



LADY GENYR

MCP's
EUROPA 100

STORY AND PHOTOS: SHAW MCCUTCHEON

In the eyes of many yacht builders, Brazil has until now been a peripheral player. Entering the scene is MCP Yachts, which has produced a very interesting 100ft tri-deck that adds a new element to Brazil's growing prowess as a high-end yacht building country.

MCP, which has been around since 1980 constructing mostly smaller commercial vessels for the domestic market, chose in 1983 to enter the more demanding yacht arena with a series of semi-custom in-house designed yachts that combined the best elements of trawlers and high-speed motor yachts. At first it limited itself to eight 94ft steel-hulled motor yachts, and later built a single 120ft aluminum jet-propelled ABS-classed boat that was introduced at the 1994 Nice Megayacht Boat Show in Europe. In 2002 MCP introduced a new series called the "Global Fast Trawler" in a variety of sizes between 85 and 100 feet (See BI USA Issue #61, June 2007). It also began offering more classic semi-displacement yachts up to 106 feet, and now has a very sexy-looking 130-footer on the drawing boards. The aluminum-hulled Europa 100 that appears here was constructed for a Brazilian owner with very specific tastes, and of course the yacht reflects those tastes. But beyond that, the boat demonstrates that MCP has learned the art of high quality yacht building well.

We visited *Lady GenyR* at a marina about a seven-hour drive north of the coastal city of Santos (east of Sao Paulo), where the company has its headquarters. From the outside *Lady GenyR* has a very high profile, befitting a tri-deck only 100 feet long. While she is marketed as a high-speed "trawler", her superstructure is traditional and yachty, with a more modern raked-back pilothouse, designer main-deck windows and a bimini-topped flybridge. She's a trawler only in terms of her interior volume – which fills her 22ft beam – and in the unusually long transatlantic range for a vessel her size, holding almost 5,800 gallons of fuel that gives her a 3,200-mile range at 11 knots. For those who like the trawler look, the company also offers a version with forward-leaning pilothouse windows.





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The lack of side decks allows for a very spacious interior with some unique features that reflect the company's design creativity as well as the owner-directed layout. For instance, the large galley is actually part of the saloon, placed forward to port where the chef is the center of attention. Besides all the usual appliances of a nicely-appointed galley, a broad countertop with three stools doubles as a bar area. MCP (the letters stand for "Manoel Chaves Projetos", the name of the company's founder) offers cabinetry and paneling – and the option to relocate the galley – if other clients prefer to separate the galley from the saloon.

The galley isn't the only interesting feature of *Lady Genyr*. For example, in the master stateroom, located on the main deck forward of the saloon, the walk-in "hers" closet is completely hidden behind the forward-facing king-size bed. There doesn't appear to be a door to the closet, until one presses a foot pedal next to the bed and the entire wall, including the port bedside table, slides to one side. A mirror on the wall opposite the foot of the bed hides a flatscreen television that's visible only when turned on.

This is a five-stateroom boat, including two with twin berths, each with a Pullman, so the yacht can hold up to twelve guests. The two staterooms in the lower deck aft are identical with queen-size berths, while the twin staterooms are situated on either side of a hallway leading forward to the crew's quarters. The arrangement is nice because the crew can work on the staterooms without transiting the guest areas topside. The owner is said to bring a nanny, who sleeps with the children in these staterooms.

Being a family boat, the owner was concerned that the interior be user friendly. Hence, he eschewed delicate fabrics and floor coverings. Teak flooring covers not only the pilothouse, but also the skylounge. The skylounge also serves as a playroom, and includes a

large TV, a games table, a head and a settee for the kids. Elsewhere, the furnishings are stylishly understated. The paneling is veneered with native wenge wood, while the solid wood is embuia, also a native product. The woods offer a dark counterpoint to the lightly colored carpets and overheads throughout.

The yacht derives its 20-knot (fully loaded) top-end speed from the twin 1,652hp Caterpillar C32 diesels and from the relatively flat 5 degree (at the transom) semi-displacement hull and a wide lifting strake in the bow. The strake acts on the pressure system of the bow wave to reduce it, but also helps to keep the yacht very dry in rough seas. It acts similarly to a bulbous bow in navigation but without the disadvantage of the bulb interfering with anchor and chain operations. Fore and aft thrusters make docking a simple exercise. And, in addition to the two main helms in the flybridge and pilothouse, there's a third station on the lower aft deck.

