



RONDAL INSIGHTS

FALL 2025 / WINTER 2026

SAILING SYSTEMS HATCHES COMPOSITE SPECIALS WINDBREAKS MOORING WINCHES ENTRANCES

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COLOPHON

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FOREWORD

LOOKING BACK
MOVING FORWARD

As we look back on the past months, I am pleased to see the strong progress we are making at Rondal. The sales team is gaining strength and this is reflected in several new contracts. In addition we are currently working on an order for a large number of mooring winches and a proposal for the largest windbreak to date. We are steadily establishing ourselves in the motor yacht industry, a market where our knowledge and products are finding more and more traction.

Innovation also continues to drive us forward. The Aero Wing Sail has been well received by the market and it was rewarding to see this technology launched on two concepts during the Monaco Yacht Show. It underlines our ability to create solutions that add real value to the future of sailing.

Today, we are developing some of the world's most advanced rigs, including a massive carbon mast for an 85-meter New World sloop and a full carbon rig for a yacht over 80 meters. These projects keep pushing the engineering and production capabilities to new levels.

We're making great progress on the ISO 9001 journey. The improvements we've already implemented are sharpening the organization and strengthening consistency, something that benefits both the team and the customers.

Looking ahead, 2026 will be a special year for Rondal as we celebrate our 50th anniversary. We will dive into the history, share stories and organize activities to mark this milestone. Follow us on social media and don't miss a thing.

Enjoy reading!

Best wishes,

Harald Lubbinge
Managing Director



PHILOSOPHY

At Rondal, we design and manufacture high-performance sailing systems and equipment for both sailing and motor yachts. We're recognized for unrivaled Dutch build quality and innovative technical solutions by focusing on continuous improvement in both products and services.

Ultimate reliability

Ultimate reliability is central to our work. We take responsibility for the full process (from concept to commissioning) and support the clients with systems that simply do what they need to do, even under demanding conditions.

Smart solutions

We push the boundaries of what's technically possible on board, creating smarter, lighter and more efficient solutions that enhance both performance and comfort.

Skilled team

The team consists of around 90 professionals, including engineers, composite specialists, CNC operators, welders, mechanics and support staff. Everyone brings knowledge of their trade and a down-to-earth mindset that fits the way we work.

Whether it's a sailing or a motor yacht, our systems are designed for total ease of mind.

IN
EVERYTHING
WE DO
WE DESIGN
FOR EASE
OF MIND





SAILING SYSTEMS

For nearly five decades, we have been at the forefront of mast and boom innovation. These products have defined Rondal's global reputation. From high-performance carbon masts to dependable aluminum solutions, we have consistently combined precision engineering with proven reliability, earning the trust of owners, captains and crews worldwide.

Carbon Masts

The carbon masts are engineered with continuous high-modulus pre-preg plies running the full length of the mast. This seamless construction eliminates joints or "hard spots," ensuring smooth bend characteristics and optimal load paths. A unique advantage is the curing oven of more than 90 meters, which enables us to manufacture one-piece masts at true superyacht scale. Curing the mast as a single structure maximizes strength. During production, reinforcements, conduits and systems are integrated before curing, resulting in a flawless finish and an optimal outcome.

Aluminum Masts

Renowned for durability and consistent quality, aluminum masts are built to the same uncompromising standards as the carbon masts. Although aluminum masts are generally heavier than carbon masts, they offer key advantages, including shorter production times and seamless integration of in-mast furling systems.

We are one of the few companies worldwide capable of engineering and manufacturing extra large aluminum masts.

Performance Booms

The furling booms ensure effortless sail handling. With a clew slider and internal outhaul cylinder, they maintain sail trim even while reefing, reducing wear and structural stress. Through our Style to Order concept, each boom is customized to harmonize with the yacht's design.

Integrated Sailing System

The Integrated Sailing System unites every element of sail handling: masts, booms, rigging, winches, deck hardware, hydraulics, sensors, controls and the human machine interface. From the earliest design sketches through delivery and commissioning, we take responsibility for the entire process, offering a true turnkey solution where all components are engineered to work seamlessly together.

Each system is developed in close cooperation with the owner's team, naval architects, sailmakers and the shipyard. This collaborative approach ensures alignment across all disciplines and brings every function and data point together in a clear human machine interface. The result is intuitive control, instant oversight and enhanced safety for the crew.

