Wave machine

THE NEW AM37 POWERBOAT IS QUINTESSENTIAL ASTON MARTIN. **JONATHAN BELL** IS SWEPT AWAY BY THE PERFORMANCE AND STYLE OF THIS GRAND TOURER OF THE WAVES

Photography: Max Earey

That most critical of all design elements — proportion — is naturally given a different spin in a machine intended to skim the waves, but the classic Aston Martin qualities are in evidence, from the steeply raked windscreen — a huge, custom-moulded piece of glass — to the chrome detailing, discreet wing badge and cocooning cockpit, with its leather-swathed chairs and benches.

Bas Mulder at Mulder Design created the boat in close collaboration with Marek Reichman and his team at Aston Martin. "AM37 is a pure translation of the Aston Martin DNA into an entirely new maritime concept," says Reichmann. "It was important to us when considering this project to make sure that the boat design was as beautiful and timeless as our cars and the AM37 is a striking boat with fantastic proportion and elegance."

The hull's well-proven geometry provides the perfect platform on which to create the sleek shell of the AM37. And you can, of course, specify your boat at Aston Martin's Dover Street boutique in London, just as you would a car — every facet of the interior is customisable, while the paint colours are specially marinised versions of Aston Martin's evocative palette.

Beneath the immaculate rear deck lies the AM37's mechanical heart: twin Mercury Racing 520bhp V8 engines that have been tuned for performance and deliver around 48 knots (roughly 55mph), although adjustments will deliver 50 knots in the AM37S customer boats. "It's an uncommon speed in this category, but we didn't want to be too extreme," Mengozzi admits. "We could have done more, but the objective was to have a Gran Turismo mix of handling, performance and refinement."

The latter is certainly in evidence on our test run out across Monaco Bay. At the helm is Mark Goodwin, a locally based sailor with decades of experience crewing and captaining all manner of vessels. He expertly guides the very first prototype of the AM37 out from its moorings at Port de Fontvieille, then heads east out into the Mediterranean, skirting the superyachts still moored in the Port of Monaco after the previous week's yacht show. »

“The 16 combined cylinders of the twin 520bhp engines give off a deep, bassy thrum and the boat cuts deftly through the water”