POWERED BY BOAT PRO

THE MONACO YACHT SHOW / BOATPRO MARKET REPORT 2026

Exploring the key trends, opportunities and economic forces shaping the industry in 2026, plus the Monaco Yacht Show fleet in numbers

A BOAT INTERNATIONAL MEDIA PUBLICATION

PHOTOGRAPHY: UNSPLASH PEDRAM FARJAM

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Introduction

WELCOME TO MONACO

By Raphaël Montigneaux

With this year marking the beginning of a new partnership between the Monaco Yacht Show and *BOAT International*, we are proud to serve as the one of the event's official media partners and to present this year's in-depth market report.

Over the past 35 years, the Monaco Yacht Show has evolved from a boutique exhibition into the definitive global showcase for the superyacht industry, bringing together owners, builders, brokers, designers and leading service providers to help shape the future of the sector.

This report reflects our shared commitment with the Monaco Yacht Show to provide the industry with authoritative information and meaningful analysis. Drawing on insights from our award-winning superyacht market-intelligence platform BOATPro, the following pages offer a comprehensive assessment of superyacht production, brokerage, charter and refit, among other areas.

Raphaël Montigneaux is research director at BOAT International Media

BOATPro offers unrivalled real-time insight on the global superyacht fleet. To find out more, email boatpro@boatinternational.com or visit boatint.com/boatpro

PHOTOGRAPHY: ZOE JACKSON/UNSPLASH

Despite myriad economic, military and geopolitical disturbances this year, the superyacht industry remains in rude health, evidenced by this year's line-up of 116 superyachts – some of which exceed 100 metres in length. Our Global Order Book did note a slight decline in new-build projects – especially within the smaller size categories – but the difference was made up by a surge of brokerage yacht sales. Even midway through the year, BOATPro data suggests 2026 is shaping up to be a record year for the brokerage market.

Elsewhere, refit sheds are operating at full capacity, and the charter market continues to grow among an expanding UHNWI population – all of which lays the groundwork for a successful edition of the Monaco Yacht Show.

In other exciting news, this year will see the launch of the BOAT Lounge at the Monaco Yacht Show. Partnered by Cap Juluca, A Belmond Hotel, Ulyssia Residences, Pelorus, La Forêt Real Estate and cremadonna, it will be a new destination for socialising, networking and industry insight. It's also the venue for our new BOAT Radio, crafted by F/Yachting.

Our editorial and BOATPro teams will be at the show to welcome visitors, both at the BOAT Lounge, situated at Virage Louis Chiron and at our usual BOAT stand, located on Darse Sud 99.

We hope you enjoy the show, and that this market report provides valuable insight into the key trends, opportunities and innovations shaping today's global superyacht industry.

Show Timeline

MYS MOMENTS

Over the past 35 years, the Monaco Yacht Show has reached new heights with every passing edition

1991

The inaugural Monaco Yacht Show opens with a fleet of 32 yachts exceeding 20 metres. Among the star attractions is 105-metre *Lady Moura* from Blohm + Voss, delivered just a year earlier.

2001

300

The event's instant popularity meant it was welcoming 15,000 international visitors and 300 exhibitors by the beginning of the millennium.

2014

Designed by Lord Norman Foster, the new Yacht Club de Monaco opens on 20 June 2014. The six-deck maritime landmark now anchors Monaco's yachting scene and famously expanded the Principality's total surface area.

2015

21

An increasing number of larger superyachts begin to attend the show, with 21 superyachts above 60 metres on display in 2015 – the largest being the 85.1-metre Lürssen *Solandge*.

2016

From superyachts to supercars – this year the show shifts into high gear with a waterfront zone dedicated to luxury automotive brands including Rolls-Royce, Lamborghini and Tesla.

2019

125

Show numbers swell to more than 125 yachts on display – including Lürssen's 111.5-metre *Tis*, now *Alaiya* – along with a staggering 31,565 visitors.

2020

The global pandemic puts everything on pause, including the show, as brokers and brands turn to private digital showcases instead.

2024

Lürssen's 123.2-metre *Golden Odyssey* sets the record as the largest yacht ever to be displayed at the Monaco Yacht Show.

2025

The sale of Feadship's 118.8-metre *Breakthrough* – the world's first hydrogen fuel cell superyacht – creates a last-minute shakeup to the display's line-up, though the yacht still makes an appearance out at anchor. Despite her absence, the 2025 edition sees 113 yachts above 24 metres in attendance.