By combining advanced engineering with complete integration, Rondal delivers effortless and reliable sail handling. Crews gain the confidence to operate safely and efficiently under all conditions, meeting the demands of the world's most ambitious yachts.





DESIGNED TO PERFORM BUILT TO ENDURE

In the ever-evolving maritime industry, we keep on pushing the boundaries of sailing with advanced winch technology. The latest winches are engineered for the most demanding applications. They are lightweight yet exceptionally strong, fully compatible with both electric and hydraulic systems. Designed with the future in mind, they deliver consistent high performance under all conditions.

Our winches can reach speeds of up to 80 m/min and deliver high-efficiency operation when powered by hydraulics or electricity. The drums can be made from aluminium or carbon composite.

These winches can operate at lower working pressures (below 250 bar). With electric drives already available, the winches can be adapted to a wide range of future applications. Features like load cell readiness, minimized interface with construction and slack line detection, ensure precise control and positioning in all conditions.

Feeders for ultimate control

The feeders are built for consistency and control. Developed in close connection with the winch systems, they help maintain proper line handling during critical maneuvers. With adjustable components and durable materials, they offer smooth, low-maintenance operation over time.

Like all Rondal systems, the winches and feeders are designed to do their job reliably, so the crew can focus on sailing, not the hardware.



COMPOSITES FOR COMPLEX BUILDS

Our expertise in composite production goes beyond spars. With dedicated facilities, we build custom composite parts that combine strength, low weight and flexibility in shape and function.

These components are developed to meet the specific needs of superyacht design. Applications range from large structures such as radar masts, biminis and superstructures, to smaller elements including windscreen surrounds, steering pedestals, louvers, ladders, helm stations, boom cradles and pool covers.

Each project is developed in close collaboration with naval architects and shipyards to ensure perfect fit and function.

We work with certified materials and follow strict production standards. The result is a durable and well-made product that integrates neatly into the overall design.





RELIABLE ENTRANCES, BUILT TO FIT

The Rondal entrances are engineered to deliver functionality, durability and seamless integration on board of superyachts. Each design is tailored to the vessel's layout and complements its architecture and style, ensuring reliable operation and a refined appearance.

We offer a wide range of configurations, including flush sliding doors, L-shaped designs, vertical or horizontal movement systems, roller shutters, companionways and deckhouse entrances.

Key features such as advanced glazing, inflatable seals and quiet drive systems, make operation secure, smooth and discreet. Doors can be produced in stainless steel, aluminum, or carbon fiber, with both curved and straight options available. This flexibility ensures practical performance and weather protection while enhancing the yacht's design.



DECK HATCHES

DECADES OF PROVEN EXPERIENCE

We supply a wide range of flush deck hatches for superyachts. From standard aluminum models to tailor-made solutions crafted from aluminum, stainless steel or carbon. All hatches are engineered for strength and durability, with a clean finish that integrates smoothly into the deck.

Standard aluminium deck hatch

Standard aluminum hatches are built from EN AW-6082 profiles and CNC-machined parts. They are CE- and Lloyd's Type Approved and available in multiple standard sizes and finishes. Options include curved designs, concealed hinges and different hardware configurations. These hatches offer a practical solution with a refined appearance.

Sliding flush deck hatch

We also build sliding flush deck hatches using aluminum, composite or a combination of both. These offer a minimal, low-profile solution with proven weathertightness and can be fitted with glass, PMMA or teak cladding. Operation options include manual, electric or pneumatic systems.

Custom deck hatch

For custom projects, we offer hatches in aluminum, stainless steel or composite. Whether it is a small custom-shaped deck hatch or a tender garage hatch of any size, we have the expertise to meet your needs.



WINDBREAKS DESIGNED FOR LESS WIND AND MORE EASE

Windbreaks are designed to minimize wind exposure and increase onboard comfort. Each system is seamlessly integrated into the yacht's design, offering protection without disrupting the aesthetics.

Different options

We offer a wide range of windbreaks to improve comfort on board. Options include telescopic or inline systems and straight or curved designs.

The track systems are custom-engineered for each configuration and can be fully integrated into the deck for a clean, seamless look. Operation can be manual or electric, with the option to add infrared sensors for extra ease of use.

Panel designs are available in full frame, cassette, or clamped solutions, chosen according to structural and aesthetic requirements. Materials such as stainless steel or powder-coated aluminum ensure both durability and a high-quality finish. Every detail is kept minimal, with no visible bolts or fasteners.

