

STUDIO CICHERO

Aldo Cichero began his career in 1960 at Baglietto, Varazze, where he designed some the yachts that made the shipyard's history, including the Ischia series and the Elba series.

At the end of the 1960, he joined master yacht designer Paolo Calviari's studio where, as well as learning about exterior and interior design, he worked on industrial design (lamps, accessories, etc.). In the early 1970s, his design skills led him to work with great artists such as Gaetano Pesce and Alessandro Mendini, collaborating with them and Cesare Cassina on the development of *Bracciodiferno*, now considered one of the best examples of art applied to design.

This was the beginning of the career of an architect who went on to have a huge influence on nautical design, from the 1970s, with the legendary *Alalunga*, to the 1990s, with the *Baglietto*. Cichero also introduced a number of important innovations. He designed the first large fibreglass yacht for Puntorosso in 1978, at 22m; produced the first foldaway gangway with two pivoting axes for *Bugs*, a 1982 Mondonarine build; designed the first pivoting transom as a swim platform and a new flying bridge for Baglietto for on board 1991 build *Maffi Blue*; created an interior entirely in burl wood, for first time since the Art Deco period, for the *Magnum Marine Loopy* in 1978; designed the first automatically covered control and monitoring panel for *Baja*, in 1986; and was responsible for many other technical improvements.

“The yacht is a site of symbolic meanings linked to our deepest feelings, inspiring intense emotions and sensations and acting as the bearer of dreams and visions. I have often been fascinated by this world and, in some ways, I have also been its interpreter and translator.”

—Aldo Cichero



J. Ratcliffe

ALDO CICHERO



What we offer:

Aldo Cichero's experience 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.

Studio Cichero designs external lines and interiors, overseeing every detail of a project with the aim of producing a unique creation with high performance in terms of elegance, aerodynamics, comfort and safety. The studio also designs all the technical items and furnishings.

With the aim of guaranteeing the best possible result, the client is accompanied throughout the construction and fitting-out phase. The studio draws on important collaborations, Andrea Bacigalupo for example, for engineering aspects in order to ensure a unique level of safety and performance for the yacht (speed, fuel consumption, etc.).

List of core services

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



Castle entrance



Archive

BUILT



BLUE ICE

LOA: 41m
Shipyard: Cantieri Baglietto (Varazze)
Year of delivery: 1999
Gross tonnage: 124

Key design features:
Aldo Cichero designed the innovative superstructure, producing the first wide-body for the Baglietto shipyard. The flybridge is notable for its size and the structure features a new mast, containing a shower and kitchen.

ELSEWHERE (NOW HEMILEA)

LOA: 38.6m (now 41m)
Shipyard: Cantieri Baglietto (Varazze)
Year of delivery: 1992
Gross tonnage: 121

Key design features:
Elsewhere, now known as *Hemilea*, won an award in 1992 for the best semi-displacement yacht under 40m. The interior style, which proved very influential, is entirely in Macassar ebony (Royal Ebony), creating a luxurious, refined atmosphere.

MAFFY BLUE

LOA: 33m
Shipyard: Cantieri Baglietto (Varazze)
Year of delivery: 1991
Gross tonnage: 93

Key design features:
Maffy Blue, now known as *Christo He*. The line of her exteriors was hugely successful, becoming one of the most copied motoryachts in modern pleasure yachting. For the first time, it used a new flying bridge and the pivoting transom as a swim platform. The interiors are in elm root with floors and inspection hatches in polychromatic marble with a seashell design.

ADMIRAL EILEEN SARA II

LOA: 32m
Shipyard: Cantieri di Lavagna
Year of delivery: 1998
Gross tonnage: 100

Key design features:
Interior decor (fabrics, panels, and artistic elements), developed jointly with Milvio Cereseto, Alessandro Mendini, Ottavio Missoni and Beppe Spadacini.