PHOTOGRAPHY: EDMISTON; FEADSHIP; ADOBE STOCK; MONACO YACHT SHOW; FOSTER + PARTNERS; STEFANO TANASI

2026 MYS

FLEET FORMATION

The breakdown of the superyacht fleet on display at the Monaco Yacht Show, registered as of 19 August 2026

TOTAL LOA: **5,508M**

AVG LOA: **47.5M**

TOTAL GT: **78,756GT**

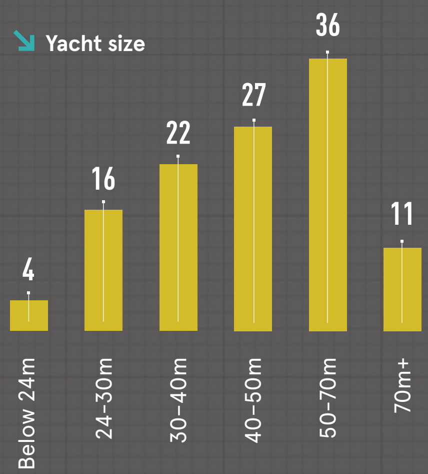
AVG GT: **679GT**

AVG BEAM: **9.37M**

AVG DRAUGHT: **2.77M**

AVG AGE: **5.9 YEARS**

NO. OF BUILDERS: **63**



104 MOTOR

12 SAIL

5 MULTIHULL

77 SEMI-CUSTOM

116 TOTAL SIZE OF FLEET

49 NEW

67 USED

71 FOR SALE

There may be some last-minute updates to the numbers quoted in this report. Visit boatinternational.com/mys to receive the latest copy by email

BOAT PRO

Market overview

ECONOMIC INSIGHT

Despite on/off wars, trade tensions and growing concerns of a private credit crunch, Andrew MacDowall *discovers the yachting industry has every reason for a remarkably sanguine outlook*

Andrew MacDowall

There have been several headwinds facing the superyacht market recently, from rising inflation to the potential for interest rate rises – as signalled by the European Central Bank in June, when it raised rates for the first time since 2023. And yet, yacht builders report solid demand, with the broader picture of global wealth growth strongly positive, and the UHNW buyers of superyachts able to manage their financing to make acquisitions.

Inflation and interest rates have an impact across the sector; shipyards are facing higher expenses for materials and components needed to build yachts, while owners are seeing rising costs for everything from refits and maintenance to crew salaries and insurance. Meanwhile, macroeconomic changes have an impact on owners' broader investment and borrowing portfolios and broader liquidity requirements. But the current uncertainties have not deterred yacht

PERSONAL WEALTH ROSE BY AN EXTRAORDINARY 10 PER CENT DURING 2025

lovers – rather, they have influenced how ownership is structured and managed.

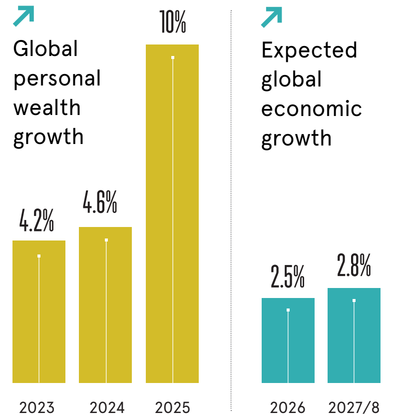
"When rates fall, clients can capitalise on lower-cost leverage and redeploy capital toward new opportunities," says Steven Hawkins, head of speciality lending for JP Morgan International Private Bank. "When rates rise, locking in long-term fixed financing on a durable asset like a yacht can provide both payment certainty and a meaningful buffer against further increases."

Looking to the future, Goldman Sachs says the global economy is expected to grow by a relatively sluggish 2.5 per cent in 2026, rising to 2.8 per cent in 2027-28.

This is compared to an average of 3.2 per cent in the decade before Covid-19 and 3.6 per cent in the 10 years prior to the global economic crisis. While outperforming most developed economies, the US – still the world's largest superyacht market by a margin – is forecast to see growth of just 2.1 per cent this year and next. China, the world's second-largest economy, is expected to grow by 4.7 per cent – impressive by international standards on paper, but well below the rates seen in recent decades.