All systems are designed and engineered by Rondal, with installation and testing carried out in close collaboration with the shipyard. The result is a windbreak that not only performs reliably, but also integrates naturally into the yacht's architecture.





MOORING HAS NEVER BEEN EASIER

PRODUCTS

CREW INSIGHT: "THEY HAVE BEEN, LITERALLY A GAME CHANGER"

"I've witnessed how rapidly sail-handling technology has evolved. Early in the build of Motor Yacht PI, I asked the owner to let us use Rondal's captive reel winches for mooring lines. Using them effectively achieves hands-free mooring and they've been, literally a game changer."

The feedback from the crew, after a few weeks with the owner and guests on board, is that the winches are a total success."

— Neil Cheston, Captain / Build Representative of Motor Yacht PI

ENHANCE SAFETY WITH MOORING WINCHES

The Rondal mooring winches offer a revolutionary approach to mooring, combining advanced technology with unmatched safety and efficiency. With the convenience of a wireless remote control, transforming the mooring process into a safer and more streamlined operation.

Smart and safe mooring

Imagine the ease of mooring winches operated by a wireless remote control unit, allowing a single watchkeeper to select, check and trim each line with absolute precision. Mooring made effortless, efficient and safe.

Total control

Each winch is equipped with advanced load monitoring, seamlessly integrated into the vessel's AMS system. Real-time data provides the crew with total control and confidence during every operation.

Uncluttered decks

With a below-deck installation, these winches help declutter and simplify deck spaces, ensuring your yacht remains as elegant as it is functional.

Future-proof with SOLAS compliance

As the latest SOLAS regulations take effect in 2024, these winches are fully compliant, making them the ideal choice for both sailing and motor yachts. Already trusted on 100m+ motor yachts, these winches are designed to meet the future demands of the industry.



RONDAL IN THE MOTOR YACHT INDUSTRY

ULTIMATE RELIABILITY AS A GAME CHANGER

The motor yacht market is fundamentally different from the sailing yacht market. Owners do not compromise on comfort or privacy; their yacht must be a safe haven and a private retreat. Yet the demands on technology and dependability are every bit as high as in the sailing sector.

As motor yachts of 80 to 90 meters have become the standard and 100-meter yachts are no longer the exception, their scale and complexity bring both new challenges and opportunities. This is where Rondal's DNA makes the difference. With nearly five decades at the top of the superyacht industry, our promise to motor yacht builders is straightforward: in everything we do, we design for ease of mind.

Transforming trends into opportunities

As Sales Manager Ron Koekenbier explains, one of the strongest shifts in motor yacht design is the move towards outdoor living. Owners increasingly want to spend more time outside, which is why beach clubs and owners' decks are growing, while traditional interiors are becoming more compact. This trend is shaping the way shipyards and designers approach new builds, demanding larger openings and seamless transitions in the systems that make it possible. Rondal's custom-engineered windbreaks and sliding doors are the direct answer to this demand. They not only create the open-air lifestyle owners desire, but also ensure safety, durability and perfect integration into the yacht's overall design. "These features are not just comfort enhancers; they are critical elements of modern motor yacht architecture. That is exactly where Rondal adds value," says Ron.

Mooring winches: redefining safety and control

One of the biggest surprises for many shipyards has been that the Rondal captive reel winches, originally developed for sailing yachts, also work seamlessly for mooring. With 35 years of experience in captive winch systems for sail handling, we're now applying that same knowledge to the world of large motor yachts.

"A major advantage is the clean, uninterrupted deck layout. Because it's a captive system, there's no need for bollards or mooring lines on deck." Says Ron. "The result is smooth surfaces and a streamlined profile, just what designers and owners are looking for in today's motor yachts."

"Following the delivery of our first mooring winches, we've seen growing interest from designers, naval architects and shipyards." Ron mentioned. "These mooring winches are installed below deck and can be operated via wireless remote control. A single crew member can trim, check, or release each line with precision, without going on deck or touching a line. "It isn't just aesthetics. It's a safe way to moor and complies with the new SOLAS requirements for hands-free mooring on vessels over 3,000 GT, introduced in 2024."

The road ahead

Ron sees big opportunities in windbreaks, sliding doors, mooring winches and standardized hatches for the motor yacht industry. "These are not just add-ons, they are essential systems that help define the safety, reliability and comfort of a yacht. By working with naval architects and designers from the earliest stages, we can ensure seamless integration and solutions that won't let you down," says Ron.

