



NEW BOATS

MCY 70 Skylounge

The enclosed-bridge version of the MCY 70 offers superyacht style and customization.

When celebrated Italian design studio Nuvolari-Lenard is involved in a new yacht project, the resulting vessel is nearly guaranteed to be cutting-edge and contemporary, turning heads wherever she goes. Carlo Nuvolari and Dan Lenard are the brain trust behind a long string of sexy superyachts, from Palmer Johnson's PJ135 and PJ150 series to the award-winning 282-foot Oceanco *Alfa Nero*. In recent years, the studio has been involved in a design collaboration with Monte Carlo Yachts, located not far from Nuvolari-Lenard in Monfalcone on Italy's Adriatic Coast. Although the Monte Carlo range is smaller, running from 66 to 105 feet, Nuvolari-Lenard's superyacht sensibility is evident in every model. Monte Carlo Yachts are dead easy to pick out in a marina, thanks to their signature double-circle hull window motif.

Until now, the Monte Carlo range has primarily included open flybridge yachts (an iconic European motoryacht style). But at the Miami Yacht Show, the builder premiered a model it describes as a first for the Italian market—the MCY 70 Skylounge, an enclosed-flybridge version of the MCY 70, which launched last year. The 70-footer is the first in a new series of Skylounge models, which will allow owners to extend their boating season earlier and later in the year, driving from the protected comfort of the fully enclosed upper-deck bridge.

A week after the Miami Yacht Show, I boarded the new MCY 70 Skylounge at Monte Carlo Yachts' dealer's facility in downtown Miami for a sea trial on a spectacularly sunny day. We took the yacht down the Miami River to Biscayne Bay, then headed out Government Cut to the Atlantic Ocean to put her through her paces.

Enclosing the flybridge deck was Nuvolari-Lenard's inspiration, according to Cristina Malalan, Monte Carlo Yachts marketing and communications manager. "They are a great ambassador of that concept," she said, adding, "this is not an enclosed fishing boat flybridge, like you might



LOA: 69'1"
Beam: 17'10"
Draft: 6'
Displ. (dry): 90,000 lbs.
Fuel: 1,056 gal.
Water: 211 gal.
Power: 2/1,300-hp MAN diesel
Cruise speed: 22 knots
Top speed: 26 knots

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find in the U.S.; it's a semi-custom cruising yacht."

The MCY 70 Skylounge is based on the same hull design as its open-flybridge sibling, but it features an all-new carbon-fiber superstructure, engineered to support the additional weight of the enclosed upper deck.

The yacht we sea trialed has a contemporary, neutral-hued interior design, an aft day head in the salon and a forward main-deck galley. The lower deck holds four staterooms and three heads, including a forward VIP and full-beam master. But, as Malalan said, Monte Carlo Yachts builds semi-custom boats, with an emphasis on the "custom." Customers who order this model can move the galley aft, replace the day head, add a lower helm or specify fewer staterooms. "This really makes a difference to the owners," Malalan said.

The MCY 70 Skylounge's upper deck is accessed via a stainless-steel spiral staircase leading up from the salon. Its midships lounge area holds a large, comfortable sectional sofa. Aft, glass sliding doors lead to a private exterior balcony overlooking the sea. The tender is mounted below on a large hydraulic swim platform, opening up space for deck chairs and even an optional grill.

Forward, at the helm, the leather captain's chair is flanked by two double companion benches. A skylight overhead brings in light and air; there are also side windows that open.

Our yacht had a Garmin electronics package, but Raymarine instruments are also available. A big bonus here is the Bönning ship's monitoring and control system, accessible via the MFD displays. This is superyacht-level equipment, which has

trickled down to the entire Monte Carlo Yachts line.

"After the experience of developing the larger end of the series—up to the 105—[the design team] went back to develop completely new designs, learning from the bigger units structurally, layout-wise and technical-wise," said Malalan. "They also learned a lot from building custom boats about what worked best for the clients."

The helm chair is comfortable, with both a footrest and a flip-up bolster. The skylounge's large windows offer good sightlines; Malalan said that optional CCT cameras will be available to aid with docking as well. The yacht's steering is responsive but not overly so—appropriate for a 70-foot vessel. In 3-foot swells quartering on our bow, the ride was smooth even without stabilization. Our yacht was equipped with Seakeeper 9000 gyros, which worked like a charm when we sat still at sea; fin stabilizers are also available.

Based on my experience, the MCY 70 Skylounge is a viable owner/operator yacht for an experienced owner. It is built with crew's quarters aft in case an owner prefers to bring a captain along.

Standard power for the 70 is twin 1,300-hp MAN diesels, which pushed us to just over 25 knots during our sea trial, but the yacht was loaded with people. The foredeck stayed bone-dry throughout. Sound readings were impressively quiet—just 67 dB(A) at the helm at WOT.

The creak-free ride no doubt was the result of Monte Carlo Yachts' patented construction process. Each hull, interior and deck/superstructure is built simultaneously as an independent module. When complete, the interior is lowered into the hull, then the superstructure is set in place and the three modules are bonded together.

Thanks to this process, construction for the MCY 70 Skylounge only takes four months, according to Malalan. That's breathtakingly short. "We cut the building time by roughly 50 percent over conventional builders," she said.

Italian style, American cruising sensibilities and a streamlined production process? I guess the old saying is true: There is always room for improvement. —*Louisa Beckett*