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RONDAL

Change and continuity

Regular readers of Rondal Review will note the absence from this front cover of Paul Dielemans' usual introduction. Paul has been the public face of Rondal at industry events and regattas as well as on the front cover of this publication for seven years. He has now been invited to contribute the same high level of superyacht industry experience and expertise to parent company Royal Huisman's sales efforts.



As Paul's successor, I would like to thank him on behalf of the Rondal team for his never-ending enthusiasm and support; and for the vision and ambition that have driven Rondal to its current market position through enlightened product development and enhanced visibility on the water. We wish him every success in his new role.

Having announced a change, what about the continuity? As I step into Paul's role I have asked myself what are the enduring elements of the Rondal proposition, the factors that contributed to past success and will always underpin future success. As I see it, there are two. The first is Innovation and Development. Technologically, we operate in a fast-moving world where standing still is not an option. We must regularly re-imagine what it is we make and perhaps do it entirely differently.

In between major innovations, we must constantly refine and improve. To behave in any other way would be at odds with Rondal's culture. The second factor is Quality of Manufacture, without compromise: always the best and most suitable materials, the finest tolerances, the utmost performance and reliability, and always the critical eye seeking perfection. These factors represent valuable continuity.

In this issue you will see that we have had a very busy first half of the year, not least with the launches of Ngoni and Pink Gin. You may also note a strong upsurge in activity for our composites production facility. Managing workflows between departments is always an important challenge. Our engineering department is currently flat-out but will soon be balanced by a flow towards production. All to the good: we remain comfortably on top of our schedules and deliveries.

At this season's major boat shows, we are excited to be able to present the outcome of two years' development in the form of Rondal's new sliding door (see page 2/3). This has already received superb feedback from a small but highly qualified test group. Now we look forward to your views.

And finally, there is much talk of the full electric ship being just around the corner. With the launch of Rondal's new electric captive winch and feeders we look forward to attending that party.

Bas Peute





Rondal Windbreakers

As the technologies advance, the orders grow

Rondal's involvement in large motor yacht projects includes hatches, deck equipment and custom composite component fabrications, but our innovative sliding door systems and windbreakers are the product categories that increasingly attract the discerning eyes of the industry.

Our windbreaker systems have been developed to offer owners, designers and yards the widest range of options to suit aesthetic as well as functional considerations, including straight or curved profiles, single or multitrack systems and manual or electrical operation. This has proven to be a highly successful offering but, ever-conscious that nothing stands still in our fast changing industry, the team has been busy developing refinements. The latest advances are designed to ensure Rondal

windbreakers continue to remain at the leading edge for quality, reliability and user-friendliness:

- » Even less space now required above the ceiling
- » Whisper-quiet movement of the sliding panels
- » Efficient and effective design and production methods enhance value and delivery times

Our customers have already signalled their appreciation of these enhancements through an increasingly busy order book. The team currently has its hands full with two projects in the refit market followed by a further project in the new-build sector. Before the end of this year, our team will deliver and install 46 new windbreaker panels, totalling no less than 73 metres in combined length!

An open and shut case for progress:

Rondal's new Flush sliding door





The perfect tonic for Pink Gin VI

Rondal spars and equipment add the final flourish to an impressive build from Baltic Yachts

On May 15th 2017, two and half years after the project was signed, and precisely on schedule, the Rondal mast made contact with the new Pink Gin VI, the world's largest carbon fibre sloop.

The mast left the Rondal facility just two weeks prior to stepping date, the short preparation time made possible thanks to excellent planning and collaboration between the Baltic and Rondal teams. The mast was shipped completely dressed, including spreaders and standing rigging. The rig was loaded onto a barge at Vollenhove then reloaded onto a sea-going cargo vessel at Harlingen (NL) for the final passage to Jakobstad (Finland).

The mighty 53.3m/175ft Pink Gin VI experienced an even more spectacular 20 mile delivery from her building place at Bosund in the north west of Finland to her launch pad in Jakobstad, where her rig was stepped. With the Baltic and Rondal teams working together in harmony, the stepping and tuning of the rig took just two days. Rondal winches, hatches and deck equipment swiftly passed their final commissioning stages too, so Pink Gin VI was soon ready for sea trials. These went very smoothly, with both the Baltic Yachts and Rondal teams being highly appreciative of the professionalism that each had brought to the project. The Pink Gin VI rig is a further example of the high standards set by Rondal for its super yacht rigs:

- » Absolute market leader in the 40m+ segment
- » Quality, reliability, weight control and performance are the keys to Rondal's success
- » An impeccable 'zero failure' track record
- » A rigorous eye for detail to the highest standards
- » Superb performance furling boom, often copied by competitors but never matched

Following delivery, Pink Gin VI's owner and crew will have had time to enjoy the remainder of the Mediterranean season before heading to the Monaco Show to be displayed by Baltic.

