

# MONTE CARLO YACHTS

## MCY 105

by Corradino Corbò

*Superyacht*

An original design all right but one which recalls classic tradition. Use of avant-garde technology and materials but hand crafted with great attention given to details. This is how the first motor yacht built at the French Italian shipyard situated in Monfalcone came to be.

Longstanding reputed shipyards build superyachts by deploying high precision machinery which has been tested and tried many times over in the course of time. But whoever expects to get inside of this luxury circle needs to come up with something more. Must astonish and marvel – that's a rule – only a few seem to be able to do just that. Aware of this challenge a relatively new shipyard like Monte Carlo Yachts has had to take on the gamble a second time and bite the bullet, before diving into something which for some aspects is still more demanding than the challenge taken up in 2008 just when the global recession was exploding. This time we're talking about the yard's first superyacht. The fact that at the bottom of the protagonists' hearts, the two events are strictly connected by the same spirit and this is highlighted by the venue chosen for the official presentation held summer last in Venice. Exactly in the same city in which not more than six years ago, the first yacht built by the Monfalcone yard was unveiled. It was the MCY 76 and this year Venice once again was a magic backdrop for the yard's new flagship, the MCY 105. We've just mentioned the protagonists well, the entire list would be a long one because we'd have to start with the shipyard's president, Carla Demaria, and pressing past Groupe Bénéteau which provided the necessary industrial muscle to make it happen, we get to the youngest of the craftsmen who – literally shaped the hull with their hands. To summarize on this feat I spontaneously imagine the best suited to do so are in fact Carlo Nuvolari and Dan Lenard who headed the design team which has been tracing technical-stylistic aspects since the very start and has brought Monte Carlo Yachts to reach this very important result. "We've designed MCY 105 while always considering the guide lines through which, in time the shipyard's range developed", says Nuvolari before going on: "The most





important guide line from my point of view is the one which obliges you to consider that a boat any boat is first and foremost a means by which to sail. A yacht can be marvellous only provided it sails marvellously". Lenard joins in with: "Our intent was to go beyond the tendencies and trends dictated by what's fashionable and luxurious, so as to create something that could develop into something classic in the future". Two statements which perfectly reflect a different approach, one is more technical while the other is more artistic and this constitutes one of the design studio's strong points which well reflects the yard's ongoing philosophy. And so here's therefore this 32 metre innovative looking superyacht but which is never excessively so. We took a look at the yacht's silhouette and followed the delicate double curving of the covering boards and we can't but appreciate how the shaping could have allowed to obtain such a high and full protective bow without weighing down the whole area which on the contrary is more harmonious thanks to the angle of the stem-head which is parallel to the elegant overhang of the sloping stern which seems to reach out towards the water through the bathing platform. The superstructures of this yacht are even more innovative the lines of which have been bolstered to look like sculptured reliefs almost conveying the idea of a magmatic natural superimposition, the first layer of which is made up by the bulwarks along the so called Portuguese deck. This has allowed to close off the large welcoming lounge area situated in the bows conferring to it a decidedly more intimate ambiance which is something decidedly unusual in the bow. The upper deck has been created to free more space along the main one which has been given to privilege the owner's suite and also to equip the helm controls station with a technical area which in this way is neatly separated from everything else. The fly bridge stretches for more than half of the hull's length which is therefore exceptionally spacious. Its layout which



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### TECHNICAL DATA

Project: Monte Carlo Yachts – External and interior design: Nuvolari Lenard – LOA: 32.00 m – Hull length: 31.61 m – beam: 7.75 m – Light displacement: 104 tons – Displacement fully laden: 123 tons – Private cabins: 5 – (1 owner; 1-2 VIP; 2 guest) – Crew cabins: 2 (3 beds) – Engines: MTU 16V 2000 M84 with 2,186 HP or M93 with 2,434 HP – Drives: V- Drive – Propellers: NiBrAl alloy – Top speed declared: 27 knots – Cruising speed declared: 24 knots – Fuel tank capacity: 12,000 litres (optional 16,000 litre tank) – Stabilisers: Seakeeper Gyro NG 35 – Class: Rina Pleasure or Rina Charter Class certification.



comprises a second helm controls station is made up of a lounge, bar, hydro-massage tub and sun bathing area which make this area very popular when in harbour or lying to an anchor or while cruising on a fine summer's day and thanks to a Seakeeper gyroscope which dampens the rolling effects that at that height (of the fly bridge) above the water would be noticeably amplified without it.



This yacht sports an original carbon fibre top (let's remember that the MCY 104 carries four tons of special composites)which boasts a long sliding band at centre which can be adjusted at will to procure shade or sun to the area below. Another perfectly equipped area for outdoor living is the cockpit which while fulfilling its fundamental role for transiting people to and fro it connects to the stern platform by way of a very beautiful three panelled cut glass sliding door which furthers the sense of continuity between the interiors and the exterior areas while leading to a bright saloon. Here too as up on the fly bridge the decor is strikingly rational and functional so as not to obstruct the view in any way and therefore increases the sense of space further. A bar cabinet is situated at the entrance so as to serve the guests in the cockpit as well and more easily. The saloon is furnished with

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long sofas lined up on each side with soft hassocks on which to sit placed at centre. The dining area is situated in line with large sliding lateral doors which are also in cut glass. Just forward of the living area we find the owner's suite along this same deck. It is more like an open space flat on two levels, the night quarters sport a splendid view on both sides (the window like ports built into the topsides are those which when looking in from outside seem hidden by dark strips which can adjust to allow plenty of natural light to penetrate when open or to shut it out when closed. A generous skylight situated on the coachroof can provide even more natural light when wanted. The guests' cabins are situated below decks two are twins and are placed in the bow area and a VIP suite situated at amidships runs full beam across. This last suite can be substituted with two double cabins. Each cabin has its own private bathroom.

The crew's lodgings are made up of one double cabin and one with two beds which unfold directly astern of the guests' ones. The galley is adjacent to the crew area which is connected to the bar above in the saloon and to the engine room which contains a pair of MTU turbine diesel engines that can be either the 2,186 HP model or the 2,434 HP model which should guarantee a top speed of 27 knots.

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