

VENETIAN GLORY

With pomp and ceremony worthy of its setting, MCY's new flagship is a timely homage to palatial cruising

Text: **Jack Haines** Photos: **Monte Carlo Yachts**



Within the Arsenale di Venezia, the air is stirring. This vast network of former shipyards and armouries, once a bastion of naval power, which in its heyday used to boast a 16,000-strong workforce capable of building a ship a day, has been transformed for one evening only into the launch venue for the flagship of a very different fleet. The Monte Carlo Yachts 105 is the 110-tonne crowning glory of a five-year story that has seen the MCY brand begin as a subsidiary of the Bénéteau Group and culminate (for now) with this sumptuous, jaw-dropping €10m motoryacht.

I've written this before but it is worth repeating. The Monte Carlo Yachts journey has been a snap bang of progress. Starting in 2010 with 20 employees and turnover of €3m, the yard now turns over €58m and employs more than 350 people. Not quite the scale of the Venetian Arsenal but not bad and capable of completing four 105s a year, among others.

Ah yes, the 105. It drifts into the Arsenal under a cloak of darkness, with just strategically illuminated deck and internal lights hinting at the basic outline. It moves through the inky water, looming menacingly over the gathered crowds before the music crescendos and spotlights fire up and burst the silver topsides of the 105 into life. Her crew are neatly lined up on the starboard deck and she slowly pirouettes, showing off a gorgeous flair on the bow, tapering tidily to the stern and a sleek pilothouse forward of a truly vast sundeck.

What's most impressive about her styling is the ability of designer Dan Lenard and engineer Carlo Nuvolari to create a yacht that



The carbon fibre hardtop is a magnificent piece of engineering and the huge aperture means the top deck can be fully exposed



The top deck is bursting with places to sit, dine and recline all served by what is more of a galley than a wet-bar

You do, of course, notice a certain gulf in the level of finish between the flagship and its siblings further down the range



The flat bow area is a wonderful entertaining space in its own right and supplements the top deck and cockpit perfectly

clearly harks back to the look of smaller MCY models with the signature window line, flared forward sections, and dark hardtop and support arms but in no way looks like a stretched 86. It's a truly stunning yacht in its own right yet remains true to the family ties.

A HOST OF HIGH-END TOUCHES

The way the yard builds the 105 is no different to the technique used on the smaller models in the range, hence production being so efficient for a yacht of this size. Everything (and I mean everything) is resin-infused composites, from the hull and superstructure to the wet-bar unit on the top deck and even its lid.

You do, of course, notice a certain gulf in the level of finish between the flagship and its siblings further down the range. Materials are courtesy of the likes of Hermès and Armani, there is black marble in the bathrooms, immaculate grey oak cabinetry, treated teak flooring, ornate smoked glass panelling and wonderfully named 'magic brown' countertops. The lighting is special, too, with backlit marble steps leading the way down to the guest cabins and soft LED strips providing indirect illumination throughout.

The production process doesn't lend itself to total, blank-sheet -of-paper customisation for the 105 owner but there is enough personalisation to ensure they feel as if their mark has been made. Bulkheads won't be shifting but the owner of hull number one (destined for Hong Kong), for example, opted to have the island berth in the VIP cabin run across the boat as opposed to down the centreline as it does in Monte Carlo's own plans. This opens space at the opposite end of the cabin for an L-shaped sofa and wall-mounted television to make a cosy and private mini lounge within the cabin.



The aft section of the top deck is free of the shade from the hardtop and the place to be if a tan is on your agenda



Raked windscreens in the pilothouse

This being MCY's first raised pilothouse design the main deck enjoys huge amounts of space

When it comes to cabins, though, the 105's main deck master is untouchable. Not only is it spectacularly spacious and split across two levels – so you walk down luxuriously carpeted steps to a his 'n' hers bathroom – but the quality of the finish and the views from the enormous pieces of glazing either side make for one of the most special places you could ever wish to sleep, on or off a boat.

The bathroom is almost fully open to the cabin except for a partition in front of the twin sinks and shower to offer some privacy plus toilet cubicles on either side. As for the remaining cabins, there are two near-identical twins forward, both ensuite and perfectly luxurious, plus there is the option to split that generous VIP into two smaller doubles if you want more space for charter clients.

The crew space includes three cabins comprising a double for the skipper and two sets of bunks for crew with a reasonable dining area and well-equipped galley, though it is a long way for the crew to traipse food up to the dining area of the cockpit from here.

This being MCY's first raised pilothouse design the main deck enjoys huge amounts of space, some taken up by that lovely master cabin but most by a saloon and cockpit that epitomise relaxed living. So many yachts this size have furniture and layouts that are so flash they don't lend themselves to actually being used but the 105 is quite the opposite. There is a useful bar area tucked in right aft from which crew can easily serve those on deck or in the saloon and then between that and the 12-person dining table (flanked by sliding doors and optional side-deck balconies) is the main internal lounging space with two large, comfortable sofas either side. A central plinth provides a focal point for the area as well as a spot for the television to stow away at the touch of a button.