Rondal wishes Pink Gin VI fair winds and following seas!

In previous Rondal Reviews we have reported on progress in the development of an exciting new generation of flush sliding doors. The innovation never stops, but we are delighted to announce that we are ready to enter the market!

The benefits of the new system are truly impressive. No longer will sliding doors form an interruption between interior and exterior design: a revolutionary single track system means that only the most minimal gap will exist between the two. Furthermore, no parts of the drive system will be visible in either open or closed positions. The single track system is not restricted to single or double leaf sliding doors, but can equally accommodate doors with three, four or even six opening panels.

Glass is rapidly becoming the designer's material of choice for deckhouses and Rondal has kept

this trend well in view in developing its 'next generation' doors. The mullions of the door system are slimmer than could ever have been imagined in the past. Even when the sliding doors are designed to achieve a full glass exterior appearance, the interior frames can still be constructed to complement such minimalistic styling.

The new door system is operable by push-buttons, infra-red sensors and smartphone application. Another innovative feature: the door doesn't have to open in the centre like a conventional sliding door – all predetermined panels are available as opening locations. In the case of a

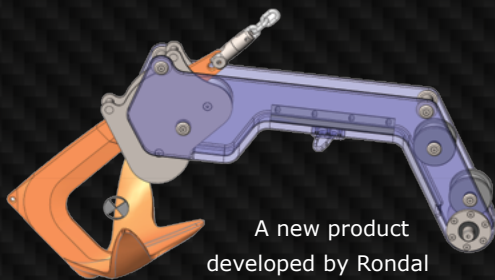
four-panelled door, for example, this means that both outer panels can be used as passageways, even at the same time.

After more than a year of working on this project in great secrecy, we recently opened our own doors and invited comments from a small selection of interested parties. The reactions have been exceptionally positive. If we have also aroused your interest, why not come and see us at our Monaco stand for an extensive showcase or to make an appointment to see the live, operating prototype for yourself at our premises in Vollenhove?

Composite developments

In the last issue of Rondal Review we reported on Rondal's increased focus on – and investment in – composite solutions for the marine industry market. Apparently this was exactly what the industry was waiting to hear. New enquiries and new orders arrived thick and fast from across the sector. The team has been exceptionally busy producing items such as hatches, grilles, rudders, table tops and a broad spectrum of other custom parts.

Rondal's composite business unit is currently fully occupied with the manufacture of twin rudders for the Baltic 142 (see next article), a wide range of composite hatches for several different yards and projects, and an enormous tender hatch of 9m x 3.5m.



A new product developed by Rondal together with respected partners Solico and Wajer is a hydraulic anchor launch system for the Wajer 55'. The Solico-designed anchor arm is manufactured in carbon by Rondal and delivered to the yard as a complete, ready to install assembly, including hydraulic motor and rollers.



New Baltic 142

Rondal to supply state-of-the-art equipment for this exciting, next generation yacht

Following a rigorous procurement process, Rondal has received an important order to supply a comprehensive range of equipment for this highly progressive project, not least the complete spars and rigging package.

With naval architecture by Farr Yacht Design, final styling by Lucio Micheletti & Partners and overall engineering by Baltic Yachts, the Baltic 142 is the latest in a line of performance-orientated superyachts to be conceived and built by Baltic. It is also the second successive superyacht at Baltic to be delivered with a Rondal rig. What makes this yacht so special is a 9m long DSS (Dynamic Stability System) foil built into the yacht which is initially developed by Infinity Performance Yachts.

The design teams at Baltic, Farr Yacht Design and Infinity, together with a highly experienced owner and captain, who takes the role as owners representative, robustly challenged the Rondal design team to fully optimise the rig in terms of layout and performance to meet the design requirements of this next generation

yacht. This was a stimulating and productive process, resulting in a four-spreader rig with mast top runners, to be supported by a full Carbo Link continuous, solid carbon standing rigging package.

