

The full Monte

Monte Carlo Yachts may be new to the market but their innovative MCY 76 is set to cause a real stir. Text: Hugo Andreae



Launching an entirely new brand of luxury boats in the teeth of a global recession takes some balls, but then Monte Carlo Yachts are a very ballsy company. Unlike the numerous niche yards, who build a handful of boats every year, Monte Carlo Yachts intend to compete head to head with major players such as Fairline, Princess and Azimut. That means matching them in terms of price, quality, style and ultimately build numbers. Furthermore, being the new kids on the block, they are well aware that launching a me-too rival won't be enough to win over loyal customers from established brands. Instead, they need to go one better and create a range of 60-90ft motor yachts, which they claim are more advanced, more functional and more desirable than all of their mainstream competitors.

Coming from anyone else, we'd be inclined to take these claims with a healthy pinch of salt but that would be overlooking two important points. Firstly, Monte Carlo Yachts may be a new company but it is also an offshoot of the Bénéteau Group, whose €1 billion turnover gives them the financial clout which other yards can only dream of. Secondly, it is fronted by Carla Demaria,

the former boss of Atlantis Yachts and a close friend of Bénéteau's leading lady Annette Roux. Between them they are the most powerful female duet in boating and both of them have an uncanny knack of achieving what they set out to do.

The first fruit of their labour is the MCY 76 you can see here. These images may be computer renderings but hull No1 is already nearing completion at the yard's state-of-the-art factory in Italy. So what is it that makes this boat so special?

The starting point was the brief, which Carla Demaria gave to five competing design houses. "After the excesses of recent years, I felt that some boatyards had begun to lose sight of the function of the product," says Carla. "I wanted to return to more traditional yachting values and build a boat that would appeal to experienced customers – the type of people who really use their boats not just show off in them". After reviewing the five design concepts, she was won over by the Italian company Nuvolari-Lenard. "They were the first to deliver their proposal because they had been thinking the same thing and were waiting for someone brave enough to say it." Their winning design was then thoroughly engineered and tank tested by the Slovenian consultancy Seaway (who were also responsible for the Greenline 33 featured on p56).



Placing the dining table by the cockpit's concertina doors gives the impression of eating alfresco. The bar opposite leads down to the galley and crew cabin

"I wanted to build a boat that would appeal to experienced owners – the type of people who really use their boats"

The result is a striking new craft which eschews ostentation in favour of what Carla describes as "enduring elegance, comfort and functionality backed up by real technological innovation". Their starting point was the decision to use a super strong resin-infused sandwich construction for the hull. Reinforced with longitudinal stiffeners and additional Kevlar in key impact areas, it is so rigid that there is no need for the usual horizontal stringers. This means that the sole of the lower deck sits closer to the hull, which in turn gives more headroom in all the cabins without the need for a raised foredeck. Not only does that make for a lower, sleeker profile with a full-height engine room but it also allows for a sunken walkway along the foredeck with a substantial seating area where guests can lounge or even dine in privacy. Accessed via deep, wide side decks that lead up to a Portuguese bridge running around the windscreen, it makes it an exceptionally safe and easy boat to move around on without the need for the usual raised guardrails.

The flybridge itself is rather modest by the standards of some rival 76-footers but Carla claims that the extra seating area on the foredeck more than makes up for this. It is, she says, a deliberate sacrifice that reduces both the visual bulk and the physical weight of a large flybridge, enhancing the boat's sporty looks and lowering

its centre of gravity. The lightweight carbon-fibre T-top, which provides shade for the flybridge, is also fitted with enough solar panels to keep the domestic batteries topped-up and obviate the need for running the generator at anchor. A black water tank that uses bacteria to transform the contents into harmless fresh water further enhances its green credentials.

Back at main deck level, the aft cockpit is framed by a pair of steel and smoked glass pillars, which provide protection without blocking the view from the transom seating area. From here, a single-level deck runs unbroken from the cockpit to the helm through concertina doors, which fold flush with the bulkhead. A lacquered teak sole, which mirrors the untreated teak decking of the cockpit, enhances the visual link between the outside and inside spaces. The usual positioning of the dining table and seating areas has also been reversed so that you can eat under cover but still enjoy the feeling of being out in the open. The small galley area opposite hides a stairway down to the main galley, crew cabin and engine room so that your crew can have access to everything they need without disturbing the guests.

Below decks customers have the option of either a three or four-cabin layout finished with tactile leather floors and wall panels and top-quality wood. All the cabins boast their own ensuite bathrooms – the difference being that the three-cabin layout allows for an even more opulent bathroom for the full-beam owner's suite, although the standard owner's cabin with its big offset bed and spectacular walk-in wardrobe is none too shabby either.



