

tested
for you Monte Carlo Yachts 86 Flybridge

The Queen

This 26-meter model is available in **five different layout versions**. Sporty sailing and ease of maneuverability are matched by a 360° visual panorama from the fly, main deck and the cabins

by Niccolò Volpati

105
→

26,30 m

Nuvolari and Lenard's pencil took on a certain gravity in designing this craft to look more like a megayacht than a normal boat.

The breakwater at Lavagna Marina is where they moor the gigayachts. It is not terribly crowded, but there are a few of these "behemoths." The crews on board them are busy cleaning the superstructures, the stainless steel, the windows. It is the end of July. The owners will be arriving soon and everything has got to be shipshape. Among the vessels berthed here is the MCY 86. It may not be the largest on site, but it certainly cuts a fine figure. Its overall length is over 26 meters, though it is official classified as one centimeter shy of that definitive 24-meter limit. There are three decks: the roof of the upper fly deck is a carbon-fiber t-top with an electrically controlled soft-top.

I barely have time to hop aboard before the electro-hydraulic gangway is withdrawn and we have unmoored. It is a beautiful day, without a trace of mist, since an eight-knot land breeze has swept the skies. The waters of the Tigullio Gulf are calm and perfectly smooth. The engine room holds twin 1800HP Man V12 motors. As soon as we have passed the lights, we start to press down on the throttle. She gains power at a regular and steady rate. Her timing is satisfactory: it took only 13 seconds for her hull to emerge from the water. Little more than 1500 rpm is all it takes for her to plane. At 16.3 knots she consumes 242 l/h. Not bad for a 26-meter craft. Her top rpm reaches 2360. The GPS registers just under 30 knots. Her performance can definitely be labeled "sporty." Consumption is circumscribed even at top speeds. At full throttle the twin engines "gulp" only 700 l/h. This is a relatively low consumption level, when you consider that many boats of similar lengths can consume up to

a thousand liters per hour at full throttle. The bottom line is that, compared its competitors, the MCY 86 consumes 300 liters less for reaching analogous performance levels.

