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“Bénéteau  
creates genuinely  
exciting, intelligent  
designs”

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# Bénéteau Monte Carlo 32

**What can these 32ft newcomers add to a bustling sportscruiser market? Bags of style, roomy accommodation and an Airstep performance hull, that's what**

REPORT BY JUSTIN OLESINSKI

**T**here could really only be one backdrop to test Bénéteau's latest Monte Carlo 32s and, after a bit of persuasion, the flight to Monaco was booked. The name Monte Carlo conjures up images of millionaires, casinos and superyachts so we half wondered whether our 32ft sportscruiser would be welcomed here or politely asked to leave?

But one thing is for sure, this particular section of the sportscruiser market is already jam-packed

so these open and hardtop newcomers will have to fight hard to find any room to breathe.

## Design & Build

Bénéteau has a reputation for launching competitively priced boats, but these days that tag is in danger of being superseded by an ability to create genuinely exciting, intelligent designs. From the sharply practical Flyer sportsboats to the ground-breaking Swift Trawlers this French yard is a real, honest-to-God, rule-bending

trendsetter. And it isn't just the aesthetics Bénéteau play with, the Airstep hull design is a proven performer while inherent build quality is really tightening up. Take the deck mouldings on these two Monte Carlos for example. You'll be hard pushed to find any Sikaflex between joints or ripples along the bright red hulls.

At first glance the interior baffled us as to just how the internal carpentry or headlinings were secured. Only on closer inspection could we find the odd bolt fitting tucked away and the

Besenzoni rams on the cockpit table reinforce Bénéteau's passion for quality products.

Both the Monte Carlo 32s share the same hull and interior accommodation, with only the windscreens and roof distinguishing the two. The Airstep hull beneath combines with aft runners, where the hull is extended aft either side of the outdrive leg to improve performance, but more on that later.

Good build quality and performance alone won't win you any prizes in this

**FACT FILE**  
Bénéteau Monte  
Carlo 32  
LOA: 33ft 1in  
PRICE: from  
£92,964  
TOP SPEED:  
37 knots





Clean, minimalist styling and an overhead skylight makes for a pleasant, relaxing saloon



The galley's mod-cons are all close to hand



With the bench lifted into place you can enjoy a really good double berth



The mid cabin berth is pretty cosy but well finished



Simple but chic toilet compartment

cut-throat market. An eye-catching layout and plenty of character will help to secure the deal. We know Bénéteau care about style but while the Monte Carlo 37's interior left us feeling a little empty this smaller craft suits the clean, minimal design perfectly. Mood lighting and circular port lights add both character and ambience.

On matters of a more practical nature, access to the bow thruster and bilges is good, as is the

#### Design & build

Fresh bright design and clean build



breaker panel located in the main cabin's hanging locker. However, exposed wiring looms, although not dangerous, should really be concealed behind a panel or even just some conduit.

#### Exterior

Looking every bit as chic as the Monte Carlo 37, you can immediately see that Pierangelo Andréani is back with his styling pen. Great proportion work means looking good comes easily to both versions of the 32. From a distance, if it wasn't for the badge and the name on the side, you could easily mistake these Bénéteaus as mini Azimuts. The open Bénéteau sports a forward raked radar arch and the hardtop boasts a higher forward screen with the roof sweeping back, overhanging nearly the entire cockpit. The single level cockpit sole is just a small step up from the bathing platform, which is perfectly useable at 1ft 8in (53cm) deep.

Clever seat base ram lifts to create berth

Leaning back on the low aft seats at speed feels a bit precarious and on the hardtop version you can end up damp from the back eddy of spray mist, but there's always the aft facing sunlounger to starboard if you want a dry seat to relax on. The six-seater sofa can be

transformed into a sunbed for two by simply lifting the lever on the Besenconi ram and lowering the cockpit table. Battery isolation switches are handily placed just behind the outboard sofa cushion. An arm's reach over the forward sofa seat gets you straight to the mini bar and sink unit. And if the standard 42lt fridge in the saloon isn't enough you have the option for the same underneath the wet bar. The helm's two-seater pilot bench is pleasantly upholstered with a bolster cushion. The console is well laid-out with the option of fitting a

Raymarine E80 plotter. Moving forward to the 1kW windlass in the bow is easy, although you'll have to store the fenders under the cockpit seats, as there is limited space in the anchor locker.

