



PRIMA DONNA

Like a Hollywood premiere, the launch of the first superyacht by Monte Carlo Yachts was bathed in flashbulbs and fanfare. She's quite the leading lady, says Dag Pike



Above: the upper deck provides shade for the open aft seating area and sunpad on the main deck. Left: the 105's high bow shelters the foredeck from spray, making it usable even while under way. Below: the retractable centre panel of the bimini provides huge flexibility



Monte Carlo Yachts likes to mark its important moments, its big announcements, with glamorous gala evenings in Venice: hundreds of influential people, lots of fine Champagne, much pomp and ceremony. And, of course, the guest of honour: a spanking new motor yacht. The first such occasion came in 2010, a year after the Italian company was born. The reason for it was the “reveal” of its maiden model, the MCY 76, a boat received to universal acclaim.

This year the party planners were told to organise another very special event. The Monfalcone-based yard has kept up a relentless pace of new model launches – one a year since 2010 – but the boat being revealed this year required something especially memorable. As the invited guests, in black tie and cocktail dresses, gathered on the dockside of the Venice Arsenale in July, the yard’s first true superyacht emerged from the mist, the world catching sight of the 32 metre MCY 105 for the very first time.

The vision for the 105 comes, as with all MCY models, from long-time collaborator Nuvolari Lenard. The design duo were famously given a blank canvas with the very first boat, and all four since have followed a stylistic theme. Despite this consistency of look, the 105 still packs a powerful first impression, as you might expect from the first raised-pilothouse design in the line-up. It looks strong and cohesive from the outside and there is a classy and inviting interior, also the work of the Venice-based designers. The applause from the dockside rang long and loud that warm July night in Venice. The serious work of seeing if the boat deserved it would begin the next day.

“We wanted to give the 105 good seaworthiness as well as great style,” says Carlo Nuvolari, who is responsible for naval architecture at the company, which has a portfolio spanning superyachts, sailing yachts and production vessels. “This is why we went for the relatively high deadrise. We have also tried to create a softer ride with the chine layout and I think the results speak for themselves.”

That deadrise sits at 16 degrees, deep enough to cushion the ride and shallow enough for efficiency. To reduce wave impacts, the chine has been split, with a wider lower chine and a softer upper one. This, combined with the fine entry, should enable the 105 to cope well with high seas, although on the sea trial off Venice the waves are minimal and we resort to crossing our own wash to find some lumps. So gentle is the sea, in fact, the Seakeeper gyro stabiliser remains off for the entire sea trial.

Even without the gyro, the 105 heels only gently into turns, even though these can be quite tight under full helm. Driving from up on the flybridge offers a commanding view and I feel very much in control, although the steering is a bit on the heavy side. On a passage you would simply switch on the autopilot, sit back and relax.

Down below, in the compact pilothouse, things are a bit different. An impressive array of

four display screens shows all the navigation and monitoring information, but the view of the outside world is quite limited. Thick window mullions restrict the outlook, particularly at the sides, and there is no view astern, so the skipper is reliant on several rear-facing cameras for manoeuvring. A third control station with bow and stern thruster joysticks and engine controls comes as standard, and hull number one also features the optional fourth control station, giving maximum flexibility.

The twin 2,400hp MTUs have sufficient power to push the yacht up to a top speed of a shade over 26 knots with a heavy fuel load. At this rate the 105 is remarkably quiet, although there is a little vibration aft. The yard later says this was down to the temporary props fitted for the Venice event, and it has since been busy fine-tuning what will be the permanent blades.

That said, the ride is impressive. There is a comforting sense of being on a much larger yacht. Inside, sizeable windows enhance this feeling of being on a bigger platform. In the saloon these windows offer a clear and unobstructed view of the outside world from the low-sided sofas, while the unique “eye” windows that Nuvolari Lenard has incorporated into the rising part of the sheerline do much to enhance the feeling of volume in the master suite.

This main stateroom is a wonderfully private place. It stretches across the full width of the yacht and the windows offer a great view of the water from the large bed. The equally spacious bathroom is down a few steps forward and there is a double shower/wet room plus two of all the other bathroom necessities. Like the rest of the interior, the décor is a combination of grey grained oak, grey fabrics of varying shades and pale chocolate leather inserts and furniture. It is both restful and smart; the sort of décor that welcomes you in then relaxes you once you are there.

