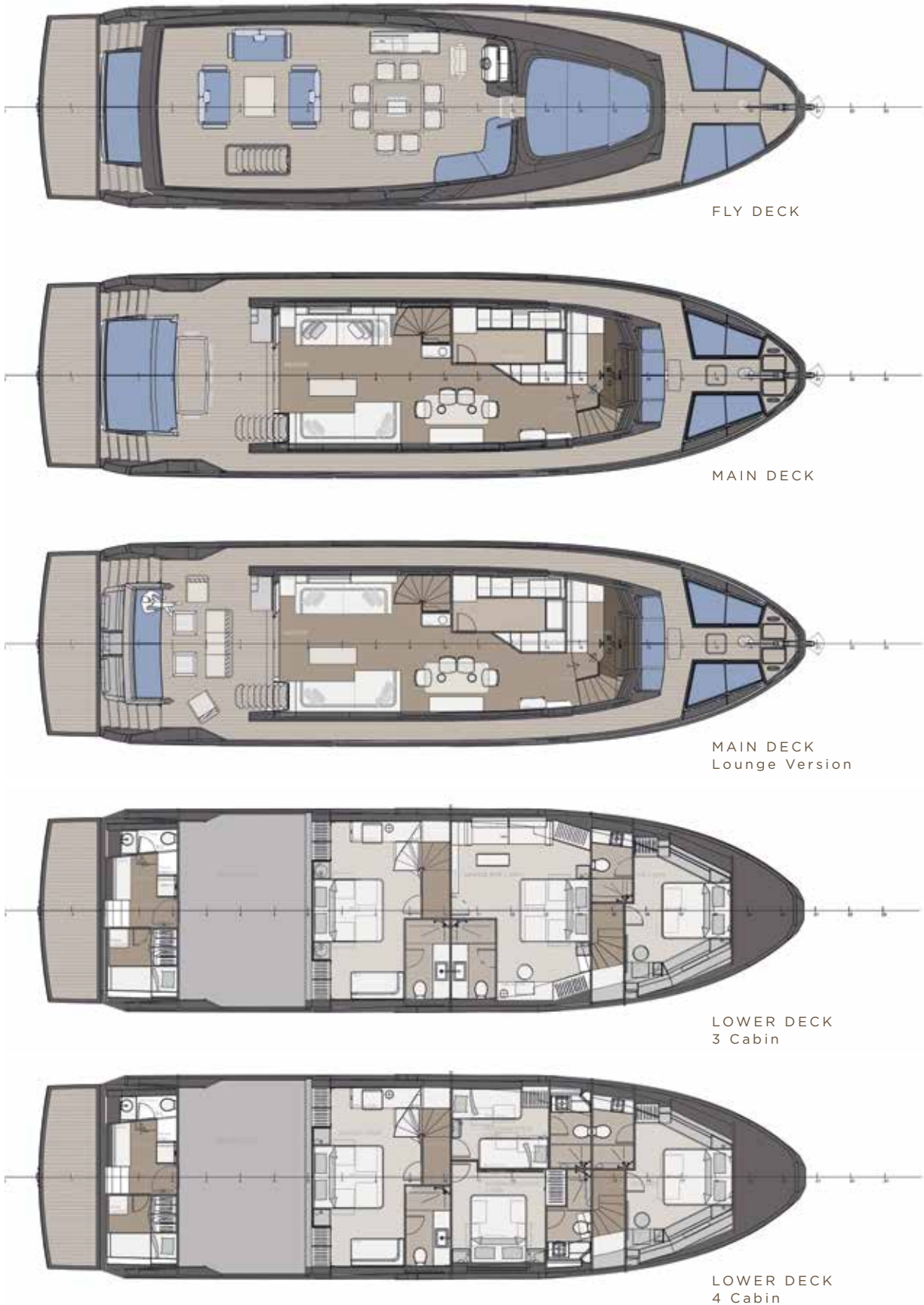
Engines Twin Cummins 425 HP INTERMITTENT DUTY 6,7 l 425hp
| Planing Hull Engine Option Twin MAN V8 1200 HP
Max Speed 13 knots
| Planing Hull Engine Option Max Speed 24 knots
Cruising Speed 9 knots
| Planing Hull Engine Option Cruise Speed 20 knots
Economic Speed 9 knots
Max Range 1.500 nm @ 8 knots



FOR MORE DETAILS

Scan the QR code to access the full specification list for 22XP.

NUMARINE 22XP 3/4 CABIN





















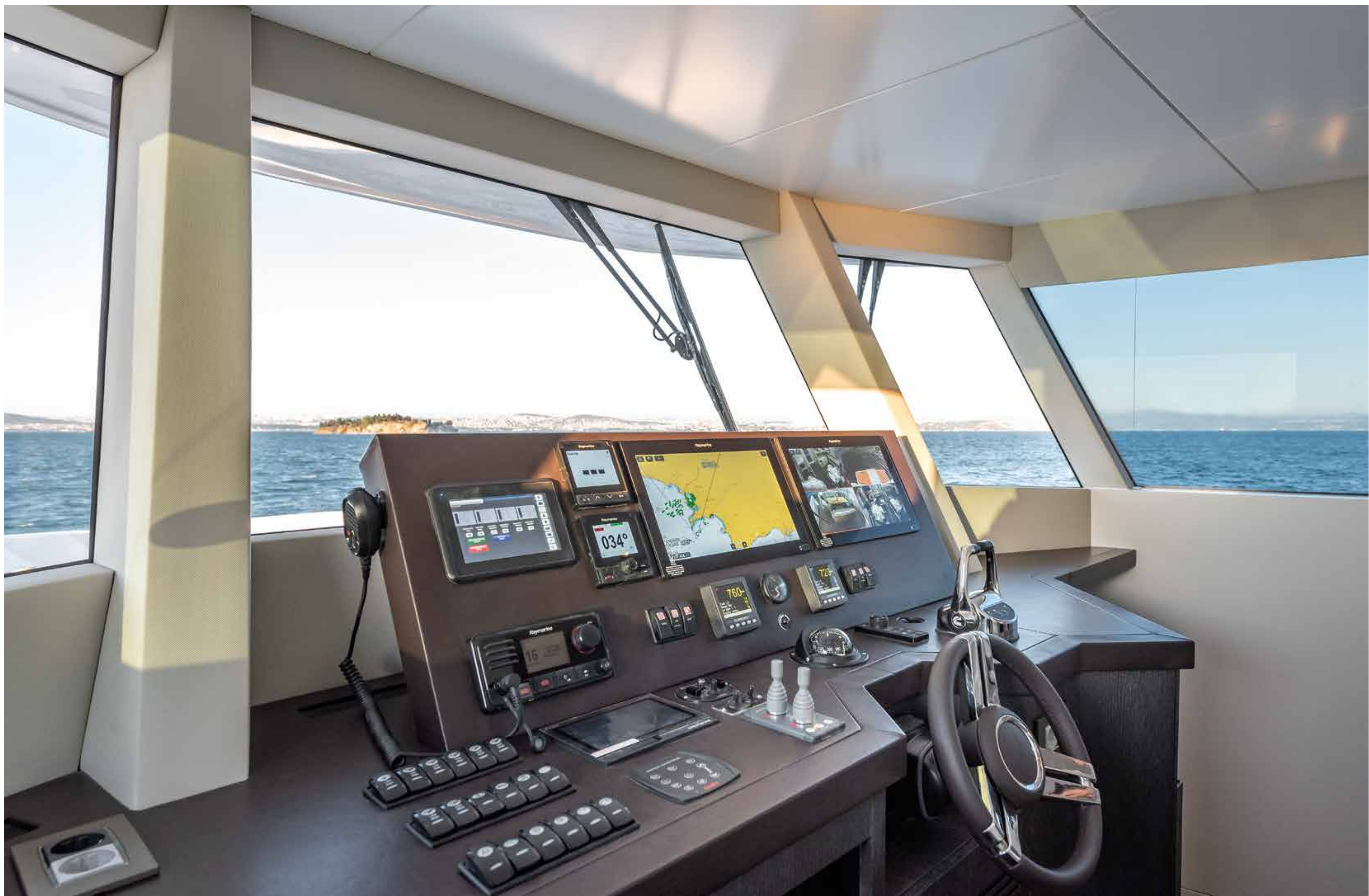
MASTER CABIN



MASTER BATHROOM



VIP CABIN





Born from a
combination of
boundless energy and
a relentless search for
perfection...

Introducing innovative and truly individual models to the
motor-yachting world, Numarine represents the number one
choice for discerning owners who value uniqueness and like
to stand apart from the crowd.

NUMARINE 26XP

BE PLACES

The Numarine 26XP certainly packs a punch. Uncompromising in its capabilities, the expedition yacht condenses the explorer ethos into the perfect 26 meter package, designed for autonomous long-range cruising and owners looking for a slice of adventure.

Sporting angular windows and a wide vertical bow, the 26XP has already proven to be a popular choice with eighteen hulls on the water. Designed to offer the capability of her bigger sisters, the 26XP will take you anywhere you want to go, but with the convenience of being able to berth in some of the smaller locations the world has to offer.

Built upon a hull that will take the toughest of journeys with ease and in comfort, going places to be places has never been so exciting.



WATCH THE VIDEO

Discover Numarine's YouTube channel to explore more about each model.



TWENTY-SIX
26

PRINCIPAL SPECIFICATIONS

Length Overall 25.89 m
 Beam 6.60 m
 Draft 2.12 m
 Displacement Full Load 93 Tonnes
 | Planing hull displacement at full load 92.3 Tonnes
 Fuel Capacity 11.000 L
 Fresh Water Capacity 2.000 L
 Black Water Capacity 1.000 L
 Length of Hull 23.95 m
 Cabins 4/5 + 2
 Accommodation 8/10 guests + 4 crew
 International Gross Tonnage under 150 GT
 Construction FRP with Vinylester resin Hull + Superstructure

ENGINES AND PERFORMANCE

Engines Twin MAN D2676 LE 435-560hp - (412KW/2100 RPM V6)
 | Planing Hull Engine Option Twin MAN V8-1200 HP
 Max Speed up to 13.5 knots
 | Planing Hull Engine Option 19,5 knots
 Cruising Speed up to 9 knots
 | Planing Hull Engine Option Cruising Speed 16 knots
 Max Range up to 3000 nm @ 8 knots
 | Planing Hull Engine Option 700 nm @13 knots



FOR MORE DETAILS

Scan the QR code to access the full specification list for 26XP.