A deep skeg, which is structurally able to support the vessel's total weight, extends down the spine of the bottom and adds directional stability to the yacht. (The skeg also serves as a holding tank for the spa pool's fresh water.) *Lady Genyr* also has a very unusual (for a motor yacht) outriggering system to keep the boat stable at anchor. Two retractable hull-faired arms spread out on either side of the boat amidships, suspending large saucers underwater. Future models of the yacht will have Zero-Speed stabilizers to replace the outriggers.

MCP has found a good use for almost every square inch of exterior space on the boat. For instance, the bow has two wide sunpads on either side extending forward from the house, while still allowing plenty of room for anchor equipment. A large spa pool is situated on the upper deck just aft of the skylounge, and two personal watercraft have been placed at either side of the pool. Both toys are lowered



via a davit on the flybridge above, which also holds a 15ft inflatable tender. The rest of the flybridge includes a bar with three stools, a centerline dining table capable of seating ten, and bench seating on either side of the bridge helmstation forward. All of this is underneath a hard bimini top with an electrically-driven retractable cover.

Normally the personal watercraft would be housed in a stern garage the company has built into the yacht, allowing a bit more breathing room next to the spa pool. In this case, however, the owner preferred a full galley in the garage, ostensibly to allow beachcombers easy access to home-cooked meals prepared right there on the transom. There's even a third, smaller galley forward in the crew's quarters, which can house up to four crew in two staterooms. A small captain's cabin is located portside just aft of the pilothouse.

MCP hopes the Europa 100 will position the company, and Brazilian-built yachts in general, as a good alternative to other well-known brands in the same size range. The base price of the Europa is currently about \$9.5 million, and the hulls are classed to Lloyd's specifications. The company also offers the option of full classification by Det Norske Veritas and/or a Marshall Islands Commercial Rating (similar to MCA) if the yacht will be chartering. The owner of *Lady Genyr* plans to cruise along the Brazilian coast for a while, before voyaging on its own bottom to Europe and perhaps the US or the Caribbean.



Capitalizing on its commercial heritage, MCP's Europa series combines the best elements of trawlers and high-speed motor yachts.

SPECS

LOA: 100ft (30.48m)
LWL: 73ft 6in (22.4m)
Beam: 22ft (6.76m)
Draft (max): 22ft 1in (2.02m)
Displacement: 105.38 tons (fully loaded)
Engines: 2 x Caterpillar 1,652hp
Propellers: Veemstar-C
Speed (max/cruise): 23/18 knots
Fuel capacity: 5,761 gallons
Range: 3,200nm @ 10.5 knots
Bow thruster: Wesmar
Stabilizers: Naiad Stabilization System 302
Generators: 2 x Cummins Onan 32kW
Watermakers: HRO SFM1,800
Freshwater capacity: 1,069 gallons
Grey/Black water capacity: 185 gallons
Sewage system:
MCP Yachts System (600 gallons per day)
Fire-control system:
MCP Yachts' Elipse Computer System
Security system:
MCP Yachts' Elipse Computer System
Monitoring system:
MCP Yachts' Elipse Computer System
Air-conditioning:
Aqua Air - 3 x 60,000btu
Communication/Navigation electronics:
Raymarine G Series
Entertainment systems:
3 x Bose Lifestyle 48
Owner and guests: 12
Crew: 5
Tender: Flexboat SR15/60hp E-tec Evinrude Outboard Engine
Tender-launching system:
Opacmare hydraulic slewing crane; 340 degrees; 500kgf
Passerelle: Opacmare extending box gangway w/ trolley
Paint: Awlgrip
Construction: Aluminum
Classification: Lloyd's Register SSC, MCA, MI Commercial
Yacht management: MCP Yachts
Naval architecture: Manoel Chaves
Exterior styling: MCP Design Team
Interior design: MCP Design Team
Price guide: Approx. \$9.5M
Builder/Year: MCP Yachts/2008
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