



# *Bright new* **THINGS**

The long-awaited debut of Monte Carlo Yachts is a sign of big things to come

Text: **Alan Harper**



**N**ine o'clock on a Sunday morning, and there wasn't much more to be wished for: a light breeze, crystal-clear visibility, a calm sea of the deepest blue, and a powerful motor yacht from which to savour it all. All was well with the world; everything just as it should be. In fact the only surprise of any kind was that this ineffably cool, remarkably competent motor yacht transporting us all across the Baie de Cannes in such style was from a brand new shipyard that didn't even exist this time last year. Quite an achievement.

But hardly beginner's luck. Few boats have been so eagerly anticipated as this first effort from Monte Carlo Yachts. The company is headed by Carla Demaria, a boatbuilder with decades of experience as a senior manager at Azimut-Benetti, and the driving force behind their relaunch of the Atlantis brand. And the new venture is a first foray into this demanding market sector by one of the world's biggest boatbuilders, Bénéteau. You could say they were playing with a loaded deck.

A new shipyard was established at Monfalcone, close to Trieste, an area with a strong tradition of shipbuilding. For external styling and

interior inspiration Demaria looked no further than Scorzè, near Venice, where her neighbourhood design studio was none other than Nuvolari-Lenard. She then appointed Seaway, a well-known and highly respected nautical engineering and structures specialist, from neighbouring Slovenia. Along with the naval architecture, their job was to translate into reality the demanding shapes and ideas emanating from the Italian design studio.

To gain an idea of the kind of work involved look no further than that immensely long upper deck overhang. It looks virtually unsupported, unless you count those polished steel frames at the side, which disconcertingly seem to be made primarily of glass. Yet thanks to its design and high-tech construction materials the whole framework is strong enough, according to Seaway's engineers, to support the weight of a tender and crane up top, should you so desire. So far, though, all owners have elected to place the tender on the aft platform, and use the flybridge space for relaxation.

Some of the technology in the Monte Carlo 76 is less obvious – the eco-friendly biological sewage treatment, for example, which, it is claimed, is the first time this type of system has been shrunk to fit into a yacht this size. Then there are the automatic electric sidedeck doors, automatic trim courtesy of Humphree, and the Xenta joystick control for close-quarters manoeuvring. There is also the option of



### *Locker*

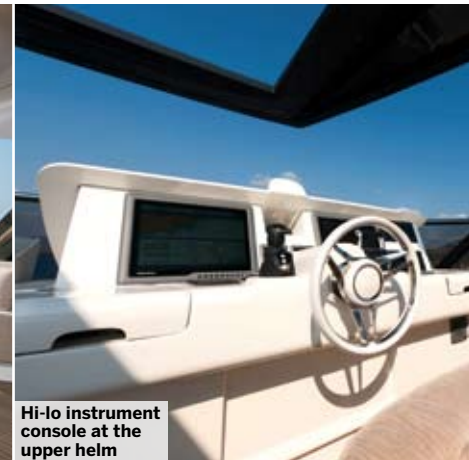
Useful for safety gear, though a bit high up for a liferaft



The canopy on the foredeck works brilliantly



Good protection from the flybridge overhang



Hi-lo instrument console at the upper helm



Sociable flybridge, shaded by a lightweight hardtop



On test we got just over 30 knots with the 1,400s

encapsulated photovoltaic panels set into the hard top. Assembly of the yacht is on a modular system, with various accommodation areas constructed outside the hull and brought together with tolerances of just a few millimetres. Most invisible of all is the structure of the hull, which is built with quite a lot of Kevlar but without conventional longitudinal stringers, allowing floors to be set deeper into the hull and significantly increasing the volume for accommodation.

That volume is obvious as soon as you step aboard. Colours and finishes are entirely at the discretion of the owner, of course, and a lighter, brighter interior scheme than that installed in this first 76 might display the space available to even better advantage. The saloon windows are huge, and headroom all along the single-level main deck is 6ft 9in (2.06m). Placing the dining table aft and to one side opens things up and invites you in, while with the galley downstairs on the starboard side, in the crew area, there is little to encumber this expansive entertaining and relaxation space.