NUMARINE 26XP 4/5 CABIN



FLY BRIDGE



MAIN DECK



MAIN DECK
Lounge Version



MAIN DECK
5 Cabin



LOWER DECK



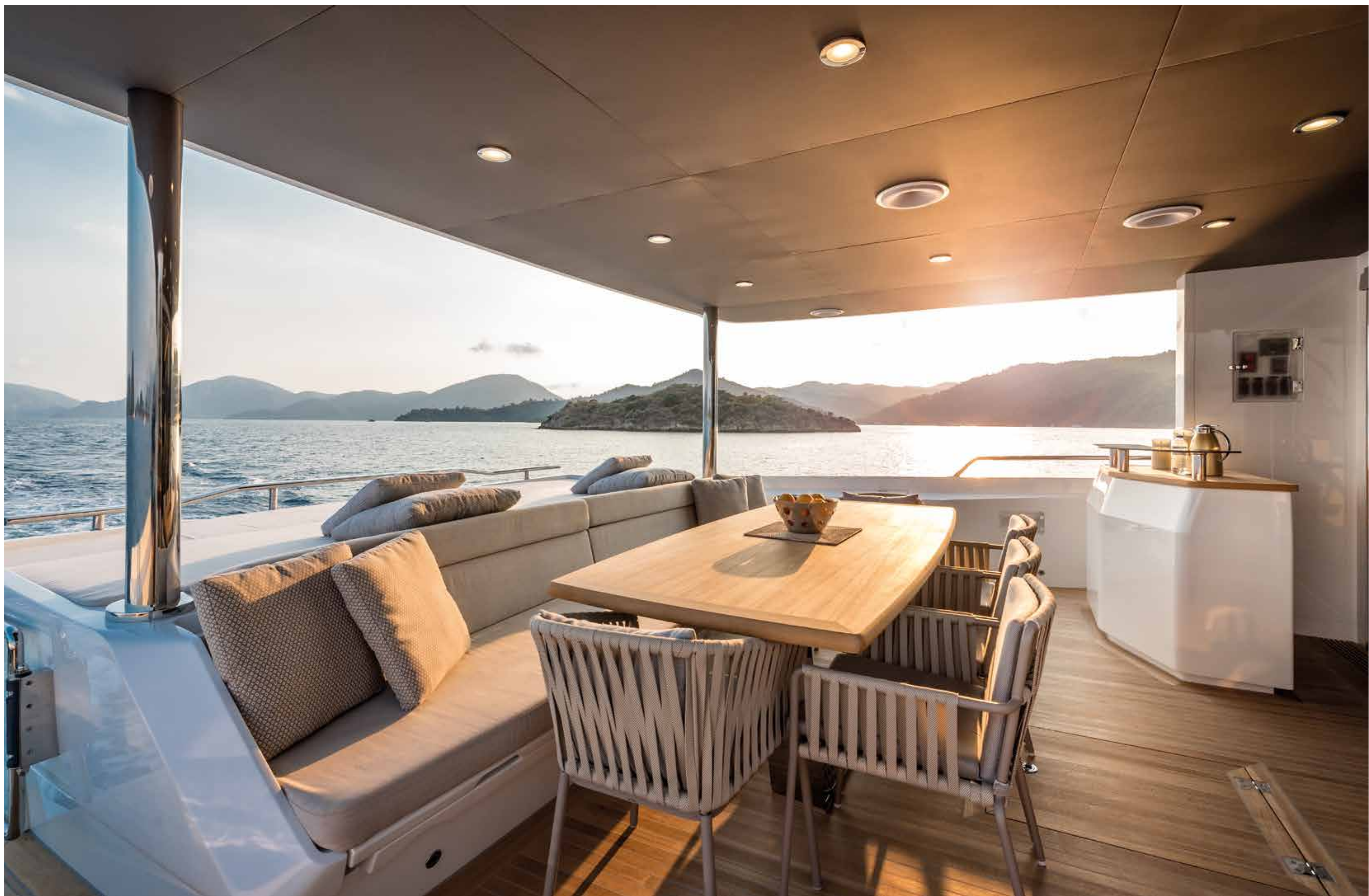












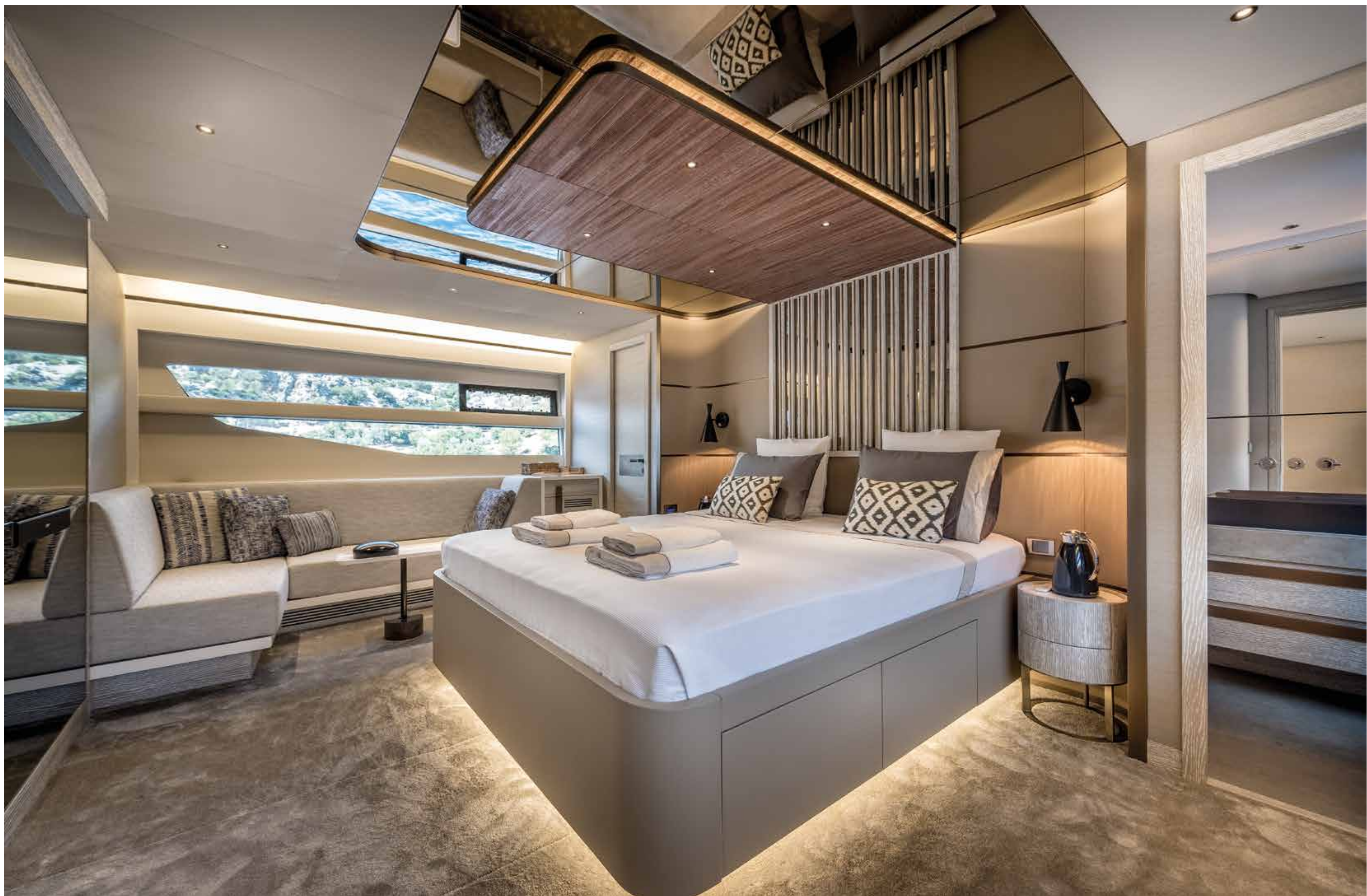


AFT DECK LOUNGE VERSION



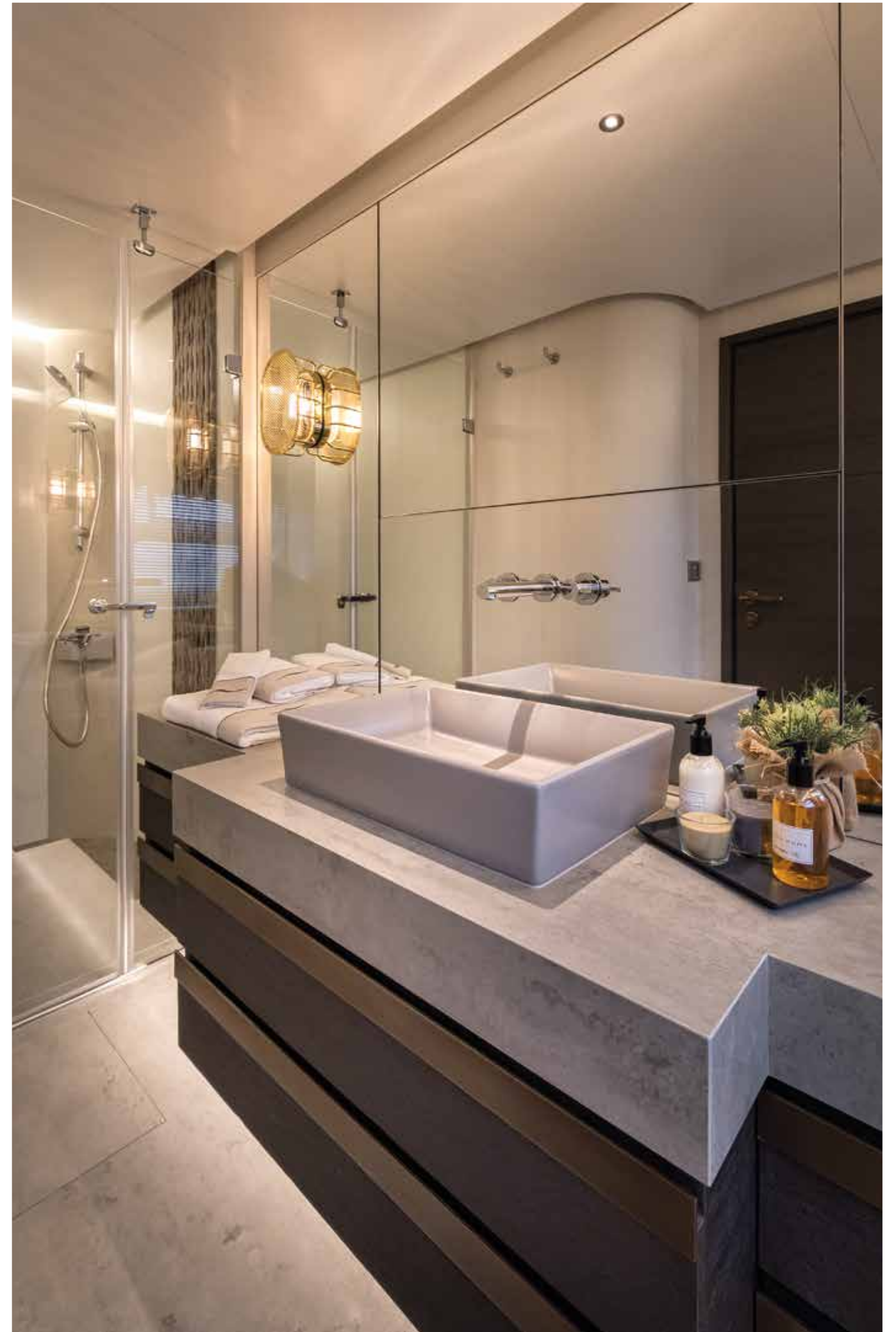


SALOON





MASTER CABIN



MASTER BATHROOM



VIP CABIN



VIP BATHROOM



GUEST CABIN PORT



GUEST BATHROOM



HELM STATION

NUMARINE 32XP

EXPERIENCE
EXCEPTIONAL

The world is full of experiences just waiting to happen. The Numarine 32XP is an exceptional blend of size and capability, fully equipped and ready to take you on a journey anywhere you so desire.

The Numarine 32XP is the much-loved model of the highly acclaimed XP Series. Simplicity of use, engaging styling and the seamless integration of systems are key principles of the yacht. While being just under the limit of 300 GT category, she boasts incredible volumes of internal living spaces on board, with her steel hull and GRP superstructure allowed to create unique layouts internally and customized external spaces.

The exterior styling is by Can Yalman, who is the design partner of the brand. The 32XP silhouette is deliberately rugged, powerful and hefty, with extensive angular windows. Another contemporary feature added to the yacht is the vertical bow, and it makes cutting through the water an easy feat. The hull's shape, designed by Numarine's long-standing collaborator, naval architect Umberto Tagliavini, is beneficial to the internal volumes.

Yalman has also penned the interior. Like all Numarines, the interior of the 32XP is fully customized to reflect the owner's preferences in terms of layout, design, fabrics and materials. There is a spacious main salon and several outside areas to socialize, including a large couch area with Bimini and cocktail table forward of the wheelhouse and a huge flybridge.

Including the master suite forward on the main deck, the 32XP has six cabins. Another roomy VIP cabin is on the upper deck. It opens up via sliding doors to the incredibly large open deck. In navigation, it can even fit a spectacular 9-meter RIB tender and two PWCs with the help of the 2.5 Tons crane. Four additional guest cabins are placed on the lower deck. Below deck forward, the 5-person crew quarters provide ideal spaces for the captain with his private cabin & ensuite, and four crew members in two doubles with ensuite.

The 32XP accommodates up to 12 guests and is ready for long cruises with her proven hull and ample storage facilities. With this exceptional model, sharing the experience of a lifetime has never been more pleasurable. All you have to do is to step out of the comfort range of your usual base and explore the world with the Numarine 32XP.



WATCH THE VIDEO

Discover Numarine's YouTube channel
to explore more about each model.



PRINCIPAL SPECIFICATIONS

Length Overall 32.64 m
Beam 8.00 m
Draft 2.71 m
Displacement Full Load 270 tonnes
Fuel Capacity 29,000 L inc. Day Tanks
Fresh Water Capacity 3,000 L
Black Water Capacity 1,900 L
Cabins 5/6 +3
Accommodation 10/12 guests + 5 crew
Gross Tonnage abt 297 GT
International Gross Tonnage under 500 GT
Construction Steel Hull + FRP with Vinylester Resin Superstructure

ENGINES AND PERFORMANCE

Engines Twin MAN D2868 L425 800 bhp@2100
Max Speed 13.8 knots
Cruising Speed 12 knots
Economic Speed 8 knots
Max Range 4,000 nm @ 8 knots

AWARDS

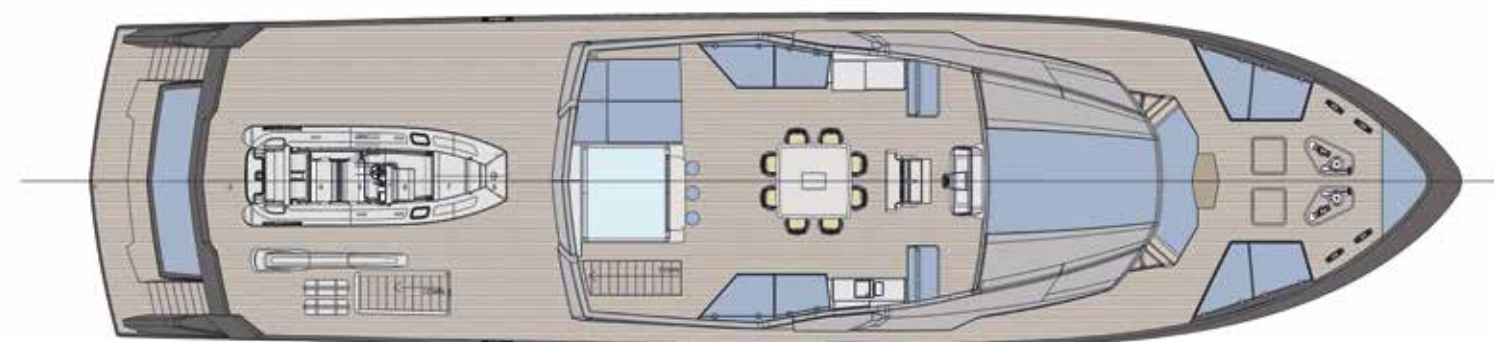
The International Yacht & Aviation Awards 2018 WINNER
Asia Boating Awards WINNER
The World Superyacht Awards NOMINEE



FOR MORE DETAILS

Scan the QR code to access
the full specification list for 32XP.

