

THE ONE

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*The Art
of Sailing*

**10th
ANNIVERSARY**



Sanlorenzo SX100

DESIGNS THAT ARE
WELL THOUGHT OUT
TRANSCEND FASHION
AND BECOME STYLISTIC
CREATIONS THAT ARE
TIMELESS AND ADAPT
WELL TO THE MARINE
ENVIRONMENT

Babe Onis

by Samuela Urbini, ph. courtesy by Permare





Originally concentrating on assistance services for pleasure yachts, last year the Permare yard, which owns the family brand, celebrated its 50th anniversary. In the 1990s it founded the Amer yachts brand in order to create its own niche yachts where the skilled workforce to be found in Liguria and Tuscany was a key factor, alongside a fierce innovative drive and above all a deep respect for the sea. These are the guiding principle for the founder Fernando Amerio and his children Barbara and Rodolfo, who now stand with Fernando at the helm of the family business together with a member of the third generation, Noemie Amerio.

Above, the three generations of the Amerio family at the helm of Amer Yachts: from left, Barbara, Fernando, Rodolfo and Noemie Amerio. The yard, based in Sanremo, not far from French Riviera, has innovation in its DNA and is designing its first aluminium models. Several sketches of this can be seen below





Over 100 bespoke yachts have been built so far, with a marine composite line comprising models from 95 to 120 feet in length and a platform of metal designs from 40 to 75 metres long. The concept and design of these yachts has developed over time. Group CEO Barbara Amerio says, “The composite line has undergone a process of ‘devitrification’, a word we came up with to describe a gradual reduction in the composite, replacing it with more readily recyclable material. That means large openings, more windows and especially with a metal structure, eventually leading to hybridisation and replacing the entire superstructure with aluminium. This process began in 2019 with the first F100s and is an integral part of our design”.

The latest development for the Sanremo-based yard is the Amer Aluminium line, currently in the design stage, with an aluminium hull designed for “clients who respect the environment and nature and share choices about long-lasting materials that can be recovered at end-of-life”, says Barbara Amerio. The first yachts with exteriors designed by Antonio Luxardo and engineered by Optima Design – Luxardo and his associate Michele Zignego – are a 44-metre and 50-metre model, both available in two versions. The smaller yachts, the AL 44 R and AL 44 RV, differ mainly in their bow shape – the R model has a classic bow while the RV

Above, a rendering of the exterior of the 44-metre aluminium-hulled yacht designed for Amer by Antonio Luxardo, developed in two versions, the AL44 R, with classic bow (photo above and opposite page), and the AL44 RV with a more modern vertical bow (opposite page, below). Featuring large windows, they have a spacious full-beam saloon of around 97 square metres and include a number of systems enabling fuel savings and clean energy production

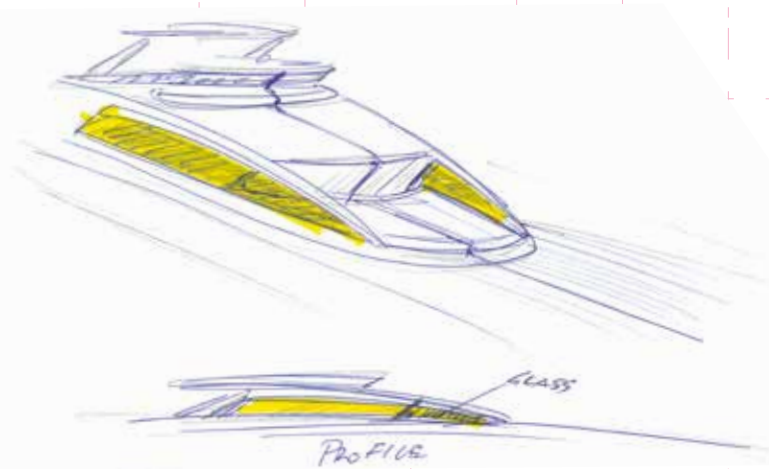
has a vertical bow, hence the “V” in its name. The vertical bow is a more modern stylistic solution that also provides greater internal space. The larger models, the AL 50 RV and AL 50 RVF, both have a vertical bow but the RVF also has a flybridge. “The starting point for designing the exterior lines was the yachts already built by Permare”, says Luxardo. “The yard’s recognisability must go beyond the designer’s ego. We’ve



[CREATIVE MINDS]



Above, the exterior of the AL50 RV, 50 metres long with a vertical bow. Below and opposite page, the AL50 RVF, the version with a fly bridge. Below, left, the design of the helm station with reverse windscreen and side windows that follow the coach house and shelter the sunpad area



kept the large windows but made the lines more dynamic". Seen from the side the yacht is much sleeker, with two decks plus a third designed to generate the smallest possible visual impact. On this yacht, says Luxardo, "My idea was to leave the side window and create the reverse helm windscreen. This has a number of benefits - greater visibility under way, less direct sunlight so less interior heat, and free space for the sunpad area behind.

These yachts are powered by the latest IPS Volvo 40 engines, never before installed on such a large craft. "2025 will be the year we reveal the first metal yacht to the public, and we'll receive the first feedback", says Barbara Amerio. "We want to become a niche yard specialising in adopting and optimising of cutting-engine propulsion systems, maintaining or records with IPS units, investing in innovation and solutions with reduced environmental impact".