ALALUNGA

LOA: 26m
Shipyard: Cantieri di Santa Margherita Ligure
Year of delivery: 1977
Gross tonnage: 85

Key design features:
For this Alalunga, Cichero created pure, functional lines and interiors with a total white effect, due to the fabrics and white maple wood.



LAMBORGHINI QUETZEL

LOA: 11.8m
Shipyard: Cantieri Baglietto
Year of delivery: 1984
Gross tonnage: 3.5

Key design features:
The first yacht to use Lamborghini marine engines was the Masha, produced in aluminium by the Baglietto shipyard, followed by the Quetzal, a frameless structure patented by Aldo Cichero and made by Triplast. The Quetzal has a maximum speed 100 knots and a cruising speed 80 knots.

IN BUILD



CATAMARAN 90

LOA: 27.4m
Vessel type: Catamaran
Number of decks: Two

Key design features:
Interiors designed for the 90' Catamaran (2009) from the General Bateaux shipyard in Bizerte. The boat's mood is set by a pastel colour scheme with particular attention paid to light, both natural and artificial. Interiors are in bamboo and the cushions and finishes are in leather.

CONCEPT

133

LOA: 133.2m
Vessel type: Twin screw motoryacht
Number of decks: Eight

Key design features:
A complete project (exteriors and interiors) in a classic, elegant style, but with novel solutions for the interiors (13 cabins for the owner and guests and 28 crew). A sleek yacht, with a cruising speed of 18 knots.



CONCEPT

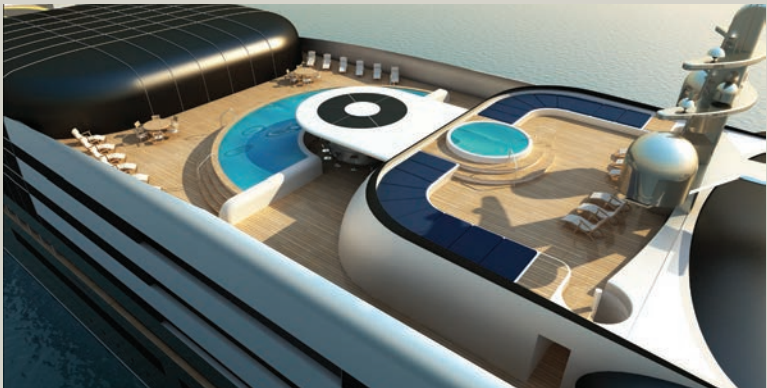
165

LOA: 165m

Vessel type: Motoryacht

Number of decks: Nine

Key design features:
The shape of the aft upper decks, combined with the colour of the hull and the form of the windows, simulate the dynamic effects of a luminous wake of filaments from a comet. The innovative cube on the flying bridge contains an oasis of tropical plants, inspired by ancient hanging gardens.



CLASSIC 45

LOA: 45

Vessel type: Motoryacht

Number of decks: Four

Key design features:
Interiors designed for a 45m motoryacht by Viudes Yachts, Barcelona. The owner requested a classic, elegant style with marble, precious onyx and fine woods, and an inlaid floor featuring artisanal craftsmanship and cabinetry.



JASON

LOA: 11.8m

Vessel type: Motoryacht

Key design features:
A new version of the celebrated Lamborghini Quetzal, which is able to reach 70 knots.