#### Exterior

The 32's sleek red lines will set this market alight



The open boat came with silky smooth diesel power

#### Accommodation

Below decks, the main cabin runs all the way to the bows, opening up into a pleasant, sky-lit dining and saloon area. The mix of wenge black wood, light oak and beige linings makes for a

“The hardtop with heavier engines sat more comfortably in the water”

thoroughly modern, calming atmosphere. So if you opt for the 32 open version and the heavens open up there are much worse places to hide than down here.

The forward seat base creates part of the forward berth, and when converted it makes a generous double. Headroom throughout is particularly good, never falling below 6ft 1in.

To port, aft of the functional galley, is a decent toilet compartment with a modern-styled raised wash basin. This leaves the mid cabin to push out into the main cabin a little and win some of the 6ft 3in of headroom for its entrance way. The mid

cabin packs in a huge 6ft 6in berth and a useful, tall, lined hanging wardrobe.

The small port lights used in both cabins might look good outside and offer ventilation but, as with the 37 before, a bit more window area

#### Accommodation

Sleek wenge wood floor isn't the norm on a 30-footer



would make a huge difference to the interior. There is a skylight in the saloon but for such a design conscious yard it seems rather odd that Bénéteau is ignoring this particular trend. >>>



The hardtop impressed on test but it left our ears ringing





The comfortable U-shaped sofa is complimented by the aft-facing sun lounger



Great all round visibility from a well laid-out console. We particularly liked the sturdy grabrail

### Engine Options & Access

It's an all Volvo Penta twin-engine line-up with the choice of either 190hp D3 diesels or 5.7L 270hp V8 petrols. We predict the majority of UK cruisers will opt for the diesels but if you want out and out performance, petrols have the edge.

A solidly built aluminium ladder helps you down into the engine compartment. By removing a pin, the ladder hinges down to access

#### Engine options & access

Sedate diesels or performing petrols? The choice is yours



the starboard engine with the majority of the filters, strainers and freshwater pumps on the starboard side of the hull. As mentioned earlier, the battery switches are located at the helm.

### Performance & Handling

The first boat to be given the MBM test treatment was the open version, fitted with the diesels. The open boat is around 500kg lighter than the hardtop and upon throttling up you quickly feel the benefit of the Airstep hull, as the boat lifts and accelerates in a quick but smooth action. The diesels predictably max out at just over 32 knots with a comfortable cruising speed of 23 knots returning a frugal 3.5mpg.

Although turning is smooth and loose at cruising speeds, make sure you don't crank the steering over too quickly as all that air underneath can lead to some fairly strong ventilation around the sterndrive legs. Taking a sea on the port or starboard bow delivers quite a hard ride due to the boat's broad shoulders slamming down hard.

Perhaps more weight would help to push it through the wave? Certainly the heavier hardtop, fitted with the V8 petrols, was a different story. This boat was far more comfortable across the chop and stormed on 37 knots in larger seas than the open boat. Over some mounting swell the hardtop boat performed impressively to both throttle and steering all the way through the range. What is very noticeable, however, is how noisy the hardtop boat is. Compared to the whisper quiet open boat, the enclosed helm was

#### Performance & handling

The 32 likes the extra weight of the hardtop



a real scream even with the petrol engines fitted. Bénéteau should feel justly proud of delivering two good quality cruisers but they have to beef up the sound insulation on the hardtop boat.

### Specification & Value

Having been impressed by the Monte Carlo's looks and handling it was great to see that Bénéteau has completed the circle by putting together a strong standard specification.

Commissioning is now included as standard, as is a bow thruster, CD player, electric windlass, blinds for all ports and a teak bathing platform, leaving only the navigational equipment to specify. Now for the two important decisions: do

#### Specification & value

A well spec'd boat gives you more for your money



you pay the extra £2800 for the D3's electric engine controls or the £5000 (approx £3800) for the hardtop? It's a tough call, but we think the answer to both is a big old YES.