However, economic growth tells only part of the story. While GDP measures the pace of new economic activity, wealth reflects the accumulated value of assets – a distinction that is particularly relevant for the yacht market. In terms of the latter, personal wealth rose by an "extraordinary" 10 per cent during 2025, according to a new UBS report, the fastest pace in years, driven by strong financial markets and an increase in non-financial assets. For purposes of comparison, global personal wealth grew by 4.6 per cent in 2024 and 4.2 per cent in 2023. The number of billionaires, meanwhile, grew by 13.1 per cent, with more than 3,300 worldwide. Digging down further, the number of individuals with wealth of between \$50 million and \$100 million grew at a compound annual growth rate of 7.3 per cent between 2020 and 2025, despite the impact of the pandemic and a constrained economy. In mainland China, this group grew by more than 25 per cent.

The post-Covid-19 superyacht boom has tapered down, and geopolitical and



macroeconomic headwinds are significant. But UHNWIs are used to weathering volatility, and as a new generation of yacht owners enters the market with an ever-greater desire for adventure and new experiences, leading shipyards and brokers are well-placed to ride out the current turbulence.

State of the market

THE 2026 GLOBAL ORDER BOOK

As the industry continues its correction, our analysis has found a slight reduction in overall production, which is being balanced by an increase in size

The overall number of superyacht projects has continued to decline from its post-pandemic peak, with BOATPro reporting 1,093 yachts over 24 metres LOA under construction or on order worldwide at the start of 2026. This compares with 1,138 projects in 2025 and the all-time high of 1,203 in 2023, when orders soared as UHNWIs sought private retreats on the water.

However, our analysis suggests the decline partly reflects the growing size of new builds rather than a contraction in demand. The average length of superyachts under construction has steadily increased over the same period – from 38.5 metres in 2023 to 40.8 metres in 2026 – indicating that larger projects are occupying more shipyard capacity. Average volume has also climbed to 551GT.

There are several sub-themes contributing to this shift, such as a drop in the number of small series yachts, the

THE TOP THREE BUILDER NATIONS REMAIN UNCHANGED, WITH ITALY LEADING THE WAY

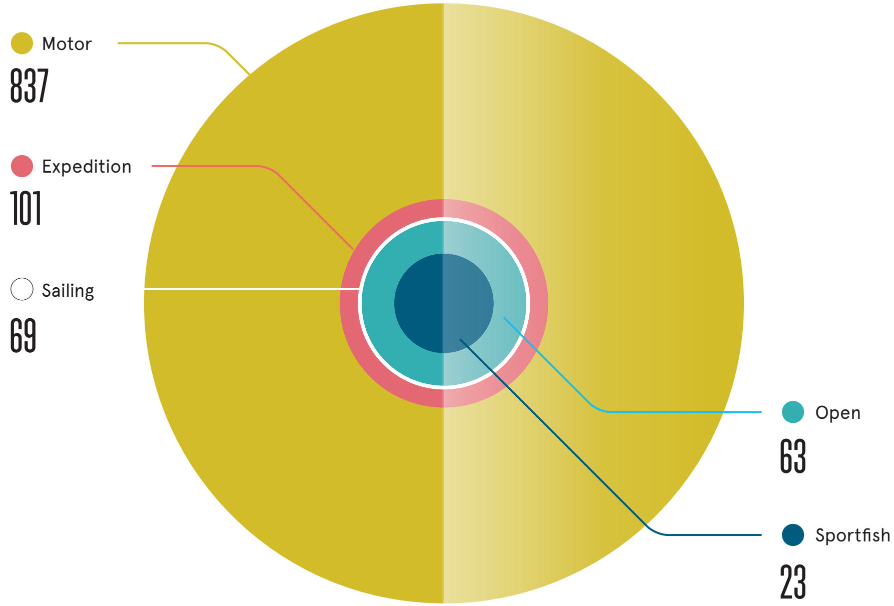
rebound of custom projects and the fact that semi-custom series are getting ever larger. In a similar vein, various shipyards are attempting to build the largest possible yacht with a GT under 500. Of the 932 vessels under 500GT in this year's GOB, 156 of them are targeting 499GT.

TOP BUILDER NATIONS

The top three builder nations remain unchanged from the previous year, with Italy leading the way ahead of Turkey and the Netherlands. That said, our visits to Turkish yards confirmed Turkey's growth may be slowing. Persistent inflation of around 30 per cent is driving up production costs and reducing the

PROJECTS BY TYPE

Types of yachts in build or on order in 2026



WORDS: RAPHAEL MONTIGNEAUX, MARILYN MOWER AND GABRIELLE LAZARIDIS.
THIS DATA WAS FIRST PUBLISHED IN THE JANUARY 2026 ISSUE OF BOAT INTERNATIONAL

country's competitiveness, contributing to a slight 1.5 per cent drop in production – the first decline Turkey has seen since 2019. Meanwhile, the Netherlands shows relative stability in its third-place ranking, with slightly fewer but larger projects in its order book.

