

Monte Carlo Yachts 86 (2014-)

Brief Summary

The new Monte Carlo Yachts 86 was introduced this fall in Europe and is built in the company's state-of-the-art facility just outside of Trieste, Italy. The new MCY 86 can be configured virtually any way an owner's requirements demand on all three decks. Need five cabins instead of three? No problem. Want a yacht specially designed for a family instead of a rock band? Just ask. Truth be told, this 86-footer can have all of the functionality most people in this rarefied atmosphere ever need — or will ever use — because the builder works with the owner to create a boat that fulfills his/or her vision, not the naval architect's. This capability puts a level of excitement and fun into motoryacht buying that is rarely found with production builders.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
900	11.2	9.7	12	0.9	0.8	1580	1374	N/A
1200	16.2	14	29.5	0.5	0.5	921	801	N/A
1400	15.8	13.7	43.9	0.4	0.3	608	528	N/A
1600	18.5	16.1	64.7	0.3	0.2	483	420	N/A
1800	22	19.1	88.3	0.2	0.2	421	366	N/A
1950	25.1	21.8	105.2	0.2	0.2	403	350	N/A
2150	28.5	24.8	136.6	0.2	0.2	352	306	N/A

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2313	31.4	27.3	154.8	0.2	0.2	342	298	N/A
2404	32.3	28.1	175.6	0.2	0.2	311	270	N/A

[View the test results in metric units](#)

[mcy86_testchart.jpg](#)
Download for test chart, shown

Specifications

Length Overall	86' 26.3 m
BEAM	21' 2" 6.55 m
Dry Weight	158,400 lbs. 72,000 kg
Tested Weight	159,587 lbs. 72,387 kg
Draft	6' 3" 1.90 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	

Person Capacity	
Fuel Capacity	1,876 gal. 7,101 L
Water Capacity	396 gal. 1,500 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	159,587 lbs. 72,387 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	

Eng. Room Volume	
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Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	2.520 : 1
Props	48.7" x 40.8" 4-blade
Load	9 person, full fuel, full water, 1,720 lbs. of gear
Climate	68 deg.; 62% humidity; wind: 0 mph; seas: light

By Captain Vince Daniello

Monte Carlo Yachts 86

With its 86’ (26 m) model, Monte Carlo Yachts, along with Groupe Bénéteau’s manufacturing expertise, brings Italian style and luxury as well as surprising accommodations flexibility to the production motoryacht market.

Overview of the MCY 86.

Most production boats try to be everything to all people — quite predictably. Each company does things differently, often in creative ways, but the fundamental characteristics of each boat change little from one production boat to the next, be it an 80-something motoryacht or a rowboat. One will have four staterooms, one of those full beam, almost as surely as the other will have three thwarts and midship oarlocks.

A Different Approach.

Monte Carlo Yachts, a Italian motoryacht offshoot of Groupe Bénéteau, takes a different approach. Leveraging technology both within the finished boat and in the manufacturing process, the company’s MCY 86 offers five widely different accommodations layouts plus significant layout options on the main deck and even a few variables on the flying bridge. The result is a competitively priced, European-styled production

motoryacht balanced to each individual owner's needs.

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In one possible three-stateroom arrangement, the midship master suite shares a stairway from the salon with the twin-bed cabin, forward and to starboard. The VIP suite, aft, has a private stairway from the salon. Stairs leading forward from the pilot house, through the galley, lead to crew cabins in the bow.

Flexible Accommodations Arrangements

We don't ordinarily begin a boat review in the master stateroom, but the choices here are key to understanding Monte Carlo Yachts' flexibility. It's easiest to begin with the standard three-stateroom layout (plus two crew cabins in the bow). Two full-beam master suites are nearly identical. The aftermost of these two staterooms, just forward of the engine room, is entered through a private stairway from the salon. The midship stateroom has a somewhat larger head and shares a stairway with the twin-bed guest cabin, which is farther forward to starboard.

Family Plan.

