



“The Menorquin’s unusual hull gives the very best of semi-displacement performance”

FACT FILE
 Menorquin MY120
 LOA: 40ft 9in
 (12.47m)
 PRICE: from
 £251,000
 TOP SPEED:
 18.8 knots

MOTOR BOATS TESTED

Menorquin MY120

Don't be fooled by the looks, the MY120 promises much more than gentle cruising in warm climes REPORT BY MARK TURLEY

No prizes for guessing where Menorquin’s characterful craft are built, and not just because of the name: they owe their look to traditional Menorcan fishing boats. The Menorquins – which run from 34 to 68ft (10.5 to 18m) – also have a trump card in that

they can push tidily into semi-displacement mode. And as well as producing fine-looking craft, the yard clearly prides itself on producing well found, strong boats which benefit from fine but practical detail. The 120 featured here, at around 40ft, is a cracking example which certainly turns heads, whether in the Med, or over here.

Design & Build

The Menorquin’s hull lines are derived from the traditional Illaüt Mediterranean fishing boats. The straight, sharp stem quickly bellies out to provide loads of fore-end buoyancy, which is just what is needed to shoulder over the waves, as well as provide plenty of internal volume. A keel taps on

at 90° to the stem and runs horizontally along the main body of the hull, while the underwater lines of what naval architects call the ‘canoe body’ drift upwards, allowing the props to sit in partial protection of the keel.

The beaver-tail-looking bathing platform that pushes out from the rounded stern is much more than just a convenient spot to swim off – it is part of the underwater body, making it an integrated part of the hull. This provides useful extra waterline length, and lift to help the hull get on the plane. Thanks to tunnels scalloped into the bottom of the hull, the whole drivetrain can also be pushed well aft, thus freeing up space for accommodation. Another modern take on tradition invests the hull with some hefty chines to help roll back unwanted wash, as well as adding to the overall planing surface.

A more open version of the 120 and its smaller cohorts is available (basically doing away with the full-on protection of the wheelhouse) but to our mind the wheelhouse’s shelter is one of the



The aft deck isn't huge, but it's inviting nonetheless

design’s main practical benefits and, not only that, it helps maintain that traditional look. Furthermore it opens almost completely – via hefty wood bi-fold doors – onto the semi-circular cockpit, and as such the combined space feels protected and relaxed.

If the cockpit feels too enclosed for a spot of sunbathing there is plenty of clear coachroof to lounge on, and the foredeck is the ideal tucked-away area to take a book. Getting to these places is easy, allowing the whole boat’s exterior to be used, thanks to the wide side decks which are made secure by raised gunwales.

As to the accommodation, aside from the wheelhouse which obviously sports the helm and a measure of seating, the lower deck level incorporates two characterful cabins





Plenty of seating in the wheelhouse, while the helm offers good all-round visibility and space for electronics too

and a dinette with a tidy galley towards the companionway. The cabins share the toilet and shower compartment but, generally speaking, wherever you roam there is plenty of elbow room without space being wasted. We also liked the

Design & build

Traditional looks with a twist plus strong build quality



solid, practical but well executed fitout and the joinery shop's good attention to detail, which includes the wine rack behind the companionway steps and fiddles to flat surfaces.

Accommodation

A pair of substantial bi-fold wood doors clip tidily out of the way and open the wheelhouse through to the cockpit. This results in a comfortable communal area, whether you are underway or taking your ease.

Beneath the port-hand sofa is a useful array of drawers and lockers, and everywhere has sensible deep fiddles. The rest of the joinery is solid and workable, and in the right places, detailed and wonderfully finished. A further plus point is the amount of ventilation provided, with sliding side windows and an opening portion of windscreen

all helping to stop the wheelhouse from getting stuffy. The window line itself is low enough for those seated to get a good view out.

The helm seat is an over-sized single so there is room for someone to lean and keep the skipper company, but the backroll is on the low side and will be uncomfortable after a while.

A run of wide, solid steps lead down to the galley/dinette area and they have been organised so as to give access to the wine rack behind. Headroom down here is generous and the excellent woodwork gives it a snug, warm feel, with louvred doors to the lockers running

outboard and smart pin-stripe teak and holly sole. The dinette is not huge but still seats four, the table being something of a work of art in itself with a lovely inlaid top. Typically, though, this has an extra practical use too, and drops to form an additional berth.

The galley is compact, but adequate for preparing simple meals on the two-burner hob. Storage is generous, with space for mugs and crockery outboard, at countertop level where you need them, plus a good range of other cupboards and drawers. The fridge/freezer is a good size and two circular sinks are set into the Corian work surface.

The midships cabin is fitted out with bunks and, although they are full length, headroom while sitting up becomes tight if both are pressed into service. When not required, the upper one can be hinged out of the way. Here, as elsewhere, good attention has been paid to storage and there is a useful combined hanging locker with shelving, plus a neat shoe-locker. An opening port provides ventilation and a view on the outside world.