Two of this year's biggest headliners are the UK, which fell from fourth to sixth place – mainly due smaller order books from Princess and Sunseeker – and Malaysia, which broke into the Top 20 for the first time with seven projects.

TOP SHIPYARDS

Azimut-Benetti enters its 26th year as the world's largest producer of superyachts, with 99 Azimut projects over 24 metres and 64 new superyachts from Benetti. Sanlorenzo, in second, has increased its total length of yachts in production by 5.32 per cent, which is split between 4,398 metres of motor yachts and 300 metres of sailing yachts at Nautor Swan.

While our calculations indicate that Ferretti Group, comprising the Ferretti Yachts, Pershing, Riva, Custom Line, CRN, Wally and Itama brands, would technically claim third place, the yard has chosen not to disclose official figures. This places Lürssen third in the official rankings, having surpassed both Feadship and The Italian Sea Group (TISG) since last year. The list also happens to include a newcomer from India, which isn't typically known for producing superyachts, called MOC Shipyards.

Out of 190 active shipyards in 2026 – an increase of five from last year – some 49 of them are building their largest vessels ever. These are either slight evolutions of previous models – for example, the Numarine 40MXP – or new series, such as the Azimut Grande 44M. Or when it comes to custom builds, Oceanco is smashing its own records with a new 130-metre superyacht boasting a gross tonnage in excess of 11,000GT.

WHAT'S ON ORDER?

Around the world, the number of superyachts in build between 24 and 30 metres is on the decline, whereas the largest category – superyachts above 70 metres – is on a march. In 2006, there were just 18 of these largest superyachts under construction; today, 20 years on, there are 67.

Remarkably, this year's Global Order Book shows 26 vessels over 100 metres in build. For the other categories between 37 and 76 metres, stability reigns.

There are 69 sailing superyachts on order – down just two projects in 2025 – or 70 if we include the 106-metre wind-assisted Project MG, to be built at the Norse Shipyard in Turkey. Of these, the largest is the 130-metre Project Vela, being launched in 2026 by Brodotrogir in Croatia.

WHILE WE'VE COUNTED FEWER HULLS IN THIS YEAR'S ORDER BOOK, THEY ARE GETTING LONGER AND MORE VOLUMINOUS. THIS IS A SIGNIFICANT CHANGE

CONCLUSION

The number of new builds remains higher than pre-pandemic levels, indicating the continued strength of the market. While we've counted fewer hulls in this year's order book, they are getting longer and more voluminous. This is a significant change, and one we observed first hand during our shipyard visits, with sheds being upgraded to build larger units and the acquisition of new property.

Due to various geopolitical ructions, there is clearly a wait-and-see attitude that is slowing down the decision-making process among some clients, but overall, the superyacht industry continues to demonstrate considerable resilience to shocks. It seems whatever is going on in the world, the sea retains its charm.