But that might not be ideal for a large family. For those who want all of their kids and grandkids aboard at once, they'll have no problem aboard the MCY 86. To add a fourth stateroom, either of those full-beam suites is divided along the keel. A walk-around large bed occupies the resulting port stateroom, while the starboard stateroom is fitted with either twin beds or a double bed. Still not enough room? Divide both full-beam suites to create five quite comfortable staterooms, each with ensuite head and separate shower stall. Because the yacht has a 21'2" (6.55 m) beam, there is room for two midships cabins side-by-side.

Material World

Monte Carlo Yachts is not known for doing things halfway, and as such the materials and workmanship seen throughout the 86 are second to none. Further, literally hundreds of material choices await the customer, making the purchasing process alone a fascinating experience. Throughout the yacht we toured we saw designer fabrics from Armani Casa, Hermès and Pierre Frey. Furniture was fabricated from pickled oak and walnut. Heads were adorned with Italian stone and gold handmade Murano tiles. Overheads were covered with soft suede. Doors were made of a combination of pickled oak and hand-stitched leather and trimmed in decorative bronze.

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This 4 stateroom accommodations layout has a private entrance for the master. The other three guest staterooms are accessed from a central foyer. In all of these layouts the crew quarters for four are forward.

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Here the master stateroom is amidships and has a larger head and walk-in closet.

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In this 5 stateroom layout plan the master stateroom is amidships on the port side. Note the large head.

Note that all guest heads have a private shower stall.

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The master stateroom is set apart by the larger hullside windows that have come to define the MCY brand.

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This master stateroom features a large bed with storage under three sides. We think that all this suite needs now is some good art work on the bulkheads.

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Another view of the master. Everything in this stateroom is designed and fabricated in-house with the exception of the two chairs that come from designer Poltrona Frau.

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The head in the standard midships master suite — seen in the second layout above.

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Counters are alabaster with vessel sinks. Cabinets are pickled oak. Bronze metalwork surrounds the mirror.

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The guest cabins come with twin berths that can be moved together when couples are occupying the room.

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Guest accommodations are also expectedly luxurious. The aft VIP head is shown here. Twin beds slide together to form a king.

Living Aboard.

If the yacht is to be a private vacation home with few guests, a particularly intriguing option turns the midship master into an magnificent owner's suite. It occupies about half of the total accommodations space by usurping the forward twin stateroom, which becomes a palatial master head with both a spacious shower and large tub. Aft of the enormous master, the standard arrangement is one large-bed stateroom and one twin-bed stateroom, but no matter which layout is chosen, Monte Carlo can transform any stateroom aboard into an office, a gym, or even a kids' media and play room.

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The “presidential” layout turns both midship master and starboard forward twin cabin into an enormous suite with private access from the salon. The resulting master head includes a stall shower and large bathtub.

Options Above Deck

Main deck choices focus on how the boat will be used. The standard layout separates crew from guests, including an ample galley below and just forward of the wheelhouse. A galley-up version is on the drawing board, which then frees room in an already sufficient crews' quarters in the bow.

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This facilitates night running and creates privacy for owners and their guests. Note the remarkable use of the foredeck which has quickly become a signature feature of Monte Carlo Yachts.

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When desired, close a wide doorway just forward of the dining table (farthest away and left in this photo) to separate guest areas from the pilot house as well as galley and crew accommodations in the bow.

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One set of stairs accesses the flying bridge directly from the pilothouse into the open-air galley or wet bar, to starboard, and the upper helm, to port. Another stairway comes up from the aft deck. Both the port aft Jacuzzi and starboard forward wet bar areas might be altered to meet individual owners' needs.

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Monte Carlo Yachts fabricates its flying bridge overhead from lightweight carbon fiber rather than heavy fiberglass. This allows the structure to be thinner, less obtrusive, and lowers the yacht's CG.

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This is among the most spacious covered flying bridges we've seen in class and it can accommodate a large number of people. A second table can be installed in front of the sofa opposite.

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The table lowers to cocktail height or rises and folds out to accommodate 10 guests.

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These photos show the standard flying bridge arrangement.

The Flying Bridge.

The standard flying bridge arrangement includes both a Jacuzzi aft, beneath the radar mast, and a well-equipped U-shaped outdoor galley/wet bar across from the upper helm.

