

# Amer Cento

## PERMARE

Permare Group is furthering its expansion programme with the new Amer Cento, which will fill the gap between two leading models the Amer 92 and Amer 116.

Fernando Amerio founded Permare in 1973 to build yachts in composites ranging from 16 to 25 metres, market trends and requests evolved and thanks to the acquisition of the Cantieri del Mediterraneo which provided the opportunity to build still larger motor yachts. Permare shipyard today, can boast a special production of yachts focused on a successful fusion and mix between Italian craftsmanship and latest generation technology. The fleet is currently made up of a 72' express cruiser at entry level which has yet to be delivered, to a 116' flag ship which has overtaken the ever popular and successful Amer 86' and its successful derivate Amer 92'. The picture is finally completed by the new Amer Cento into which the in house design team has reproduced some of the more salient winning features and aesthetics borrowed from preceding lines. The 29 metre yacht therefore has proudly inherited the same cut of the window panels in the superstructure from its predecessors as well as several features adopted from the more recent Amer 116' such as the stern extensions which create an enveloping arc with the profiled deck above. The final result is an essential and modern design resembling a frill free "oyster" which blends well with



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#### TECHNICAL DATA

LOA: m 29.60 – Hull length: 23.96 m – Beam: 7.90 m – Draught: 2.00 m – Displacement semi laden: 85,000 kg – Water tank capacity: 2,000 litres – Engines "Long Range" configuration: 2x1.015 HP CAT C18 Acert; 2x1.085 HP MTU 8V2000M84 – Engines "Sport" configuration: 2x1.925 HP CAT C32 Acert; 2x1.920 HP MTU 12V2000M94 – Fuel tank capacity "Long Range": 11,500 litres – Fuel tank capacity "Sport": 10,000 litres – Top and cruising speed "Long Range": 20/17 knots – Top and cruising speed "Sport": 28/24 knots.

by Stefano Colotti



very marine styling throughout, where lacquered furniture and fine embellishments, convey a welcoming feeling in a layout that has been configured to the owner's requests. In fact this first version sports a huge suite forward of amidships which is made up of a bedroom, a large bathroom with onyx and marble and a private study. Guest and crew quarters are situated along the lower deck which thanks to the adoption of a compact V-Drive power house and therefore a smaller engine room, this deck offers

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more available space than is the norm. Much care has also gone into the decor of the shared areas inside and out. An astonishing trompe l'œil depicting a sky full of gulls greets one on entering the main saloon, which conveys a sense of even greater space and brightness to the entire area. Proceeding toward the bow we come across the dining area followed by a large galley and foyer.

A set of stairs leads up to a half deck which houses the helm controls station and a flying bridge which is equipped with sun beds while another lounge is situated further forward in the bows that can also be accessed via the main deck by walking up a wonderful staircase which extends above the full beam owner suite. The distribution of spaces, layout and choice of upholstery and linings are pretty well up to the own-



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er inasmuch as Permare offers a variety of different solutions. More specifically the owner can choose a three, four or five cabin layout according to his needs, so as to include charter parties as well. In terms of styling and furniture there are two options to choose from : traditional or minimalist. Furthermore the shipyard offers a vast range of different essences (maple, oak, cherry wood, mahogany, birch wood...) panelling, carpeting and more, but also satin glossy or eggshell finishes as well. Several other options



are also available as the installation of a hydro-massage tub to be situated on the flying bridge or in the bow area and/or a second external wheel house or a third in the stern which can be useful when manoeuvring in restricted spaces.

From a purely technical view point Amer Cento has been designed with fuel saving solutions in mind without betraying expected performance wanted by the brand's fans. The hull line of this model is such that the vessel can plane reaching a remarkable 29 knots or can cruise quietly on one engine alone at a leisurely 12 knots with as little as 90 litres of fuel per 100 nautical miles. This yacht is truly versatile, it has been equipped with "Zero Speed" gyro. stabilisers for added comfort and noise and vibration dampening devices.

For further informations: Permare; Via del Castillo 17; Portosole; I8038 Sanremo (IM); Italy; tel. +39 0184 504050-0184 504051; fax +39 0184 504052; web: [www.gruppopermare.it](http://www.gruppopermare.it) e mail: [info@gruppopermare.it](mailto:info@gruppopermare.it)

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