In order to deliver the required performance under all weather conditions, the Rondal performance boom, enabling mainsail foot control even in reefed positions, was an obvious choice. Production of the mast and boom will start Q1 2018 in order to have the mast stepped early 2019 in Finland.

Alongside the spars and rigging, Rondal will also supply electric captive winches a set of electric sliding windows that will act as up/down windbreakers to provide additional shelter for the covered part of the cockpit; and electric main companionway and crew entrances. To complete the order, and in recognition of Rondal's proven track record in building carbon fibre rudders with zero failures, Rondal will supply the twin carbon rudders for the B142.

To learn more about the project, stay tuned at www.rondal.com and www.balticyachts.fi



Ngoni 'The Beast' makes an impressive entrance

Early this spring the dramatically-styled 58m/190ft high performance sloop Ngoni (dubbed The Beast after her owner's request to Dubois Naval Architects and Royal Huisman to "Build me a beast") left the yard in Vollenhove together with her equally impressive 71m one-piece Rondal rig.

Yacht and rig left on a barge for the Amsterdam facility, where the yacht was to be launched and the rig stepped. The solid carbon, continuous standing rigging built by Carbo Link was pre-installed on the mast at the Rondal production facility. This five-spreader rig, with its dark grey finish and bead-blasted metal parts, incorporates running masthead backstays and deflectors completed with a square top mainsail and main halyard lock system. Both technologically and aesthetically this rig is likely to become a benchmark for the industry. The most eye-catching item on the rig is undoubtedly the Rondal performance furling boom. Confronted by higher calculated mainsail leech and foot loads than the Rondal design team had ever previously seen, the challenge was to redesign the proven performance outhaul system to cope with such extreme loads while retaining all of its main features, including:

- » Controllable mainsail foot tension at full hoist and reefed positions
- » No boom guide arms needed, so no chafe on the sail
- » Hands off operation
- » No moving parts other than the clew slider itself
- » No wear or deformation on metal components such as the clew knob and slider

Beyond these important technical considerations, the style-to-order requirements proved to be one of the most rewarding aspects of the project. The Dubois design office, together with the owner's team, created by far the most extreme style-to-order boom ever seen. The almost 4m long aft extension of the boom, designed and crafted to follow the profile of the yacht's stern, created superb visual harmony between the two.

Now christened Ngoni, this stunning yacht has already undertaken her first passages in the Mediterranean with her owner aboard and we can surely look forward to some impressive coverage of her in the yachting magazines during the months ahead.

The Rondal team wishes the owner and crew fair winds, following seas and superb sailing throughout their adventures aboard the remarkable Ngoni.





Engineering **the future**

Rondal and Royal Huisman partner with Team Brunel for Volvo Ocean Race 2017-2018

Renowned skipper Bouwe Bekking becomes official Royal Huisman and Rondal ambassador as he sets out on record 8th circuit.

Royal Huisman and Rondal famously partnered with owner/skipper Conny van Rietschoten to build Flyer and Flyer II, the yachts that so convincingly won consecutive editions of the Whitbread Round the World Race (now the Volvo) in 1977-78 and 1981-82.

The Huisman and Rondal teams are therefore delighted to announce a 21st century version of this partnership, supporting the ambition,

racing expertise and seamanship of the Dutch entry Team Brunel. Skipper Bouwe Bekking has sailed more Volvo Ocean Race miles than any other sailor and took Team Brunel to a close second place in the last edition. He is fiercely determined to go one better to put the seal on his record 8th participation.

A shared philosophy

Team Brunel's approach is all about engineering the future: combining

Lean and mean: must be seen

The new Rondal **Electric Captive Winch**



In 'Thinking Ahead' mode (as always) Rondal started out on the development of an Electric Captive Winch two years ago. The engineering team invested hundreds of hours in identifying how best to retain all the benefits, whilst meeting all the challenges, of building an Electric Captive based on the extensively proven Hydraulic Captive winch,

of which hundreds of examples are currently sailing problem-free around the world.

When the initial development phase was completed, a real life prototype, based on a RW8000 winch frame and drum, was built and subjected to a very rigorous test programme in Rondal's in-house test facilities. It successfully met every demanding challenge set by the project's designers.



hard-won racing experience and expertise with new and exciting talent; drawing on these assets together to develop strategies and explore opportunities for outstanding performance; recognising that the big prize can only be secured by a relentless quest for success in every individual leg.

