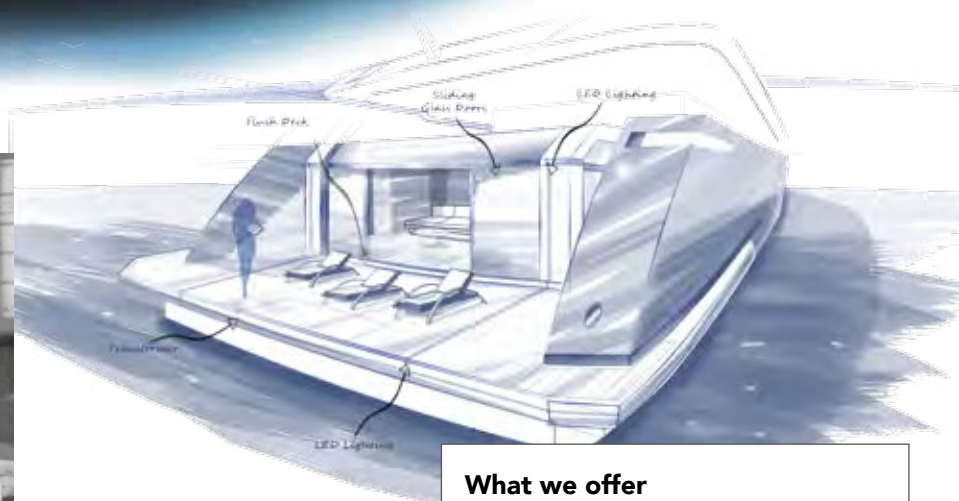


HYDRO TEC S.R.L.

The husband and wife team of Silvia Himsolt and Sergio Cutolo are the co-founders and backbone of Hydro Tec. Ing. Sergio Cutolo is the studio's soul and mind and founded the company in 1995 after a vibrant career with some of the world's leading shipyards. Today, Hydro Tec is one of the only companies in the world to provide an holistic design package. This diverse approach offers great advantages for private clients and shipyards. This working philosophy comes from Ing. Cutolo's personal experiences and can be summarised as "creative naval architecture". At this yacht design, naval architecture and engineering company creativity is considered to be the core skill. Using our awarded holistic and creative approach, the designers and engineers go above and beyond the clients' wishes by interpreting the use, taste and style of their dream yacht. These designers and engineers interact continuously throughout the course of the project, to ensure form and function is being considered in every detail. This design ethos ensures an eye-catching, seaworthy yacht with beauty and functionality.

"Nature dictates the rules and inspires forms we use to realise our projects. The trust of our customers rewards 25 years of experience, creativity and innovation."
—Silvia Himsolt and Sergio Cutolo





Sergio Cutolo

What we offer

Hydro Tec's strength is its holistic design capabilities. Being led by Ing. Cutolo's extensive experience means Hydro Tec can offer their unique abilities over a vast range of yachts. They are capable of developing and delivering to customers a complete boat design: from the hull to the on-board engineering, from the exterior fixtures to systems design and sheet metal nesting, without neglecting what first attracts future owners when they look at a boat: its shape, external lines and beauty. Over the years Hydro Tec has gained the expertise and broad knowledge needed to engage in the widest range of services—from commercial technical support to building survey and specialised technical advice on behalf of both the shipyard and the owners.

List of core services

- Engineering
- Naval architecture
- Exterior design
- Interior layout/space planning
- Marine consultancy

BUILT

M/Y TAIBA

LOA: 55.7m

Shipyard: Columbus Yachts

Year of delivery: 2015

Gross tonnage: 950gt

Key design features:

Launched in 2015 by Columbus Yachts, the 57m Custom classic is currently the Columbus flagship. She is also the largest yacht to boast the awarded Hydro Tec holistic design package of exterior design, engineering and naval architecture.



M/Y DIVINE

LOA: 39.8m

Shipyard: Columbus Yachts

Year of delivery: 2015

Gross tonnage: 395gt

Key design features:

The second hull in the multi-award-winning Sport Hybrid series is an all-aluminium yacht combining new lines and high technology while respecting the environment. Her hybrid system allows slow cruising with the main engines switched off, transforming this high-performance yacht into an incredibly quiet and graceful craft.



M/Y NARVALO

LOA: 33.4m

Shipyard: Cantiere delle Marche

Year of delivery: 2016

Gross tonnage: 295gt

Key design features:

The new flagship of Cantiere delle Marche joins the engineering and naval architecture of Hydro Tec with the exterior design of Nauta Yachts. The hull was carefully designed for long-distant cruising with extremely low fuel consumption and to keep immersion low for navigation in shallow water.



BUILT

M/Y PRIMA

LOA: 53.7m

Shipyard: Columbus Yachts

Year of delivery: 2011

Gross tonnage: 838gt

Key design features:

This steel and aluminium yacht named *Prima* lived up to her name by winning the first green plus award as well as being the first megayacht built in the south of Italy. Delivering great pride to the studio she masks a huge interior volume in a beautifully crafted exterior.



M/Y STORM

LOA: 32.7m

Shipyard: Cantiere delle Marche

Year of delivery: 2015

Gross tonnage: 296gt

Key design features:

M/Y Storm, the first Darwin 107ft, is designed for a very experienced owner and created to satisfy the very demanding standard of quality expected. We tested the hydrodynamics extensively at the Dutch tank testing facility Maritime Research Institute Netherlands.



M/Y BABBO

LOA: 30.8m

Shipyard: Cantiere delle Marche

Year of delivery: 2016

Gross tonnage: 250gt

Key design features:

Babbo is the second hull of the Darwin 102ft series delivered by Cantiere delle Marche that has both engineering and exterior design by Hydro Tec. She shares with all the other Darwins the uncommonly large interior and exterior spaces, the seaworthiness and technical choices usually seen on larger yachts. The exterior features some new elements for a more modern look such as a completely new second tier of superstructures.



