

Superyacht

INTERIOR DESIGN EXTERIOR SPACE CREATIVITY AND ARCHITECTURE



DESIGNERS

SEMI-CUSTOM

A closer look at the nuances of this oft-overlooked, but very lucrative section of the market.

CUSTOM

The bespoke projects and their unique features that have defined the last 10 years.

SAILING

The discipline's leading proponents discuss the future trajectory of sailing yacht design.

INTELLIGENCE

A breakdown of global market distribution for yachts delivered this year and the global order book.

ALDO CICHERO

In 1960, young Aldo Cichero began his career at Baglietto, designing innovative yachts for the Varazze-based shipyard, such as the Elba, Capri and Ischia models, creating one of the most successful ranges in the history of yachting. Towards the end of the '60s he entered into a collaboration with architect Paolo Calvi, with whom he developed his designing skills on both exterior lines and interiors, and entered the world of industrial design. He then took part to the creation of the Bracciodiferno design laboratory with Cesare Cassina, along with renowned artists Gaetano Pesce and Alessandro Mendini. Their creative work stands today as one of the best examples of fine art applied to industrial design. Dedicated to yachting, but always keeping an eye on the world of fine arts and design, Aldo Cichero became one of the most prolific naval architects, defining the style of Italian yacht design from the '70s until the '90s, creating iconic yachts for Alalunga, Magnum Marine, Admiral, Lamborghini, Mondomarine, CRN and Baglietto. Always striving for innovation, creating new lines and innovative

solutions, Cichero never limited himself to yachting. In the recent years, he has dedicated his research to renewable energies, with new floating power plants. In 2015, he created C&B Design with the Swiss art collector Juerg Brauchli to launch a new line of furniture bearing his signature, and also designed a collection of Murano glasses for yachts in collaboration with Venini. Earlier this year, he designed a couple of sculptures and luxury lighting appliances for Crystal Caviar. He also designed a collection of furniture for Boffetto, which will be launched in Milan in March 2017. Aldo Cichero's style has always distinguished itself through time by a wide variety of concepts, all with pure lines and a particular attention to functionality and comfort. Focusing on the experience of yachting and the quality of life on board, he recently developed a concept of motor-sailer superyacht, offering silent navigation and respect of the marine ecosystem.

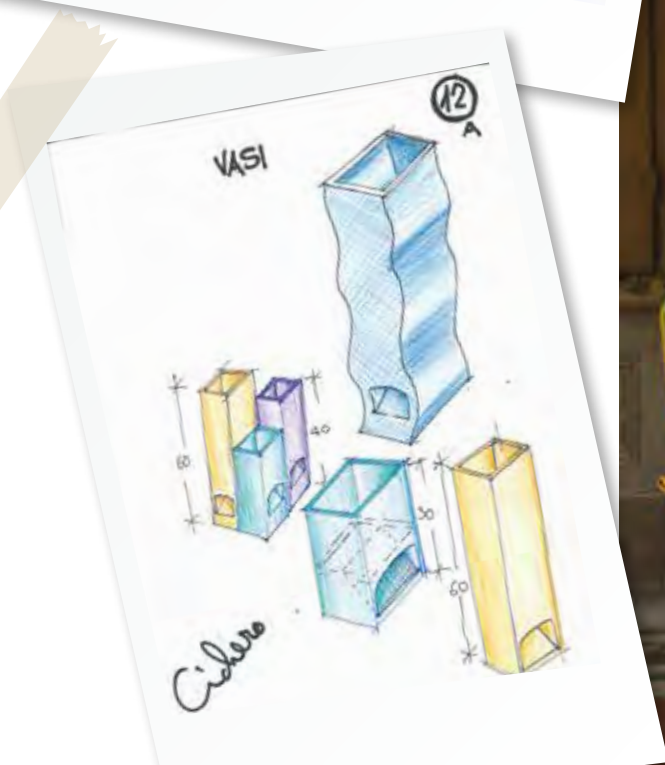
"Passion for form and attention to function, care for the smallest details and full understanding of the client's desires are the cornerstones of my work as a designer."
—Aldo Cichero

ALDO CICHERO PRESENTING THE NUN VESSEL DURING THE B.I.A.S. EXHIBITION—BIENNALE INTERNAZIONALE ARTE CONTEMPORANEA SACRA, PALERMO, CHURCH OF SAN GIUSEPPE DEI TEATINI FROM 23 SEPTEMBER TO 24 OCTOBER 2016.