40.8M

2026 average yacht length

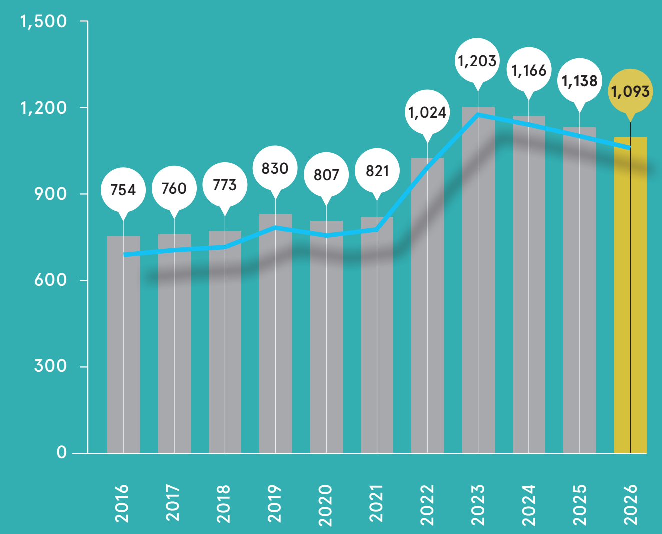
551GT

2026 average GT – up 8.7% from last year

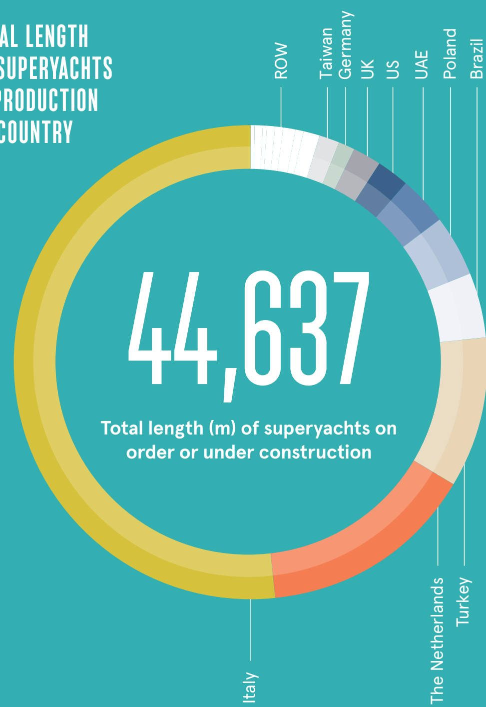
-3.95%

Change in number of projects in build since last year

SUPERYACHTS IN BUILD OR ON ORDER, 2016 TO 2026



TOTAL LENGTH OF SUPERYACHTS IN PRODUCTION BY COUNTRY



+2

Change in number of multihulls in build since last year

130M

Length of the largest sailing yacht under construction

-4

Change in number of expedition yachts in build since last year

New-build map

TOP 20 COUNTRIES

The Global Order Book (GOB) was established in 1992 by ShowBoats International *(now* BOAT International US Edition*) to provide a body of data, updated annually and systematically, that shows the scope of economic activity in the superyacht industry. Each year we present a list of yachts that are 24 metres and longer, on order or in build as of 1 September. The data from BOATPro is cross-referenced with other industry sources and, whenever possible, corroborated with visits to shipyards. Participation in the GOB is voluntary and free of charge. To be included, a project must be signed with a minimum 10 per cent deposit received by, on or about 1 September. Spec builds may be listed only if construction, hull lay-up or tooling has begun by that date. For a live snapshot of the superyacht market, visit* boatint.com/boat-pro

NATIONS RANKED BY LENGTH OF YACHT PROJECTS UNDER CONSTRUCTION

RANK / COUNTRY	TOTAL PROJECTS	TOTAL LENGTH	AVG. LENGTH
1. ITALY	568	22,299m	39.3m
2. TURKEY	141	6,315m	44.8m
3. THE NETHERLANDS	66	4,341m	65.8m
4. TAIWAN	61	1,904m	31.2m
5. GERMANY	18	1,800m	100m
6. UK	55	1,474m	26.8m
7. US	33	1,037m	31.4m
8. UAE	30	973m	32.4m
9. POLAND	24	753m	31.4m
10. BRAZIL	20	573m	28.7m
11. CHINA	17	544m	32m
12. GREECE	8	449m	56.1m
13. FRANCE	9	331m	36.8m
14. FINLAND	10	326m	32.6m
15. SPAIN	4	235m	58.8m
16. CROATIA	3	223m	74.3
17. MALAYSIA	7	198m	28.3m
18. NORWAY	1	195m	195m
19. SOUTH AFRICA	4	130m	32.5m
20. CANADA	3	116m	38.7m

Brokerage update

THE YEAR OF THE DEAL

There has been a run on brokerage yacht sales so far this year, with especially strong results seen in the H1 2026 market report boding well for the prospects of this year's Monaco Yacht Show

As of 30 June 2026, the brokerage yacht market is easily surpassing last year's performance – a key indication of the success expected at this year's Monaco Yacht Show – and is well on its way to one of the best performing years in recent memory.

Exclusive data from BOATPro shows a total of 281 sales (for yachts 24 metres and above) during the first half (H1) of 2026, comprising 129 sales in the first quarter and 152 sales in the second quarter. There could be additional sales reported after the close of the quarterly reporting period, but even so, this year's results have already outperformed H1 results from 2025 (272 sales) and 2024 (225 sales).

In terms of value, the success of this year – so far – is even more apparent. BOATPro indicates the total value of brokerage yacht sales during H1 2026 amounted to €4.05 billion, which is up considerably from €3.61 billion in H1 2025 and €2.21 billion in H1 2024.