Smoked glass panels offer protection in the cockpit but also mean that the view is hardly interrupted.

The carbon-fibre flybridge shade has solar panels to top-up the boat's domestic batteries.

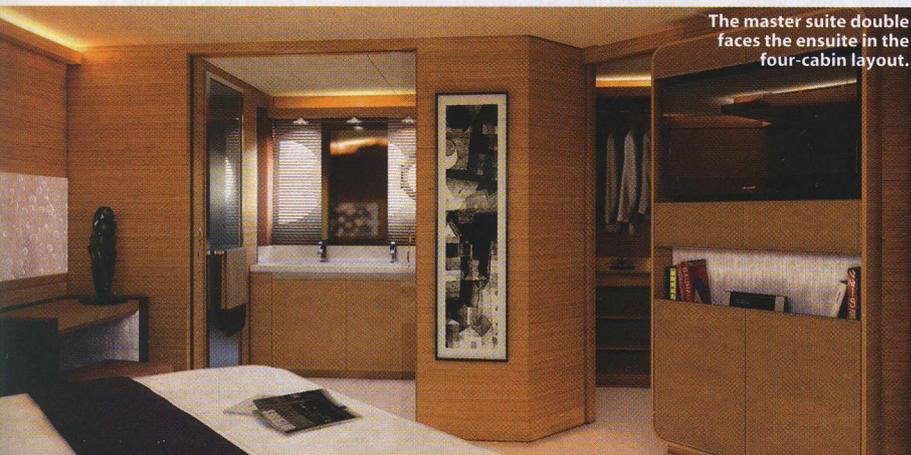
A hydraulic bathing platform and large opening transom locker create a mini beach club area.

The Portuguese bridge leads to a sunken walkway and foredeck seating area for guests.

The modest flybridge reduces the boat's visual bulk and the physical weight, lowering its centre of gravity

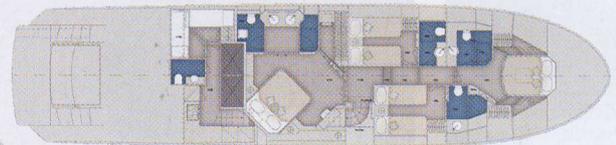
Powering all this is a pair of either 1,200 or 1,400hp MAN engines linked to ZF pod-drives similar to CMD's Zeus system. With joystick control for low-speed berthing manoeuvres and automatic trim tabs to keep it running at the most efficient angle, it should provide effortless, hassle-free boating and a top speed of 31 knots.

Hot on the heels of this first MCY 76 flybridge comes a hardtop coupé on the same hull. If these two variants prove successful then the range will swiftly be expanded in both directions to incorporate 62, 68 and 86ft models. There are even plans afoot to launch hybrid drive options across the range for increased fuel economy and lower emissions. The factory already has the capacity to build 20 large boats a year and something tells us Carla Demaria has her sights set on even higher numbers. It's a big risk, which will take a superhuman effort to make happen. Then again if anyone can, Carla can. **MBY**

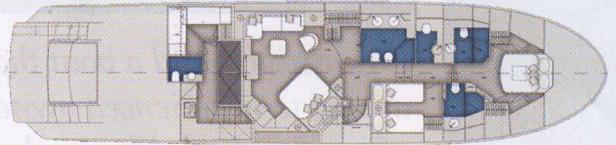


The master suite double faces the ensuite in the four-cabin layout.

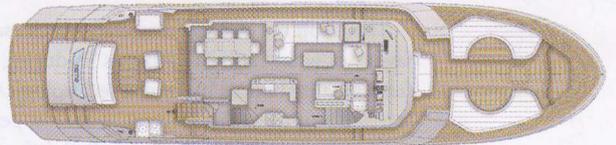
MONTE CARLO MCY 76F LAYOUT & SPECS



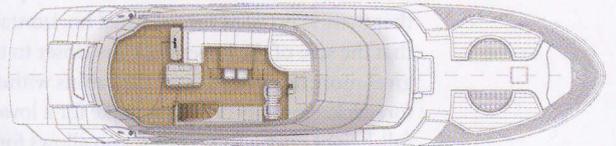
Lower deck 1 Extra twin guest cabin in the standard layout.



Lower deck 2 Three-cabin layout has a massive master suite.



Main deck Walkaround decks and a seating area on the foredeck.



Flybridge deck The tender is stored up here when not in use.

LOA 75ft 7in (23.05m)
Beam 21ft 10in (6.65m)
Draught 5ft 5in (1.65m)
Displacement 46 tonnes
RCD rating Category A
Engines Twin MAN V8
 1,200hp or V12 1,400hp
Fuel capacity 880 imp gal
 (4,000 litres)

Water capacity
 220 imp gal (1,000 litres)
Top speed 31 knots
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