To a large extent the layout is conventional, with three suites below comprising a full-width VIP – which almost matches the master for size – and two smaller twins. Space is available for the VIP suite to be converted into two doubles if the yacht is intended for charter. In fact, the interior is highly customisable, with only the structural bulkheads limiting the scope for invention. All the suites here have en suite marble bathrooms of high quality, and a dayhead is on the main deck close to the stairs up to the pilothouse. The crew cabins are aft and share the space with the main galley, which looks a long way from the main dining area in the forward part of the saloon, but a discreet dumb waiter makes service simple.

The saloon itself is sublime, with a highly marbled bar counter close to the cockpit doors where welcome drinks can be served. Then comes the simple lounge area. This has side sofas and a TV that rises from the plinth that serves to separate the lounge and dining areas. Double glass doors on each side lead to optional balconies that help open up the saloon even more.

A lot of attention has been paid to enjoying an open-air lifestyle on this yacht. The aft cockpit has a large sunbed, protected by the flybridge overhang, while the top deck is a vast open space that can be arranged as per the owner’s wishes.

One of the stand-out features of this first 105, though, is the bar counter on the starboard side. It has one of the most impressive barbecues I have ever

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*A backdrop to match the boat.
The MCY 105 is the first raised
pilot house design in the range,
which now runs to five yachts. Each
was designed by Nuvolari Lenard.
The design duo set out to go beyond
modern fads to create "an instant
classic for the future"*





Above: the full-beam master suite offers bed-level views of the sea. Left: a staircase gives access to the VIP cabin and twin cabins of the lower deck. Below: the big "reveal" in Venice. Right: the main saloon, with its grey oak and fabrics, has a penthouse feel; the plinth separating dining and lounge areas houses a TV



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seen on a yacht and it can even be used as a smokers. In addition there is a four-ring electric hob, so this is likely to be the focus of the cooking unless the table below is used for formal dining. A teak dining table can be erected by the bar, while an assortment of tables, seating and sunbeds stretch away aft in the 75 square metres of space.

A huge fixed bimini extends over much of the flybridge, but a large central panel can be opened up to enjoy the sun, so you have all the options for day-long enjoyment. If you tire of this area, there are more sunbathing options on the foredeck, which is also a safe seating area on passage thanks to the high bow.

The two anchors are in hawse pipes so are well hidden but also readily deployed. A large garage houses the tender and a jet ski, and a slipway to launch both. The swim platform, meanwhile, is height-adjustable for swimming or relaxing, like a mini beach club.

For Monte Carlo Yachts, the 105 represents a major step forward. "It has been a long journey designing the 105 and we have had to balance the innovation we wanted with the MCY motor yacht concept