The most expensive yacht sold on the brokerage market so far this year was Feadship's 100.7-metre motor yacht, *Moonrise*, which was sold just weeks before the H1 reporting period closed in June. The yacht had been asking €325 million at the time of her sale*, with Henry Craven-Smith of Burgess representing the seller and Bruce Brakenhoff of Edmiston representing the buyer.

The only other nine-figure yacht sale during the period was for the 89-metre Amels superyacht *Mirage* (ex-*Here Comes the Sun*), which sold for an estimated €165 million in a deal between Burgess and Y.CO with Robert Allen Law advising, while other major transactions included Feadship's 66.3-metre *Hampshire* (asking €85 million) and the 61-metre *Jubilee* (ex-*Just J's*, asking €73.5 million).

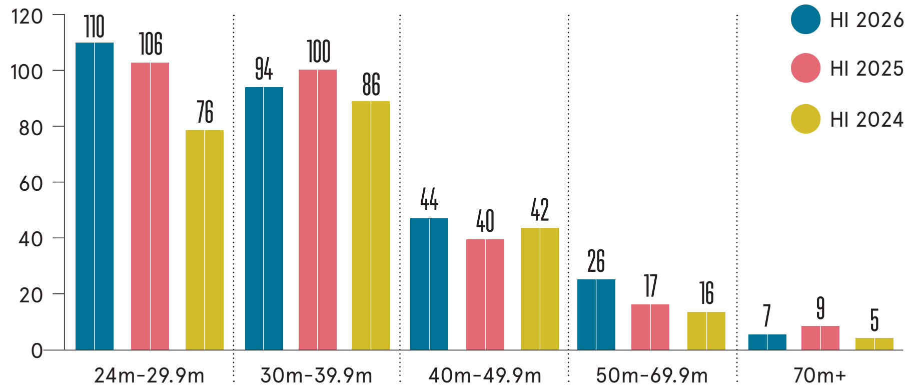
Owners are clearly developing a preference for larger vessels, with BOATPro showing a 10 per cent increase in sales of yachts between 40 and 50 metres and a staggering 52.9 per cent increase in the 50- to 70-metre segment compared to H1 2025. And while the smallest size segment (24 to 40 metres) represented the largest share of brokerage sales, it grew by a relatively weak 3.8 per cent, whereas sales of 30- to 40-metre yachts fell by six per cent during the same period.

Still, it is possible the results were heavily influenced by supply levels, suggesting a greater lack of inventory across the smaller segments. This would also explain the modest drop in 70-metre-plus yachts sold, which fell by two units between H1 2025 and H1 2026.

**The sale price of a yacht is determined by the last known asking price at the time of its sale.*

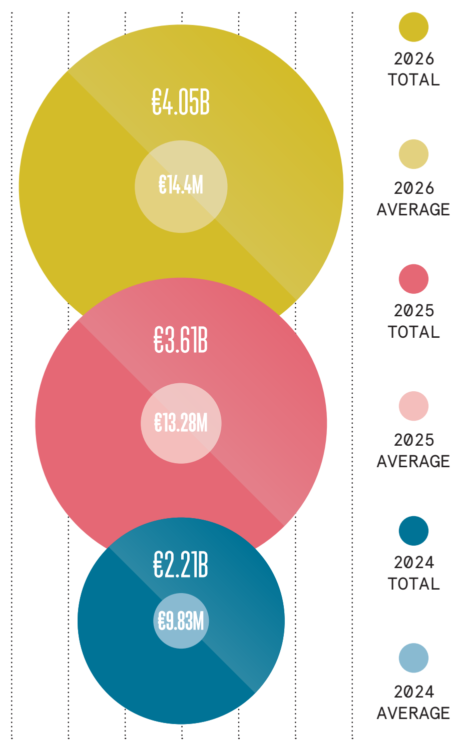
WORDS: GABRIELLE LAZARIDIS

NUMBER OF SALES BY SIZE SEGMENTS



OWNERS ARE CLEARLY DEVELOPING A PREFERENCE FOR LARGER VESSELS

ASKING PRICE BY YEAR



Charter update

THE BUSINESS OF CHARTER

Despite a mixture of geopolitical uncertainty and lacklustre growth in major markets, the global superyacht charter market seems set for long-term expansion

According to exclusive data from YACHTFOLIO, provided by MYBA The Worldwide Yachting Association, charter bookings increased by 10.28 per cent between 2023 and 2025, bringing the total to 13,812 charters on yachts over 20 metres in length in the past year.

