

The Beauty of the Columbus 40S Hybrid

BUILT BY THE NEAPOLITAN SHIPYARD, PALUMBO GROUP, the Palumbo Columbus 40S Hybrid is the first of its kind. Launched August 31, 2013, the 40-meter, semi-displacement, all-aluminum yacht powered by advanced hybrid propulsion combines a maximum speed of 22 knots with an environmentally aware attitude that has earned her the accolade of being the first motor yacht to be RINA classified with the additional class notations Hybrid Propulsion (Y), Green Star Plus Platinum and AUT CCS (automated centralized control station). The yacht also won no less than three awards at the 2014 ShowBoats Design Awards: the environmental award (fair enough), but also the best interior design and holistic award “for her seamless blend of interior and exterior style.”

It's not surprising that when you meet Capt. Giulio Maresca, he says he is most proud of the hybrid propulsion system; it is, after all, the first in the world. The captain has a seagoing heritage — his grandfather was a sailor, his father was a captain, his sister is a stewardess and his brother a chief mate, and they all grew up surrounded by the waves on the island of Stromboli, Italy. Maresca joined the Navy and rose to the rank of

Deck Officer. In 2001, he qualified as a master mariner. “I have worked on tug boats, high-speed passenger crafts, MPV vessels, superyachts and submarines. I like to experience all aspects of shipping,” he explains. He also is a marine surveyor and compass adjuster.

Capt. Maresca joined the 40S Hybrid project in 2011 where his chief duties were installing safety and navigation equipment in the crew area and the bridge, positioning the bollards and making the purchasing list for the yacht equipment. “The most challenging and interesting was the hybrid system, deciding how to manage and control the system and the safety parameters that needed to be respected,” he says. “The chief engineer's job was to decide how to place the systems along with RINA and together, we agreed on the safety techniques.”

The yacht features large windows and is furnished in warm, gentle colors to avoid any sudden jolts between the flow from inside to out — aiming for a natural, sporty feel. Eucalyptus, pale-stained Tay veneer and American walnut (all Forest Stewardship Council certified) blend with breccia sarda and adria venato marble to obtain that organic texture.

Maresca is pleased with the electric stabilizers that give the boat the stability of a 50-meter, but allows her to maneuver like a 20-meter. “The remote control joystick means I could (if I wanted to) lie on the aft deck and maneuver the boat from there, and from the captain's point of view, the boat is doubly safe...we have four engines instead of two (two diesel, two electric), and that makes you feel more comfortable with ocean crossings.”

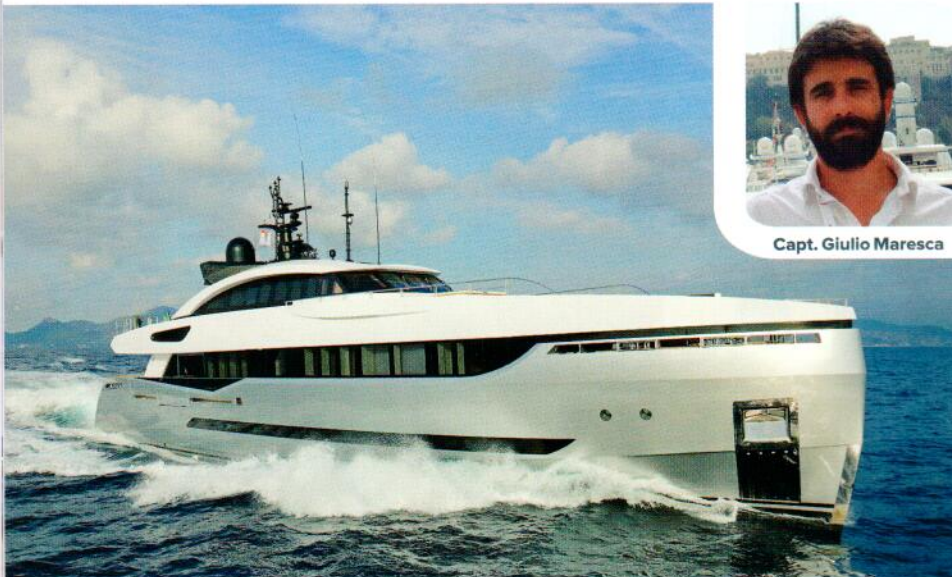
As the shipyard explains, the hybrid system consists of two electric motors connected on the gearbox through a PTI and a pre-reduction gearbox. It's possible to turn off the main propulsion engines and run solely on the electric motors with the diesel generator at a fixed RPM, which allows the yacht to cruise in extremely quiet and vibration-free conditions and reduces fuel consumption and toxic emissions. The available power is 150 kilowatts with a top speed of eight knots. Both the diesel engines and electric motors double as generators. In the shaft generator mode, the electric motors are driven by the diesel engines, giving electric power up to 75 kilowatts, allowing normal diesel navigation with the diesel generators switched off.

With current plans to play around the South of France, it's open seas and clean air ahead for the Columbus 40S Hybrid. **DW**



Capt. Giulio Maresca

Photos: Thierry Ameller; Captain: Claire Griffiths



Owner's cabin ▼



Bridge ▼



Salon with foldout deck ▼



SPECS

BUILDER: PALUMBO GROUP
NAVAL ARCHITECTURE: HYDRO TEC
CONSTRUCTION: ALUMINIUM
EXTERIOR STYLING: HYDROTEC

INTERIOR DESIGN: HYDRO TEC
LENGTH: 40M/131' 3"
BEAM: 8.2M/26' 11"
DRAFT: 1.75M/5' 9" (FULL LOAD)

CLASSIFICATION: RINA @ C HULL; • MACH YCH COMPLIANCE; EFP HYBRID PROPULSION (Y), AUT CCS (Y), GREEN PLUS (Y) PLATINUM; MCA LY2

GROSS TONNAGE: 395 GT
DISPLACEMENT: 203 TONS (FULL LOAD)
ELECTRICAL PROPULSION: 2 X 60KW SIEMENS

POWER: 2 X 1,920-HP MTU 12V
CRUISING SPEED: 15 KNOTS (7.5 KNOTS ELECTRIC)
MAX SPEED: 22 KNOTS
RANGE: 2,000 NM @12 KNOTS