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Numarine's 27XP explorer yacht to make world debut at Cannes Yachting Festival 2026

- *Five 27XP units already sold ahead of the world premiere at the Cannes Yachting Festival 2026*
- *First 27XP owner is a returning Numarine client upgrading from a 22XP*
- *Mk2 Super Silent Pack introduces advanced hybrid energy architecture*
- *Also Numarine 40MXP will have its EU debut in Cannes*

Numarine will have a busy Cannes Yachting Festival 2026 (8-13 September). The Turkish yacht builder renowned for its long-range explorer yachts will shine at the French Riviera as it brings its new **27XP** model for the world premiere and the flagship **40MXP** for its European debut.

27XP: Strong design code and versatile layout

The new yacht has already generated strong interest, with five hulls sold and three currently under construction. The first hull has been delivered, with the second and third units scheduled for delivery in the coming months.

The owner of the first hull is a repeat Numarine client upgrading from a 22XP, a reflection of the loyalty the XP range has built among experienced owners seeking greater volume and cruising capability without the complexity of a significantly larger yacht.

The 27XP is the natural evolution of the highly successful 26XP platform, of which 30 hulls are currently cruising worldwide, developed through years of feedback from owners and captains. The result is a larger, more capable explorer yacht with increased interior volume, expanded outdoor living and enhanced onboard functionality, while preserving the core characteristics that made the XP Series so successful.

The first hull has been delivered in the four-cabin layout, prioritising a full-beam flybridge and expanded exterior living spaces. A five-cabin version is also available for owners with different cruising requirements.

Designed inside and out by Can Yalman, with naval architecture by Umberto Tagliavini, the 27XP retains the sharp, purposeful profile of Numarine's explorer range while



introducing a more open onboard experience. Oversized windows maximise natural light throughout, a sliding glass door off the main salon dissolves the boundary between interior and cockpit, and the flybridge is among the largest in its class.

The 27XP introduces Numarine's new Mk2 Super Silent Pack, developed in partnership with Sleipner. Built around a 48-volt energy architecture and integrated Hybrid Power Center, the system combines a 92.8 kWh Lithium Iron Phosphate battery bank with 5.6 kW of solar generation, shore power input and intelligent load management. Operating at higher voltage improves efficiency across all onboard systems, reduces energy losses and enables quieter, more stable electrical performance throughout the yacht.

Powered by twin MAN 560 engines, the 27XP offers a top speed of 13.5 knots, a cruising speed of 10 knots and a transoceanic range of 2,200 nautical miles at eight knots.

40MXP: A home on the water

Where the 37XP established the shipyard's explorer credentials, the 40MXP shifts the emphasis. It offers more deck area, more flexible accommodation, and a reconfigured stern that places outdoor living at the centre of the design.

The yacht accommodates 12 guests across six staterooms. The full-beam master occupies the main deck. Two of the remaining cabins are configured as adaptable spaces. A seventh guest cabin, a dedicated children's room, or a working office, depending on who is on board and where the yacht is headed. Guest and crew circulation is separated throughout, so the rhythm of life on deck is never interrupted by the workings of the boat.

The stern is built around a beach club at water level. A second pool can be installed on the upper deck in place of a crane and a tender area (as the owner of the particular Cannes-bound unit selected), giving the 40MXP two distinct outdoor zones — one closer to the water, one more elevated and private.

The yacht's flybridge is another natural gathering point, open on three sides with unobstructed views, while the foredeck balances lounging with the working space an anchoring bow requires.

Naval architecture by Umberto Tagliavini gives the hull a 6,000nm range at 8 knots, enough to cross the Atlantic without a fuel stop, or spend a season moving slowly between anchorages. Standard fit is twin MAN 800hp diesels, with 900hp units available. Acoustic and vibration engineering was developed in collaboration with Silent Line, a partnership that shaped the structural specification specifically to reduce transmitted noise at anchor where a yacht like this spends much of its life.



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