There were diversifying requests for charters offering adventure, wellness and sustainability, as well as increased interest in emerging destinations from the Red Sea to Southeast Asia. However, most charter activity continues to focus along the traditional Mediterranean-Caribbean milk run.

Sardinia is a popular summer destination, while the Cyclades (top) are visited often in both summer and winter

The French Riviera and Monaco, Corsica and Sardinia represent the most popular summer destinations, while the winter months see superyachts flock primarily to the Leeward Islands, Bahamas and the Windward Islands.

Interestingly, Greece's Cycladic Islands featured in the top 10 most popular destinations for both summer and winter, which could be tied to the introduction of its "e-CharterPermission" scheme. In 2024, Greece opted to allow non-Greek, foreign-flagged yachts over 35 metres to charter in Greek waters, provided they are of non-wooden construction. These changes aim to simplify compliance for owners, brokers and clients to boost Greece's charter tourism, though the strength of the country's local industry will ensure a high degree of competitiveness.

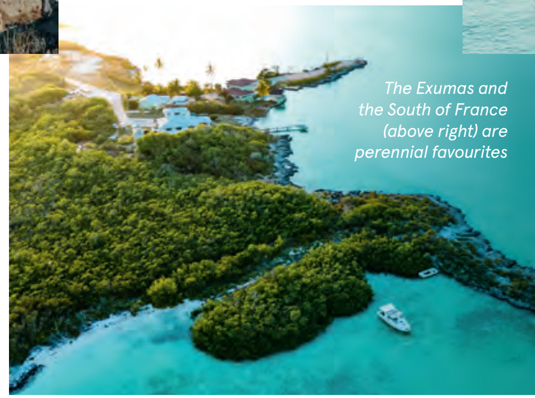
Additional countries such as Egypt and Saudi Arabia have also moved to liberalise their charter markets by opening their waters to foreign-flagged vessels and easing entry requirements. However, conflict in the Middle East has temporarily slowed visitor numbers over the past year.

YACHTFOLIO data also showed a decline in both the average length of yachts in the charter fleet (37.34 metres in 2025) and the average length of yachts booked (34.68 metres). That said, charter insiders continue to report growing demand for larger yachts – particularly in the 50-metre-plus segment – and for yachts perceived to have a lower environmental impact.

YACHTFOLIO also indicates a 9.33 per cent increase in the charter yachts available since 2023, following several years where demand for yacht charters outweighed the supply. But as new yachts are added to the global charter fleet, the increased competition will likely lead to a dampening effect on prices.

Companies with well-managed fleets, competitive pricing and strong marketing will have the upper hand – as well as those who can offer vessels and services that meet client's increasing desire for adventure, wellness, sustainability and size.

MOST CHARTER ACTIVITY CONTINUES TO FOCUS ALONG THE MEDITERRANEAN-CARIBBEAN MILK RUN



The Exumas and the South of France (above right) are perennial favourites

13,812

Total charters on yachts over 20 metres between 2023 and 2025

10.28%

Increase in charter bookings between 2023 and 2025

WORDS: GABRIELLE LAZARIDIS. PHOTOGRAPHY: FADI AL SHAMI/UNSPLASH; ROYCE FONSECA/UNSPLASH; ANTOINE CONTENSEAU/UNPLASH

MOST POPULAR EMERGING DESTINATIONS 2025/26

EMERGING SUMMER DESTINATIONS

- Canada (west coast)
- Ireland
- Galápagos Islands
- Colombia
- Bali
- South East Asia
- Denmark
- The Netherlands
- Australia (west coast and Kimberley)
- New Zealand

EMERGING WINTER DESTINATIONS

- Denmark
- Mexico (east coast)
- Colombia
- Mexico (west coast)
- Brazil
- Uruguay
- Cyprus
- Red Sea
- Malta
- Ecuador

MOST POPULAR SUMMER LOCATIONS

- French Riviera & Monaco
- Corsica
- Sardinia
- Italy - north (mainland)
- Provence

MOST POPULAR WINTER LOCATIONS

- Leeward Islands
- The Bahamas
- Windward Islands
- The BVIs
- Dominican Republic

2025 CHARTERS: THE BIG NUMBERS

34.3M

Average size of charter yacht booked

8.2

Average number of days duration

13,812

Number of bookings

Source: Yachtfolio

Market insight

THE CHANGING FACE OF REFIT

Amid an expanding fleet, refit providers are constantly under pressure to up their capacity, which is opening the door to new players in areas further afield

It is inevitable that a delivered yacht will have to make several visits to a shipyard throughout its operating life, whether for warranty repairs (typically within the first one to three years), routine maintenance, classification surveys, minor refurbishments, technical upgrades or full-scale refits and conversions. But what does the refit market look like in a given year?