NUMARINE 32XP 5/6 CABIN



FLY BRIDGE



UPPER DECK



MAIN DECK



LOWER DECK







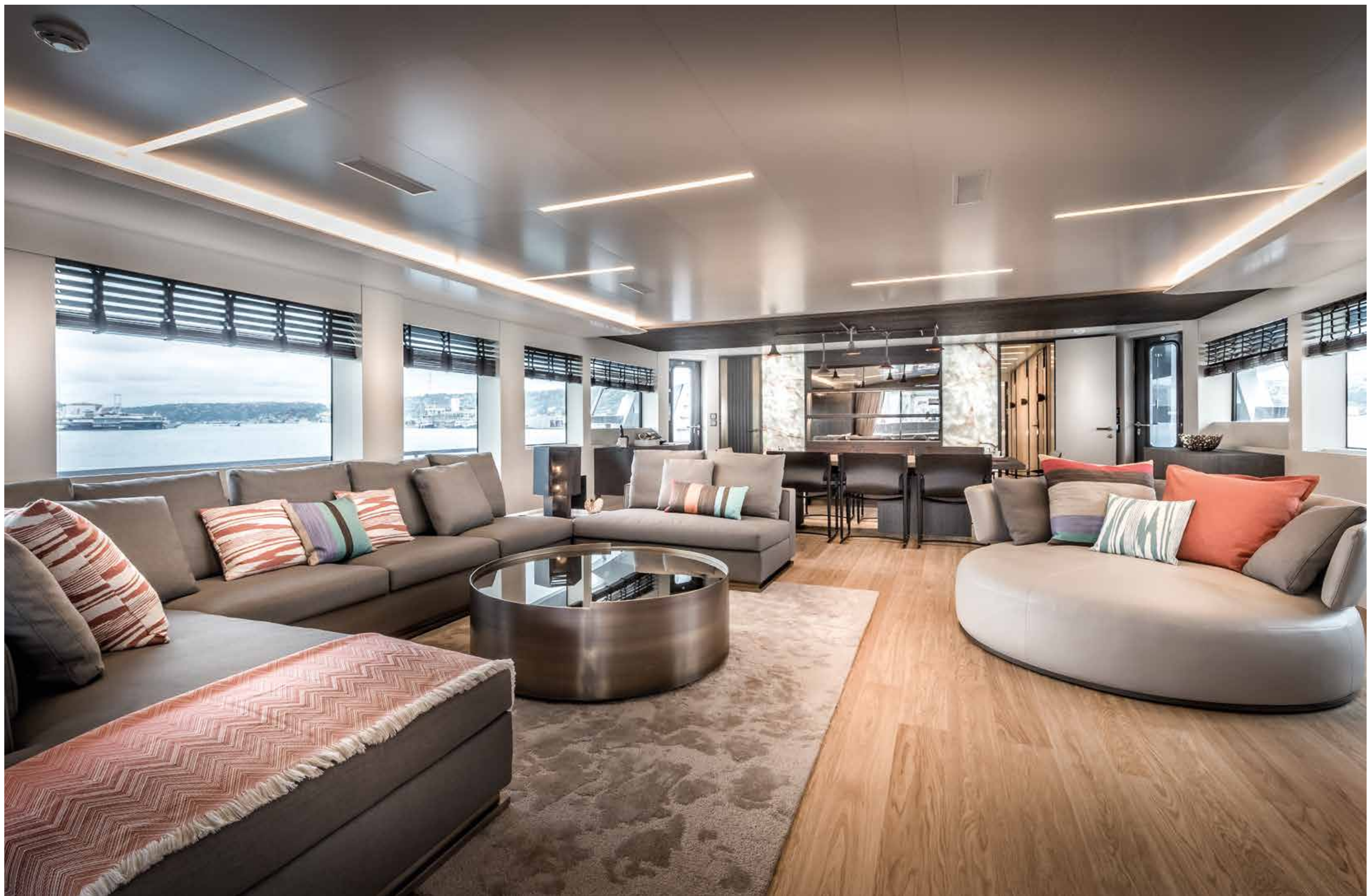
NUMARINE 32XP

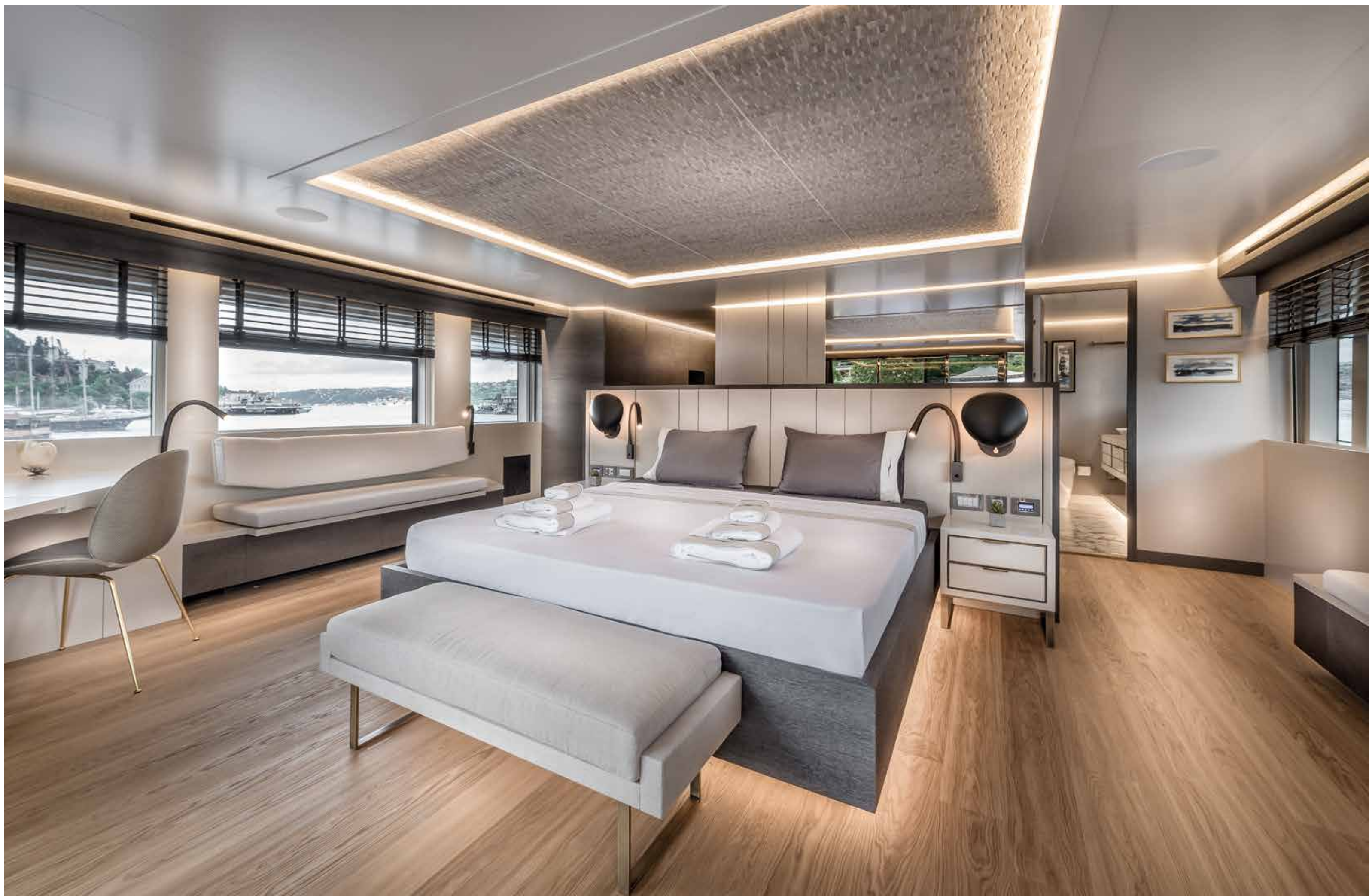










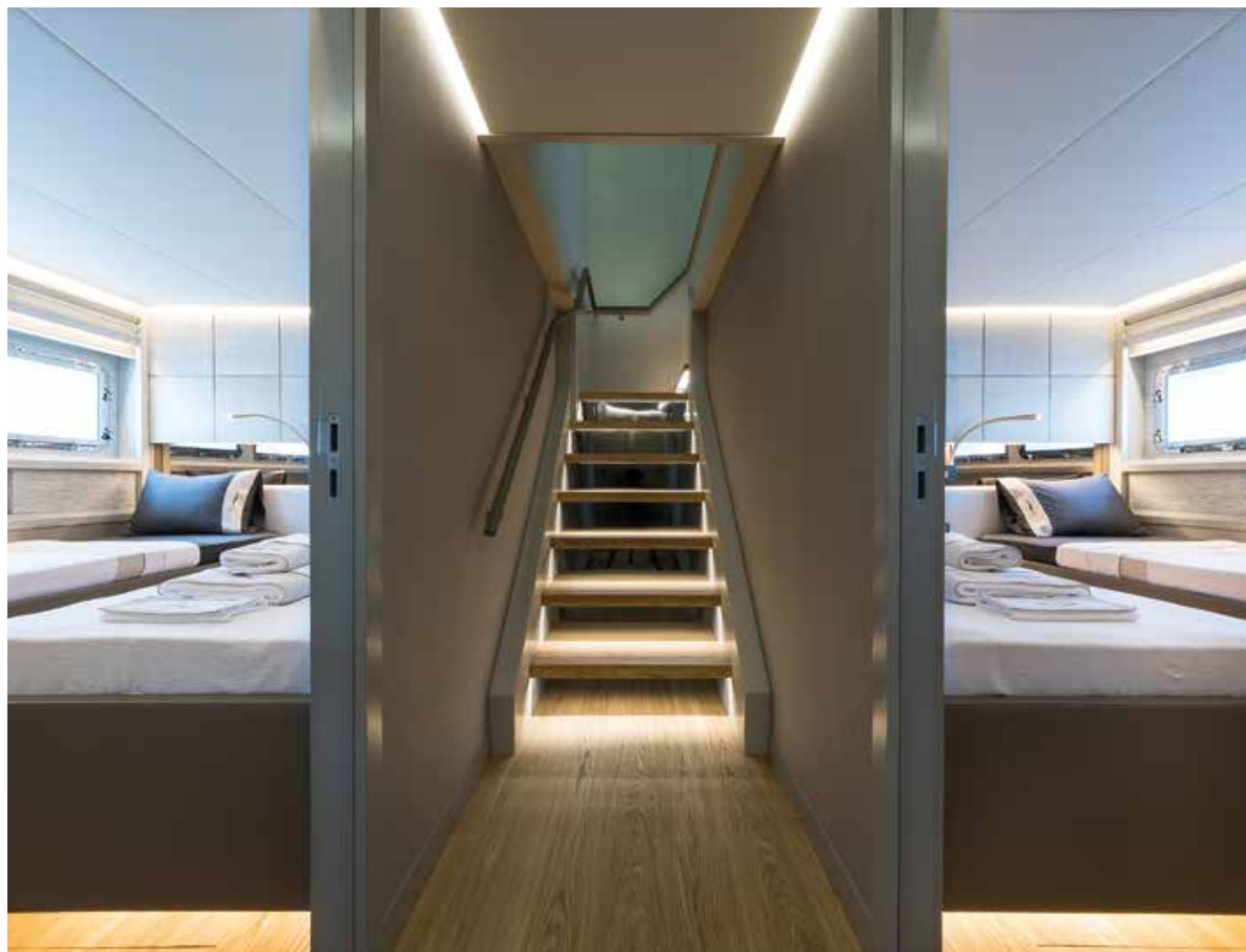




MASTER CABIN



MASTER CABIN BATHROOM



GUEST CABINS

GUEST BATHROOM



HELM STATION



Customized to appeal
to the discerning tastes
of each owner...

Be it a striking and original exterior color scheme, or semi-customized layout, the in-house design team works with owners to create the perfect configuration and décor suited exactly to their needs without ever needing to compromise.

NUMARINE 37XP

STEERING FOR GREATNESS

Taking to the sea and welcoming the embrace of the elements means entering a magical world without bans or borders, limited solely by the imagination. With The Big Blue steeped in her DNA, the Numarine 37XP goes that extra mile.

The Numarine 37XP is one of the bigger sisters of the XP series. Born and built according to parameters that have kept the Numarine brand at the forefront of innovation and technology, the 37XP combines a refined, but easily recognizable aesthetic with an ambitiously conceived functionality to deliver a first-class experience.

Can Yalman penned the 37XP's exterior design, built on the same 8-meter beam as the 32XP but has a generous five extra meters of length. The lines on the 37XP are a refinement of the robust look of the 32XP with flowing, softer lines that accentuate the longer length, with fewer interruptions that balance strength and elegance. Large windows provide ample natural light and are one of her standout features.

Constructed with a steel hull and FRP construction with superstructure, Umberto Tagliavini penned the yacht's naval architecture.

The first unit in the series features an interior design by Hot Lab and accommodates 14 guests across seven staterooms, including a generous main deck owner's cabin in the bow. There is a designated owner's suite that provides additional space on the upper deck, which has direct access to the exterior terrace which is used as storage for a 9-meter tender while underway.

At 345 GT, the 37XP has plenty of room for socializing and relaxing across her four decks including a lower deck with generous spaces, huge windows and natural light. At the yacht's transom, a spacious beach club is complete with a bathing platform and an inside lounge open to the water. On the yacht's flybridge, 84 square-meters of alfresco space offers the perfect setting for sunbathing and dining.

Steering for greatness, the Numarine 37XP is there to take you to the edge of the world immersed in the elements with comfort and luxury.



WATCH THE VIDEO

Discover Numarine's YouTube channel to explore more about each model.



PRINCIPAL SPECIFICATIONS

Length Overall 37.16 m
 Beam 8.00 m
 Draft 2.51 m
 Displacement at Full Load 310 tonnes
 Fuel Capacity 51.000 L
 Fresh Water Tankage 3.000 L
 Black Water Tankage 2.300 L
 Cabins 7 + 4
 Accommodation 14 guests + 7 crew
 International Gross Tonnage under 500 GT
 Construction Steel Hull + FRP with Vinylester Resin Superstructure

ENGINES AND PERFORMANCE

Engine MAN D2868 LE 425 800bhp @2100rpm
 | Upgrade IMO T-III (SCR) MAN D2862 LE 427 900bhp @1800rpm
 Max Speed 14 knots
 Cruising Speed 12 knots
 Economic Speed 8 knots
 Max Range 6000 nm @ 8 knots
 | Upgrade Engine Max Range 5850 nm @ 8 knots

AWARDS

The World Superyacht Awards NOMINEE



FOR MORE DETAILS

Scan the QR code to access the full specification list for 37XP.

NUMARINE 37XP 7+4



FLY BRIDGE



UPPER DECK



MAIN DECK



LOWER DECK



LOWER DECK
Comfort Version

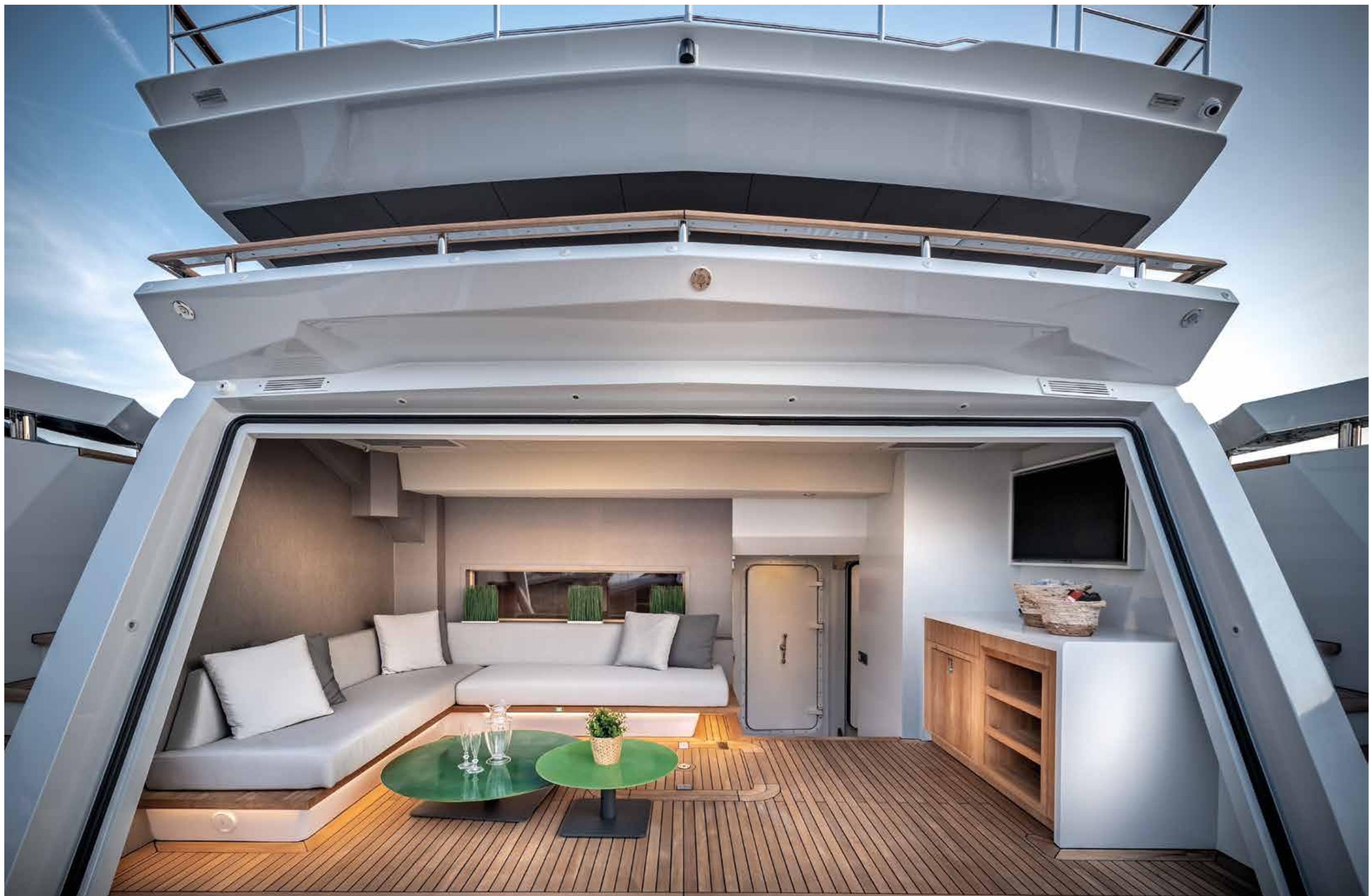














SALOON



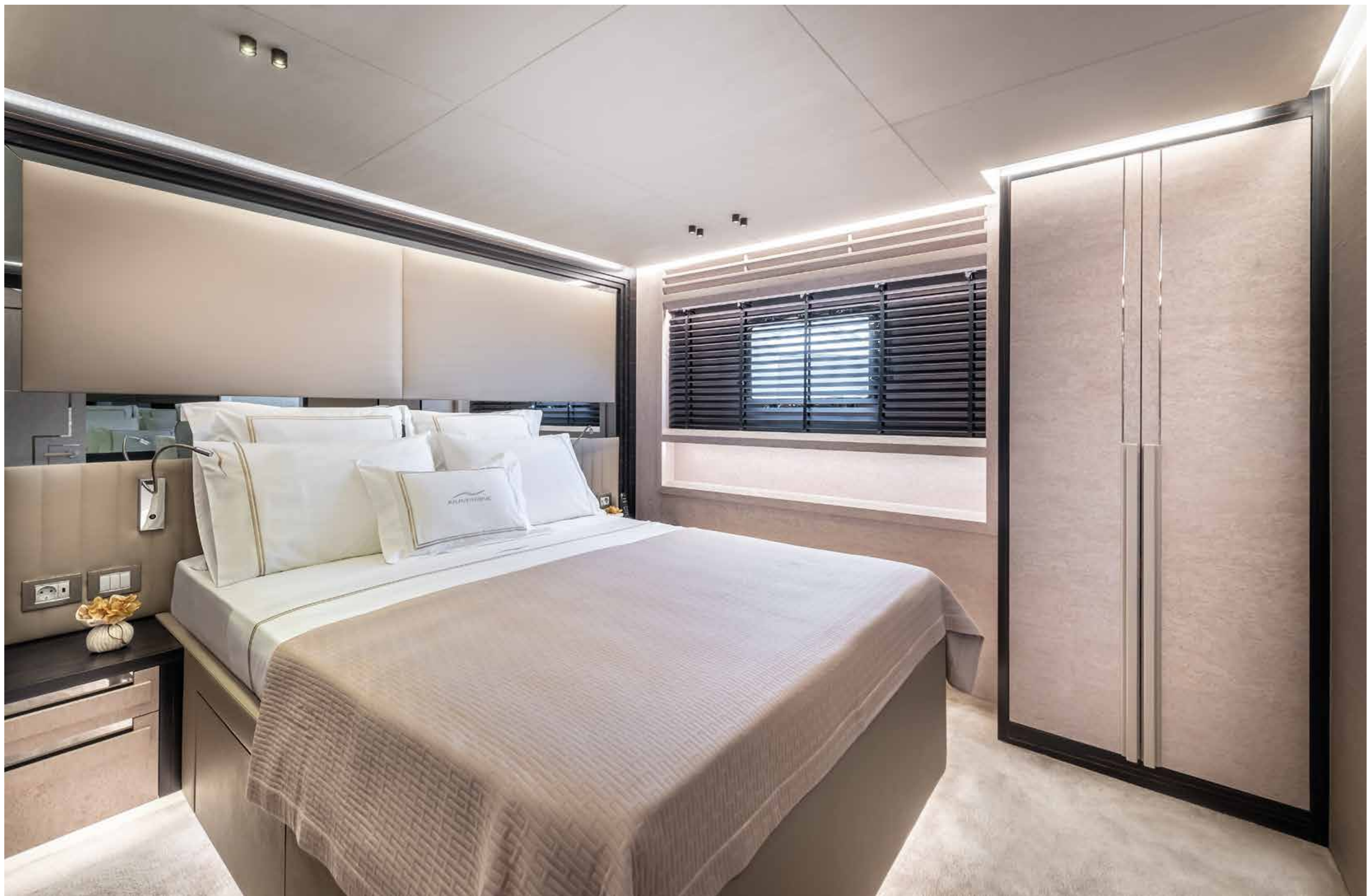




MAIN DECK MASTER CABIN









NUMARINE 45XP

LIVING LARGE

A bold nautical adventure requires an equally bold companion to brave the seas. Designed to take you anywhere you desire in the utmost comfort and luxury, our largest ever model to the date, the Numarine 45XP just made the world a much smaller place.