Customize.

But an owner who likes to be involved in navigation might eliminate the wet bar in favor of a forward-facing settee, while the Jacuzzi could be exchanged for a wet bar and grilling area, a sun pad, seating, or just about anything else one can imagine. Monte Carlo Yachts' designers will render it in 3D for a client's review before construction.

Hardtop Considerations

From the radar mast forward, the carbon fiber hardtop keeps rain and sun at bay, but includes a huge electric-opening center sky panel. Alternately, the flying bridge can be left uncovered or fitted with a retractable sunshade.

A Refreshing Change

Monte Carlo Yachts encourages extensive customization of the 86. It offers suggestions in the choice of wood, fabric, stone and fixtures -- for example, Volterra alabaster, Italian travertine and hand-crafted Murano glass tiles in the master head. Owners can tailor the boat with just about any material wanted. This is a refreshing change from many production yacht builders, which allow just a handful of options from a swatch book.

Propulsion

Still, Monte Carlo Yachts are production boats that cannot offer limitless choices. The MCY 86 currently offers only a pair of 1800-hp MAN 12-cylinder diesels with conventional V-drive inboard propulsion. There is, however, a benefit to limiting propulsion packages. Buyers needn't worry about how hulls, engines and propellers interact. MCY engineers have already determined which is the best propulsion system and engine brand for the mission at hand. Engineering costs are spread over many hulls, and performance is consistent among all, and the wheel does not have to be re-invented with every customer.

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Looking aft in the engine room we see the tender garage substructure that makes for low headroom between the MAN diesels, but plenty of room is left outboard of each engine.

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Looking forward, note the exhaust manifolds are secured to the overhead in two places. The Seakeeper gyro stabilizer is in the background, which was not turned on during our test.

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The swim platform lowers hydraulically to accommodate a larger tender or a pair of personal watercraft — up to 2,645 lbs. (1,200 kg) total weight, which Monte Carlo Yachts reports is about double the capacity of

many similar yachts.

Performance Numbers

The MCY 86 we were aboard has a displacement of 158,400 lbs. (71,849 kg) fully laden and with crew and some gear aboard weighed about 160,000 lbs. (72,574 kg). Her beam is 22' (6.7 m) and the twin diesel engines were turning 48.7" x 40.8" 4-bladed props.

WOT Speed.

Wide open throttle allowed the engine to turn 2404 rpm which drove the yacht at 28.1 knots on test day. At 2313 rpm, which is where her horsepower rating is notched, she traveled at 27.3 knots burning 154.5 gph. Note that these speeds are with full fuel and full water plus crew. With 1/4 fuel (469 gal./1,782 L) and 1/2 water (198 gal./752 L) we would expect her to be solidly in the 30-knot range for day boating excursions.

Best Cruise.

Fuel consumption was more or less linear on a nmpg basis from 900 rpm to 2400 rpm, so captains can pick the speed that is most comfortable given the sea conditions. Our guess is that 1800 rpm and 19.1 knots will be a popular setting among some captains. There the boat burns 87.9 gph (334 lph). Other captains will prefer 1600 rpm and 16.1 knots burning 64.4 gph (244 lph), which we think is plenty fast for this size of yacht.

Noteworthy Range.

The MCY 86 has a capacity to carry 1,864 gallons (7,100 L) of fuel that — with a 10% reserve — gives her noteworthy range. For example, at 9.7 knots (1200 rpm) she burns just 11.9 gph (45.3 lph) giving her a range of 1,376 nautical miles with a 10% reserve. This certainly should be her delivery protocol, and owners traveling in beautiful cruising locations should find this speed attractive.

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Monte Carlo Yachts utilizes a state-of-the-art glass cockpit for the helm. All screens are touch activated. The screen to the left is dedicated to ships systems.

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The side window opens to allow fresh air to flow through. Just behind is an access stairway to the flying bridge, all remaining ahead of the guest areas. Note that the glass dash is low to maximize visibility.

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A control between the captain and observer's seats control switching between screens, and activating functions, without having to get up to touch the screens themselves.