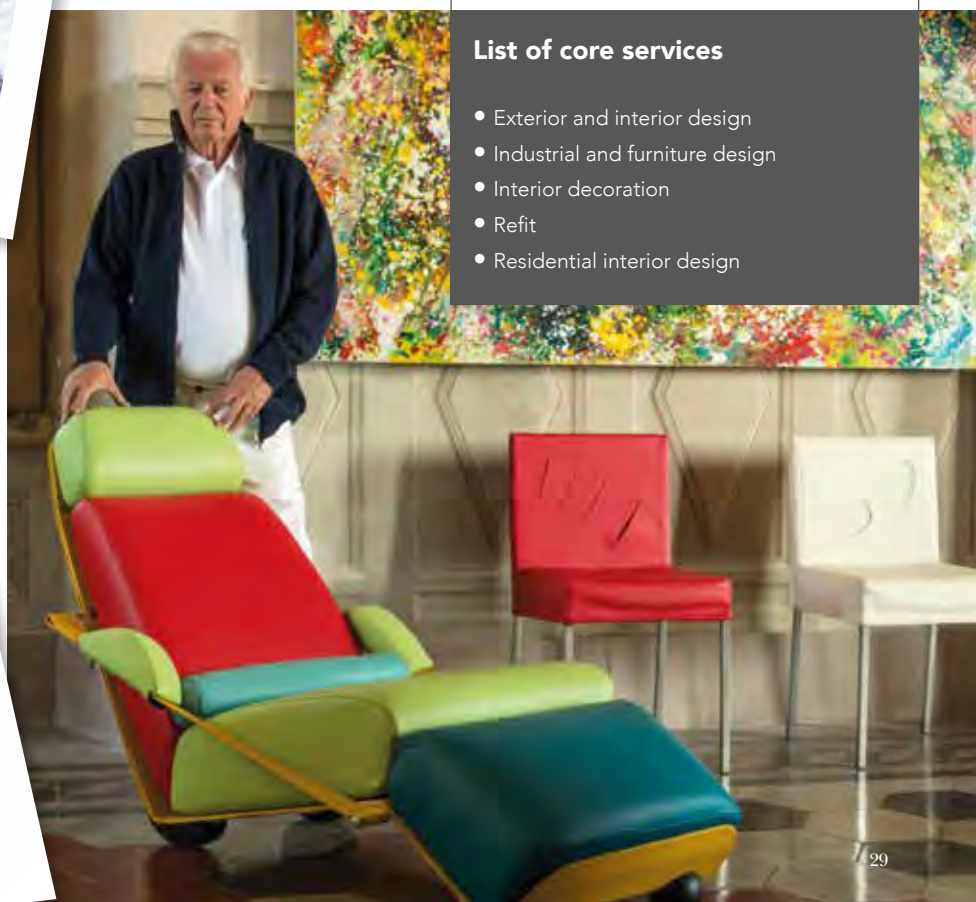
What we offer

Aldo Cichero's extensive experience, defined by cutting-edge yacht design projects, allowed him to develop an aesthetic and functional language of great formal purity, united with a remarkable sensitivity towards all the aspects that make navigation comfortable and enjoyable.



List of core services

- Exterior and interior design
- Industrial and furniture design
- Interior decoration
- Refit
- Residential interior design



ALDO CICHERO

BUILT

ALBA

LOA: 30.4m

Shipyard: Baglietto

Year of delivery: 1993

Gross tonnage: 120

Key design features:

Part of a successful line of motoryachts from 25m to 38m designed for Baglietto, Aldo Cichero created both the exterior lines and interiors of this fine yacht with a refined, understated interior composed of custom furniture.



CROBE ADMIRAL

LOA: 30.2m

Shipyard: Cantieri di Lavagna

Year of delivery: 1996

Gross tonnage: 250

Key design features:

Aldo Cichero designed many Admiral yachts and had an intense collaboration with the shipyard for 25 years. Responsible for M/Y Crobe's exterior and interior design, he realised a classic yacht with timeless lines and layout, distinguished by its bespoke tables and ceilings.



BUGS AMERICA

LOA: 21.0m

Shipyard: Mondomarine

Year of delivery: 1982

Key design features:

First-born of the America range which marked the arrival on the market of the Mondomarine shipyard and became an immediate success, M/Y Bugs was entirely designed by Aldo Cichero and had an outstanding top speed of 40 knots with Isotta Fraschini engines. Her Art Deco inspired interiors in leather were complemented by custom ceilings painted by Milvio Cereseto.



BAJA B 60FT OPEN

LOA: 18.3m

Shipyard: Cantieri di Baja (Napoli)

Year of delivery: 1986

Key design features:

Aldo Cichero designed many fast yachts from 45ft to 60ft for the Neapolitan shipyard Baia. The b60 Open was the first yacht to feature an automatic retractable dashboard for the instruments and a hydraulic foldable roll-bar.



BUILT



MAGNUM 40FT

LOA: 12.2m

Shipyard: Magnum Marine

Year of delivery: 1978

Key design features:

In a close collaboration with Filippo Theodoli initiated in 1976, Aldo Cichero created a comprehensive range of yachts, being responsible for both the exterior and interiors of the Magnum 40T, 40, 45, 53, 56, 60, 70 and 80. The 40ft Magnum by Aldo Cichero became one of the most famous and commercially successful boats of the yard. All the details of the boat were prototyped on a 1:1 scale to produce the moulds and interiors counter-moulds.