For builders and owners who don't want to compromise on comfort or performance, the message is clear: Rondal offers more than hardware. We deliver proven systems that do what they're built to do, year after year.



SAILING MADE PREDICTABLE

ARTICLE BY SEAHORSE MAGAZINE - JUNE 2025

Rondal's fully integrated, holistically engineered sailing systems take all of the guesswork – and much of the risk – out of superyacht handling.

'On a small boat you have the sheet in your hand, you can feel how much force you're applying,' says Rondal's proposal engineer Bart van der Meer. 'With these bigger boats, 60m-plus, you can't sail on feel. You need data. We've seen a lot of harm done to rig packages simply because the information wasn't presented usefully or wasn't available at all.'

Van der Meer's solution to this problem is integrated sailing systems for superyachts. Team Rondal believes it is the only way to give a sailing superyacht's crew absolute clarity about what's happening in every sail handling system. Only then can the crew sail the yacht to its potential without worrying about breaking it – or indeed actually breaking it.

From product supplier to system partner

'Our goal is to enhance the human-machine interface so that a crew can sail a 60m-plus sailboat comfortably. We need to think in a different way, a holistic system-based approach instead of a product-based one. It's always an exciting conversation with an owner's team.'

'Nilaya was the first project where Rondal was responsible for the entire sailing system and acted within the shipyard's team as project engineer. Being an integral team member gave us direct access to the owner's team, allowing us to collaboratively push the system beyond current capabilities. We went from one load measurement on the headstay to 20 measurements, six position indicators, boom angles...'

SAILING SYSTEM

Smart systems, safer sailing

'These guys don't leave the dock without fully defined trim sheets. You need access to reliable data to understand what's happening. With smart systems – like with Reckmann furlers, where the tack load must stay within limits – automation and load feedback help prevent damage. We log all these data points.'

'By setting hardware limits and eventually dynamic limits based on sail sets, wind angle and speed, we can create self-learning systems. These could suggest trim modifications to optimize boat speed – similar to how your phone recommends a faster route.'

Integration over complexity

'We want Rondal to provide not just the muscle (hydraulics), but also the brain (PLC), the motor control (valve block) and the nervous system (sensors). That way, the shipyard only needs to provide power and pressure – and we take responsibility for performance.'

'For example, with Nilaya's runner system, we managed the full integration, saving 1,200kg and four cubic meters in the lazarette. The yard wouldn't have done that independently, because they don't supply all parts – we do.'

Better data, better decisions

'When crews have load data and warnings, they can sail with confidence instead of fear. This technology is standard in grand prix racers – why not superyachts? Sure, measuring loads is expensive, but so is a broken mast.'

'We now include load pins in every cylinder – blade sheets, main sheet, boom vang. And we continue to refine the system with clients from the earliest stages: operational profiles, valve blocks, PLCs, specs, commissioning protocols, manuals. Every component clearly documented – so the crew knows exactly how it works.'

Towards autonomous sailing

'We envision a future where the yacht itself understands how to sail. You say "deploy main" and based on wind conditions, it adjusts automatically. It's definitely something we're thinking about. But it all starts with data.'





INSIDE ENGINEERING

ENGINEERING THE UNSEEN: ULTIMATE RELIABILITY IN HATCHES, ENTRANCES AND WINDBREAKS

Behind every high-performance Rondal system is a team of engineers turning complex demands into seamless solutions. We sat down with Sascha Pouw (32), lead engineer hatches, windbreaks and entrances and Marco Lips (50), senior engineer who has been with Rondal since 2009. Both spend their days working on one of the most essential, yet often underestimated parts of a superyacht: the hatches, entrances and windbreaks that connect inside and outside life on board.

"It may sound simple," Marco begins, "you start with an opening in the deck. That opening must close and also open. It must be watertight, safe, functional and at the same time beautiful. If even the smallest detail is overlooked, the entire system fails. That is why precision is everything."

The role of the engineer

Engineering at Rondal means much more than drawing a part. It is problem-solving at the highest level. From 3D modeling and detailed drawings to strength calculations and material choices,

engineers anticipate every scenario a yacht might face at sea. Doors and windbreaks are fitted with sensors and contact strips that guarantee safety in operation. Fail-safe logic ensures that, even in emergencies such as fire, the system responds exactly as it should.

