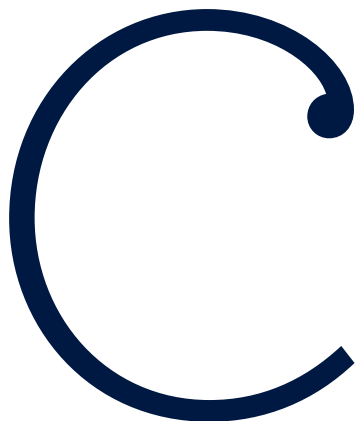


# Hail the Centurion

## *Permare's Amer Cento*



Capitalising on the recent launch of their distinctive 116' and 92' models, the Permare group revealed their latest project at the Cannes show in September; the Amer Cento. A 100' specifically designed to run on a single engine for maximum fuel efficiency, and projected to consume just 0.24 USGal per nautical mile when cruising at 12-knots, the Cento is a contemporary take on the raised pilothouse style. The yard, in collaboration with Massimo Verme, has put extensive effort into maximizing the interior volumes provided by the 7m beam. One feature that demonstrates this is the adoption of a V-drive propulsion solution, making for a compact engine room. The result allows for five guest staterooms and quarters for three crewmembers down below, while the owner enjoys an on-deck master that makes full use of the wide body format.

Established in 1973 by Fernando Amerio, Permare continues its policy of semi-custom builds, and as with even its smaller yachts, the owner dictates the interior design and decoration. A sporty hardtop that incorporates a retractable portion



**LOA:** 30.5M (100')  
**BEAM:** 7M (23')  
**ENGINES:** 2X CAT C32 ACERT  
 1,925HP OR 2X MTU 12V2000M94 1,920HP  
**WEIGHT:** 200,000 LBS  
**FUEL CAPACITY:** 3,200 USGAL  
**WATER CAPACITY:** 530 USGAL  
**MAX SPEED:** 29-KNOTS  
**CRUISE SPEED:** 12-KNOTS  
 (FOR 0.24 USGAL PER NM)  
**DESIGN:** MASSIMO VERME - VERME PROJECTS

tops the 60sqm flybridge, while a pool in the foredeck solarium can compliment the hot tub on the sundeck if required. While adding contemporary features like a gyro stabilization system, gull-wing doors and balconies, Permare have not forgotten practical requirements and also provide a sizeable galley, functional stowage areas and a well-equipped laundry. The 4.2m tender stows away in the transom garage, and Permare tell us the hydraulic bathing platform, dual anchor system and whirlpool baths are included in the standard equipment list. Having carefully studied their naval architecture, Permare's performance figures certainly made us prick up our ears. Optimized for efficient low speed operation, the centurion should produce a range of around 1,300nm at 12-knots with one of her CAT engines running at 1,450rpm, while offering 29-knots top speed when planing with both engines and a one third load. This performance, along with the other features onboard, should make her an attractive proposition for those who like to cruise overnight and indeed the charter market. With low consumption LED lighting, underwater lights, onboard water treatment and a promise of well studied noise insulation, this is another Permare we'll look forward to sea trialing on launch.

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