

EDOARDO SIROLLA

NAVAL ARCHITECT

PHONE: +44 (0)7780 465133

EMAIL: edoardo@sirolla.net

ADDRESS: Flat 26, Windsor Court, Rotherhithe Street, London, UK, SE16 5SJ

STRENGTHS

Mission driven

Focused on delivering the core business purpose. Excel at bridging the gap between engineers, stakeholders and customers.

Confident communicator

Skilled in conveying complex ideas with charisma and conviction, leveraging a structured engineering thought process. Great at engaging audiences with confident, clear, and persuasive communication.

Versatile and adaptable

Adjusted to moving to and from Italy and the UK throughout my school life (quickly picked up English and thrived academically).

Determined

Eager to proactively take on significant responsibility and push through blockers to deliver the best work. Consistently achieve outstanding performance reviews, thanks to a superb work ethic, strong ambition, and unwavering focus.

SKILLS

LANGUAGES:

English



Italian



Spanish



TECH AND SOFTWARE:

Rhino 3D



CFD



Orca3D



FEA

Maxsurf

Python

REFERENCES

- **SPAERA**
Stefano Pandini, functional manager
- **QinetiQ**
Christopher Richardsen, principal consultant

EDUCATION

BEng Yacht and Powercraft Design

Solent University, Southampton

First Class Honours Degree

Achieved a First in Naval Architecture, Structural Analysis and Computational Fluid Dynamics

A-Levels and GCSEs

Gunnorsbury Catholic School, Brentford, London

A-level qualifications: Maths, Physics, Italian and BTEC Business

EXPERIENCE

Naval Architect – Full-time

July 2024 – Present

SPAERA, based in London (UK)

www.spaera.eco

The vision at SPAERA is to design and build a truly zero-emission cargo shipping solution. Innovation in low emission shipping solutions is appealing to me as a solution-oriented thinker, and working here put me at the forefront of the transition to zero emission ships. In charge of the ship design at this small startup, I put together concepts that make use of future fuels, alternate powertrains, and carbon capture technology to minimise lifecycle emissions from stored energy.

Used my yacht design background to develop wind-ready ships. Generated the methodology to fully account for the performance of the ship under wind assistance. Undertook the structural assessment of our proprietary wind propulsion device design, including safe operating envelopes, green water loads, and motions assessment. Complied with the guidance notes published from classification societies, which involved bespoke tailoring of the rules. Acquired the skillset to holistically assess the best location for wind propulsion devices, while ensuring regulations for viewing angles, radar obstructions and navigation lights were met.

Created tools to build a full digital twin of a ship, with the purpose of comparing different categories of wind propulsion devices, powertrains, and hullforms to select the most financially viable technology.

Presented the design to shareholders, stakeholders, and customers, and was the technical cornerstone for the leadership team. Wrote the technical scope for the funding grants we secured and ensured the project deliverables from the subcontractors for which I was responsible were on-time and high-quality.

Associate Naval Architect – Full-time

September 2023 – July 2024

Graduate Naval Architect – Full-time

November 2021 – September 2023

QinetiQ, based in Gosport (UK)

www.qinetiq.com

In QinetiQ's Naval Architecture and Maritime Engineering group, I demonstrated my expertise in hydrodynamic testing and design consultancy services. My proficiency in solving complex hydrodynamic problems, either mathematically or through model testing, consistently enriched customer relations, by providing innovative solutions in dynamic stability, resistance, and propulsion.

My role was not only technically demanding, but also customer centric. I presented work in various internal and external forums, contributed to business support activities, and delivered comprehensive technical scopes of work, cost estimates, and breakdowns for bidding and planning purposes, leading to several successful high value bids.

Ensured that delivery was achieved with a dedication to safety by ensuring all protocol and requirements were followed to the letter, only being pragmatic when absolutely necessary with very limited risk. Developed a methodology for the assessment of risk of capsizing in case of damaged compartments, with the purpose of designing future ships to be safer. This approach is now used as a guideline for future naval vessel general arrangements.

Embracing opportunities for growth, I embodied integrity, collaboration, and performance, proactively solving challenges to further QinetiQ's mission.

Yacht Designer – August to November 2021

Shuttleworth Design, based in Southampton (UK)

www.shuttleworthdesign.com

After graduating in summer 2021, I started remote working for Shuttleworth Design. As part of a small design team specialised in catamarans and trimarans, I was responsible for producing all the concept 3D and 2D material presented to clients, as well as preliminary general arrangements, structural arrangements, and weight estimates.

Yacht Designer – June to December 2020

GMartines Design, based in Brescia (Italy)

www.gmartinesdesign.com

I worked remotely for Giuseppe Martines from the end of my second year of university and in tandem with my studies during the first half of my third year. I was in charge of solving time-sensitive issues, technical drawings, 3D models and construction presentations whilst working on long term projects in the background. The main character-building projects I worked on were:

- Preliminary design of a 40m sailing yacht including General Arrangement, 3D model and rendering
- 2D production drawings for both aluminium and GRP
- Production process instructions
- Rhino 3D modelling

Working at GMartines Design was a true formative experience in the world of computer aided design and engineering. I acquired professional skills ensuring diligence in clean surfacing, collaborative files, and clear 2D drawings for production. Ensured that the bespoke tools used for yacht production were structurally sound through calculations from first principles and FEA. Selected factors of safety appropriate to the tool we were making, by being pragmatic about the risk, and applying sensible maximum design loads.

Sailing Instructor - Summer 2015 – 2019

- Utopia Scuola Vela
- Queen Mary Sailing Club

As instructor I lead the daily timetable for the students including sailing theory lessons, on-the-water tuition and daily chores. Utopia Scuola Vela welcomes anyone from the age of 10 and over for a week, therefore as well as teaching sailing, I took care of the accommodation for the guests, the catering and the night-time entertainment activities.