IN BUILD

M40 EXPLORER

LOA: 40.0m

Vessel type: Motoryacht explorer

Number of decks: Four

Key design features:

The M40 Explorer has been designed purposefully for a client who previously owned a smaller Hydro Tec Explorer. The elegant but masculine styling, wide and powerful naval platform with a bulbous bow and perfectly engineered on-board systems have created the ultimate explorer vessel.



M/Y ACCIAIO

LOA: 32.0m

Vessel type: Motoryacht explorer

Number of decks: Four

Key design features:

First hull of the new line ACCIAIO by Cantiere delle Marche with both engineering and exterior design by Hydro Tec. She features a modern and robust look and retains the uncommonly large interior and exterior spaces, the seaworthiness and technical choices usually seen on larger yachts that mark all the Hydro Tec yachts for C.d.m.



CONCEPTS

57M MONDO MARINE EXPLORER

LOA: 57.0m

Vessel type: Motoryacht explorer

Number of decks: Five

Key design features:

She is designed to have a strong and dominating presence while preserving the elegant lines of her smaller sisters. This beautiful 57m yacht has been designed to perfectly balance the amount of interior and exterior entertaining spaces for the owner who wishes to explore and observe the globe.



70M MOTORYACHT

LOA: 70.0m

Vessel type: Motoryacht

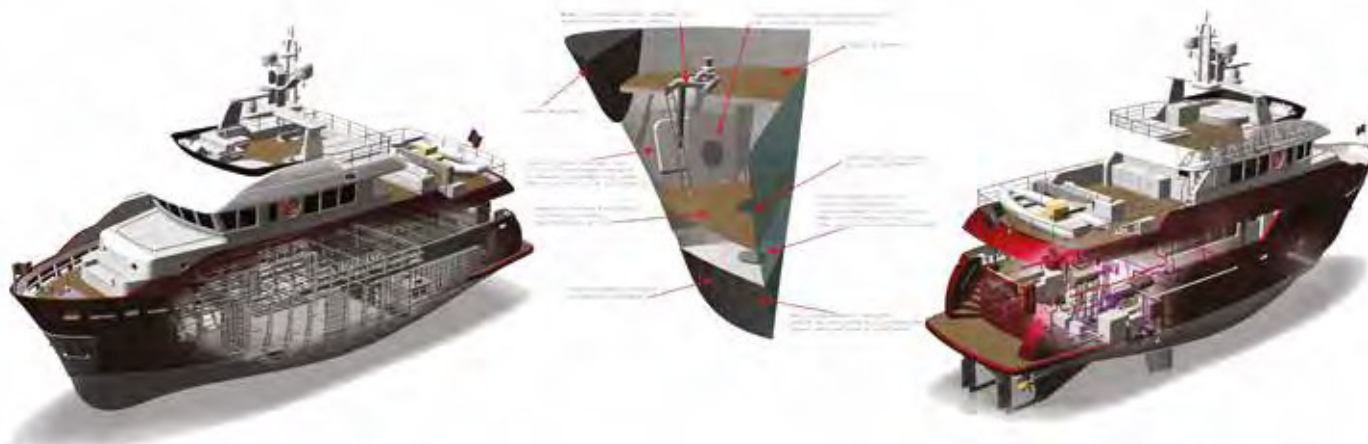
Number of decks: Six

Key design features:

This truly graceful motoryacht offers modern lines while keeping a classic nautical feel, with low bulwarks to give a real connection to the surrounding environment. She is equipped with a generous 6m-long aft pool and a large forward-facing owner's suite on the upper deck with private sun bathing and Jacuzzi.



PERSONALITY



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

As naval architects and engineers, as well as often being the designer of the project, we are always very careful in the preliminary stages of the design and we always try to include all engineering elements before finalising the styling and the layout. Even when we work with other designers, we always try to work on feasible solutions. Sometimes the timing for the build does not permit a complete feasibility study so you might be forced to compromise on some points or to take margins. Very often these are the areas where mistakes will be made because there is no space for ducting or other equipment. The solution is always to spend more time at the design table (or on the CAD) before starting yacht construction. I would say that each hour spent on CAD saves the builder hundreds of very expensive hours.

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

We have worked on a wide variety of designs, from full displacement to high-speed yachts, from GRP to aluminium through to steel construction. All explorer yachts are quite 'conservative', but we have been pushing the limit on beam as well as fuel capacity, reaching, for example, a total amount of 42,000 litres of fuel on an 86ft yacht that has already crossed the Atlantic a couple of times.


Further to that, on the technical side, we have designed the first hybrid yacht to be fully RINA classified, the Columbus 40 Sport Hybrid, already built in two units. At the moment we are working on a small 28 M C boat explorer where we included an interesting feature, which is a pool on the aft deck that can be closed by a deck section, uncommon on this size of yacht.

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


Being involved in the technical aspects of the design, our major references are more in the world of the sailing yacht than motoryacht. My mind goes immediately, with much respect, to names like German Frers or the late Ed Dubois. I personally love sailing yachts and I've always sailed a lot, so I always appreciated the work of these two great naval architects and designers who also represent a reference point both for style and performance in the world of sail as well as motoryachts. However, for similar reasons I should mention Martin Francis. As a naval architect he extended his range to design and created what, for me, are milestones in yacht design such as *Eco*, *Senses* and *A*. The way he moved into these projects, with a truly holistic approach, inspires me and all the team at Hydro Tec.


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