According to BOATPro, at least 39.8 per cent of all superyachts above 30 metres underwent some form of work during 2025, equating to approximately 2,604 yachts. However, the total number of shipyard visits was 3,623, meaning some of these yachts would have gone in for work multiple times within a single year.

The works were carried out by 112 shipyards, with most of the activity taking place across the US and Western Mediterranean. In fact, the US (Florida in particular), Italy, Spain, France and Greece represented 87.6 per cent of all shipyard visits for yachts 30 metres and above in 2025, with respective market shares of 33.2 per cent, 19.8 per cent, 15 per cent, 13.6 per cent and six per cent.

ONE OF THE MOST CRITICAL CHALLENGES IS A LACK OF PHYSICAL SPACE

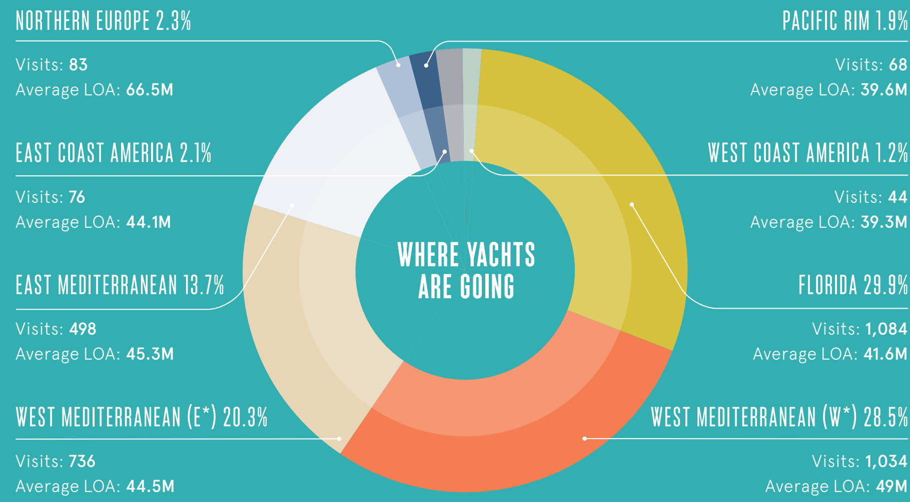
There are, however, certain challenges still facing the industry – one of the most critical being a lack of physical space. Established refit hubs, such as those already mentioned, are quickly approaching capacity, spelling out the need for further geographic expansion.

In response, new refit providers are beginning to emerge with enhanced capabilities and infrastructure, such as in the Eastern Mediterranean, which BOATPro indicates now accounts for 13.7 per cent of annual shipyard visits. Beyond this, the only other refit providers outside of the US and the Mediterranean are in Northern Europe (2.3 per cent) – which tend to specialise in larger superyachts – and the Pacific Rim (1.9 per cent).

Refit providers have also proved highly sensitive to supply-chain disruption, adapting to pandemic-related shortages and delays, as well as the knock-on effects of geopolitical conflicts. Unlike new-build projects, refit work often relies on sourcing thousands of replacement parts at short notice, making it especially vulnerable to disruption.

To insulate themselves, refit specialists are now seeking to form closer partnerships with original equipment manufacturers (OEMs), holding larger inventories of critical parts and investing in digital forms of inventory management and predictive maintenance (to forecast client needs more accurately), among other optimisation strategies.

WORDS: GABRIELLE LAZARIDIS



** E: east of Monaco; W: west of Monaco*

39.8%

Percentage of superyachts above 30 metres that underwent some form of work during 2025

2,604

Total number of yachts in the yard for refit or maintenance in 2025

In numbers

GLOBAL FLEET

Anatomy of the world fleet of yachts, 24 metres and longer, according to BOATPro

65.1%

9,026

SEMI-CUSTOM

1.9%

259

MULTIHULL

14.1%

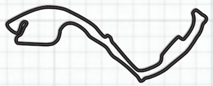
1,961

SAIL

85.9%

11,905

MOTOR



466,271m

Total LOA, in metres – equating to 140 laps of the Monaco Grand Prix circuit

PHOTOGRAPHY: JAN-PHILIPP THIELE/UNSPLASH

There may be some last-minute updates to the numbers quoted in this report. Visit boatinternational.com/mys to receive the latest copy by email