MAGNUM MARINE 53FT

LOA: 16.2m

Shipyard: Magnum Marine (Miami)

Year of delivery: 1977

Key design features:

For this Magnum, Aldo Cichero worked on the ergonomics of the cockpit and designed innovative interiors. With a large table, generous sun pads, easy circulation from the aft to the bow thanks to an opening in the windscreen, and all-new retractable hydraulic davits at the stern, this yacht was extremely comfortable and easy to use. With the Magnum 53, Cichero introduced interiors in burl poplar inspired from the Art Deco, which then became quite popular within the yachting industry.



NELSON 25

LOA: 25.0m

Shipyard: Cantieri di Chiavari

Year of delivery: 1996

Key design features:

A series that, in 1996, relaunched the use of wood in large yacht building, including the hull. Six Nelson 25s were made with refined classic interiors.



MAGNUM 45FT

LOA: 13.7m

Shipyard: Magnum Marine

Year of delivery: 1979

Key design features:

A few units of this fine Magnum yacht were produced, offering spacious and pleasant interiors and cockpit layout designed by A. Cichero.

CONCEPTS

205M

LOA: 205.0m

Vessel type: Motoryacht

Number of decks: 10

Key design features:

Thought as a princely palace for a specific client.



165M

LOA: 165.0m

Vessel type: Motoryacht

Number of decks: Seven

Key design features:

The shape of the aft upper decks combined with the colour of the hull and the shape of the side window, create a visually dynamic effect inspired by a comet tail. The innovative cube on the flybridge hosts an oasis of tropical plants inspired by ancient hanging gardens.



65M

LOA: 65.0m

Vessel type: Motoryacht

Number of decks: Four

Key design features:

A motoryacht with a streamlined and innovative design, showcasing unprecedented ergonomics and interior layout, with a particular attention to the ample owner's quarters, which offer two double cabins with terraces, two bathrooms, an office, a swimming pool and a sundeck.



NUN

LOA: 120.0m

Vessel type: Sailing motoryacht

Number of decks: Four

Key design features:

Inspired by the great ziggurats of ancient Mesopotamia, NUN is a revolutionary motor sailer superyacht equipped with hybrid engines, fully retractable masts and sails, decorative and vegetable gardens, and solar panels for a virtually unlimited sailing and eco-friendly yachting experience.



PERSONALITY

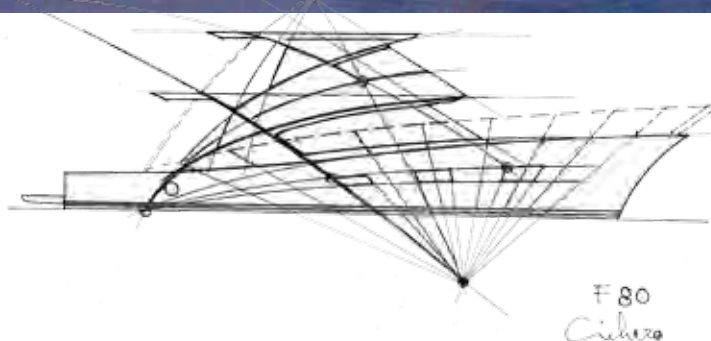


Q: What are the common design mistakes you have come across and how can they be avoided?

Every single yacht requires its own hull design, appropriately studied in order to obtain optimal use and performance during navigation. This is the first lesson in yacht design I learned from Pietro Baglietto. This statement could sound like a commonplace, but it does happen that yachts don't navigate well due to this mistake.

Q: What is the most unusual design feature you've been asked to incorporate as part of a project?

At the end of the '80s, a client asked me for a transom that would be like a beach, insisting on how important it was for him to live on his yacht as he would be living on the beach. In order to satisfy his wish, I imagined a pivoting hold door at the aft that fully opened to form a platform, which is now called a 'beach area'. This concept was first introduced on the 33m Baglietto M/Y *Maffi Blue* in 1990. The beach area feature is nowadays seen on so many yachts that it is no longer impressive, but it was quite revolutionary back in the days and became a signature feature of many Baglietto yachts in the '90s.



Q: Of the many international design studios, which one would/do you aspire to and why?

There are many commendable yacht design studios, here in Italy and worldwide, but I don't find inspiration in any one in particular. I consider myself as a craftsman, an artist creating forms at the service of function, and I am not interested so much in the commercial aspect of yacht design. I prefer to focus on the works of architects and designers who know how to invent new living space concepts. I have great respect and admiration for the work of great architects like Pier Luigi Nervi, L. Mies van der Rohe or Frank Gehry, and naval architects like Paolo Calviari, Sonny Levi and Franco Harbauer. I've found most of my inspiration, both for yacht projects and industrial design, in the Bauhaus and Rationalist movements, and also in Art Deco.

CONTACT

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