Docking Details.

The large pitch propellers have plenty of torque to allow for steering the 86 with differential thrust pulses. In this manner we were able to direct the 86 toward the dock and use pulses of the controls to control the steering. Rest assured she carries along quite nicely on her own momentum, so just start her off in the direction and the engines then can be used to control the slide as desired. Then once alongside, the thrusters were used to gently nudge her against the dock. With the med-moor we went from a side-to-docking and used thrusters to rotate her 90-degrees for positioning the stern. Then gentle pulses of the engine controls eased her back towards the dock and then the thrusters kept her centered in position.

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The flying bridge helm retracts down when not in use providing protection for the electronics. The same glass-dash functionality from the lower helm is available here.

Outdoor Living Expanded Throughout the Boat

Monte Carlo Yachts strives to build boats both practical and beautiful, while also including fresh ideas. This is perhaps best seen on foredeck, where the MCY 86 transforms typically underutilized space into unique outdoor entertaining venues without sacrificing the lines of the boat. Wide side decks are protected by bulwarks, not just railings. At the bow, these bulwarks merge into a Portuguese bridge -- a solid bulwark running across the boat, offering a protected place to stand forward of the lower helm windshield. This allows completely secure passage from side to side and all the way to the bow even while underway. While a Portuguese bridge certainly isn't a idea, it's not something expected on an 80-something Italian motoryacht, nor a feature that I've seen blended so well into the sweeping lines that are a signature of Italian yacht design.

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Graceful lines are the hallmark of the design styling on the MCY 86. Wide sidedecks lead to a protected Portuguese Bridge.

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With a deep, sharp forefoot the MCY 86 cuts through waves and her wide flared bow keep her topsides dry.

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Bulwarks, not just rails, protect the wide sidedecks. Notice the grates that direct any water that ships aboard right back overboard.

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Many similar-sized motoryachts expand the salon wider, squeezing or eliminating walk-around side decks. But side decks can be a perfect place to enjoy being on the water, whether at sea or on a harbor cruise.

Monte Carlo Yachts 86 encloses side decks in a protective bulwark, which is carried forward .

Remarkable Bow.

With unfettered access to the bow, MCY uses it to its fullest. A bow cockpit includes a cocktail table flanked by wide seats that double as sun lounges. The table lifts electrically and expands into a dining table well suited to a five-stateroom motoryacht.

Luxurious Living.

Dock the PWC on the hydraulic transom platform and walk, still dripping wet, outside the boat along the side decks, all the way to the bow for lunch. There is even a day head accessed from the deck. The entire area also transforms into a gigantic sun pad. The 270-degree sweeping view is shaded by a translucent sun canopy deployed from four carbon fiber masts that fit into sockets on deck. All stow beneath the bow seats, alongside ample space for lines and fenders.

Bow Access.

The side decks, Portuguese bridge and forward cockpit also increase security while handling lines or anchoring. And since the bow will likely be a favorite perch at anchor, twin anchor windlasses are recessed into the deck just a bit to keep mud and marine growth from soiling blond teak decks or luxurious fabrics at the bow. A feature that the crew will like is that the working part of the bow is elevated, so handling lines and windlasses can be easily, and comfortably, done standing up.

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While some yachts have seating at the bow, Monte Carlo Yachts takes the area a bit more seriously. Here, the area is a main gathering area able to accommodate all the guests in addition to all the attendees of a massive cocktail party.

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Shade is as much of a valuable commodity as sun when onboard and as such, a sun canopy can be installed. The small circles just ahead of the canopy supports are pop-up LED lights that rise with just a twist for cool illumination at night. The table raises on electric pedestals, expands with four opening leaves, and rotates 45 degrees to fill the area for dining, or the table lowers to support filler cushions that create a gigantic frolicking sun pad.

Monte Carlo Yachts 86

The forward cockpit also aids in anchor and line handling.

Side Deck Verandas.