A break from the norm in long range cruising, the Numarine 45XP combines stunning aesthetics with unsurpassed ocean-going performance, an extended range and the capability to navigate the world's roughest waters in absolute comfort.

With both exterior and interior design by Can Yalman, Numarine's repeat design partner, the vessel features naval architecture by long-time collaborator Umberto Tagliavini.

Built in steel, with a gross tonnage of 498 GT and a layout across four decks, the 45XP makes the most of her generous 9.05-meter beam. With her twin C32 Caterpillar 1300 HP engines, the 45XP superyacht can reach a top speed of 16 knots and a cruising speed of 11 knots.

With an impressive range of 4,000 nautical miles at cruising speed, equipped with the finest appointments and amenities for fully self-sufficient extended time onboard, the 45XP has rewritten the rule book and opened up a whole new world of possibilities for adventurous owners who cherish the journey just as much as the destination.

FORTY • FIVE • XP
45



PRINCIPAL SPECIFICATIONS

Length Overall 45.35 m
Beam 9.05 m
Draft 2.71 m
Displacement at Full Load 450 tonnes
Fuel Capacity 60,000 L inc. Day Tanks
Fresh Water Capacity 8,000 L
Black Water Capacity 2,000 L
Cabins 5 + 4
Accommodation 10 guests + 8/10 crew
International Gross Tonnage under 500 GT
Construction Steel Hull + Aluminum Superstructure

ENGINES AND PERFORMANCE

Engines Twin CAT C32 ACERT 1200bhp @2100 rpm
Max Speed 16 knots
Cruising Speed 11 knots
Economic Speed 8 knots
Max Range 8000 nm @ 8 knots
Max Range @ Cruising 4000 nm



FOR MORE DETAILS
Scan the QR code to access
the full specification list for 45XP.









OWNER'S DECK





Guaranteed to stand
the test of time...

Numarine has absolute confidence that the construction process and material choices result in the strongest hulls on the water. Gurit, the composite industries' leading supplier of materials and engineering services, guarantees this presumption with a meticulous assessment of the hulls. That is why Numarine offers the very best warranty in the industry and why all Numarine hulls—be they composite or steel—come as standard with a full, 10-year Structural Warranty.

STEPPING INTO INNOVATION



MALCOLM HUTCHISON

The state-of-the-art systems crafted for the perfect onboard experience represent the signature of Numarine yachts. Technical Director Malcolm Hutchison talks to Numarine Insight about the innovative engineering process behind the scenes.

Born in Totnes, Devon, UK in 1962, Malcolm Hutchison always led a life by the sea, pursuing professions that offered the freedom of being on the water, including the Navy, and later on, in yachting. He joined the passionate Numarine team in 2010; he has been working as the Technical Director ever since.

When did you discover your passion for yachting?

MALCOLM HUTCHISON: As a boy, I had a dinghy and lived very close to a large river in Devon, UK. I would spend time on the water and fishing. I think I just enjoyed the freedom of being on the water, and the transition into yachting came during my training for the merchant navy, the thought of spending my life at sea in a commercial environment was quickly transformed after a visit to the London Boat Show in 1980, as it seemed so much nicer to get involved in yachting.

We would love to hear the story of how you joined the Numarine team.

MH: I joined Numarine in 2010; I was working for a UK brand that had business dealings with Numarine for several years. That relationship had ceased a couple of years earlier but I had always admired Ömer Malaz for his passion and dreams, and had commented before that I would like to work with someone that passionate about yacht building. One day in 2009 I got a call from Ömer. I arranged to visit him in November and started the following January. His passion is as strong now as it was then. This allows us to develop as people and with our yachts.

Numarine is renowned for using state-of-the-art systems to offer a unique owner experience. Can you give an example of this?

MH: Our new 30XP will be a diesel electric yacht, using the latest Azimuth drive systems with electric motors driven by several generators as well as batteries. This will mean greater fuel efficiency and cleaner running for the yacht with the option of silent running into marinas when required. It also means compliance with the latest IMO regulations. Onboard experience at anchor can be silent when powering the yacht from the batteries with clean water swimming around the yacht. This, when boosted with Solar panels, can maintain the yacht noise-free for most of your time at anchor.

What about the future of these systems?

MH: As battery systems develop in the transport sector, we will be able to offer better longevity and more power increasing the opportunity to run emission free and in silence.

Can you tell us about the new Data Driven Electrical System?

MH: At Numarine, we use three different principal systems depending on the yacht size. On our 22XP, we use mainly conventional systems with electronic monitoring for basics like fuel and power management. The EPLEX system used on the 26XP allows for monitoring and system control via a screen at the helm or iPad as you walk around the yacht. This is easily manageable by the owner or crew. Models 30XP up to 45XP have full PLC systems monitoring and controlling the yacht. This is a more professional system and mainly crew controlled. With PLC systems, we can also dial-in remotely and make updates or check system function anywhere in the world providing you have an Internet connection.

”

I had always admired Ömer Malaz for his passion and dreams, I had commented before that I would like to work with someone this passionate about yacht building... this allows us to develop as people and with our yachts.

”

Q&A with Malcolm Hutchison

How about your first cruise?

MH: My first proper cruise was from Port De Cap d'Agde in the South of France up to Golfe Juan near Cannes. It was a delivery cruise on a new 55' yacht that was still not fully commissioned. We had fantastic weather and a beautiful trip along the coast but with no navigation equipment and a very basic paper chart onboard. Arriving at Golfe Juan we were met by the yacht surveyor who asked us how we managed to get through the narrow channel into Golfe Juan without equipment and with only a copy of The Sun newspaper. He was amazed we had not run aground. Well, we had waited until a sailing yacht was entering and followed them in. After all, if they could make it with a keel then we were sure we were okay.

First boating memory?

MH: I first started with a dinghy on the river Dart in Totnes, at 12 years of age. My father purchased a 12' dingy as a project for me to clean up and use for fishing. I would spend all the time I could on the river just going up and down, fishing, camping, and exploring creeks and inlets.

Venturing into the unknown or rediscovering your favorite destination?

MH: Definitely, venturing into the unknown and exploring by far.

Destination for getting off the beaten track?

MH: Well, away from the sea, off-road to explore new locations, although I still like to be close to water, rivers and lakes especially.

Best destination in the Med and why?

MH: I can't say I have a real favorite in the Mediterranean yet as I am still exploring. However, Göcek in Southern Turkey is a wonderful area, and I'm always happy to be there.



22^{TWENTY TWO * XP}

COMPACT
EXCELLENCE,
LIMITLESS
DISCOVERY



NUMARINE



UNDERWATER

From submerged treasures to the Bodrum's underwater museum and the recent research in underwater photography, in the next few pages you will discover all things underwater.

SUBMERGED SECRETS

If you've discovered everything on land, you can now dive into the underwater world at the Bodrum Museum of Underwater Archaeology.



Located in Muğla, Bodrum has a history that dates back over 5,000 years. One of the longstanding historical landmarks is Bodrum Castle. The centerpiece of the city, it was built by the Knights of St. John at the beginning of the 15th century. Today, the fortification has been home to the Bodrum Museum of Underwater Archaeology since 1964.

The museum is one of the world's unique underwater archaeology museums, housing treasures discovered in Turkish waters. It also won special recognition in 1995 as the "European Museum of the Year." A place that ties Bodrum's

past and present, the museum's collection includes the oldest known shipwreck found in Bodrum, which dates back to the 7th century, as well as an amphora collection and many other priceless excavated artifacts.

The excavations and research works in the seas of Turkey, where the world's first scientific archeological underwater excavations were carried out, have unearthed 255 artifacts in 2021 alone. Some of these recent works are exhibited at the Bodrum Museum of Underwater Archaeology. Reopened after a long renovation process, make sure to visit Bodrum Castle.



SEEING UNDERWATER



Capturing the true beauty of the world underwater is no easy feat. Often compromised by dull and monotonic colors, underwater photography requires additional tools to bring clarity to the images. Turkish oceanographer and engineer Derya Akkaynak talks to Numarine Insight about sea-thru, an algorithm that aims to uncover the beauty of the seas and help us better understand marine life and its utmost importance for our world.

DERYA AKKAYNAK





Oceanography is actually an area that is related to everything about human beings. Can you briefly tell us its scope?

DERYA AKKAYNAK: Oceanography is a branch of science that involves studying everything and anything about oceans and seas. This discipline includes biological oceanography, chemical and physical oceanography, ocean engineering, archaeology, geological examination of oceans and more. Since the oceans cover 70% of our planet, studying the ocean is essentially studying our planet.

You are currently working at the Department of Marine Technologies at Haifa University. Can you tell us about your work here?

DA: A short while ago, I started working in the Department of Marine Technologies at Haifa University in Israel as an Assistant Professor and I am currently busy establishing my laboratory in the city of Eilat on the Red Sea. I specialize in underwater vision and imaging. I study the eyes, the eyesight, and the evolutionary adaptations of animals living in aquatic environments, and inspired by these systems, I develop hardware and software for better underwater imaging. My work combines ecology, physics, and engineering.

Under the oceans lies a whole different universe. How does it feel to investigate the workings of life under water?

DA: Everything about the sea sparks an endless curiosity in me, excites me and makes me happy. That is why I studied oceanography, which is one of the professions called a "lifestyle job," as a profession, even though I received training in aerospace and mechanical engineering. The campus where I have my lab is located on the Red Sea. I leave the house at sunrise, ride my bike to work, and jump into the sea when I get to the campus. I start my day swimming on a coral reef before I even sit at my desk — can the day get bad after such a start? Working with the ocean allows me to establish an intimate connection to our planet. Being able to follow the seasons, the wind, the sun, watching how life in the sea responds to daily, annual, seasonal changes, and thinking about it makes me feel like I truly belong to this planet.

What about Sea-thru? You have been honored with the "Blavatnik Young Scientist" award for this algorithm.

DA: The Sea-thru algorithm removes the effects of water from photographs taken underwater following the physical rules that describe the propagation of light in water. Thus, we can see life underwater with the clarity of the photos taken on land. It is not the first algorithm to do this, but it is by far the most successful one, because we have updated this physics phenomenon, the physical model of light traveling underwater, reaching a sensor and forming an image. Before this, researchers were unintentionally using a model that defined image formation in the atmosphere to correct underwater images, so no algorithm had been as successful.

The primary driving force for most new inventions is a need. One can only imagine that the algorithm you developed was also established after the difficulties you encountered during your studies. At this point, what effect did the algorithm you developed have on underwater studies?

DA: We are currently trying to make the sea-thru software available both academically and commercially. So, since it is not yet accessible, other researchers have not yet been able to use it at full capacity. It is not easy for software developed for academic purposes and working under certain assumptions to transition an application that everyone can use under any circumstances. The software requires considerable investment; it takes a lot of time to find what is needed. I'm learning that now by experience. When a wider audience can use it, whether to accelerate our research by using artificial intelligence more efficiently or discover new things, I have no doubt that it will make a tremendous difference.

About Derya Akkaynak

Derya Akkaynak is an oceanographer and engineer, currently focusing on imaging problems on land and under water, as well as investigating the possibility of creating biomimetic cameras to allow humans to see underwater like marine species.

"

Everything about the sea sparks an endless curiosity in me, excites me and makes me happy....Working on the world underwater allows me to establish an intimate connection to our planet.

"

About Sea-thru

Sea-thru is a pioneering technology that changes our perception of underwater photography. It is an algorithm that allows clear underwater photos to be captured by removing the water from the images without needing a color chart.

FREE DIVING

Şahika Ercümen is a Turkish diver who broke the 100-meter record in variable weight freediving without breathing equipment.

NUMARINE INSIGHT

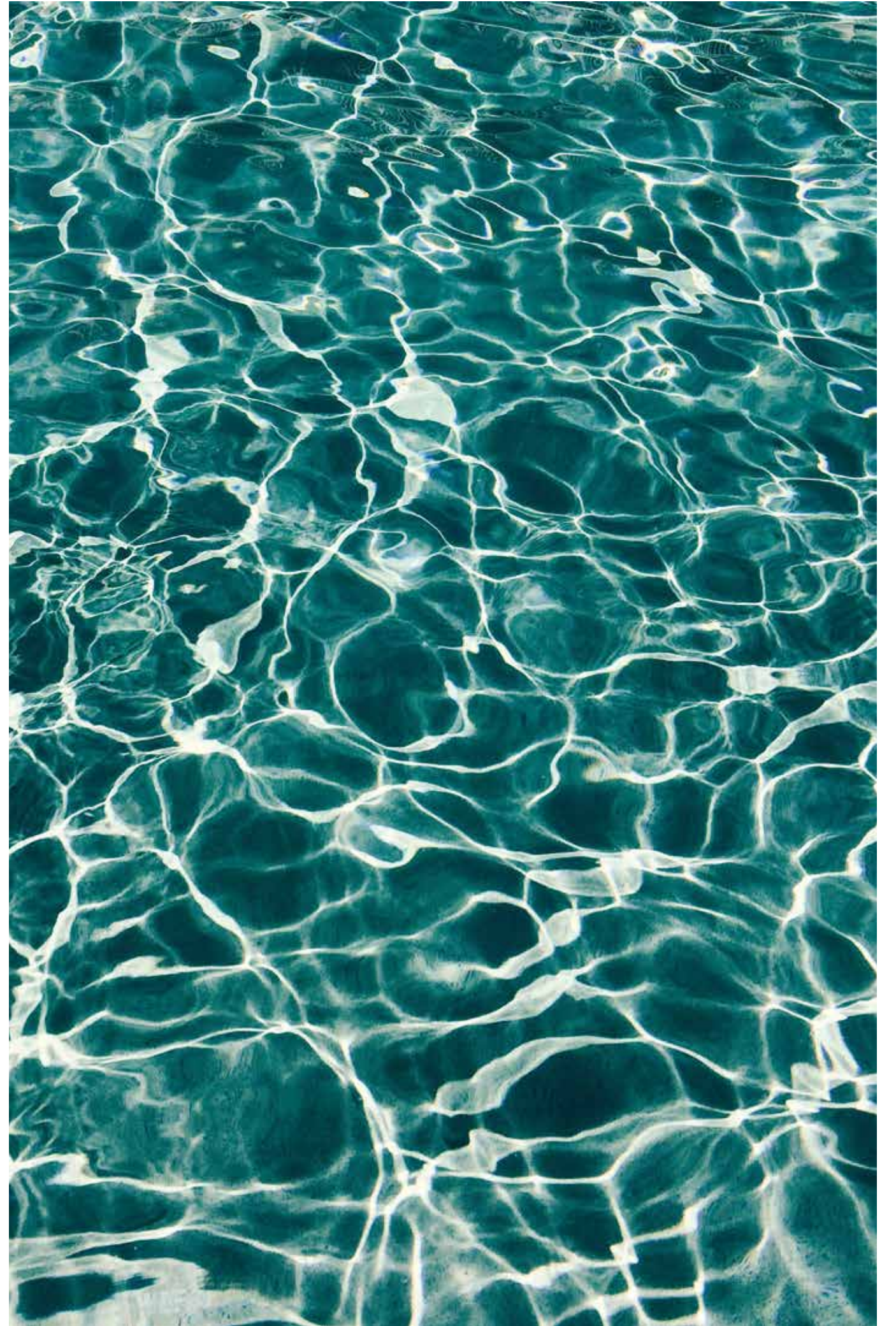


Freediving is an excellent way to connect with the sea and delve into the depths of the ocean with minimal impact. Some individuals do it for the challenge, but for many, the main appeal of freediving is the solitude and calm it brings to the fast pace of life. Freedivers merge seamlessly with the world underwater in complete silence. They have beautiful encounters with timid marine life and hear all the noises of the ocean, including fish chewing on coral, the tide throbbing at the rocks, and even dolphin and whale sounds.