As to the fore cabin, the hull's full forward sections means there is room to maintain the berth's 4ft 6in (1.37m) width right up to its charmingly latticed headboard, rather than it becoming pinched towards the bow as in so many other designs. Headroom is good, whether sitting or standing, and the hull's sloping sides are sheathed in wood cladding for a traditional, warm effect. Fiddled shelves run round the sides but the main storage is by hanging and shelved wardrobes. One area that disappoints is the void beneath the berth, which houses the water tank but looks like it could incorporate a locker or couple of drawers at its foot.

The cabins share the same toilet/shower compartment but neither is en suite to it. The advantage of this arrangement is that there is no wasted space for an extra doorway. Thanks to this, the vanity area around the basin is generous and doubles up as a dressing table, complete

Accommodation

Traditional fitout which mostly works well



Exterior

The Menorquin's bathing platform does not run right out to the hull's full beam, unlike designs with a full-width transom, but is still fine for boarding over the stern under most



Engine access is via the cockpit or the wheelhouse



There is good space to get all around the machinery

circumstances. There are also breaks in the guardrails for access from the sidedecks. The coaming around the curved counter stern is not actually that high but it is topped off with a guardrail, which makes it pretty secure for the most part. However, the rail does not bridge the low-slung door, which makes this area more vulnerable than it needs to be. Besides, we have an issue with the execution of the door as it breaks up the curved counter. Couldn't they have kept it running round in the same aesthetically pleasing manner as the coaming?

That aside, everything else works well. There are handholds galore and the gunwale-protected sidedecks, which have sizeable lockers let in to them, are easy to move around, right up to the foredeck with its wood stem post and prow-like anchor platform. In fact, this is a great spot, walled in by the wood-topped gunwales, which just invites you to perch

A proper winerack... now that's the kind of detail we like to see!



Good storage for food in the galley – but not much in the way of equipment to cook it with

against the coachroof with a book and good glass of chilled wine.

Back in the cockpit the deckhead extension out of the rear wheelhouse offers protection from sun and rain and the whole area can be battened down further by a canopy arrangement. The seat lockers arcing round the quarters are a useful option, and the teak

decking sets it off a treat.

For the beefed-up UK specification, standard mooring hardware runs to 10in bow and stern bollards, plus midships cleats and the windlass come as standard.

Exterior

Easy to get around on deck but a few idiosyncrasies



Engine options and access

Looking as stately and traditional as it does, the 120 would not be averse to spending its life jogging along in displacement mode, with horsepower to match, but that is not



Vanity-sized counter top and mirror



The forecabin's double is a good size – and check out the sumptuous woodwork



Sitting headroom is tight midships



Speedster



At full throttle, you can hear the pounding of your heart above the roar of the engine.

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what this range is all about. Go ahead and look the part while having a gentle saunter, but the Menorquin is designed to make speeds in the teens, so you can spend more time at your destination than getting there. This being the case, the standard installation of twin 240hp Yanmars is a highly suitable one, although slightly more potent Volvos are also available.

Engine access is a two-pronged affair, with hefty gas-strut supported hatches both in the wheelhouse and the cockpit, via the lazarette stowage area below. The whole space is decked out and with the noise-insulated fuel tanks set in the wing areas of the lazarette. There is space to get in and move around the machinery fairly easily. The generator is installed between the engines

Engine options & access

Sensible package, reasonable access and solid fit



and is not a problem to get around either.

The main service points, such as filters and strainers, are to hand and we were impressed by the yard's tidy and practical engineering practices.

Performance and handling

All too often, sticking to traditional lines does not work well on the water, especially when it comes to cranking performance up a gear. Fortunately, the 120's hull is designed from the outset with upper-end semi-displacement speeds in mind. As such, it pushes along in good order, making clean, easy work of getting to within a whisker of 19 knots, the ride staying supremely solid and stable. However, most of the time we would envisage easing off to around 14 to 16 knots,



Teak decking in the cockpit will set you back just over £5000, but it does add yet more traditional beauty

whereby you are making useful, comfortable headway while keeping an eye on fuel economy. That, in truth, is the beauty of the true semi-displacement hull shape – being able to knock the boat back into those easy riding mid-teens while giving a comfortable ride and trim, and the Menorquin's quite unusual hull clearly makes all this possible.

It is also a pleasure to helm, responding quickly but predictably, while through hard turns the 120 is steady and on the level. Once back on track it

falls into its easy stride and the steering takes care of itself. Noise is also within the comfort zone and with the doors open we registered levels nicely below 80dB(A) in the wheelhouse.

