



SHESTAKOV

Yacht Sales

30XP – NUMARINE



Builder:

Numarine

Model:

30XP

LOA:

101' 0" (30.90 m)

Beam:

24' 0" (7.50 m)

Max Draft:

5' 11" (1.80 m)

Cruise Speed:

10 kn / 11.51 mph

Max Speed:

13 kn / 14.96 mph

Gross Tonnage:

208 Pounds

Water Capacity:

660.43 Gallons

Fuel Capacity:

5019.27 Gallons

Hull Material:

Fiberglass and Plastic Yachts

Deck Material:

FRP

If you would like to buy a yacht **30XP – Numarine** or would like help, please call +1(954)274-4435 or visit shestakovyachtsales.com

TABLE OF CONTENTS

OVERVIEW 3

- Selecting a 30XP 3
- Features of the Model 3
- Technical Specifications 4
- Pricing and Ordering 4
- Questions and Answers 4
- Owner Experience Review 5
- Pros and Cons 6
- Comparison with Other Models 7

SPECIFICATIONS 8

GALLERY 9

CONTACTS 14

OVERVIEW

The 30XP from Numarine is a motor yacht built with a fiberglass and plastic hull, engineered for efficient full displacement cruising. Represented by Shestakov Yacht Sales; for personalized advice on ordering and specifications, please reach out to broker Andrey Shestakov.

Selecting a 30XP

Opting for the 30XP prioritizes generous onboard volume, efficient long range capability, and access to shallow anchorages. With an overall length of 101 ft (30.9 m), a beam of 24 ft (7.5 m), and a draft of 5.906 ft (1.8 m), the 30XP delivers a balance between interior living space and the ability to visit more restricted harbors. Its gross tonnage of 208 highlights the substantial internal capacity relative to its length.

Designed for comfortable offshore passages, the yacht maintains an economical cruise of 10 kn (11.51 mph) and can push to a top speed of 13 kn (14.96 mph). Propulsion is furnished by twin MAN inboard diesel engines, pairing proven reliability with the efficiencies expected from a displacement hull.

Features of the Model

- Hull configuration: Full Displacement for steady, fuel efficient long distance cruising
- Construction: fiberglass and plastic hull complemented by an FRP deck
- Propulsion: Twin MAN inboard diesel engines (2 x MAN, Inboard, Diesel)
- Capacities: 5,019.27 gal fuel and 660.43 gal fresh water to support extended voyages

- Category: A refined motor yacht platform engineered for comfort and economy

Technical Specifications

- LOA: 101 ft (30.9 m)
- Beam: 24 ft (7.5 m)
- Max Draft: 5.906 ft (1.8 m)
- Hull Configuration: Full Displacement
- Gross Tonnage: 208
- Engines: 2 x MAN, Inboard, Diesel
- Cruise Speed: 10 kn (11.51 mph)
- Max Speed: 13 kn (14.96 mph)
- Hull: fiberglass and plastic
- Deck: FRP
- Fuel Capacity: 5,019.27 gal
- Water Capacity: 660.43 gal

Pricing and Ordering

For current pricing, build slots, and detailed specification assistance for the 30XP by Numarine, contact Andrey Shestakov and the Shestakov Yacht Sales team. We will coordinate your requirements with yard availability and options to ensure a smooth ordering and delivery process.

Questions and Answers

Q: What is the overall length and beam of the 30XP? A: The yacht measures an **LOA** of 101 ft (30.9 m) and a **beam** of 24 ft (7.5 m), offering substantial internal volume for her size (gross tonnage 208).

Q: What are the cruising and top speeds? A: The yacht's **cruise speed** is 10 kn (11.51 mph) and the **maximum speed** is 13 kn (14.96 mph), which is consistent with a Full Displacement design.

Q: What engines power the yacht? A: The vessel is driven by **two engines** from **MAN**, installed **Inboard** and running on **Diesel**, providing dependable and efficient propulsion.

Q: What is the draft and why does it matter? A: The **draft** measures 5.906 ft (1.8 m), allowing the yacht to access a broader range of cruising areas and shallower anchorages.

Q: What is the hull type and construction? A: The yacht uses a **Full Displacement** hull constructed in fiberglass and plastic with an **FRP** deck, laid out as an upscale motor yacht.

Owner Experience Review

Owners attracted to Numarine's 30XP are often families and owner operators; one early purchaser (Minella/Ömer Malaz) upgraded from a 26XP for family cruising. Marketed as an explorer yacht, it is intended for owner piloted long passages with an advertised economical range of 3,000–3,500 nm. While underway, low speed acoustic readings around 7–8 kt were recorded under 40 dB in guest staterooms (approximately 38.1 dB in the master), marina maneuvers were reported as manageable, and fin stabilizers with at anchor mode enhance comfort when stationary.