Turkish Athlete and free-diver Şahika Ercümen is one of those who participate in freediving as a competitive discipline. Her participation in underwater sports began with scuba diving and underwater rugby. For twelve years, she pursued various branches of underwater sports, and has been a member of four national teams since 2001. In October 2021, she set an astounding new world record in variable weight freediving.

This discipline utilizes added weight to take the diver to depth, and where the diver returns to the surface under their own steam, finning and also using the arms to pull on a rope. While not a competition discipline, there are national and world records set in it and it is frequently used to practice equalization and constant weight with fins diving.

As for Ercümen's attempt at another world record, with a single breath, she was able to dive to a depth of 100 meters, in just two minutes and 53 seconds with no additional breathing equipment. This is only a recent addition to the resume of the decorated athlete. An ambassador for underwater life with the United Nations Development Program, Ercümen recently won three medals and broken five Turkish records in the 2021 Vertical Blue freediving competition at Dean's Blue Hole in the Bahamas.



MIRACLES

BY WALT WHITMAN

Why! Who makes much of a miracle?
As to me, I know of nothing else but miracles,
Whether I walk the streets of Manhattan,
Or dart my sight over the roofs of houses toward the sky,
Or wade with naked feet along the beach, just in the edge of the water,
Or stand under trees in the woods,
Or talk by day with any one I love—or sleep in the bed at night with any one I love,
Or sit at table at dinner with my mother,
Or look at strangers opposite me riding in the car,
Or watch honey-bees busy around the hive, of a summer forenoon,
Or animals feeding in the fields,
Or birds—or the wonderfulness of insects in the air,
Or the wonderfulness of the sun-down—or of stars shining so quiet and bright,
Or the exquisite, delicate, thin curve of the new moon in spring;
Or whether I go among those I like best, and that like me best—mechanics, boatmen, farmers,
Or among the savans—or to the soirée—or to the opera.
Or stand a long while looking at the movements of machinery,
Or behold children at their sports,
Or the admirable sight of the perfect old man, or the perfect old woman,
Or the sick in hospitals, or the dead carried to burial,
Or my own eyes and figure in the glass;
These, with the rest, one and all, are to me miracles,
The whole referring—yet each distinct and in its place.

To me, every hour of the light and dark is a miracle,
Every cubic inch of space is a miracle,
Every square yard of the surface of the earth is spread with the same,
Every foot of the interior swarms with the same;
Every spear of grass—the frames, limbs, organs, of men and women, and all that concerns them,
All these to me are unspeakably perfect miracles.

To me the sea is a continual miracle;
The fishes that swim—the rocks—the motion of the waves—the ships, with men in them,
What stranger miracles are there?



”

To me the sea is a continual miracle; The fishes that swim—the rocks—the motion of the waves—the ships, with men in them, What stranger miracles are there?

”

About Walt Whitman

Walt Whitman is America's world poet—a latter-day successor to Homer, Virgil, Dante, and Shakespeare. In *Leaves of Grass* (1855, 1891-2), he celebrated democracy, nature, love, and friendship. This monumental work chanted praises to the body as well as to the soul, and found beauty and reassurance in everything. Along with Emily Dickinson, Whitman is regarded as one of America's most significant 19th-century poets.

Credit: The Walt Whitman Archive

OWNER'S LOG

What was your first introduction to yachting?

SEVEN DIAMONDS OWNERS: It all started with competitive sailing when I was 14 years old. I still love competitive sailboat racing, but quickly realized that other members of my family did not share my passion. They all loved the water, but just wanted to be more comfortable. As I got older, I purchased ski-boats, then day cruise boats such as 37-, 40- and 48ft boats and would take the family out on lakes in Texas and spend long weekends on them. We started to focus on staying in the Fort Lauderdale area. That opened a much larger yachting scene, and we graduated to 84ft Ferretti, and then an 84ft Ocean Alexander before going into the first 32XP Numarine.

Yachting is a great way to keep the family together. Do you think you have passed down the love of boating to your children?

SD: Yachting has been part of our family. All the children love it. We are in our own world. Life slows down and is simpler when you are anchored off some deserted island. Some of our best memories with our children have been on boats or yachts.

Congratulations on your second Numarine. How did you decide to acquire two boats from the company?

SD: We met Ali and Ömer in 2018 at the Fort Lauderdale boat show. They have a huge passion for building yachts. We went out on a 26XP with them, and I remember thinking how quiet and peaceful the yacht was. That year we also bought an 84ft Ocean Alexander. In March 2020, the start of COVID, my wife and I were having coffee one morning, and we noticed a 32XP was available for sale. It was close to completion; we had the ability to change a few interior items. I had an old email from Ömer, so I reached out to him. He replied almost immediately, and we started a discussion. A week or so later, we sent the deposit for the 32XP and put her under contract.

I had watched a few YouTube videos on Numarine and the one that got my attention was the video that showed the Numarine model. Numarine put a lot of effort into taking care of their employees. I told my wife that if someone understood the importance of treating his employees with

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Yachting has been part of our family. We are in our own world. Life slows down and is simpler when you are anchored off some deserted island.

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care, then I would be able to trust Ömer to deliver a yacht as he said he would. So, we were thrilled to be one of the early US clients for Numarine.

The story of the trust we have with the Numarine family is very important and so too is the fact that Numarine is always improving their yachts and taking customer feedback while doing so. Moreover, we received a favorable offer on the 32XP 6 months into the ownership and sold her, and started the process for our 37XP that delivers in May 2022. We are certain that the 37XP is going to be another large step forward in our yachting experience.

Can you tell us about the names and story behind them?

SD: Seven Diamonds = 5 children, 2 adults, and my wife likes diamonds. As for Chapter 3, we think of our lives in chapters, and now we are at the third chapter. Seemed simple!

What is your favorite spot on the yacht?

SD: The owner's suite on the bridge deck... It's very private, easy to get in and out of, and the views are amazing.



When it comes to yachting, it's a family affair for the owners of Seven Diamonds and Chapter 3. Having a deep-rooted love for life on board, the owners and the family have some of their best memories on yachts, as they explain to Numarine Insight.

What are some of the design decisions you made or changed along the way?

SD: Right away, we added a doggie park for our two dogs. We upgraded the water makers and HVAC systems. On the new 37XP, we added a large TV room below for the children to be able to escape too and focused on a proper laundry room with two sets of full size, correctly vented, washers and dryers. We made sure the crew had the tools to run the boat correctly. All the changes we wanted prompted the same comment from Ali, "Sure we can do that."

How do you feel seeing these amazing places from your home?

SD: We have seen some amazing places and, more importantly, yachting has given us amazing moments. We have been from Fort Lauderdale all the way up the East Coast. We have been to the Bahamas countless times. We are doing a delivery in the Mediterranean and spending this summer there before bringing the yacht home. We plan to do the Caribbean, going through the Panama Canal and up the west coast of the USA. The list of destinations is endless.

How about working onboard?

SD: As a business owner, I must work while onboard. We have a satellite system installed, so we will always have the Internet. I have a workplace on the yacht and usually I am up long before my family and I catch up on emails. By the time my family has breakfast, most of my day is done. I get a few phone calls, but that is the price of freedom.

Advice for someone thinking of getting into yachting?

SD: You must know your budget. Yachting is not something that should be done on a tight budget. While it is amazing and rewarding, you are going to eat up some cash. Understand that so you can enjoy it and buy the right size yacht. Bigger is not always better. Find a manufacturer that has multiple sizes of yachts so you can pick the right size, then you can always move up.

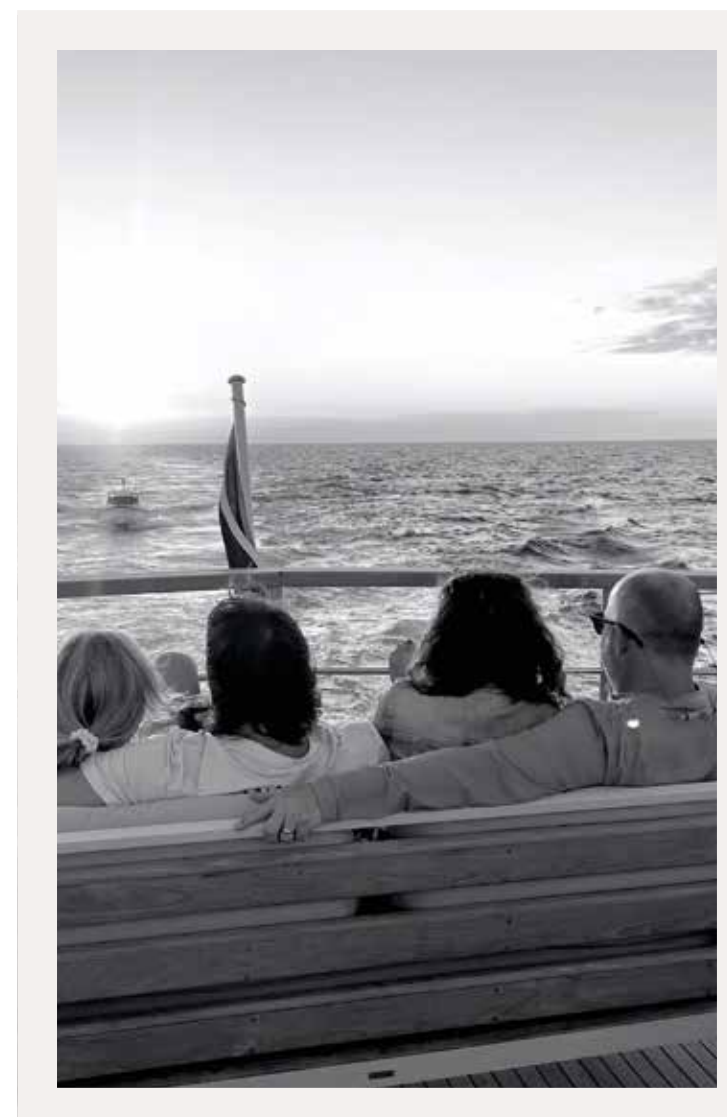
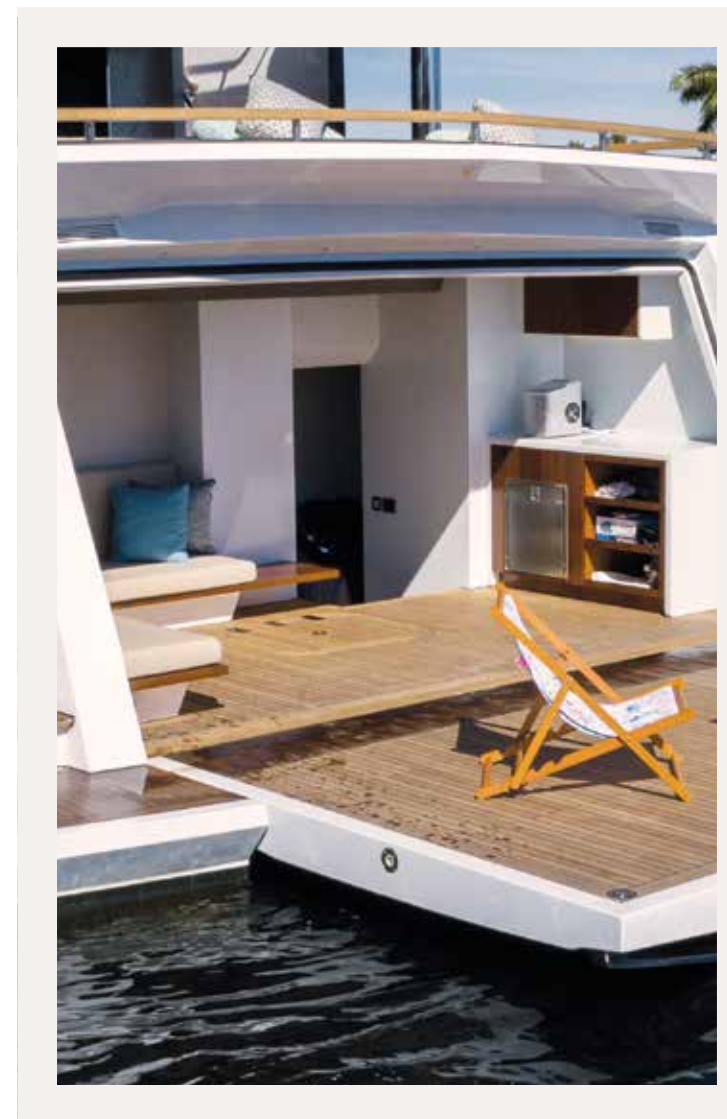
Style or speed?

SD: The Numarine XP series changed the way we yachted. We used to think speed was important, but it is really about the experience. On other yachts, we used to hate moving the yacht. It was about lots of noise. You had to take a seat and then you watch the fuel gauge suck 130 gallons an hour out of the tanks. The first stop on a Bahama crossing was the fuel dock!

With Numarine, the journey becomes a critical part of the adventure. We play until about 4:00 PM. As we come off the water sports, the yacht picks up the anchor and starts moving through the water at 10-12 knots. But it is so smooth you hardly know you are moving. We take showers, have drinks, and go to dinner. After dinner, sit on the rear deck drinking wine, looking at the stars and head to bed by 11:00 PM. The yacht has easily traveled over 80 miles, and I have found myself telling the captain to slow down as we approach the next anchorage because we are not ready to stop for the night. The Numarine yachts are so quiet that you have no perception of movement.

Your plans for upcoming trips?

SD: First, we will discover the Mediterranean then will go to the Bahamas for New Year's as a family.



26^{TWENTY*SIX XP}

AN ICON
OF TODAY,
MADE FOR
TOMORROW




NUMARINE

SAILING TO NEW HORIZONS

Spending time on or by the sea is a rich experience that engages the senses. The sound of waves breaking, the smell of the sea, the taste of salty wind, the feeling of water all around—these sensory experiences have a positive effect on our wellbeing.

ALARA MALAZ

Life onboard eases our minds. Upon waking, an endless stretch of water surrounds you. It is pretty much silent, except the occasional waves, some chatter or music that fills the air. Getting away from everyday's stress clears your mind. Swimming refreshes your spirits and you end up feeling more energetic. Breathing in the sea air is especially soothing, even healing. Simply put, being on the sea has a substantial therapeutic impact on people.

Taking some time alone to focus on your senses can do wonders. Mindfulness, as it is often called, is a practice of keeping your attention and mind in the present. As evidenced by scientific research, the practice of mindfulness can help reduce anxiety and improve mood. While attempting to focus on the present, eliminating outside factors might be a challenge in our busy lives. However, when on the boat, as you will find out, staying in the moment gets easier.

For a simple mindfulness practice, try this. Wherever you are on the boat—perhaps the deck would be the best—ensure that you are alone and free of distractions. Turn your phone off. Take a deep breath. Until you find a natural rhythm, keep breathing in and out. Focus on the sound or silence of the sea. Bathe your senses in it. If your attention wanders, each time bring it back with no judgment. Take all the time you need and when content, open your eyes. It's all better, right?

Besides mental benefits, the sea has physical benefits as well. Sea water has almost all the major essential minerals we need; magnesium, sodium, potassium, and calcium, and which are absorbed through your skin. Whether you get in contact with it through swimming, diving or other water sports, salt water is exceptional for healing. It seals damaged skin and allows it to mend. Research also proves that it increases the elasticity of the skin and improves its outer appearance.