Royal Huisman and Rondal aim to highlight their own track record of innovation and performance in yacht building – communicating how success has been built over decades by bringing together the skills and expertise acquired over lifetimes with fresh ideas and challenges from new generations of talent. This is how both expertise and a belief in personal high performance are cascaded throughout the team. Nobody understands these values

better than Bouwe Bekking, Royal Huisman's official ambassador for the Volvo.

Under starter's orders

The 45,000nm Volvo Ocean race is regarded as the longest and toughest sailing event for professional teams. The seven-strong fleet of One-Design Volvo 65 racing yachts will come under starter's orders for the nine-month circumnavigation at Alicante on 22 October. Six of the yachts have been extensively refitted after the 2014-15 race; one is a brand new yacht, built for team Akzo Nobel. From start to finish, the racing is famously tight, the commitment unwavering.

"We wish all the contestants a safe, exciting and rewarding experience," commented Rondal Sales Manager

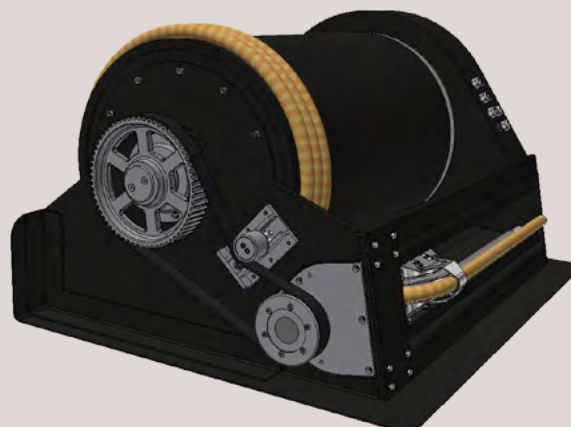
Bas Peute, "and we naturally wish Bouwe and Team Brunel every success in achieving the victory for which they have fought so hard."



The new Rondal Electric Captive Winch (ECW) will use the same, proven gearbox design incorporated in the hydraulic version. Apart from small variations, the design principle, functionality and compact format will be very much the equal of the hydraulic winch. In parallel with the development of the ECW, an E-feeder was also developed to with a view to offering a complete E-system for the boat of the future.

The first orders for the E captives have already been received. But we have not been complacent since the creation of our successful prototype. We put the captive winch on a diet, saving weight wherever possible.

The majority of the aluminium parts will be replaced by carbon. The winch will now feature a minimised carbon baseplate, carbon support brackets and in all probability a carbon drum. All ready to serve the yacht of the future.



RIGGING ROUND-UP



Rondal **Rigging**

Despite an epic level of activity this year, Rondal's rig building and delivery programme for 2017 continues apace.

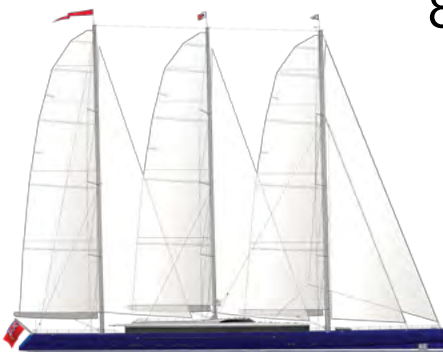
56m/184ft **Dykstra Ketch**

This autumn Rondal will deliver a complete set of rigging for a 56m/184ft Dykstra ketch currently under construction at Royal Huisman. This project comprises two carbon fibre Panamax masts with style-to-order booms incorporating the Rondal performance outhaul feature. At deck level Rondal supplied all aluminium deck hatches; below deck you will find a dozen Rondal captive winches and feeders; underwater the well-balanced carbon fibre rudder from Rondal ensures that the yacht heads exactly where and how her crew intends her to.



81m/266ft **Dykstra Schooner**

The Rondal mast division has already started production of the three masts for the 81m/266ft contemporary schooner currently under construction at Royal Huisman. This boat was initially planned to receive aluminium spars but the Rondal team successfully made the case to both the yard and to the owner's team that only carbon fibre could do justice to such a prestigious project. Designed by Dykstra Naval Architects, this exciting yacht is due to be launched in 2020.



33m/109ft **Herreshoff schooner**

Rondal's first masts were built out of aluminium, but in the late nineties Rondal set up a brand new carbon fibre production facility, which eventually came to dominate production. Rondal never closed the door on aluminium enquiries because certain projects will always demand an aluminium rig. A good example is the order recently received by Rondal to supply two aluminium masts for a major renovation of the legendary 1913 Herreshoff schooner, Vagrant. The package will involve two aluminium furling masts and spreaders, standing and running rigging. This historically important yacht will be relaunched in 2019.