Along either, or both of the protected side decks, a wide section of the bulwark folds down electrically to create an innovative balcony. Whichever side is away from view of the marina becomes a quiescent hideaway for morning coffee, across the boat and away from peering eyes on the dock. These private verandas are adjacent large glass sliding doors, which come with the veranda package, that draw the outdoors into the salon. They also double as side boarding platforms in addition to the passerelle aft.

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Port and starboard bulwarks offer a section that folds out electrically, with railings that store in the bow, to form a balcony.

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Large sliding glass doors adjacent to these verandas, as well as another large glass door aft, bring the outdoors into the dining room and salon.

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Electric pedestals also raise or lower the aft-deck table between dining and cocktail height. Also note the two deck capstans, four cleats, and chocks built to accommodate lines running in different directions.

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The aft deck is protected from spray with a glass window that retains the view, where some yacht builders might have placed a solid fiberglass pilaster.

Technology-Driven

Groupe Bénéteau's influences remain largely hidden from view aboard, but scratch the surface to find Bénéteau's efficient use of technology that allows such wide customization aboard the Monte Carlo Yachts 86.

Monocoque Hull.

MCY is one of the few builders in class that utilizes a monocoque hull concept, something that has proven quite successful in its smaller motoryachts. With this construction method it is the hull itself that supports the loads much like a ping pong ball or an egg shell. This means that bulkheads are not structural and owners can pretty much design their own interiors if wanted.

Design Flexibility.

Monte Carlo Yachts keeps interior options flexible while also making strong, light hulls by building the complete interior outside of the hull. Changes are much simpler when made in a construction jig sitting on the shop floor, rather than inside a boat hull. An aluminum substructure at the bottom of this interior module,

as well as bulkheads incorporated into the interior module, fit tightly into the hull. Bonds are made to create a unitized hull, but the entire interior structure is isolated from the hull atop vibration- and noise-reducing mountings.

Building Smart.

The entire deck assembly is similarly completed, right down to cleats, teak and helm electronics, before being joined to the hull. Even the forward engine room bulkhead -- the aftermost bulkhead of the interior module -- is fitted with electrical panels, equipment and even fuel filters before it goes into the boat.

Advantage: Efficiency

The result, Monte Carlo Yachts says, cuts man hours in half, reducing costs and speeding the building process to just four months from first layup to completed yacht. This is remarkable and is the primary reason that MCY vessels are priced so reasonably. It is also a reason Monte Carlo Yachts sell so well -- owners don't have long to wait in order to go cruising.

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Looking aft in the galley, stairs lead directly to the pilothouse. The crew lounge and crew staterooms are just ahead of the galley. The square just left of the stairs is a dumb-waiter for the crew to transfer items from the gally to the upper deck easier. Closing the stairway door will serve to keep any cooking odors from reaching the living areas. A power vent, and two opening portlights also help.

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The crew has their own dining area just forward of the galley. Two crew cabins are just ahead. With this arrangement the crew can stay completely separate from the owner and guest living spaces, as opposed to a layout where the crew is located at the stern. Here they can still have their "midnight snacks" without bothering the guests. They can also slip out unobtrusively to the foredeck for R & R after the guests have retired to the salon or their cabins.

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The starboard captain's stateroom is slightly large, with a double bed. The port stateroom includes bunk beds, and both share a head with a separate stall shower.

More High-Tech Pays Off.

The company employs Kevlar and carbon fiber wherever they offer advantages in manufacturing efficiency, strength or weight. The carbon fiber hardtop above the flying bridge, for instance, saves significant weight high in the boat where it would impact stability. Interior veneers are sorted and hand-matched by

experienced woodworkers, but then cuts are planned by computers that control CNC routers to mitigate waste. In short, technology based efficiency drives the entire building process, but luxuriousness is the ultimate goal.

Observations

Most boaters able to afford a multi-million dollar yacht want accommodations, materials, and equipment that fits their idea of what a dream yacht should be, not the common denominator of a production yacht builder. It is for that reason that these wealthy individuals go to naval architects and custom yards and wait years for their ideal motoryacht to be built. Monte Carlo Yachts offers these discerning consumers what we feel is a compelling option to one-off boat custom building, with a custom interior approach in a fixed hull and deck.