Every layer of powder coat, every material grade and every weld is considered and tested. As Sascha explains: "We are not just building something that works today. We are building something that will continue to perform reliably, day after day, year after year, in the toughest marine environment imaginable."

Marco recalls a moment that shows what that reliability looks like in practice: "On a project with a four-panel electric sliding door for CRN, I was called to the workshop when the system had just been tuned. Watching the panels glide open and close so smoothly, I thought: yes, this is exactly how it should be." Another highlight for him was the windbreak built for Ocean Victory at Fincantieri: "Seeing everything in such a complex product

comes together on a yacht of that scale was a true achievement."

From request to delivery

A project at Rondal rarely follows a standard path. Even so-called "standard" products require tailoring. The process begins with sales, then passes to engineering, where the design is adapted to meet project-specific needs. In basic engineering a proven principle is customized; in detail engineering the full set of drawings is created. For approval, a general arrangement is shared with the client and sometimes a classification society like DNV, RINA or Lloyd's.

Once approved, engineers deliver a package of production drawings (anywhere from 50 to 200 sheets) that guide the build like an IKEA manual, but for high-performance yacht components. Then follows production, a factory acceptance test (FAT) in the Rondal workshop and finally installation and the harbour acceptance test (HAT) together with the client's team.

INSIDE ENGINEERING

For fully custom projects the journey is even more complex. Engineers may begin with a design study, exploring multiple options, or a concept engineering phase, developing ideas into workable solutions. With every millimeter counting, a 3D scan from the shipyard is typically needed. Weekly project meetings keep every detail aligned. And what looks effortless to the end-user is in fact the result of meticulous engineering discipline.

Sascha recalls a project where complexity reached a new level: "It was a challenging build with an ambitious timeline and a new design concept. Along the way, expectations evolved, but our team adapted quickly and kept the focus on quality. In the end, we delivered beautifully engineered hatches (virtually error-free) and received full Lloyd's approval without a single remark. Looking back, it's a great example of what we can achieve together when the pressure is on.

Technical demands and materials

The demands are substantial. Hatches and windbreaks must cope with pressure, movement, salt water, heat and vibration,

while at the same time blending seamlessly into the yacht's architecture. Achieving watertightness requires ongoing research and innovation, as every project presents new challenges. Materials must combine strength with elegance, ensuring uncompromising performance without ever sacrificing design.

Rondal engineers primarily work with seawater-resistant aluminum grades and stainless steel. When it comes to aluminum, specific grades are selected for their mechanical properties and resistance to corrosion. For example, 5083 H111 is commonly used where forming is required, while 5083 H321 offers more rigidity. For extrusions, 6082 in T4 or T6 condition provides the needed strength. The choice of material is always project-specific, depending on the demands of shape, strength and durability.

What sets Rondal apart

According to Sascha and Marco, it's not one big thing, but rather the way technical expertise, client focus and consistent quality come together. Clients appreciate that our

engineers think along with them, explore possibilities and aim for solutions that are not only functional but also well made and thoughtfully integrated.

Above all, Rondal delivers reliability. Every system is tested thoroughly before it leaves the workshop. Thanks to the FAT and HAT procedures, we know (and the client knows) that everything works as it should. Once installed, our team stays involved for checks and support on board.

"Our work is successful when no one has to think about it," Marco says. "If the hatch opens and closes smoothly for years, if the windbreak just works as expected, every time, then we've done what we set out to do."

That's what sets Rondal apart: systems that do their job quietly and reliably, so others can focus on sailing.



CONTRIBUTIONS TO THE REFIT OF SCHOONER ATHENA

At 90 meters overall, Athena remains one of the largest and most iconic sailing yachts in the world. Delivered in 2004, this majestic three-masted schooner features a full Rondal rig package: three original aluminum masts, carbon booms with in-boom furling systems and carbon gaffs. Nearly two decades later, Athena is now undergoing a major refit at Lürssen and Rondal is proud to once again play a key role in this prestigious project, supporting both her heritage and her future.

Inspection, refurbishment and upgrades

The refit began with the careful removal of all Rondal-supplied rigging hardware, such as various winches, the rescue crane, safety and deck blocks and rigging for inspection. Each component was assessed and, where necessary, refurbished and refinished to restore its original functionality and ensure the system is fit for many more years of sailing. While only minor changes were made to the rig itself, one key upgrade involved integrating new navigation and communication systems into the ship's

controls, bringing the yacht in line with today's technological standards. To ensure safety and compliance, a non-destructive testing (NDT) scan of the standing rigging will be performed in accordance with Class requirements.

