

TURKISH DELIGHT

Numarine's 70 Hardtop is a beacon for this Turkish yard's stylish design flourishes, flexible layout options and inspired living spaces

Text: Frances & Michael Howorth Photos: Will Furze

Over the last few years there can hardly be a powerboat manufacturer which has not skirted with the concept of venture capital. Some, including the big three in Britain, have succumbed to the need for development cash. But over in Turkey at the Numarine shipyard the reverse is happening and the result is some great new yachts that are now taking to the water. Just months before the financial crisis took hold of the world's economy and placed its hands around the throat of motor boat producers of all sizes, Numarine profitably sold a chunk of the company to investors from the Middle East. At the depths of the crisis they got cold feet and gave the company's founder and managing director Omer Malaz just two options. Fold, or carry on alone! Malaz is however a man built of strong stuff and he knew that with a solid range of existing craft already on the market and a new 70-footer under development, he was confident he could turn things around. So thrusting deep into his own personal pockets he regained control of the company and carried on. It was not easy – difficult decisions about staff cuts had to be made but Malaz had every confidence in the boat he had waiting in the wings, the Numarine 70 Hardtop.

Launched at the Istanbul International Boat Show in September 2013, the 70 Hardtop is the newest addition to the range. It bears the signature lines and aesthetics that have proven popular on the successful 78 Hardtop and, as we walked towards it on the dock in Göcek, the boating Mecca on Turkey's Mediterranean coast, there is something reptilian about its profile.

SIT BACK, RELAX AND ENJOY

Turkish designer Can Yalman is unashamedly proud of what he has achieved with the new 70 and concedes it is specifically created with family cruising in mind. With an abundance of on-deck space for lounging and alfresco dining fore and aft plus more private seating on the foredeck, this boat will appeal to many. While with other manufacturers bow space is often a generic central sunpad, here the builder has created a sitting room in the sun with a sofa and separate lounging space divided by a central walkthrough for crewing duties. The design works well and with a crew cabin aft that can also be adapted for other uses, this is a boat that is equally suited to owner operators or skippered craft.

Ian Birdsall, the managing director of the newly created Numarine International based in the UK and charged with sales and marketing, acknowledges that crew cabins are not perfect for every boating environment. "Our designers have fully embraced the needs of discerning owners, where requirements are different by region, and so we have created a number of alternative configurations for cabin and galley layouts as well as the crew space. For those who do not want or require the crew area a tender or toy garage can be provided."

Mariposa, the Numarine 70 we are here to test, is hull number two and like the first yacht, *Magneto*, packs in two Caterpillar C18 ACERT engines on V-drives that give the boat an extra punch over the standard MAN 1150 option. Built by vacuum infusion, using carbon fibre and Kevlar, the hull is light and strong, extremely manoeuvrable and exceptionally seaworthy, as we found out on test.

The helm is to starboard with a comfortable bench seat for two that commands a good view. Sadly there just isn't enough space for a pair of more supportive leather command chairs – one of the few drawbacks we can find with the interior.



The helm station benefits from a comfortable bench seat and great views

Crew in company

Crew space is available for two, with a small heads and dinette, if that is how you like to run things, or the space can be used as a tender or toy garage

A dinette to the left of the helm is one of the layout options



It is specifically created with family cruising in mind with an abundance of space for lounging and alfresco dining

Looking aft, skylights and a sunroof create a very airy saloon



Relaxing at the bow doesn't get much better – with a sofa and two separate sunpads

THE DATA

SPECIFICATIONS

- OVERALL LENGTH**
70ft 10in (21.60m)
- HULL LENGTH**
64ft 10in (19.78m)
- BEAM** 17ft 10in (5.45m)
- DRAUGHT** 5ft 3in (1.6m)
- FUEL CAPACITY**
990 gal (4,500 litres)
- WATER CAPACITY**
220 gal (1,000 litres)
- DISPLACEMENT**
37 tonnes (full load)
- TEST ENGINES**
Twin Cat C18s
- TOP SPEED ON TEST**
31 knots
- CRUISING SPEED**
25 knots
- PERFORMANCE**
(range on 80% fuel)
- 1,000RPM** 10 knots,
5.5gph, 0.55mpg, 1,440nm
- 1,500RPM** 15 knots,
13gph, 0.87mpg, 914nm
- 1,800RPM** 21 knots,
32.3gph, 1.54mpg, 515nm
- 2,000RPM** 25.7 knots,
43.0gph, 1.67mpg, 473nm
- 2,280RPM** 31 knots,
49.3gph, 1.59mpg, 498nm
- DESIGNERS** Can Yalman
Design/Tony Castro
- PRICE FROM** €2,050,000
+ VAT ex factory in Istanbul



It took us a while to find its cruising sweet spot but it seemed to be most comfortable at around 1,800rpm, at which point we were running at 21 knots and consuming 147lph on each engine. Push the throttle further and the whine of the turbo becomes more apparent as the speed rapidly increases, along with the fuel consumption. At 2,300rpm we were rocketing across the water at 31 knots gobbling down 450 litres an hour – but my goodness it was fun!

The 70 is light and responsive; give the wheel a good tug to starboard and it follows as faithfully as a sports car. Aim the bow at your own wake and you barely notice the encounter, there is no sudden lurch as it leans gently into the curve nor a thump as it rides over it. Had it not been for the customised loose furnishings chosen by *Mariposa's* Turkish owners sliding about the cabin on our test then the chances are we would never have noticed we had crossed our own wake.

When you handle this boat at speed you realise the advantages of its weight-saving construction. It feels remarkably solid and agile for such a big craft and has usefully more fuel and water capacity than either the Sunseeker Predator 68 or Princess V72. The standard twin Cummins Onan generators are also a cut above the norm.

VARIETY IS THE SPICE OF LIFE

Every boat has a fully customised interior, available in a three- or four-cabin layout. We saw both and our preference would be for the galley-down, three-cabin version because the boat could feel a bit cramped cruising with eight adults sleeping on board. Plus the extra living space in the main deck saloon is, as a result, truly spectacular.

The overriding sensation is one of space and light. A large one-piece windscreen, an electrically operated glass sunroof, and over-sized saloon side windows, along with large portholes in the master cabin, allows light to flood the interior and provides a real connection with the sea.

Back in Göcek we moor beside our boat's big sister, the 78, a boat we reviewed in *MBY* in 2009. We were tempted on board for a look around and, if your pockets are deep enough, you may well dig that bit deeper and plump for the star quality of the 78. But with both of these boats offering strong performance, stunning looks, high levels of customisation and great value to boot, Omer Malaz's gamble looks likely to pay off. **MBY**

Contact www.numarine.com



The master cabin is the traditional spacious full-beam affair with a generous ensuite and smart dressing table



Mirror finish

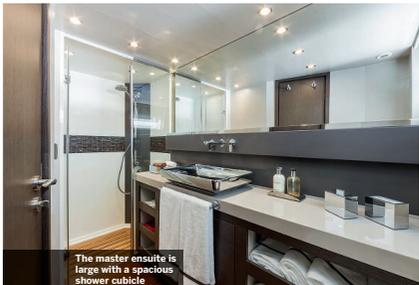
The owner's ensuite bathroom features a particularly glitzy chrome basin. Looks great but not much fun to keep clean



The VIP cabin benefits from grand windows



A third cabin can feature sliding berths to create a double



The master ensuite is large with a spacious shower cubicle



When you handle this boat at speed you begin to realise the advantages of its weight-saving construction

Handling is a joy as weight-saving ideas have been used throughout