Optional griddle completes a practical wet-bar



Lie back and watch the world go by, backwards



Although entry access to the bay is tight...



...once you're in, rung steps make it easier



Poorly finished: quality control missed this one

## Verdict

Bénéteau has come up trumps here, with two great looking designs – at least that's what it looks like on paper. On the water, though, there was a clear winner and that was the heavier hardtop model. For a little extra money you'll get a whole lot more sea boat. Just remember to pack the ear plugs until that sound insulation is sorted out. **8/10**



## Bénéteau Monte Carlo 32 technical data

### specifications

BUILD	GRP
RCD	B
LENGTH OVERALL	33ft 11in (10.10m)
HULL LENGTH	30ft 6in (9.31m)
BEAM	10ft 9in (3.30m)
DRAUGHT	2ft 11in (0.69m)
DISPLACEMENT	4.9 (Open) 5.3 (Hardtop) tonnes
FUEL CAPACITY	106gal (490lt)
WATER CAPACITY	35gal (160lt)

### key dimensions

WIDTH OF SIDE DECKS	6in (17 cm)
HEADROOM IN FORWARD CABIN	6ft 3in (1.9m)
FORWARD BERTH	5ft 2in x 5ft 10in (1.6 x 1.8m)
AFT CABIN BERTH	5ft 2in x 6ft 6in (1.6 x 2m)

### performance

ENGINES	<b>Open:</b> Twin Volvo D3 190hp diesels <b>Hardtop:</b> Twin Volvo 5.7L 270hp petrols
CONFIGURATION	Diesel 2.4lt 5cyl 190hp @ 4000rpm Petrol 5.7lt V8 270hp @ 5000rpm
CONDITIONS	wind SE Force 4, sea calm/moderate
LOAD	fuel 50% water 0% crew 2

#### 32 Open range figures

Rpm	knots	lph	gph	mpg	range	noise
3200	19.1	22	4.84	3.94	335	78
3400	22.5	27	5.94	3.79	321	78
3600	23.5	30	6.6	3.56	304	78
3800	26	33	7.26	3.58	304	81
4000	29.7	39	8.54	3.48	295	81

#### 32 Hardtop range figures

Rpm	knots	gph	lph	mpg	range	noise
3400	24.5	16	74	1.5	127	87
3800	30	21	96	1.4	119	88
4200	32	29	132	1.1	96	92
4600	37	32.5	148	1.1	96	98

Range figures quoted above are in miles based on standard fuel tanks with a 20% margin. GPH & MPG refer to imperial gallons. Figures may vary due to weather conditions, air, water, engine temp, crew numbers, hull fouling, fuel quality and other issues. Noise readings in dB(A) were taken at the helm with the covers off or hardtop open.

### prices

STANDARD BOAT	inc VAT
with twin Volvo 5.7L GXI 270hp petrols	£92,964
with twin Volvo D3 190hp diesels	£105,842
COMMISSIONING & DELIVERY	£2569
CANOPIES	£1850
HARDTOP	£3800
<b>BOAT AS TESTED (HARDTOP)</b>	<b>£115,011</b>

ENQUIRIES [www.beneteau.com](http://www.beneteau.com)



### the rivals



#### JEANNEAU PRESTIGE 30S

From £115,790

Shown here with the same 190hp diesels, Jeanneau's quirky take on cockpit and below-decks design, plus a big hardtop, works well. For your nearest dealer go to [www.jeanneau.com](http://www.jeanneau.com)



#### BAVARIA 33 SPORT

From £127,297

Tested in February, the 33 offers a separate forward cabin, shower and sunbed. It's slightly bigger but you'll have to pay an extra £20K for it. Tel: 02380 450000 [www.ancasta.com](http://www.ancasta.com)



#### SEALINE S/SC29

From £106,474

The smallest boat among the rivals but it's packed with clever details and that great convertible roof. The single diesel is the best performer. Tel: 02380 450000 [www.ancasta.com](http://www.ancasta.com)