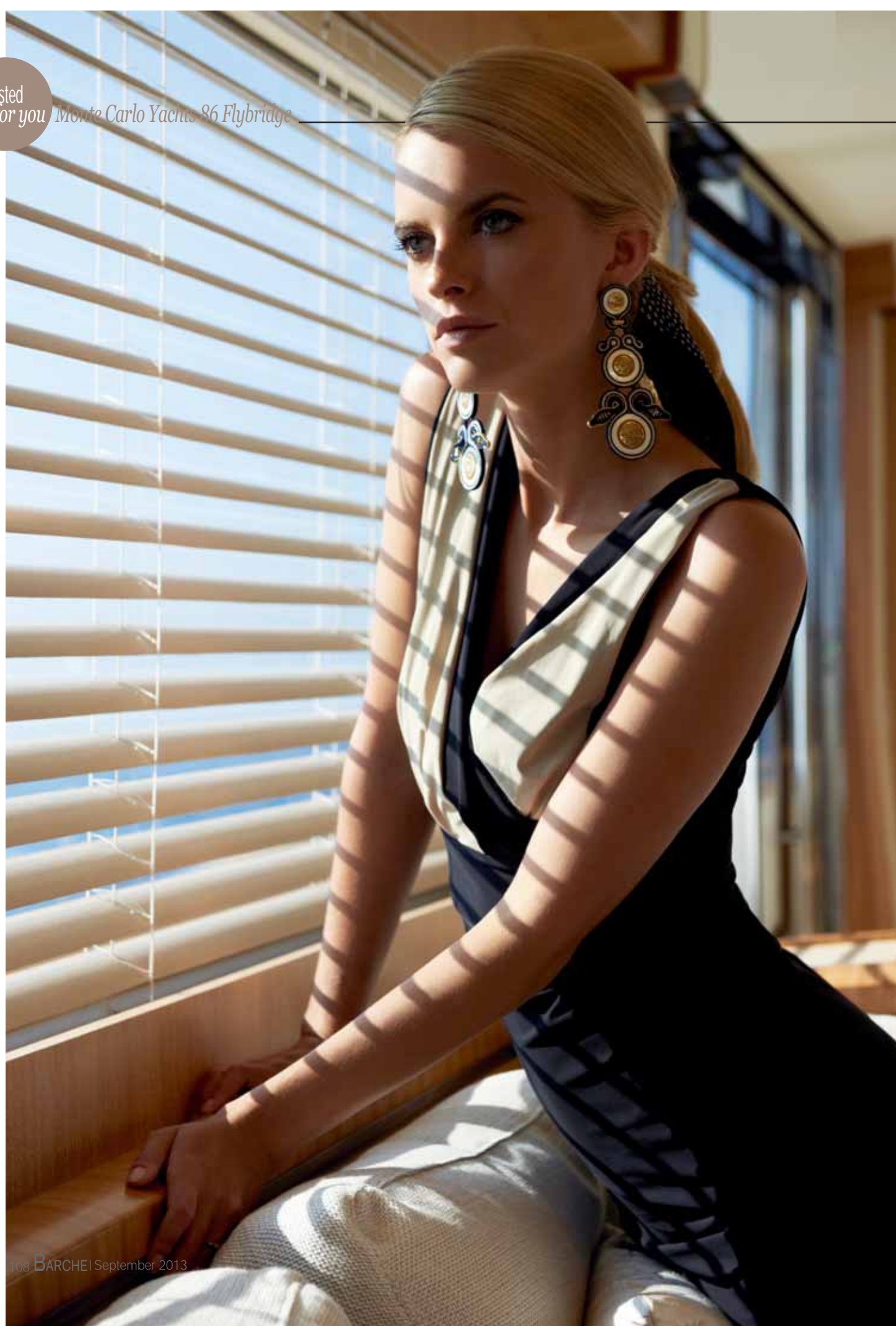
The hull appears to be very stable, and not only in calm waters, but also on the waves we create by our maneuvers. But what is truly amazing is how she comes about. I must confess that I am generally an IPS fan so whenever I board a boat using a shaft propeller, I always wonder why the shipyard did not choose the Volvo pod drive system. In this case, we are aboard a 26-meter boat. It would have been impossible to have a stern drive, even with triple or quadruple installations. The Lazzara shipyard had done something like that, managing to motorize a 92-foot vessel with four IPS 900s, but the size of the MCY 86 means this is not a viable option. It is no wonder, then, that not many manufacturers have attempted to imitate Lazzara's example. The shipyard's transmission choice was ZF's V-Drive, with exceptional results. She comes about in a very tight circle even at quite high speeds. At 2000 rpm we completed a 360° rotation in only 40-50 meters of diameter. The hull, moreover, maintained excellent adherence to the water. The boat did not incline, even though she was able to come about so tightly. You feel safe and secure, even if you are up on the fly deck. It is not only because the hull has been so successfully executed, but also because the boat's center of gravity, despite having three decks, is quite low. The decision to use carbon fiber for the fly t-top was not just an esthetic consideration: it helps keep the vessel light and its center of gravity low.

Another contribution to her navigational prestige is the Humphree display. An automatic trim control system, the Humphree uses two "blades" rather than flaps. From the digital display, during the entire voyage and at any speed, stabi-



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lization was always perfect: positive during displacement phases and almost horizontal while planing. Only at top speed did the slight rocking of the prow mean that the trim registered slightly negative percentage. From the fly deck, we pass to the pilot station on the deck below. It is located fore for optimal visibility. Slightly elevated with respect to the saloon, its windscreen permits a 180° view. Rear-facing cameras whose images are displayed on ultra-flat screen Raymarine monitors on the display panels do the rest. We reenter the marina. Maneuvers are eased by a hydraulic prow propeller and an excellent stern propeller. The bunkered docks of Lavagna are on the right when entering the marina. The MCY 86 needs to fill up because, after I disembark, she is headed to the French Riviera for her official public premiere. I handed the helm back to Federico. I watched him approach the dock. I expected him to head to the back of the breakwater and turn around so that he could dock facing the outward from the marina. Instead, he easily relied on the two propellers to rotate 360° at the mouth of the marina. The space there is quite limited and there are always other boats coming and going. The boat spins around as if guided by a joystick. It seems very easy to handle even in tough maneuvers in tight spots.