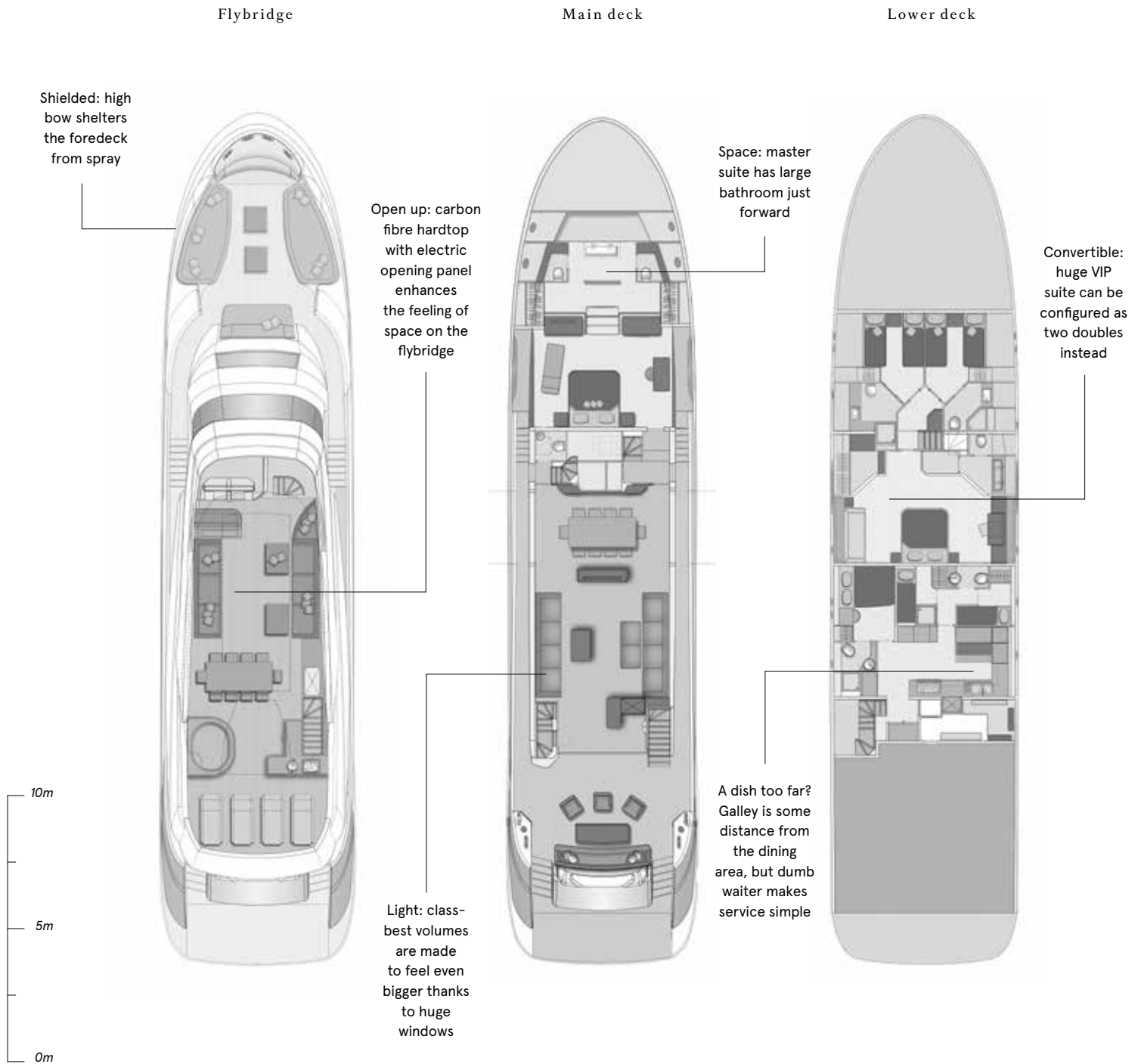
that can be seen throughout the range," says Dan Lenard. "In many ways what we set out to do was go beyond the fads of fashion and luxury to become an instant classic of the future. I believe that the MCY 105 is exactly that."

Two hulls have so far been sold and negotiations are advanced on several more, while the yard plans to build three next year. It represents continued growth from what is still a young company. "We kept our promise and have grown from a turnover of €3 million in our first year to €58 million this year," says Carla Demaria, CEO of Monte Carlo Yachts. "We now employ 300 people where we started with a team of just 20. [The MCY 105] is the best expression of our vision and the most tangible exemplification to date of our strategy."

The 105 is certainly one of the most striking designs to emerge from an Italian yard for some time. This is a design that comes alive at first sight; that brings the essential emotional element into yacht design and yet still remains highly practical. It turns out it did deserve all that applause in Venice, after all. ■

S P E C S

MCY 105 – Monte Carlo Yachts



LOA 32m
Beam 7.15m
Draught 2.15m
Displacement (lightship)
 104T
Engines
 2 x MTU 16V 2000 M93
 1,790kW

Generator
 2 x 33kW Kohler, 400V
 AC, 50Hz
Speed (max/cruise)
 28 knots/24 knots
Fuel capacity
 12,000 litres

Stabiliser
 Seakeeper 35
Freshwater capacity
 2,000 litres
Owner and guests 8/10
Crew 5

Tender
 1 x 4.45m Williams turbo
Construction
 Composite
Classification
 RINA

Naval architecture
 Monte Carlo Yachts
Exterior & interior design
 Nuvolari Lenard
For sale/charter
 Through Monte Carlo Yachts

Builder/year
 Monte Carlo Yachts/2015
 Monfalcone, Italia
 t. +39 0481 283111
 e:
 info@montecarlo-yachts.it
 w: montecarlo-yachts.it