Palma presence for Rondal

Rondal & Royal Huisman establish joint venture with P&G Yachting

Rondal's parent company Royal Huisman and Palma-based P&G Yachting – renowned for their bespoke support services to the yachting industry – have joined forces to expand their activities and portfolio in Palma. The joint venture will further enhance P&G's highly successful service offering which includes expert advice, maintenance, refits, spare parts and temporary importations for all superyachts.

For Rondal, the joint venture brings a valuable official presence in the region.

Royal Huisman and Rondal Managing Director, Roemer Boogaard, explains:

"Palma is well-established as the service hub for superyachts in the Mediterranean and, based on our existing relationship with P&G Yachting as a service provider, we strongly believe that we can add value with our expertise. It is a logical step in delivering our strategic plan for the future".

Alisdair Galbraith, Managing Director of P&G Yachting adds:

"After many years of working closely with Rondal we feel that this is a natural step that will add immense value for our respective clients.

P&G Yachting will continue to offer the highest standard of service, now boosted by the knowledge and expertise of one of the most revered companies in the superyacht sector. We are extremely proud to be joining the Royal Huisman and Rondal 'family' and look forward to introducing both new and existing clients to Palma to the newly-enhanced benefits of our Palma operations."



Harmen Peters (Financial Director Royal Huisman/Rondal and Alisdair Galbraith (Managing Director P&G Yachting)

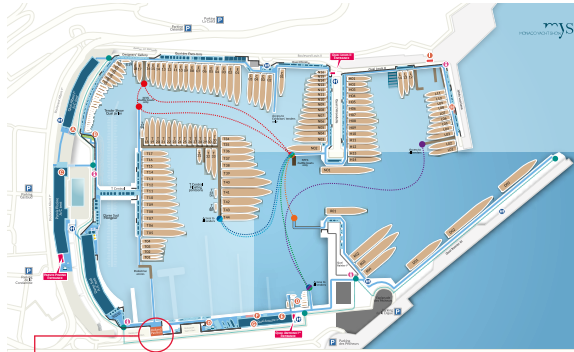


Where do we meet next?

The Caribbean and Mediterranean superyacht racing seasons are now over for another year, but the Rondal team was certainly kept busy competing and providing support during many of the events.

We started in early March with the **Loro Piana Superyacht Regatta** in BVI, aboard the 60m Perseus^3. This regatta was swiftly followed by **St. Barths Bucket**, where Rondal team members took on key helming and trimming positions on Wisp and Perseus^3. **The America's Cup Superyacht Regatta** in Bermuda was next in line. With a great deal of Rondal equipment being pushed hard sailing around the cans, our team was once again on hand to provide any support the competing yachts needed. On the race course a three-person Rondal team joined the crew on board Hyperion – the yacht that received the very first Rondal carbon mast back in the late nineties (and still going strong).

In late June, Palma de Mallorca was the venue for another **Superyacht Cup Palma**, a superbly organized and accessible event that Rondal has sponsored for over a decade. A very full regatta agenda this spring meant that the number of competing yachts was a little lower than usual but the quality of attending yachts and the diversity of owners, crew and industry people to be found at the dock was as impressive as always.



As we go to press, the **Monaco Yacht Show** is just a few days away. Once again, the Rondal booth will be in the pavillion supported by the Holland Yachting Group, on **stand number QAB1**. We look forward meeting you there, updating you on the latest news and latest developments at Rondal and, of course, to hearing your own news and answering any questions you may have.

Later this autumn Rondal will attend the **Ft. Lauderdale International Boat Show** (1-5 November, Ft. Lauderdale) and at **METS** (14-16 November, Amsterdam).



Events Calendar

As usual, the Rondal team will have an active presence at many of the major events.

Fort Lauderdale International Boat Show
November 1-5, 2017

METS
November 14-16, 2017
Stand 11.510

Loro Piana Caribbean Superyacht Regatta and Rendez Vous
March 9-12, 2018

St. Barths Bucket Regatta
March 15-18, 2018

Loro Piana Superyacht Regatta
Porto Cervo Sardinia
May 29-June 2, 2018

The Superyacht Cup Palma
June 20-23, 2018

Monaco Yacht Show
September 26-29, 2018