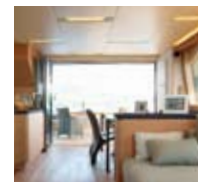
Leather flooring is a tactile touch, as is the ridged velvet edging the cabinets. Sanded teak panelling and grey fabric upholstery complete a muted colour scheme. The obligatory showpiece dining table is a leather, glass and steel affair by Tonelli, and those cool and comfortable moulded ply chairs are a Ron Arad design from Moroso. The guest accommodation is down another steep companionway,

forward. You can appreciate the depth of the hull as you descend. The owner's suite is to the left, amidships, across the full beam, with a big diagonal double bed to port and separate head and shower compartments, flanking a pair of big his'n'hers marble basins. The dressing room alone is worth the trip – a generous area with a huge mirror, lots of hanging space and six glass-fronted drawers, which will put you in mind of an old-fashioned gentleman's outfitters.

Up forward, past the two twin-berth cabins – whose beds can slide together if required – you'll find the VIP suite in the bows. This is not as large as some, and the bed is set well forward and quite high up the hull sides, but it's a comfortable and roomy enough space. The heads compartment is small but stylish – although you'll have fun trying to release that shower door catch with wet hands.

There is also a three-cabin layout available for the 76, which greatly increases the size of the owner's suite. You can also opt to have the galley up on the main deck, which provides a vast extra volume of stowage below, at the expense of saloon area.

Out in the bay, the Monte Carlo acquitted itself well in our handling trials, gathering its skirts nimbly enough once the turbochargers woke up and accelerating willingly, reaching 25 knots in as many seconds, with a precise helm response and just the right angle of heel.



## Saloon doors

Concertina doors, rather than sliding doors, makes saloon entrance so much larger and gives a huge feeling of space

*A unique design means that floors are set deeper into the hull resulting in voluminous accommodation*





The master has plenty of stowage and a tactile, luxurious design



Sliding berths can make two singles...



...or a double in the guest cabins



A small but well-equipped galley. Locker doors are white glass



Cockpit and saloon on one level, and cabinets in sanded teak



The VIP, forward: compact, but comfortable

Only in a couple of areas did the new boat's prototype status reveal itself. The turning circle was pretty wide, and after the show it was due to back at the shipyard for new rudders, which should improve things. Another job for the engineers promised to be slightly more complicated; a slight but noticeable oscillation at speed, which emanated from the hardtop structure. No doubt the boat's carbon supporting frame can be beefed up or reconfigured, but the cure needs to be elegant, and preferably invisible, so I imagine there will be some preliminary head-scratching among the boffins down at Seaway.

The external areas are among the 76's strongest suits. Sidedecks protected by deep gunwales lead right around the wheelhouse in a sort of Portuguese bridge, to a central walkway down the foredeck – a very safe and practical design, and a genuine innovation on a yacht of this size and type. The foredeck itself is fitted out with semicircular tables and sofas arranged each side of the centreline, and with the dark awning stretched overhead between its four carbon poles, and the quantity of cushions aboard the test boat, it's like having your own private, high-tech Bedouin encampment.

Down forward at the business end there is another elegant piece of design: a recessed foredeck well, which makes anchor handling and access to the lockers much safer as well as more comfortable.

With the amount of traffic in the Baie de Cannes during boat shows I always like to drive from upstairs. In this year's balmy weather and unusually clear conditions it was pure pleasure to take the helm and guide this big new machine among the motor yachts and crazy small craft cavorting among themselves on the broad blue playground between the Iles de Lérins and La Napoule.