Precision engineering for new crow's nest track

One of the more technically demanding aspects of the refit is the reproduction of a new crow nest track for the aft mast. This track needs to be installed in exactly the same position as the original, matching 2,400 existing fastener holes. Our engineers have started with a detailed 3D scan of the mast and are currently working on pre-drilling and testing using prefabricated elements. Once everything aligns perfectly, we will proceed with anodizing and final installation.

Attention to bespoke equipment

Meanwhile, Rondal's bespoke doors are also being addressed as part of the refit. While the interior finish of the doors is being adapted to match the yacht's new design, the underlying door systems remain unchanged. Their technical

integrity and performance are such that no modifications are required, demonstrating the long-term value of a well-engineered solution that allows for aesthetic updates without altering the mechanical functionality.

Seamless collaboration

The success of this project depends on close collaboration between Rondal, the shipyard and the yacht's crew. Our service technicians bring extensive expertise, not only in inspection and overhaul processes but also in the critical phases of stepping the masts, conducting sail trials and commissioning. Their involvement ensures a smooth transition from shipyard to sea.

"Working with the SY Athena crew again is truly special," says Wim Mooiweer, Sales Manager at Rondal. "We're proud of the trust placed in us by the crew and by Lürssen. It's a beautiful collaboration, one where everyone is aligned to deliver nothing but the best."

REFIT



FULL RIG REFIT FOR SLOOP URIEL COMPLETED

A TRUSTED PARTNERSHIP

The 32-meter sailing yacht Uriel (formerly Nyima) recently completed a full refit at Huisfit in Amsterdam. The project included a complete disassembly, inspection, repair, repainting and re-rigging of her carbon mast, a key step in preserving her performance and legacy.

Captain Uwe Dettelbacher shared his experience working with Rondal throughout the process:

"From the very beginning, starting with the decision-making process on where and with whom to undertake this extensive refit, Rondal's team proved to be an invaluable partner. Their clear communication, transparent cost estimations and consistent project support truly set them apart. I am extremely satisfied with the solutions and craftsmanship that Rondal delivered and I look forward to seeing Uriel's renewed rig in action across the globe."

We are proud to have contributed to Uriel's next chapter and grateful for the trust placed in us.

We wish Uriel and her crew fair winds and following seas.

AERA

INNOVATIONS ON CATAMARAN CONCEPT BY ROYAL HUISMAN

AERA is a 50-meter catamaran concept that brings together the latest thinking in clean cruising, safety and user-friendly sailing. Developed through a multi-year collaboration between Royal Huisman, Rondal, Cor D. Rover Design and Artemis Technologies, the yacht presents a new approach to hybrid superyachting, one that avoids unnecessary complexity and focuses on practical innovation.

Aero Wing Sail

The Wing Sail plays a central role. This fully automated composite sail system, developed with Artemis Technologies, consists of a rotating airfoil with adjustable trailing-edge flaps. It can feather into the wind, rotate 360 degrees and tilt horizontally when needed. The system is designed for ease of use, even for those with little sailing experience. The deck is safer and cleaner, with fewer moving parts, because there is no standing rigging, winches or traditional sails.

Hydro Generator

To support AERA's energy demands, four 15kW Rondal Hydro Generators produce electricity while sailing. Together they deliver up to 60kW, charging the 580kWh battery bank that powers the hotel load, including air conditioning, lighting and the pool. These generators operate with low drag and high efficiency, helping reduce reliance on fuel.

Mooring Winches

Eight RW-6000HW Mooring Winches are also part of the concept. With wireless controls, load monitoring and below-deck installation, they allow single-crew operation and eliminate trip hazards. The winches can be installed in various orientations to suit different deck layouts and are integrated into the yacht's monitoring systems.

Each system reflects our focus on smart engineering, crew efficiency and seamless integration. Whether it's propulsion, mooring or energy recovery, the goal remains the same: dependable performance and reduced environmental impact.

We're proud to contribute to AERA and grateful for the opportunity to demonstrate these innovations on this forward-looking concept by Royal Huisman. AERA is on display at the Rondal stand during Metstrade 2025.



NEW: THE HYDRO GENERATOR 5000

Now available the Hydro Generator 5000, specifically developed for sailing yachts between 16 and 30 meters. This compact system provides efficient power generation under sail, making it ideal for bluewater cruisers.