Drift into the cockpit and you are confronted, on hull number one, by a truly enormous sunpad, which the owner specified in place of the standard layout of bench, table and freestanding chairs. Not wanting to limit any loafing/sunbathing/dining space on the top deck, the boat's toys are stowed in a cavernous aft garage, where there is space for a PWC and a Williams 445.



Balconies are an option on the 105



The extended sunpad is an owner option



The palette of grey panelling and light upholstery is bolstered by classy chocolate detailing and soothing lighting



The jaw-dropping main deck master cabin



His 'n' hers sinks in the ensuite bathroom

The top deck is extraordinary; so large and littered with varying types of seating and lounging space that it takes a good ten minutes to settle on exactly where it is you want to sit. Much of it is covered by the huge stretch of hardtop, made from weight-saving carbon fibre and includes a gigantic fabric sunroof that does an incredible job of opening up most of the deck to the elements.

There is space for a hot tub up here if requested, or you could always have it on the bow. A bow which beautifully supplements the top deck as an outdoor living space and that can, thanks to the protective curl of the bow sections and totally flat foredeck, be used comfortably when the yacht is going along.

CRUISING IN SERIOUS COMFORT

In fact, with 4,800hp of effortless German horsepower on tap and a rock solid ride you can do pretty much anything comfortably when the 105 is going along. I take the wheel from the flybridge at its tall, upright helm. The engines are buried under three decks and watertight hatches so there is very little chance of hearing them when you push the throttles along their travel. The feeling is one of detachment, yes there is nearly 5,000hp shifting over 100 tonnes but all you're aware of from the helm is the sea moving past you at a slightly faster rate.

This boat has a Seakeeper gyroscope installed for slow and zero speed stability but it's so calm outside of the Venice lagoon that we leave it off the entire time. I heave her into the first turn and find the steering hard work, something that the engineering team was still working on at the time of the test. She turns well enough and we are soon heading back over our own not inconsiderable wash, which the 105 deals with like a steamroller going over an After Eight. God it



110 tonnes able to shift at over 24 knots

THE DATA

SPECIFICATIONS

- DRAFT 7ft 5in (2.15m)
- FUEL CAPACITY 2,640 imp gal (12,000 litres)
- WATER CAPACITY 440 imp gal (2,000 litres)
- DISPLACEMENT 104 tonnes (light)
- TEST ENGINES Twin MTU 16V M93 2,400hp
- TOP SPEED ON TEST 25.4 knots
- CRUISING SPEED 10-23 knots
- PERFORMANCE (range with 80% fuel)
 - 1,000 RPM 9.4 knots 15.4gph 0.61mpg, 1,289nm
 - 1,500 RPM 13.6 knots 61.6gph 0.22mpg, 466nm
 - 1,900 RPM 17.2 knots 118.8gph 0.14mpg, 305nm
 - 2,100 RPM 21.0 knots 153.1gph 0.14mpg, 290nm
 - 2,300 RPM 24.1 knots 186.1gph 0.13mpg, 274nm
 - 2,450 RPM 25.4 knots 200.6gph 0.13mpg, 267nm
- DESIGNER Nuvolari Lenard/ Monte Carlo Yachts
- PRICE poa



The 105 is a flagship for now but in the long run it is but a stepping stone to even greater (and larger) things

feels solid – hull length and sheer bulk count for a lot when it comes to seakeeping and the 105 has both in spades.

A short run of steps takes you down to the pilothouse where it feels far more like you are piloting an aircraft. The raked screens and thick mullions make for a fine view forward but not so much either side and you have to rely on cameras to see aft. Four large screens relay navigation and system information as you stare down the flat foredeck and over the flare of that magnificent bow.

With the throttles pinned to the dash we managed a top speed of 24.5 knots with 35% of the 12,000-litre fuel capacity on board. That's a decent lick by anyone standards yet at just under 10 knots those monster MTUs are using a mere 70 litres per hour.

The 105 is a flagship for now but in the long run it is but a stepping stone to even greater (and larger) things. The drive and ambition of Monte Carlo Yachts is only equalled by the competence of the boats it builds.

The 105 is a resounding confirmation that MCY will be able to mix it with the big boys when it takes the range even further into the realms of superyacht and, with its new model every year ethos, that could be sooner than we think.

The 105 is a marvellous achievement, fully deserving of its spectacular launch. The Arsenal's shipbuilding days may be long gone but on this night in Venice it was home to the berth of a star. **MBY**

Contact www.montecarloyachts.it

The owner's influence on the VIP cabin



One of the two ensuite twin cabins



Guest lobby area leads off to cabins



Well equipped crew quarters on the 105's lower deck