The main deck sports an open living space with a 360° panorama. The open feeling is provided by the vast windows, the undefined overlap between dining and living spaces and especially by the two, large, lateral doorways, level with the dining table, leading to adjacent balconies. They can be lowered at the roadstead giving the feeling of being right on the water's surface.

The galley is separate and is located in the crew area. Livability is remarkable in this area, too, since the ceilings are over two

meters high and there are separate cabins, one for the commander and another with bunk beds for the rest of the crew. The five-fired induction-cooking stovetop, the side-by-side refrigerator and every other appliance imaginable make for a kitchen worthy of a Masterchef -type TV cooking program, able to satisfy the needs of a large number of guests. Indoor living areas are found both fore and aft. The aft living area offers a traditional set up featuring a large dining table and a linear sofa. The interiors also offer two options that bespeak great attention to detail: one is a bathroom accessible, not from the saloon, as one might think, but from the portside gangway. This allows guests to enter the bathroom after having taken a dip in the sea without passing through the dining room. The door to this bathroom is watertight to avoid any unpleasant surprises in rough seas. Another excellent design solution is the Up&Down poop

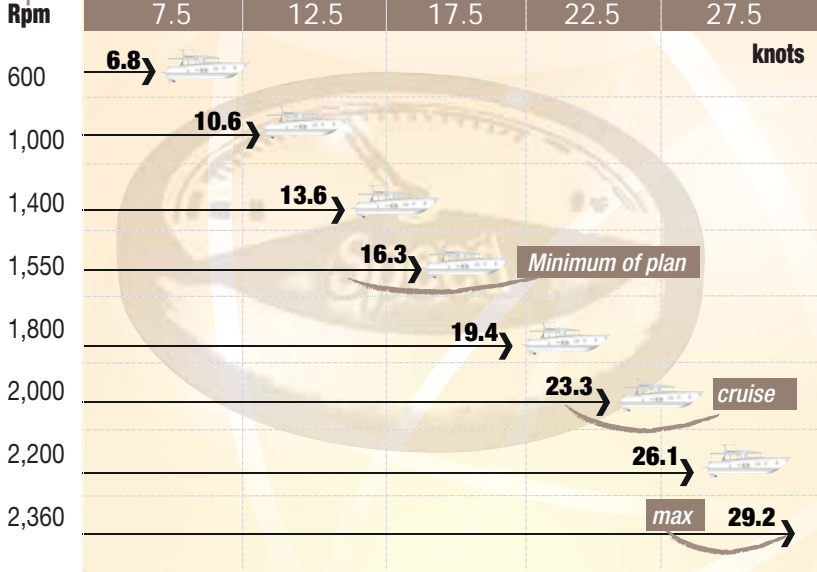
Five different layouts are available, from a version with only two double cabins to one with five smaller ones. On these pages the mid-range, four-cabin model that we tested.