Typical passage speeds hover near 10 kt, with sea trials showing roughly 8–11+ kt depending on generator use and a cruise near 12.3 kt at times, and a top speed around 13 kt. The main deck owner's suite is notable for its floor to ceiling windows and a private fold down terrace that strengthens the indoor/outdoor flow, while the beach club expands to roughly 43–46 m² via

fold down bulwarks—frequently used for a gym, toys, and lounging. A very large flybridge supports social days, and reviewers praise the roomy galley, efficiently arranged crew areas, and a Scandinavian/minimal interior finish with high quality detailing.

Engineering access reflects the hybrid configuration: the engine room is more compact than some expect but is reached from starboard. Reviewers highlight the increased complexity compared with a conventional twin diesel layout: multiple generators, a substantial battery bank, and electric motors necessitate active systems management, with recharge regimes and, depending on operating profile, 2–4 generators running at times. Reported battery sizes differ among sources, so owners should anticipate a learning curve in managing onboard power.

Pros and Cons

- Pro: A family focused explorer offering an advertised 3,000–3,500 nm economical range suitable for owner led passages.
- Pro: Remarkably quiet at 7–8 kt, with guest cabins measuring below 40 dB and the master around 38.1 dB.
- Pro: Main deck owner's suite with expansive floor to ceiling glazing and a private fold down terrace, plus an approximately 43–46 m² beach club and a very large flybridge for entertaining.
- Con: The hybrid propulsion and electrical architecture are more complex than a standard twin diesel arrangement, demanding active generator and battery management.
- Con: The engine room feels smaller than some buyers expect due to the hybrid layout, though access is via starboard.
- Con: Depending on cruising speed and power needs, reaching desired performance can require running 2–4 generators, which owners must plan for.

Comparison with Other Models

| Model | LOA | Beam | Draft | Speed (Cruising/... | Gross... |
|--------|-------------------|-----------------|-----------------------------------|---------------------|----------|
| 30XP | 101' 0" (30.90 m) | 24' 0" (7.50 m) | 5' 11" (1.80 m) | 10 kn / 13 kn | 208 |
| 78 Fly | 78' 0" (23.98 m) | 19' 0" (5.79 m) | 5' 7" (1.70 m) | 25 kn / 32 kn | |
| 47MXP | 153' 0" (46.70 m) | 30' 0" (9.25 m) | 7' 9" (2.35 m) | 12 kn / 16 kn | 498 |
| 22XP | 74' 0" (22.60 m) | 18' 0" (5.60 m) | 5' 11" (1.80 m) – 6' 11" (2.10 m) | | 90 |
| 26XP | 85' 0" (25.89 m) | 21' 0" (6.60 m) | 6' 11" (2.12 m) | 12 kn / 13.5 kn | 149 |
| 45XP | 147' 0" (45 m) | 30' 0" (9.25 m) | 7' 9" (2.35 m) | 12 kn / 16 kn | 498 |
| 40MXP | 129' 0" (39.42 m) | 27' 0" (8.40 m) | 7' 7" (2.30 m) – 8' 0" (2.45 m) | 10 kn / 13 kn | 331 |
| 37XP | 121' 0" (37.14 m) | 26' 0" (8.10 m) | 6' 3" (1.90 m) – 6' 11" (2.10 m) | 12 kn / 14 kn | 333 |
| 32XP | 107' 0" (32.63 m) | 26' 0" (8 m) | 6' 11" (2.10 m) | 12 kn / 14 kn | 300 |
| 26 XP | 85' 0" (26 m) | 21' 0" (6.60 m) | 6' 1" (1.85 m) – 6' 7" (2 m) | 11.5 kn / 13.5 kn | 150 |

SPECIFICATIONS

LOA:

101' 0" (30.90 m)

Max Draft:

5' 11" (1.80 m)

Cruise Speed:

10 kn / 11.51 mph

Gross Tonnage:

208 Pounds

Fuel Capacity:

5019.27 Gallons

Hull Material:

Fiberglass and Plastic Yachts

Hull Configuration:

Full Displacement

Engines:

2

Engine Type:

Inboard

Beam:

24' 0" (7.50 m)

Max Speed:

13 kn / 14.96 mph

Water Capacity:

660.43 Gallons

Deck Material:

FRP

Manufacturer:

MAN

Fuel Type:

Diesel

GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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