You do not have to swim in the sea to get its benefits, because as we established earlier, just breathe in the sea air. In a digital world, we are exposed to many positive ions from electrical devices. Meanwhile, the minerals in the sea air have negatively charged ions that can accelerate our ability to absorb oxygen and balance serotonin levels. These ions also help strengthen immunological defense mechanisms, while the iodine in the sea air helps regulate the thyroid gland.

Next time you are aboard or anchored to take a dip in the sea, try to develop a mindful approach to it. The minor breaks you give during the day to meditate will allow you to feel connected to nature and to yourself. If you are reading this in your home (on the land), our mind offers us the biggest gift—our imagination. Just close your eyes and visualize the movement of water or open a calm beach waves soundtrack and draw your focus to it. You will settle into a deeply relaxed state in no time.





DINING ON THE SEA

As both a guide and a source of inspiration for making delicious and memorable dishes suited to the unique conditions on board, Alara Malaz shares her daily routines and favorite recipes ideal for preparing in tight quarters, with minimal ingredients and equipment.

ALARA MALAZ

Food is a very important part of my life, and appeals to all five senses. It is amazing to see the colors on my plate, to touch and feel ingredients, or to hear the sounds as I savor a tasty handmade recipe. Eating means feeding my soul, not just my stomach.

The boat is where I know how to do all things the best: eat, drink, entertain, chat, exercise, breathe, simply be happy. My father, who was an expert sailor, instilled a passion for boating in me. I grew up in a small sailboat, which has always been such a pleasure for me. Now, my boat is a very peaceful home where I spend the better half of the year.

I always prefer to cook and eat my own food at home. Of course, my life on board is the same. In the mornings, I definitely have a large cup of lemon-and-greens-infused water. Sipping it slowly makes it a meditative ritual. After having a piece of fruit, I take a long walk or jump into the sea for a quick swim. I must say, breakfast is my favorite time of the day: usually, a different style of eggs for each day, with plenty of greens on the side. I will always have avocado, fresh cilantro, mint, parsley, arugula, and dill or Aegean greens on the table.

As it is usually crowded on the boat, from the initial provisioning of the boat through to the day-to-day supplies, it is important to plan. With good planning, your food waste should be minimized, consider getting food with the least packaging. That is the why I love to go to farmer's market. Always consider fresh and organic fruits and vegetables.

Vegetables and fruits are our primary sources of nutrition. I love to serve different dishes in all colors of the rainbow. At the same time, protein is crucial for life on board and I prefer to include meat or fish in our diet alongside vegetables. Also, I prefer oven-cooked food to fried meals.

As a family, we share a passion for cruising and for enjoying meals at sea. We love to have our afternoon or sunset drinks on the fly bridge with a cheese plate and finger food. If we have a late lunch, we won't eat again in the evening. Life on board offers the chance to dine whenever you want, with some of the best views the world has to offer. It is truly priceless.

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It is amazing to see the colors on my plate, to touch and feel ingredients... Eating means feeding my soul, not just my stomach.

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HEALTHY RECIPES FOR A DAY ONBOARD

A holistic health and anti-aging consultant and wellness coach, Alara Malaz has an extensive expertise on how to live a better life. Discover Malaz's favorite healthy recipes that can be easily prepared onboard.



Gluten-Free Quinoa And Vegetable Balls

Ingredients

- 1 cup quinoa (soaked in water for 24 hours)
- 3 tablespoons buckwheat flour
- 3 eggs
- 2 tablespoons of olive oil
- 1 bunch of chard leaves or spinach leaves
- Green part of 6 green onions
- 2 garlic cloves
- 1 grated carrot
- 1 grated beetroot (or 1 tablespoon powdered beetroot)
- 1/2 bunch parsley
- 1/2 dill
- 1 teaspoon baking soda
- 1/4 tsp cumin, sumac, turmeric, black pepper, salt (to taste)

Preparations

After soaking in water for 24 hours, boil the quinoa in a pot. Chop all the vegetable, combine them with the remaining ingredients and the heated quinoa to make meatballs, cook (do not fry) in a pan with a little olive oil.

Mustard Lentil Salad

Ingredients

- 1 cup of Beluga lentils (boiled after being soaked in water for 24 hours)
- 1/2 of bunch chopped parsley
- 1/2 of bunch chopped fresh coriander
- 1 small of chopped red onion
- 1 chopped tomato (seeds removed)

Dressing

- Juice of 1 lemon
- 2 tablespoons of French Dijon mustard
- 4 tablespoons of olive oil

Preparations

Whisk lemon juice with French Dijon mustard. Add 4 tablespoons of olive oil and continue to beat. Add salt to taste. Mix all ingredients together.

Baked Vegetables

Ingredients

- 2 eggplants peeled and cut into circles
- 4 potatoes peeled and cut round
- 2 zucchinis not peeled, round chopped
- 2 red peppers
- 1 green and 1 yellow pepper with seeds removed
- Poppy seeds

Sauce

- 4-5 diced tomatoes
- Garlic, fresh thyme
- Finely chopped celery stalk
- Black pepper, white, red pepper corns

Preparations

Wash and dry all vegetables and chop as desired. Soak eggplants and potato in salt water for 1 hour. Grind all peppercorns. Add salt and olive oil and mix all the vegetables. Add poppy seeds on the baking paper by placing them without touching each other and cook at 180°C degrees. For the sause on top, cook tomatoes, salt, garlic, fresh thyme, basil and celery stalks together. Add olive oil and simmer until it thickens. Pour over cooked vegetables.

Gluten-Free Kısır

Ingredients

- 350 grams chopped cauliflower (The same recipe can be prepared with celery roots)
- 1/2 bunch finely chopped parsley
- 4 chopped spring onions
- 2 teaspoons of pepper paste
- 1/2 teaspoon cumin, red pepper, black pepper, sumac, salt
- A few leaves of sweet basil or basil
- Lettuce leaves

Dressing

- Juice of 1 lemon
- 1/2 cup of olive oil

Preparations

Mix lemon juice and half a cup of olive oil. Add half a lemon peel and mix all the ingredients. Serve by placing all ingredients on lettuce leaves.

A GALLEY, NOT A KITCHEN

One of the biggest challenges on board is deciding which equipment to use in the yacht's galley. Should the galley feature the appliances of a home kitchen or the industrial equipment of a restaurant kitchen?

DENİZ KURT GÖRSEV

To answer this question, we should go back to the start. It is important to note that a yacht's kitchen has a unique name. It is not a kitchen. It is a galley. A galley is a space with its own needs, classified in between the home kitchen and restaurant kitchen. The need for galley equipment depends first on the size of the yacht and then on the menu to be served onboard.

24-35 METERS

For yachts ranging between 24 and 35 meters, the galley can be thought of as a home kitchen. The largest kitchen appliance should be a mixer-sized product. There is no need for a bigger one, since there wouldn't be any room for it. For example, even if you buy a stick sous-vide machine for the 30-meter yacht kitchen, it would be a wrong decision since you will not be able to buy a vacuum machine in the right size.

40+ METERS

For yachts of 40 meters and above, the galley can be equipped with industrial kitchen appliances. Since any vessel in this length range is considered a superyacht, both the owner's expectation and the number of crew increase according to the size of the boat. Besides professional appliances such as Sous-Vide machine, Pacojet, Vacuum machine, Thermomix, tools such as electronic slicer and cake machine should be kept in mind.



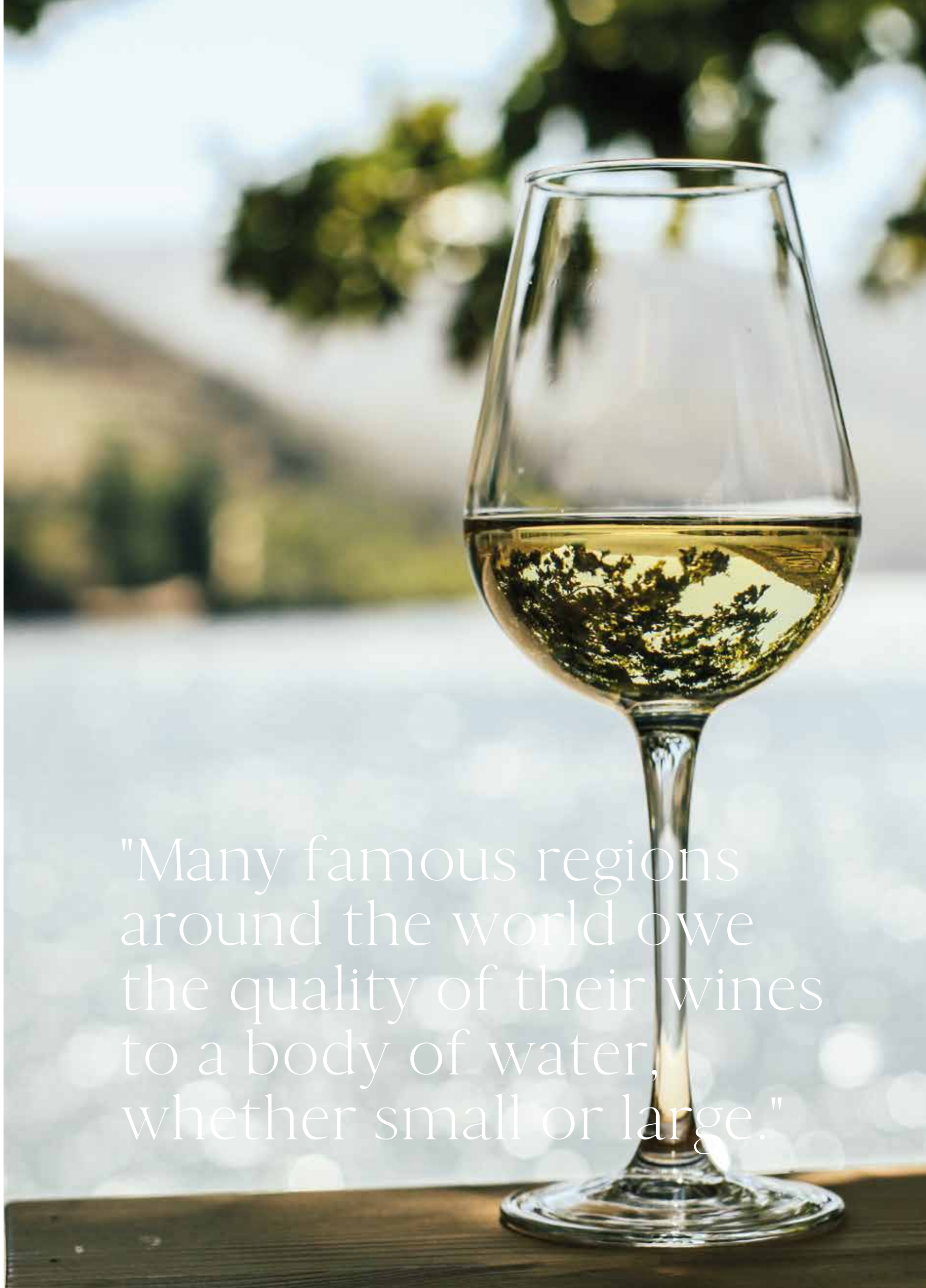




EARHTLY PLEASURES

For centuries, the best wines in the world have been made in vineyards by a mighty ocean and aged in châteaux by a meandering river. Creating microclimates in some areas and providing the much necessary humidity in others, water nourishes the art of winemaking.

MEHMET YALÇIN

A large, elegant glass of white wine is the central focus, positioned on the right side of the page. The glass is partially filled with a golden liquid, and its surface reflects the blurred background of a body of water and lush green trees. The background is a soft-focus landscape with a calm body of water in the foreground and a line of trees and a distant shoreline under a bright sky. The overall mood is serene and sophisticated.

"Many famous regions around the world owe the quality of their wines to a body of water, whether small or large."



Several years ago, I attended a conference in France on wine and spirits that was positively influential on my understanding of the relationship between wine and water. “Do you know what our most famous wine region is named after?” asked the elderly professor on the stage. Then he answered his own question: “The name of Médoc, where most ambitious French châteaux are located, comes from the combination of the words “Medio aquae,” which means “among the waters” in Latin. Indeed, these two regions stretch like an isthmus between the two waters, the Atlantic ocean and the Gironde estuary in the north of Bordeaux, and the wines originated here owe their perfection to this geography.”

A group of wine writers, including myself, were listening to the head of the wine department at the giant amphitheater of the University of Bordeaux. The professor continued: “Bordeaux is a rather temperate-climate city located in southwestern France, closer to Spain. While Médoc, the most exclusive vineyard area, cools off with the winds blowing from the ocean to its left, to its right, the estuary, formed by the combination of the Garonne and Dordogne rivers, allows evaporation on hot days; thus increasing the humidity. The moisture nourishes the grapes and prevents them from maturing rapidly in the scorching heat. Therefore, grapes slowly grow and accumulate flavor, creating the castle wines that are sought after in those world-famous auctions.”

To be honest, I never really thought about the relationship between the seas, the rivers and the wines until this conference. However, the professor was right. Not only Bordeaux but also many famous regions around the world owe the quality of their wines to a body of water, no matter how small or large.

WINE OF THE PORTS

Another signature wine is Porto. Evidently, “Porto” means port. Portugal’s famous high-alcoholic sweet wine is made on the banks of a particular river, and aged where the river flows into the sea. The serpentine Douro, which meanders from the north of Spain all the way across Portugal, offers a cool and humid climate for the surrounding vineyards. Sweet wines made from these grapes are taken downriver, to be stored in barrels in cellars in Vila Nova de Gaia, where the river meets the ocean.

Here, in the giant wine warehouses called “Lodge,” Porto wine is left to age for 10, 20, or 30 years. This particular beauty sleep in the reservoirs can sometimes take up to even 40 years.

Barrels, transported from the Douro River by sailing boat until the middle of the 20th century have been transported by train since the dam was built. Yet the citizens of Porto have not abandoned these lovely flat-bottom boats called “Barcos Rabelos,” and perpetuate the tradition by racing them along a few miles of the river once a year.

Make no mistake; Douro is not to be trifled with. The Spanish vineyards, where the river passes through its shores under the name of “Duero”, also owe this river a lot. That is why the winemakers in these two countries sharing the same riverbanks meet every year at joint events in the spirit of the river fraternity. Even the wines in Spain are called “Ribera del Duero,” which means Duero riverbank.

Speaking of rivers, one should not forget the Rhône or the spicy wines that originate here. The river descends towards the south of France, to the legendary vineyards of Hermitage where Côte-Rôtie and Crozes-Hermitage are located on the right and left slopes. Moreover, the “noble rot” that gives rise to notes of honey and apricot in Sauternes, the world’s most precious sweet white wine also known as the liquid gold of Bordeaux, is also caused by the exceptional microclimate of the river Ciron, which flows through the same vineyards.

TASTES FROM THE SEA

Another wine that the shores breathe life into is Manzanilla. It is a golden-colored wine, only to be sipped with tapered, stemless glasses, preferably in tapas bars on the southern coast of Spain in the Andalusian region. Although the region’s high-alcoholic fortified wine is called sherry, the Sanlúcar de Barrameda variety of sherry made in vineyards close to the sea is known as Manzanilla. Manzanilla is conceived thanks to the microclimate created by the salty winds which blow over vineyards. That is why this particular wine is slightly salty, making it perfectly compatible with tapas. Just like Malvasia from the island of Lipari in Sicily, another type of wine that gets its distinct flavor from the sea winds.

Although Sicily’s sweet wines, called “passito”, are very famous, Lipari’s sweet wine made in the same way, from sun-dried grapes, has a special place in the hearts of wine lovers. Since sweetness is balanced with a slightly salty flavor, it does not overwhelm the palate like many sweet wines do. Another example would be Germany’s two most famous white wines, Rheingau and Mosel, which are born in the vineyards located on the slopes on both sides of the Rhine and Mosel rivers. Here, the humidity works in reverse; while calming the heat in Bordeaux, Portugal and Spain, it breaks the cold and prevents the frost in Germany.