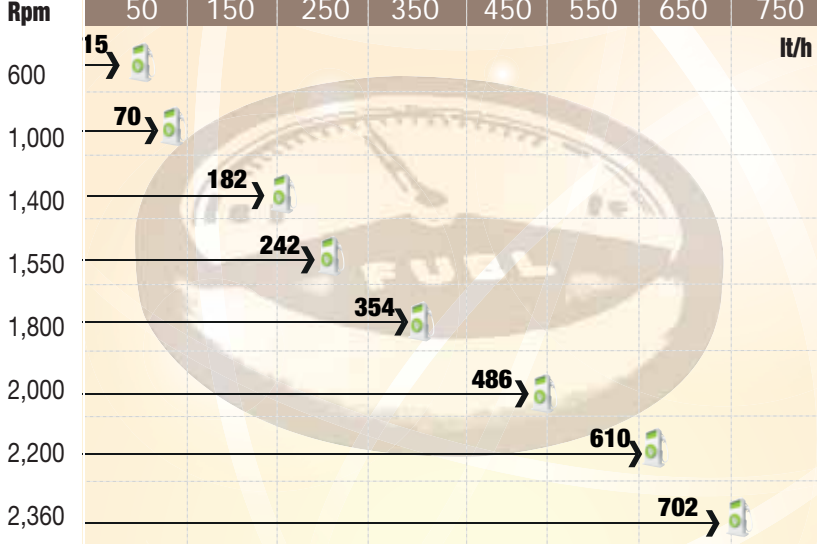
Performances and details

| | | | | |
|-------------------|-------------------------|--|-------------|--------------------------|
| Maximum speed | Cruising speed range nm | Displacement kg | Ratio L/H | Weight/power ratio kg/hp |
| 29.4 | 340 | 85,000 | 4.07 | 23.61 |
| 🚦 Test conditions | | | | |
| Country | Lavagna (Ge) | Wind | 7 / 8 knots | |
| Fuel | 35% | Sea | calm | |
| Water | 70% | Notes: it plans in 13 sec, top speed in 44 sec | | |
| People on board | 5 | | | |

Speed in knots



Total fuel consumption



Shipyard: Monte Carlo Yachts, Monfalcone (GO), tel. +39 0481 283111 - 0481 283500, www.montecarloyachts.it
Project Nuvolari & Lenard (design & concept) • Inside technical department (naval architecture and ingeneering)
Hull: Overall length 26.30 m • Length 23.70 m • length of approval 23.99 m • Max beam 6.46 m • Draft 1.89 m • Waterline height 9.40 m • Displacement at dry 72,000 kg • Full load displacement 85,000 kg • Fuel capacity 7,100 L • Water capacity 1,500 L • Sewage capacity 400 L • Grey water capacity 700 L
Engines: 2 Man V12 • power 1800 hp each (1324 kW) • 12 cylinders V 90° • 4 valves for cylinder • Direct injection Common Rail • 2350 rpm • weight at dry 2365 kg
Trasmission V-drive ZF
Certification CE A Category

Even though you are at the helm of a 26-meter craft, she handles as easily as a 40-footer.



| Rpm | Knots | Consumption lt/h | dBA console | dBA saloon | dBA owner cabin |
|-------|-------|------------------|-------------|------------|-----------------|
| 600 | 6.8 | 15 | 64 | 62 | 63 |
| 1,000 | 10.6 | 70 | 64 | 64 | 69 |
| 1,400 | 13.6 | 182 | 65 | 67 | 72 |
| 1,550 | 16.3 | 242 | 65 | 68 | 73 |
| 1,800 | 19.4 | 354 | 67 | 71 | 73 |
| 2,000 | 23.3 | 486 | 69 | 72 | 75 |
| 2,200 | 26.1 | 610 | 70 | 72 | 76 |
| 2,360 | 29.4 | 702 | 75 | 76 | 78 |



The prow area is transformable. The backs of the seats can be lowered to form an enormous sun-bed or an additional dining table seating 20.





The lateral terraces provide a typical gigayacht-type technological solution, making the 86 even more luxurious.

deck and the tender garage. The poop deck platform can even house two PWCs. This saves space on the fly usually occupied by a davit, allowing for a larger lounge area. The engine room contains a 28 kW generator and an air conditioning system as well as two Seakeeper stabilizers to be used for roadstead berthing. There are two of them, instead of one large one, to better balance the hull and keep it from listing. There are five different layout options for the sleeping areas, from a luxury, double master-suite version with only two enormous cabins to a charter version with five smaller ones. Between these two extremes lies the version premiering here, with four cabins. Aft of the saloon, down some stairs are the VIP cabin and a twin guest cabin. The rooms are spacious with plenty of headroom and the bathrooms seem like master baths. Wardrobes are also abundant. The hallway between these cabins also provides a second access to the engine room. The master suite is accessed instead by a stairway located forward of the saloon. It takes up the entire beam width and includes a vanity, a living room, a bathroom with a separate toilet and a double shower stall. Storage space is not only found in the cupboards and doorways, but also under the bed. Some of the elegant details, such as the alabaster wash basin counter and the bronze headboard, are immediately evident. Nearby the masters' suite is a second twin guest cabin. Here, too, the private bathroom is equipped with a separate shower and, just as in the stern twin cabin, the two beds can be pushed together. This particular layout accentuates the separation between the guest areas, located amidships and aft, and the forward crew areas. The same is true for the walkways between the saloon and other indoor areas, allowing the crew to move around without interfering with the guests. 