TRIMARAN 194

LOA: 60m

Vessel type: Trimaran

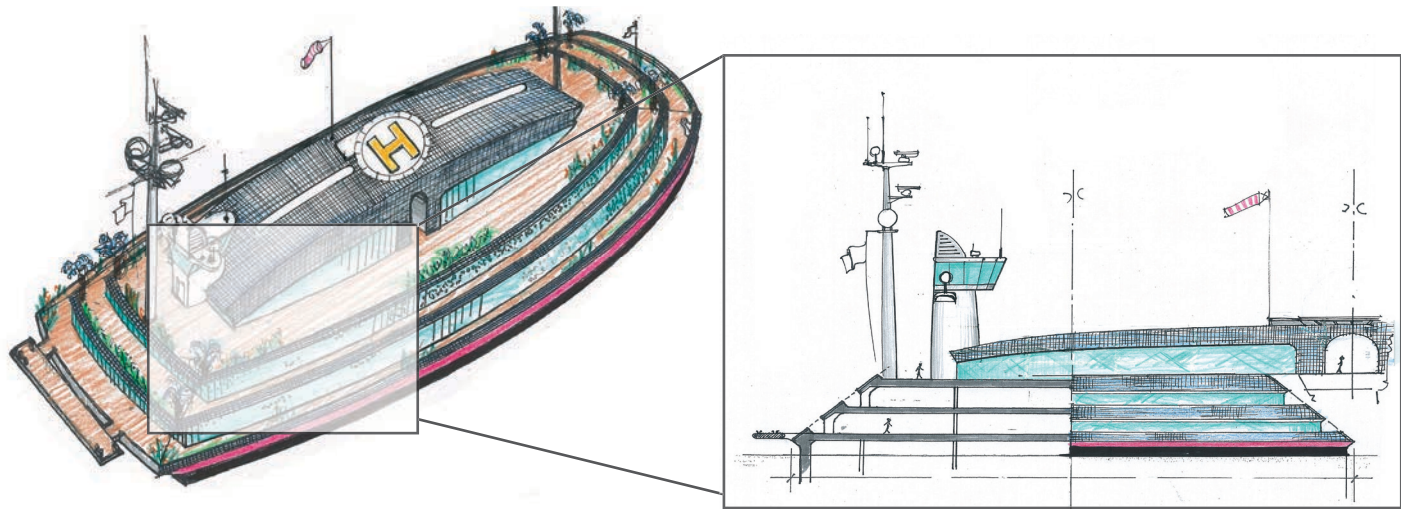
Number of decks:

Key design features:
Designed by Aldo Cichero in collaboration with Andrea Bacigalupo, who designed the engineering and hull. It has a record-breaking dimension and high performance. It has an overall beam of 23m and the living area is of more than 2,000m2. Top speed is set at 50 knots, with a cruising speed of 45 knots.



PERSONALITY

What we would design for ourselves.



Q: How did you become a superyacht designer and what or who inspired you into the industry?

I came to yacht design by chance, when the Baglietto shipyard offered me a job after I finished my studies. I've had two crucial formative experiences: The first is having worked as a labourer on all the phases of construction and fitting out, before moving to the technical office alongside Pietro Baglietto. Together we designed some important yachts, but also the first assembly line for the Baglietto shipyard. The second was designing with Paolo Caliri. From him I learned the formal purity of lines, the overall vision of the project and the importance of finding simple solutions for complex problems.

Q: Of the projects you've worked on, which was your most challenging and why?

I've loved all the projects, though of course some have proven particularly significant. For example, I received great satisfaction from a simple fishing boat (5.2m) designed with BMW engines, but also from a super-fast yacht (100 knots, with a cruising speed of 80 knots), the Lamborghini Quetzal, an icon of pleasure yachting, invented to test the marine engines that later become world champions. By the way the Quetzal is made from a composite, Triplast, which is my own patent. The collaboration with Baglietto in the 1990s (*Maffi Blue*, *Elsewhere*, *Blue Ice*, etc.) was a great period. Now, after years away from yacht design, I'm enjoying designing yachts and megayachts but also other floating objects, like power barges and floating islands. This return to yacht design is a real challenge, but the thought of once again engaging with the yacht market rejuvenates me.

Q: How do you go about understanding a client and their wishes for a project?

The first step is listening to the client and understanding their tastes and views on life. I see myself as a translator, an interpreter: I always seek to translate the owner's aspirations and thoughts, sometimes unexpressed, into the design, and this is a key element that has helped me to design such a wide variety of lines and details. In my career I've been very lucky to have met owners who have shared my passion for perfection, for always going one step further. The owners have always asked for unique creations, with innovative solutions.

Inspiration for our personal design.



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