As to the driving position itself, there is room to stand in front of the large elegant wood wheel if you have finished with a spell of sitting, but either way the view out is unimpeded. You also need to hop off the seat occasionally to obtain a better view of some of the instruments, as the console does not have much of an angle to



The beaver-tail bathing platform is integral to the hull



Sheer elegance: the stem post and anchor platform



Disappointing to see a curved transom but a flat door



Chunky, teak-topped gunwales to the sidedecks

Menorquin MY120 technical data



it – the yard has clearly been at pains to keep it below the window line. The single expanse of wood fascia has room for electronics over and above the engine gauges and switch panel. As elsewhere, the edges here are bordered by fiddles to stop sunglasses taking a dive, and there is a flat area further forward for a pilot book.

Performance & handling

Easy ride and drive with good feel at the helm



Specification and value

On looks there is not a huge amount to compare the Menorquin like to like with in this country. Hunt around the Med, however, and you can unearth a few similar ranges – the Scillianos from Italy spring to mind, as well as the Apremare range. Or you could try the more conservative route and look towards an American 'down-easter', such as a Sabreline 36.

With all this in mind, it is perhaps best to take a back bearing on some mainstream makes and models. Roughly speaking, we're looking at a similar capital cost to the Nimbus 380 Coupe or Sealine F37 with all the trimmings. Given that we are talking similar size and engines, the Menorquin offers something different but without the over-the-top price tag that normally accompanies such individualist offerings.

In addition the standard spec is pretty thorough and even includes an electronics package with autopilot and VHF.

Specification & value

Pricing keeps it in contention and quality is first rate



Don't forget, what you're getting is a truly quality craft, both in terms of finish and build.

Verdict

While the Menorquin look might say Med sunshine, the wheelhouse design will deal with rain as well as shine. The wide decks make it easy to move around and while not huge, the interior is well planned. With the benefits of semi-displacement performance and a finish that is rugged as well as ornamental, this is a boat that really wants to be used.

8/10

MBM rating



specifications

BUILD	GRP
RCD	Category B
LENGTH OVERALL	40ft 9in (12.47m)
HULL LENGTH	38ft 10in (11.86m)
BEAM	12ft 9in (3.90m)
DRAUGHT	3ft 7in (1.10m)
AIR DRAUGHT	9ft 8in (2.95m)
DISPLACEMENT	11.3tonnes
FUEL CAPACITY	209 gal (950lt)
WATER CAPACITY	143 gal (650lt)

key dimensions

HEADROOM IN SALOON	6ft 5in (1.96m)
WIDTH OF SIDE DECKS	18in (46cm)
FORE CABIN BERTH	6ft 3in x 4ft 6in (1.91 x 1.37m)
MIDSHIPS CABIN BERTH	bunks 6ft 5in x 2ft 8in (1.96 x 0.81m)

performance

Engines	twin Yanmar 4LHA-STP diesels
Configuration	4cyl, 3.45lt, 240hp at 3300rpm
Conditions	wind SW'ly, Force 3, sea calm
Load	Fuel 40%, water 100%, crew 3

rpm	knots	gph	mpg	lph	range	noise
1600	7.9	4.0	1.98	18	333	72
2000	9.4	6.2	1.52	28	255	74
2400	11.8	9.7	1.22	44	205	76
2600	13.5	12.3	1.10	56	185	78
3000	16.6	17.2	0.97	78	163	79
3400	18.8	24.2	0.78	110	131	80

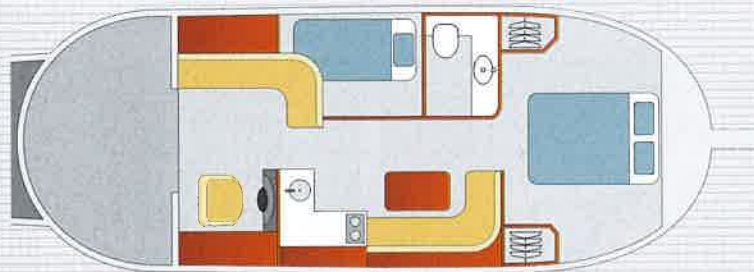
Range figures in miles, based on standard fuel tanks and include a 20% margin. Noise readings are in dB(A) and were taken in the wheelhouse.

prices

STANDARD BOAT	inc VAT
With twin Yanmar 240hp diesels	£251,000
BOW THRUSTER	£5017
GENERATOR	£6780
ELECTRIC WINDLASS	standard
TEAK AFT DECK	£5040
SHORE POWER	standard
COMMISSIONING AND ANTI FOUL	standard

BOAT AS TESTED £264,424

ENQUIRIES EPS Marine Ltd, Firefly Road, Hamble Point Marina, Hamble, Hants, SO31 4NB Tel:023 8045 7656 www.menorquin.com



the rivals



SABRELINE 36

From £252,200

Quality American 'down-easter', plenty of open-plan elbow room, but rather less cosy with no-nonsense looks

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More orthodox-looking wheelhouse model from a quality builder. Great sea boat but tighter accommodation

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