With an optimized propeller for low-speed performance, the HG5000 delivers up to 5 kW of power and performs best at sailing speeds between 6 and 13.5 knots. At 8–9 knots, a typical output of 2–3 kW is enough to meet most onboard electrical needs.

Designed with efficiency in mind, the 550 mm propeller ensures minimal drag when freewheeling. The system produces 48 V DC and is built for reliability on long passages.

Whether used as a primary power source for house loads or as a supplement to other systems, the Hydro Generator 5000 brings quiet, emission-free energy to a wider range of performance and cruising yachts.



RONDAL METAL



INSIDE THE METAL DEPARTMENT

WITH JAN JONKERS

THE PEOPLE AND CRAFT BEHIND ULTIMATE RELIABILITY

In 2026, Jan Jonkers will celebrate 40 years at Rondal. Over the decades he has grown from an eager welder into the production leader of the metal department. A true all-rounder and team captain who knows every corner of the trade. His story reflects what Rondal stands for: craftsmanship, curiosity and dedication to delivering quality.

Career & background

Jan began at Marquip as a bench worker and welder, where he broadened his skills by working with both aluminum and stainless steel. "I've always been curious and eager to learn," he explains. "From automotive technology to business operations, I've taken many courses. Whenever I see something new, I want to understand how it works."

At Rondal, he quickly became involved in the development of hatches and sliding hatches and also spent time machining, milling and working in assembly. Thanks to his versatility and drive, Wolter Huisman soon asked him to step into a leadership role, becoming team leader of the hatches and Metal Department. His early projects included work on SY Endeavour and later he was part of the team that developed the reel winches, an important step forward for Rondal.

What has kept him here all these years? For Jan, it's a combination of challenge, variety and people:

"Every day is different. And when you add great colleagues, teamwork, transparency and trust, it makes Rondal a special place to work."

Rondal Metal's role

The metal department is responsible for producing hatches, doors, windbreaks, deck fittings, captive reel winches, rigging components and many custom-made parts. It also handles urgent modifications and special requests in the Rapid Factory, where speed and flexibility are key.

By keeping much of the machining in-house, Rondal ensures quality, efficiency and control, values that directly benefit clients. The department works closely with calculation, engineering and planning, with Jan often acting as the bridge. His colleagues call him "Jan the Connector" for his ability to bring people and processes together, making sure no detail gets lost between departments.

Craftsmanship & change

Jan has witnessed significant change over nearly four decades. "Automation has made a big impact," he says. "Planning software and new machinery have transformed how we work. The challenge is using these tools effectively, while keeping craftsmanship at the heart of what we do."

Rondal is now preparing for the investment in a five-axis milling machine, a major step that will further expand the department's capabilities. Alongside that, new specialists are joining and apprentices are being trained to combine experience with fresh knowledge.

"A perfectly welded piece, or an innovation like the reel winches, those are the results of teamwork. The best part is when colleagues share that pride in what we've achieved together."

Teamwork & pride

Jan describes himself as a hands-on captain. "Everything I ask my team to do, I've done myself. That way, I understand the challenges." Since January, he has been leading a relatively new team: "I'm proud of their flexibility and versatility. Everyone has a good heart and the right mindset. My role is to make sure the right people are in the right place, so they can do their best work."

When it comes to pride, Jan points not to himself but to the collective: "A perfectly welded piece, or an innovation like the reel winches, those are the results of teamwork. The best part is when colleagues share that pride in what we've achieved together."

Looking ahead

For Jan, success is about people as much as technology. "My job is to make sure people come to work whistling, leave whistling and that both the company and our clients are satisfied. That's when the day has been a success."

His advice to young professionals entering the trade is simple: "Keep developing yourself and take the opportunities that come your way."

With leaders like Jan and the team at Rondal Metal, clients can rely on every product. A custom hatch, a high-performance winch, or a rapid modification is always the result of decades of experience, innovation and genuine dedication.

ISO 9001: RAISING THE STANDARD OF QUALITY

We are in the final stages of achieving ISO 9001 certification, the world's most widely recognized standard for quality management. This journey already demonstrates our commitment to excellence and continuous improvement.

What ISO 9001 means

ISO 9001 sets a global benchmark for structured, consistent and customer-focused processes. It requires us to document and safeguard workflows across all departments, from sales to engineering, production and service. More importantly, it drives a culture of ongoing improvement, risk awareness and accountability. For us, this translates into greater efficiency, reduced errors and a strong foundation for safe and reliable innovation.