This first 76 is fitted with a pair of 1,400hp MAN V12s, driving conventional shafts through vee-drive gearboxes. Subsequent boats – and there are at least two more on order – have all been specified with ZF's new pod drives which, with their lower drag, will apparently offer much the same performance with the smaller 1,200hp V8s. Despite the lower horsepower this is a slightly more expensive option – although top of the list is a pair of powerful 1,550hp V12s, also on vee drives, which come in at €2.65 million or £2.60 million inc UK VAT.

We clocked just over 30 knots with the 1,400s – and with the boat show and the crowded waterfront an increasingly remote memory, every one of them was sheer enjoyment. After all the rumour and speculation of recent months, Monte Carlo Yachts are a reality. And for a few moments more, our own reality was high white clouds, a pristine sea and our curving wake between the islands. Playing with a loaded deck? It's clearly the way to go. **MBY**



## Dining

The staggering leather, glass and steel dining table and stunningly cool moulded chairs means dining is a real experience in itself



Unfussy instrumentation at the lower helm



Under way at speed. Note the excellent, secure side decks and Portuguese bridge



The two-berth crew cabin in the stern



Three machinery options and two drive systems

# THE DATA

## PERFORMANCE

**TEST ENGINES** Twin MAN diesel inboards, 1,400hp @ 2,300rpm. V12-cylinder 24.24-litre diesels

### MBY TEST FIGURES

|               |       | ECO   |       |       |       | FAST  |       | MAX   |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|
| <b>RPM</b>    | 600   | 1,000 | 1,250 | 1,500 | 1,750 | 2,000 | 2,250 | 2,350 |
| <b>Speed</b>  | 6.7   | 10.9  | 12.2  | 15.9  | 19.5  | 24.3  | 28.9  | 30.2  |
| <b>Trim</b>   | 0°    | 0.5°  | 1.5°  | 3.0°  | 3.5°  | 4.0°  | 4.0°  | 3.5°  |
| <b>L.P.H.</b> | 12    | 62    | 128   | 199   | 252   | 375   | 489   | 537   |
| <b>G.P.H.</b> | 2.6   | 13.6  | 28.2  | 43.8  | 55.4  | 82.5  | 107.6 | 118.1 |
| <b>M.P.G.</b> | 2.58  | 0.80  | 0.43  | 0.36  | 0.35  | 0.29  | 0.27  | 0.26  |
| <b>Range</b>  | 1,816 | 563   | 303   | 253   | 246   | 204   | 190   | 183   |

### SOUND LEVELS DB(A)

|               |    |    |    |    |    |    |    |    |
|---------------|----|----|----|----|----|----|----|----|
| <b>Helm</b>   | 66 | 72 | 72 | 75 | 78 | 78 | 80 | 79 |
| <b>Master</b> | 66 | 72 | 77 | 77 | 78 | 84 | 82 | 83 |
| <b>VIP</b>    | 62 | 68 | 68 | 74 | 75 | 77 | 79 | 79 |

Speed in knots. GPH and MPG in imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on readings from on-board fuel gauge; your figures may vary. Fuel 100%, water 28%, 8 crew, no stores, 25°C air temp, 21°C water temp, 1018mb air pressure, 65% humidity. Waves 1ft, wind Force 1-2 for speed trials. Props: 34.6in x 48.6in (880mm x 1,235mm) 5-blade NIBrAl. ZF 665V vee-drive 2.226:1.

**LENGTH OVERALL** : 75ft 7in (23.04m)



**BEAM**: 21ft 10in (6.65m)

**HULL LENGTH (ISO8666)** 73ft 4in (22.35m)

**FUEL CAPACITY** 880 gal (4,000 litres)

**WATER CAPACITY** 220 gal (1,000 litres)

**DRAUGHT** 5ft 5in (1.65m)

**RCD CATEGORY A** (for 16)  
**DESIGNERS** Nuvolari & Lenard/Seaway

**DISPLACEMENT** 45.5 tonnes approx (light)  
49.9 tonnes full fuel and water

**BASE PRICE** €2.50 million ex tax  
(approx £2.45 million inc UK VAT)



*This is a boat of genuine innovation and the external areas feel like your own private Bedouin camp*