Wine is not the only drink nurtured by salty or sweet waters and the microclimates they create. Even cognac, another French liquid jewel, owes a lot to one particular river. Giant warehouses, where millions of liters of cognac slowly age, are lined up on either banks of the Charente to create cognac. “The reason why this drink is so expensive is the evaporation of wine by up to two percent per year from the pores of the barrels. As the brandy ages, the loss increases; thus, the price rises. However, Charente’s moist climate reduces evaporation. Were it not for this river, it would not have been possible to age the brandy so much,” says one cognac maker.

Of course, these are not the only delights that the world’s seas and rivers bring to vineyards. However, there is no need to hark back too far in history when some saltwater was added to preserve wines in amphorae to understand this tricky relationship. The tradition of shipping wine from the port of Bordeaux to Northern Europe, which continued until the 1800s, provides a more recent example. As the captains of the wine-laden ships came out of the delta where the Gironde estuary reached the ocean, they sank a crate of wine in a dark place and left a buoy on it. Since each ship had its own colored float, no sailor would lay hands on another ship’s wine. When the ships returned to Bordeaux months later, the wines were removed from the sea. Bottles rested for months in the dark were opened and the safe return to the port was celebrated.

Oh yes, shores and wines. Their shared history goes back a long way and the legend continues...

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Of course, these are not the only delights that the world’s seas and rivers bring to vineyards.

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DRINKS ON DECK

Top 5 Drinks to Enjoy On Board

ICED CHAMPAGNE

The best thing to do on a warm summer afternoon after leaving the sea is to put on a linen shirt and sip a glass of ice-cold champagne. But no matter how much ice you pour into your bucket, the bottle may not get as cold as you desire. In these moments, Moët & Chandon Ice Imperial comes to the rescue. And yes, this modern champagne is unusually sipped by adding ice and mint leaves to the plexiglass.

DOM PERIGNON

Those who cannot bear to put ice in champagne, of course, deserve a "Millesime" champagne. Dom Perignon, the most famous of the vintage champagnes that gets better with age, is one of a kind with its unique flavor and prestigious image, especially perfect for entertaining hosts... But beware; it should never be over-cooled, and must be served with crystal flute glasses or with large wine glasses for rosé varieties.

TEN CANE RUM

Rum has been the drink of sailors for centuries. And it is actually a rough, hard and heavy drink. Ten Cane, distilled on the island of Trinidad, rewrites the history of rum, produced not from sugarcane pulp like others in the market, but from the first pressed sugarcane. That is why it is soft, elegant and aromatic. It can add a special touch to tropical fruit or citrus cocktails, or when cooled well, it can even be sipped dry in conical glasses.

BLUSH

The lightest type of rosé wine, blush, is a great drink to enjoy well chilled. But one should not just think of it as just a refreshing drink. It can also accompany fruit plates, cured fish tapas such as ceviche and other appetizers.

WHITE WINES

Our ever-increasing selection of Turkish white wines offers refreshment and the perfect accompaniment for fish and seafood dinners on the deck in the summer. The 2020 harvest of Likya whites such as Arykanda Sauvignon Blanc and 7Bilgeler's Anaxagoras make an ideal choice for appetizers or light starters this summer. And meanwhile, the armored prince of the seas, the lobster - or flavorful seafood such as jumbo shrimps - require a more mature white like Chamlija Thracian 2016.



WINES OF TÜRKİYE

As one of the oldest winemaking countries, Türkiye is proudly offering a selection of exquisite wines with vineyards spread across the country. From established to rising producers—these labels are worth trying.

SUVLA

Suvla is a family owned wine producer and viticulture company based in Eceabat by the Çanakkale Strait-Dardanelles on the historical peninsula of Gallipoli. Suvla is named after a bay on the north coast of the Aegean Sea, close to the family vineyard Bozokbağ. Young premium, premium and ultra-premium labels are produced to satisfy different tastes and to capture a special signature of each vintage.

BARBARE

Barbare is a boutique producer of organic and biodynamic wines. Barbare's vineyards are in the village of Barbaros in Southern Thrace. This sunny, dry but temperate region has a climate like that of the Southern Rhône, and it is no accident that the classic Rhône varieties of Syrah, Grenache and Mourvedre love it here. Wines are crafted in collaboration with Xavier Vignon, a renowned oenologist who made his reputation in Châteauneuf du Pape.

CHATEAU KALPAK

Founded by Bulent Kalpaklıoğlu, Chateau Kalpak winery and vineyards are located at the base of Gallipoli peninsula of the Thrace; this exceptional *terroir* is exposed to both the Sea of Marmara and Aegean Sea. The first and only Turkish producer to receive the maximum 3 stars rating from AWC Vienna, Chateau Kalpak only produces Bordeaux blends, including Cabernet Sauvignon, Cabernet Franc, Merlot, and Petit Verdot.

CHAMLIJA

Founded by Mustafa Çamlıca, Chamlija offers Turkish varieties like Papazkarası, Karaoğlan and Mavrud, in addition to the international grapes. All the production facilities are in Büyükkarıştiran, 150 kilometers west of Istanbul. Tended by hand, the vineyards are well exposed and well drained. Brand also stands out with its vibrant labels, which are designed by the family member İrem Çamlıca.

7BİLGELER

The impressive 7Bilgeler vineyard 6.5 kilometers north of Kirazlı also boasts a fine boutique hotel and restaurant. Award-winning wines produced here are named after the 'Seven Sages', 6th-century-BC philosophers based in nearby Ephesus, Miletus and Priene. You can also tour the vineyards and fabulous wine cellar where you can taste and buy the Bias Cabernet, Anaxagoras Chardonnay and Lasos Rose Shiraz.

CORVUS

Founded by Reşit Soley, Corvus has a sizable vineyard and facilities in Bozcaada (Tenedos), an island located closer to the Peninsula of Gallipoli. Corvus' primary goal was to remind the originality of native grapes of the island that you cannot find elsewhere in the world, thus, the winery focused on planting the traditional grapes, including Vasilaki, Çavus, Kuntra, Öküzgözü, Karalahna and Boğazgözü.

URLA WINERY

Urla Winery is both a winery and a hub for viticulture. Besides the Italian and French grape types, such as Cabernet Sauvignon, Syrah, Nero d'Avola, Cabernet Franc, Merlot, Sangiovese, Petit Verdot, the brand started the studies for clonal selections of the native Boğazkere and Bornova Misket. The acclaimed winery also cultivates exquisite grapes, such as Chardonnay, Sauvignon Blanc, Narince, Viognier, Grenache and Mourvèdre.

LİKYA

This is a chateau producer, producing wines solely from its own vineyards, which are located in the Elmalı town of Antalya, at a 1,100 meter altitude in the terroirs of Arykanda and Oenoanda, both ancient Lycian cities. Likya has introduced long forgotten native grapes of Açıkkara, Merzifon Karası and Fersun. In addition, the winery collaborates with Bordeaux native Francois Gaboriaud, who also provides consultancy for the wine production.

KAVAKLIDERE

The first private wine producer of Türkiye, Kavaklıdere Wines has 652 hectares of vineyards in seven different sub-regions in the Aegean, Central Anatolia and Eastern Anatolia regions. Keeping a mission to revive indigenous grapes of Anatolia as well as offering international grapes, Kavaklıdere has three main wineries in Ankara-Akyurt (1987), Cappadocia-Gülşehir-Côtes d'Avanos (2003) and Ege-Kemaliye-Pendore (2005).

VINOLUS

Founded by Oluş Molu, Vinolus operates at a family farm near Kayseri in central Anatolia. Located at an altitude of 1150 meters, a unique soil, formed by volcanic sand and clay nurtures the vineyards. One of the few Turkish brands that are certified with the organic label Ecocert, Vinolus offers whites including Narince, Chardonnay, Roussanne and Emir. Among the reds they have Kalecik Karası, Syrah and Tempranillo.

KAYRA

One of the oldest wineries in Türkiye, Kayra has vineyards in Elazığ, in eastern Anatolia, and in Şarköy in Thrace. Under the guidance of the winemaker Daniel O'Donnell, Kayra wines are made from both native Anatolian grapes and international grapes grown in the best local vineyards. Kayra wines offer a diverse selection under the sub brands Kayra Imperial, Kayra Vintage, Buzbağ Rezerv, Buzbağ, Terra, and Leona.

“Wine can of their wits the wise beguile, make the sage frolic, and the serious smile.”

—Homer, The Odyssey, 9th century B.C





BEAUTY ONBOARD

Discover beauty tips to
maintain while at sea





Discover Your Skin's Potential with Crème De La Mer

Taking its name and secret from the ocean, La Mer offers products with cell-renewing elixir that continues to power each line of the brand's formulas today.

THE MOISTURIZER THAT STARTED IT ALL

This ultra-rich cream delivers healing moisture. With cell-renewing Miracle Broth™ and antioxidant Lime Tea at its heart, Crème de la Mer delivers daily protection and energized repair. With continuous use, skin feels firmer, lines and wrinkles are visibly diminished, and a more lifted, rejuvenated look emerges.

THE ART OF FERMENTATION

La Mer's Miracle Broth™ is the result of a proprietary slow craft process that unlocks ingredients' energetic potential. Giant Sea Kelp, vitamins and minerals undergo meticulous fermentation with waves of light and sound. After 3-4 months, Miracle Broth™ emerges, exploding with energy and supreme soothing.

ANTIOXIDANT LIME TEA

An antioxidant powerhouse, and the ideal complement to the Miracle Broth™, Lime Tea is the result of a one-month slow-extraction process used to unlock antioxidants from the citrus fruit's outermost peel.

LIQUID CRYSTAL STRUCTURE

Deep within Crème de la Mer, Miracle Broth™ is cocooned in a Liquid Crystal Structure to protect its vitality. Once ready for application, warming until translucent releases Miracle Broth™ and primes Crème's texture for penetration so its rejuvenating powers can travel deep.

CELL-RENEWING MIRACLE BROTH™

This cell-renewing elixir at the heart of every La Mer treatment is a clinically tested potent anti-irritant that brings skin into a state of age-resisting calm, while flooding cells with energy allowing skin to repair and rebuild itself.



A Rejuvenating Ritual

The key to getting the most out of Crème de la Mer's rejuvenating powers is in the application. Simply follow the steps below to release Miracle Broth™ and transform the texture for maximum penetration.

Step One

LIFT a small amount using the spatula.

Step Two

WARM between fingertips until translucent to release the Miracle Broth.

Step Three

PRESS gently for its rejuvenating powers to travel deeply.



NUMARINE PLAYLIST

Curated by Aylin Benardete, discover some groovy
tunes for a joyful time onboard

Restless Mind | Armen Miran, Felix Raphael, Yannek M.

How Can I Blame You - Edit | Double Touch, Reigan

Touch the Sky | Tim Engelhardt, Hannah Noelle

The Song of Dolores - Original Mix | Shai T

Aria - Newman I Love Remix | Dee Montero, Newman (I Love)

A Little Bit More | Dole & Kom

Flip of the Coin (feat. Zoe Kypri) | Bajau, Zoe Kypri

Love etc. - Gui Boratto Mix | Pet Shop Boys, Gui Boratto

Fata Morgana - Timboletti Remix | Moonwax, Refael Mirila, Timboletti

Sassy Eight | Dole & Kom

Mele | Gadi Mitrani



LISTEN ON SPOTIFY
Scan the QR code to view
the full list of songs featured
in the Numarine Playlist.

THIRTY TWO * XP
32

PASSION FOR
EXPLORATION,
EXPERTISE IN
INNOVATION




NUMARINE

SNAPSHOT INTO YACHT TREND REPORT 2022

THE RISE OF SEMI-CUSTOM EXPEDITION YACHTS

In the last few years, especially during and post-pandemic, the search for exploring remote corners of the world has seen a rise. This increasing demand for traveling far and beyond has made explorer yachts the leader among superyachts.

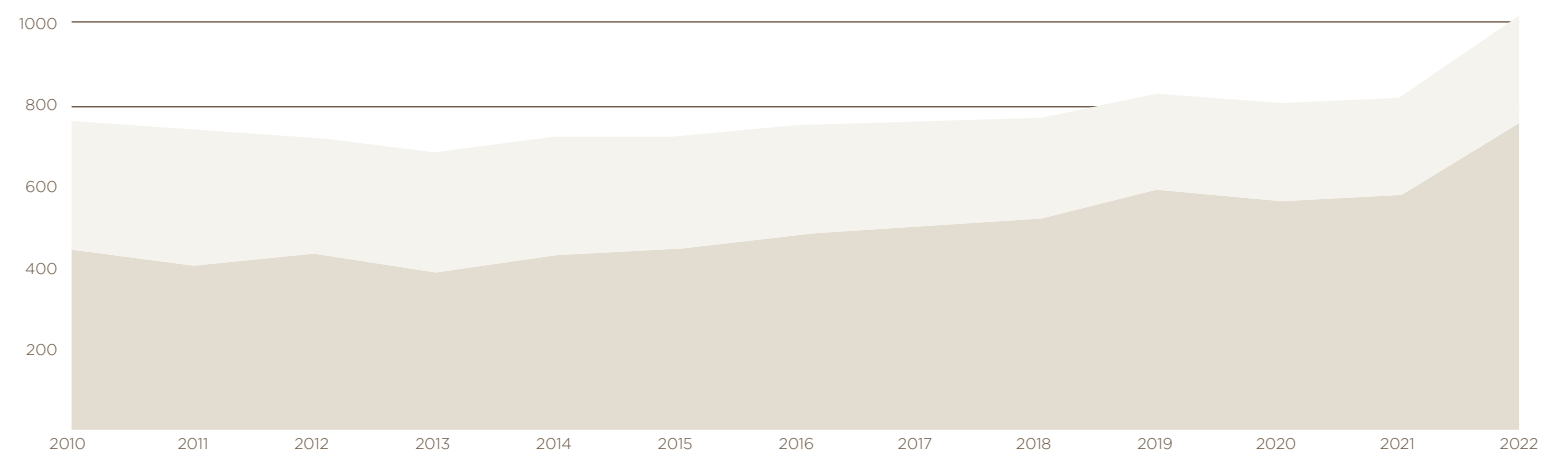
PELİN ÖZCANLI

Despite some initial shock when the pandemic first hit, the superyacht industry quickly recovered with consistent growth. On this year's Global Order Book, there are currently 1,024 superyacht projects of over 24 meters under construction or in order worldwide. This number was 821 in the previous 2021 report.

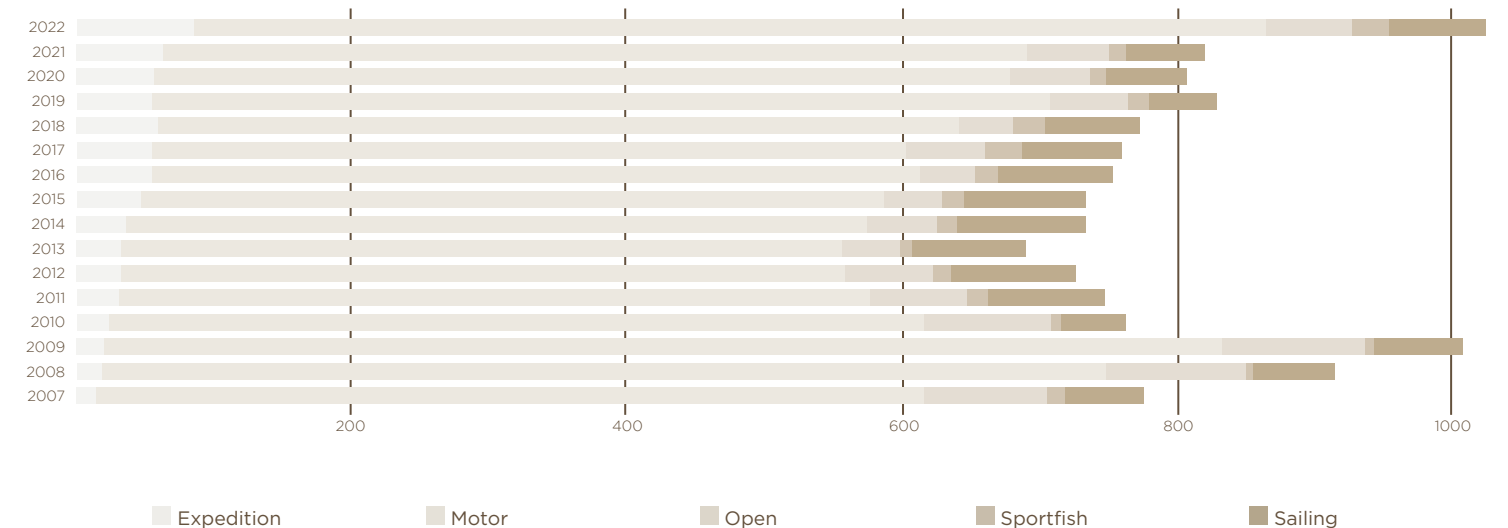
According to GOB, the total length of the superyachts, which will to be launched and delivered to their owners between 2022 and 2026, exceeds 40 kilometers.