Why it matters for clients

For clients in the superyacht and maritime industries, ISO 9001 offers assurance that we are a partner they can trust. It gives confidence that the processes are robust, the quality is proven and the people take ownership of delivering results.

Looking ahead

With ISO 9001, we are not only strengthening the internal structure but also opening doors to new opportunities. Most importantly, we are reinforcing what has always defined Rondal: building solutions that ensure ultimate reliability, backed by a proven system of quality and trust.

MEET NEW FACES OF THE RONDAL TEAM



LUUK LE CLERCQ

SAILING SYSTEMS ENGINEER

With nearly fifteen years of experience designing and supporting rig packages for both regatta-winning race yachts and award-winning superyachts, Luuk brings a wealth of knowledge to the Integrated Sailing Systems team.

What drew him to Rondal? The vision behind the integrated sailing system. "I believe it's exactly what our industry needs: combining safety and performance. It's about giving owners and crews the best and safest experience possible," he explains.

After years focused exclusively on rig packages, expanding his scope feels like a natural next step. He looks back with gratitude at his time with his former employer and the special projects he was able to deliver there. Now, at Rondal, he has found the same ambition to keep raising the bar. "We push each other to deliver not only a great product, but also a great overall experience."

With the delivery of the Integrated Sailing System for the world's largest sloop on the horizon, Luuk's expertise is already shaping the future of sailing on a bigger scale.



RYAN LABUSCHAGNE

STRATEGIC PURCHASER

Hands-on and direct, that's how Ryan describes his way of working. For him, systems and processes exist to keep things running smoothly. And when they don't, he enjoys stepping in, finding the root cause and solving the problem.

What brought him to Rondal was the chance to contribute to projects that push the limits of sailing. "As yachts grow larger and more complex, we're working right at the edge of innovation. It's inspiring to be part of that," he says.

As Strategic Purchaser, Ryan focuses on building strong, value-driven relationships with suppliers. His background spans composite mast building across both commercial and operational roles, combined with practical sailing knowledge, a mix that connects design with delivery.

At Rondal, scale changes everything. "When a sixty-meter yacht is considered 'small,' you know you're in the big league," he says. Ryan wants to be known as reliable, forward-thinking and true to his word, someone who helps the team win.



HAPPY TO MEET IN 2026

17-25 JANUARY
BOOT DÜSSELDORF

10-12 MARCH
JEC WORLD

12-15 MARCH
ST BARTHS BUCKET REGATTA

29 APRIL - 2 MAY
PALMA INTERNATIONAL
BOAT SHOW

24 - 27 JUNE
THE SUPERYACHT CUP PALMA

1-4 SEPTEMBER
SMM HAMBURG

23-26 SEPTEMBER
MONACO YACHT SHOW

17-19 SEPTEMBER
METSTRADE

PROJECT TIDAL SHIFT

At Rondal, sustainability is not a separate topic, but something we keep in mind in the way we work. With Project Tidal Shift, we collaborate with Royal Huisman and Huisfit to encourage greener choices in the superyacht sector. Guided by Environmental, Social and Governance (ESG) principles, we look at sustainability from the early design and quotation stages of new builds and refits. By offering eco-friendly options, we give shipyards and clients the opportunity to lower their environmental impact.

Tidal Shift is not just a project, it reflects our way of thinking. We are exploring renewable materials, energy-efficient systems and other sustainable solutions that can play a role at sea. By sharing the steps openly, we hope to encourage others in the industry to move toward a more sustainable future.



CELEBRATING 50 YEARS OF ULTIMATE RELIABILITY OF RONDAL

Next year we will celebrate our 50th anniversary. Since 1976 we have been designing and building sailing systems and yacht components that are known for their performance, reliability and design. What started as a small specialist company has grown into a trusted partner for leading shipyards and yacht owners around the world.

In the run-up to this milestone, we are looking back at our history. Together with colleagues past and present, we are gathering stories, memories and highlights that have shaped the company. At the same time, we are preparing for 2026 as a year of celebration, with anniversary events for colleagues, partners and clients.

Follow us on our social media channels for updates on the stories and festivities.



The background is a deep red color with a crinkled, paper-like texture. A prominent diagonal crease runs from the top left towards the bottom right, creating a sense of depth and movement. The lighting is slightly brighter along this crease.

RONDAL

ULTIMATE RELIABILITY