The majority of the demand consists of series semi-custom models—below 45 meters—with a positive trend starting in the last quarter of 2020. There are 424 bodies in the 25-30 meter segment with the highest demand, which is 30.50 percent more than the previous year. In addition, the growth of the 30-45 meter segment has reached 28 percent.

In Türkiye, the favorite model is the semi-custom yacht in the range of 20-35 meters. However, it seems that demand in the Turkish market for 40 meters and above is also growing.



GOB, FULL CUSTOM AND SEMI-CUSTOM REQUESTS, 2010-2022



GOB TREND ANALYSIS, 2007-2022

SHINING STAR EXPLORER

With the rise of the expedition yachts, the far-flung corners of the world suddenly seem within reach. The new boat users keen to travel safely, slower and further, are seeking more environmentally friendly trips with their loved ones. Explorer yachts suitable for many different climates, and which can travel to the extremes of the world, account for the bulk of this popular demand. In the 2022 GOB report, the highest growth appears in the explorer category at a rate of 33 percent with 85 bodies.

In addition, with the effect of climate change becoming more perceptible, the superyacht industry is also taking substantial measures to create eco-friendly solutions where possible. This is why the engine manufacturers are developing new technologies and also promoting the use of hybrid engines on yachts to reduce emissions and save fuel. To this end Numarine has been using solar-hybrid panels to power the new generation explorer models. The 26XP, for example, can generate up to 7,530 watts of power to charge a generator with extra lithium batteries.

TÜRKİYE RANKS AMONG THE TOP FIVE IN THE WORLD

More than half of the world's yacht production consists of luxury motor yachts. Türkiye ranks among the top five in this production, along with Italy, the United Kingdom, the Netherlands, and Qatar. The Turkish market share in the global arena is around 10 percent. According to GOB, the countries that produce semi-customized series are growing the most.

Turkey's growth rate of 2022 is no less impressive. At a rate of 15 percent, Türkiye ranks between Italy, Taiwan, the United Kingdom, the Netherlands and Germany.

The materials preferred in yacht body production determine durability, design, speed and fuel consumption. The three most popular bodybuilding materials today are GRP (fiberglass), stainless steel and aluminum. The 100 percent use of carbon fiber in hulls is not yet common; although it can be used as an additional material in all hulls for weight/volume ratios. Similarly, new generation Numarine yachts are built using a combination of hand lay and vacuum infusion to obtain a heavier and more robust hull to create more stable and seaworthy explorer vessels.

ALL STOCKS ARE SOLD FOR 2022

Compared to the previous year, the sheer growth in the number of boats sold in advance for 2022 is stunning. All stocks are sold for 2022 as well as for the most part of 2023 and 2024. This is good news for the industry, promising many busy years ahead. However, one should not forget that it also brings with it certain challenges. The superyacht industry requires a niche set of skills and expert craftsmen, of which Numarine has plenty.

The yacht industry is in its golden age, so let's see what the future holds. So far, it looks very bright.

Source: The Boat International Global Order Book

THIRTY SEVEN * XP
37

GO BEYOND
LIMITS,
MEET NEW
HORIZONS




NUMARINE

SPIRIT OF CAMARADERIE

NUMARINE TEAM & COLLABORATORS

United with a passion for yachting and an ambition for innovation, the Numarine team and collaborators work together to bring revolutionary yachts into life while pushing the boundaries of what is possible.

Our Team



ÖMER MALAZ
CEO & Founder



MALCOLM HUTCHISON
Technical Director



MURAT ŞEN
Factory Director



ALİ TANIR
Head of International Sales



UĞUR ŞAHİN
Head of Domestic Sales



MURAT LEKİ
After Sales Manager



İPEK TANIR
Marketing & PR Executive





Our Collaborators



CAN YALMAN
Industrial Designer

After graduating from the Parsons School of Design, Can Yalman started his career at Arçelik, one of the leading Industrial Companies in Türkiye. After seven years, in 2002, he established his namesake studio, Can Yalman Design, and started working as a designer for many companies.



UMBERTO TAGLIAVINI
Naval Architect

Umberto Tagliavini started his career in 1980 as a Naval Architect. After working on many projects with different companies, Umberto established his own company, Umberto Tagliavini Marine Design & Services, in 1990. His experienced team gives consultancy in many areas.



GURIT
Advanced Composite Solutions

Gurit has established itself as a developer and innovator in the composites industry and positioned itself as the leading global supplier of composite materials, engineering services, tooling equipment, and select parts and systems. Gurit works worldwide with multi-national companies. At Numarine, we collaborate with them on the structural engineering of motor yachts.



SILENT LINE
Noise and Vibration Solutions

Sjaak van Cappellen founded Silent Line Group in 2001, offering innovative engineering based solutions in noise and vibration control for the global yachting industry. Sjaak van Cappellen has received three international awards for his innovative solutions onboard the quietest yachts ever built anywhere in the world.



ENERGY SOLUTIONS
Power and Control Systems

Sourcing products from the world's leading manufacturers, Energy Solutions has been working with prominent OEM boatbuilders, superyacht owners, boat yards and individual sailing and motor yachts since 1996. Energy Solutions research, designs and manufactures in-house, and provides clients with fully designed, efficient power and control systems incorporating all elements from helm panels to tank senders.

OUTLOOK OF COLLABORATION





NEWS FROM NUMARINE

SHARING THE LATEST NUMARINE UPDATES,
LAUNCHES AND EVENTS



SUMMER'S END GATHERING AT YAZZ COLLECTIVE

Last summer at the stunning Yazz Collective, Numarine had invited all Numarine family members to celebrate the launch of 37XP and displayed a range of XP series at the wonderful Turunç Pınarı Bay. With all Numarine boats moored in the bay, that night became a warm family gathering.



37XP WORLD PREMIERE AT THE CANNES BOAT SHOW

The expedition superyacht 37XP made its world debut at the Cannes Yachting Festival held from September 7-12, 2021. 37XP is the third yacht launched by Numarine, the Turkish shipbuilder with indisputable leadership in the superyacht market. With 37 meters of beauty and advanced technology, the 37XP flaunts its decisive character.



NEW 22XP MAKES A SPLASH IN THE BOSPHORUS

Numarine launched 22XP, the newest member of the XP series, at the “Numarine at Bosphorus” event held in Galataport Istanbul on 12-13 May 2022. Followed by an intimate dinner on 12 May at Roka Istanbul, the event has brought yacht enthusiasts together. In the presentation, two bigger sisters of the series 26XP and 37XP also accompanied 22XP.



COLLABORATION WITH YAZZ COLLECTIVE FOR 2022 YACHTING SEASON

Nestled in the turquoise waters of a private bay in Fethiye, Yazz Collective is an oasis of calm and tranquility, offering its discerning clients a break from the outside world with its secluded spot at The Turunç Pınarı Bay, a popular destination especially for boat guests. Sponsored by Numarine, for the 2022 yachting season, Numarine yacht owners will have an exclusive mooring spot at this coveted deck.

Address: Pınaraltı (Turunç Pınarı) Koyu
Fethiye / Mugla
Only accessed by boat:
36°36.800' N - 29°3.200' E
T. +90 (530) 277 92 99



BOAT SHOWS OF 2022/2023

From the coveted Monaco Yacht Show to the Dubai International Boat Show, here are some of the leading yacht and boat shows across the globe that are on our radar so far.

2022

DUBAI INTERNATIONAL BOAT SHOW 2022

9 - 13 MARCH 2022

DUBAI HARBOUR

PALM BEACH BOAT SHOW 2022

24 - 27 MARCH 2022

WEST PALM BEACH, FLORIDA

THE MEDITERRANEAN YACHT SHOW 2022

30 APRIL - 4 MAY 2022

NAFPLION, GREECE

THAILAND YACHT SHOW 2022

9 - 12 JUNE 2022

OCEAN MARINA, PATTAYA

CANNES YACHTING FESTIVAL 2022

6 - 11 SEPTEMBER 2022

VIEUX PORT, CANNES

MONACO YACHT SHOW 2022

28 SEPTEMBER - 1 OCTOBER 2022

MONTE CARLO, MONACO

FORT LAUDERDALE INTERNATIONAL BOAT SHOW (FLIBS) 2022

26 - 30 OCTOBER 2022

FORT LAUDERDALE, FL, USA

BOSPHORUS BOAT SHOW 2022

11 - 20 NOVEMBER 2022

ISTANBUL, TÜRKİYE

2023

DUBAI INTERNATIONAL BOAT SHOW 2023

8 - 12 MARCH 2023

DUBAI HARBOUR

PALM BEACH BOAT SHOW 2023

23 - 27 MARCH 2023

WEST PALM BEACH, FLORIDA

CANNES YACHTING FESTIVAL 2023

5 - 11 SEPTEMBER 2023

VIEUX PORT, CANNES

MONACO YACHT SHOW 2023

27 - 30 SEPTEMBER 2023

MONTE CARLO, MONACO

FORT LAUDERDALE INTERNATIONAL BOAT SHOW (FLIBS) 2023

26 - 29 OCTOBER 2023

FORT LAUDERDALE, FL, USA

AN INTRODUCTION TO YACHT REGISTRATION

Choosing the registration of any yachts, regardless of size and value, is an important decision. In this article, we provide a brief overview of the factors to consider when registering a vessel and also a summary of some of the most popular flag states.

DUNCAN SWANSON

REGISTRY QUESTIONS

When acquiring a new yacht, the owners should consider well where to register their vessel at an early stage in the construction or purchase process. The chosen flag state will assign a nationality and an identity to the vessel and provide evidence of ownership, while the rules of the chosen flag state provide the basic operating system for the vessel. The flag also has implications in terms of the vessel's ability to navigate in foreign waters from both a legal and fiscal perspective.

WHY REGISTER?

It is a requirement of the International Convention on the Law of the Sea, 1982 (UNCLOS) that all vessels sailing internationally must be registered and carry on board officially issued documents as evidence of their registration and therefore their nationality.

The Certificate of Registry issued by a vessel's state of registry (flag state) effectively acts as a passport for the vessel. If a yacht is sailing on the high seas, the vessel will be subject to the laws of its flag state. Whilst operating inside the territorial waters of another flag state, the laws of the vessel's own flag state still apply, but it must also comply with any local laws that may apply.

A vessel that is operating outside the territorial waters of the owner that is not registered under UNCLOS is a stateless vessel, meaning that the vessel is operating in contravention of international law and can be seized and prevented from leaving port. The stateless ship then becomes subject to local rather than international law, which can have other unwelcome implications of a legal and fiscal nature.

The concept of registering vessels can be traced back to Roman times. Registration is essentially the act of recording within the public records of a jurisdiction, the details of a vessel. Besides attributing nationality to a vessel, the act of registration provides a mechanism through which its ownership can be determined and usually checked by a third party.

The act of registration in many jurisdictions also allows encumbrances, debts and other charges to be registered publicly against a vessel. An example would be the registration of a marine mortgage to secure a third-party bank loan used to finance the purchase of a vessel.

WHICH REGISTRY?

Most yacht owners will typically consider whether to register their yacht in a home state, for example, where they have a genuine connection through nationality, residence or economic ties, or alternatively choosing to register in a flag state that may offer them benefits not afforded by the home state.

The chosen jurisdiction should ideally offer prestige and universal acceptance whilst providing political and economic stability without subjecting the owner and the yacht to unnecessary regulation and bureaucracy. A yacht owner might also wish to consider the image that can be projected by flying the flag of any jurisdictions whose location might be hard to pinpoint on a map that might have no seafaring heritage or be a tax haven of ill repute.

Many yacht owners are not aware that there are annually updated tables ranking the performance of the world's shipping registers as the Paris and Tokyo MoUs whereby the world's registries are categorized into 'white,' 'gray' and 'black' lists and ranked in order of quality. Although these tables are aimed at commercial shipping, yacht owners selecting registries listed on the 'grey' and 'white' lists of such tables can expect, for good reason, a greater level of control and inspection from the authorities and difficulties in obtaining insurance cover.

Another important consideration when choosing a flag to fly is the legal and fiscal rules applicable to the countries or territories where the yacht will operate. Choice of flag in these circumstances can have considerable bearing in terms of taxes and charges that might apply to the acquisition, importation or operation of the vessel. Certain countries or territories might have restrictions that can sometimes affect the ability of certain foreign flagged yachts to sail in their waters.

POPULAR REGISTRIES

The British Register of Ships has traditionally been recognized as the ‘go to’ international register for yachts. Other nations have also developed their registers in recent years to entice yacht owners with the option of Malta. The Marshall Islands and Poland have become popular alternatives. In this section, we will take a closer look at these options.

THE BRITISH REGISTER OF SHIPS

The British Register of Ships is a high quality, prestigious and universally accepted register predicated by many centuries of seafaring tradition and maritime history. Crucially, the British Register of Ships has in recent years been at the forefront of the adaptation of international maritime law into substantially equivalent yacht friendly regulations.

The British Register of Ships is divided into several shipping registries who collectively are known as the ‘Red Ensign Group’. The Red Ensign Group is made up of the United Kingdom, the Crown Dependencies (Isle of Man, Guernsey and Jersey) and the UK Overseas Territories (Anguilla, Bermuda, British Virgin Islands, Cayman Islands, Falkland Islands, Gibraltar, Montserrat, St Helena and the Turks & Caicos Islands). Any vessel registered in the UK, a Crown Dependency or UK Overseas Territory, is a “British Ship” and is entitled to fly the Red Ensign.

MALTA

Malta is one of the most popular EU ports of registry for yachts. Malta has a centuries old Maritime tradition and is well regarded as a leading international maritime service center with many of its rules and regulations adapted from the British registry system.

The sole port of registry under the Malta flag is Valletta. Malta will accept private pleasure yachts of any size and commercial yachts of over 15 meters that are based and operated anywhere in the world.

MARSHALL ISLANDS

The Marshall Islands ship registry was expanded in 2001 to enable the registration of commercial and private yachts. The registry benefits from a network of international offices and support based upon a customer focused client service ethos. For larger yachts, in particular, the Marshall Islands register has become a well-recognized and highly reputable flag state.

POLAND

Poland has also become a popular EU flag of choice for the owners of private yachts under 24 meters thanks to significant Polish government investment in a modern state-of-the-art electronic registry system known as REJA 24.

TÜRKİYE

Only Turkish citizens and foreign nationals who have a residence permit in Türkiye are entitled to fly the Turkish Flag. Either registered as commercial or private vessel, both are subjected to 18% VAT. The production of the vessel must be made in accordance with EU norms and there is a CE certificate requirement for registration.

The yacht owner faces an extensive and potentially bewildering choice of registration options for their vessel. There are however registries that specialize and encourage the registration of yachts and provide a reputable a flag state for international cruising. It is always best to consult a yacht registration specialist prior to deciding on a flag state as there is no one-size-fits-all registry option. The best choice of registry will depend on a combination of factors depending on the client’s own personal circumstances and the yacht itself.

About Duncan Swanson

Duncan Swanson has specialized in the registration and documentation of yachts and aircraft since 1997 and has been fortunate to have been responsible for the registration of many yachts of all sizes, including some of the largest and most prestigious vessels sailing the world’s oceans. He is the co-founder and Director of Oceanskies established in Guernsey in 2013 to deliver first class marine and aviation services to yacht and aircraft owners and industry partners from the marine and aviation industries. Today the Oceanskies team numbers over thirty, split between offices in Guernsey and Malta, specializing in the principal business areas of registration, survey, crew, port agency and aviation services.





NUMARINE YACHTS

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