RONDAL INSIGHTS

& LATEST NEWS

FALL '23 / WINTER '24

SAILING SYSTEMS HATCHES COMPOSITE SPECIALS WINDBREAKS MOORING WINCHES

CONTENT

COLOFON

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RONDAL
ULTIMATE RELIABILITY

FOREWORD

EMBARKING ON NEW HORIZONS: THE EVOLUTION OF RONDAL

Gather 'round, dear friends, and allow us to introduce you to the new Rondal. A familiar team, wearing a fresh new "jacket". The combination of ultimate reliability and our new slogan "Plan for the Unexpected" shapes our very essence.

In the realm of maritime adventures, we aim for ultimate reliability in every situation. We believe that when navigating the seas, you should be prepared for everything. The concept of planning for the unexpected is not a singular notion, but rather a multifaceted believe. Rondal advocates both embracing the thrill of unforeseen adventures and meticulously preparing to confront the challenges that such expeditions may present.

We welcome you to METSTRADE 2023 and want to thank you for visiting our booth this year. Clearly, we are not sitting back, as new branding, a new line of hatches, bigger winches, even larger masts and a stream of innovative projects and ongoing developments indicate our commitment to progress.

The Rondal team is in full motion, achieving commendable milestones, discovering superior solutions, and delving into more innovative frontiers.
Moreover, within this magazine, we offer an in-depth exploration of our integrated sailing system, a reflective gaze upon the Award-Winning Sea Eagle and its exclusive Rondal applications, our ambitious vision for Wind Assisted Ship Propulsion, a detailed clarification of our Outhaul System, and so much more other captivating stories.

Sail on and enjoy the journey!

Best wishes,

Harald Lubbinge
Managing Director

SAILING SYSTEMS

At Rondal, we can oversee all of your sail handling requirements as one individual project, ensuring cohesive performance in every aspect of your yacht under sail.
Our strength is in bringing the entire sailing system together to ensure every part of the sailing package, whether it is a Rondal component or another's, is partnered to perform compatibly and to meet performance expectations.

With a solid in-house team of engineers, naval architects and sailors as well as our trusted industry partners you can be confident that your Integrated Sailing System is engineered and fitted with the rigs and componentry best suited for your yachts design criteria. From masts and booms to winches and feeders.

MASTS & BOOMS

Rondal's mast and boom production is a marvel of engineering, ensuring unmatched quality and performance. Each mast is meticulously crafted to its full length, with each half being constructed from a single continuous piece of high modulus carbon
pre-preg plies.

WINCHES & FEEDERS

Modern winches must possess exceptional power to withstand the immense loads exerted by supersized rigs and sails crafted using advanced sail-making technologies. Safety remains paramount, along with ease of maintenance. Rondal operates with cutting-edge materials and the latest technologies to meet these combined demands, resulting in smaller, lighter and faster winches.

READ MORE

RONDAL PRODUCTS

GO WHERE YOU FEEL MOST ALIVE

WITH PRODUCTS THAT ENSURE
ULTIMATE RELIABILTY
IN ANY SITUATION

HATCHES

At Rondal, we're your all-in-one solution for the entire project. Weather you are looking for an aluminum Flush Deck Hatch, a composite Flush Deck Hatch, a Sliding Flush Deck Hatch or a Custom Hatch, we got you covered.

Our approach streamlines project management, engineering, manufacturing, and installation, delivering top-quality products and enhancing efficiency. Every item is handed over as a turn-key project, simplifying the process for both the shipyard and the client.

Our hatches are CE ISO 12216 certified or delivered with Lloyd's Type Approval Type 94040-100.

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WINDBREAKS

Rondal Windbreaks are high-quality, custom-made windbreakers or windshields primarily used in the maritime and shipbuilding industry. Rondal Windbreaks are designed to reduce wind loads on sailboats and other vessels.

Vertical lifted glass panels or horizontal sliding windbreaks, Rondal can always provide the perfect solution.
They contribute to the safety, comfort and performance of the ship and are designed to meet the specific requirements of each owner and yacht.

KEY FEATURES

- Manual, electric, or combined operation
- High quality semi-custom, full custom, or anything in between, to meet every requirement
- Inline, materials and finish in complete harmony with the yacht's esthetics
- Single or multi-track system, straight or curved design, no boundaries or limitations

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COMPOSITE SPECIALS

Rondal has been applying new techniques, learned through extensive research and development that have proved highly successful when building components, masts and booms using composite materials.

Composite construction offers less weight, higher strength and stiffness over the traditional use of metals and wood. Building in composite also allows for artistic freedom of shapes and forms as almost anything is possible when building in composite. From Super Structures to radarmasts, and from interior items to steering pedestals. Carbon fibre components are the "couture" of our product line.

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MOORING HAS NEVER BEEN EASIER!

MOORING WINCHES

Winches for mooring operated by wireless remote-control unit, enabling a single watch keeper to select and check each line in turn and to trim as necessary. Sounds good right? Get to know our winches for mooring applications.

Two crew members, each with a control unit, can split the responsibilities for faster adjustment if preferred. Loads on all the winch sheaves are monitored and integrated with the ship's alarm and monitoring system. The system's load capacities fulfill well established classification requirements.

Operating almost entirely hands-free, it substantially reduces crew safety risks, is cleaner and more precise to operate. No cleating is required. When trimming the mooring line no manual line handling needed, and possible on a safe position.
With the Rondal winches for mooring we supply a complete mooring system that we can integrate together with yachtbuilders. We always look at the most efficient way of line running on board. Whether you need electric or hydraulic winches, we push the boundaries for the best possible solution.

In addition to the all-important issues of safety and functionality, the low-profile, below-decks installation of captive reel winches meets every owner's desire to de-clutter and 'de-industrialise' the deck spaces of an otherwise impeccably designed private superyacht.

READ MORE

INTEGRATED SAILING SYSTEM

IF YOU HAVE EVER SEEN THE FAMOUS CARTOON OF HOW A CHILD'S SWING LOOKS LIKE WHEN DESIGNED BY A COMMITTEE, YOU WILL IMMEDIATELY UNDERSTAND THE IDEA DRIVING RONDAL'S INTEGRATED SAILING SYSTEM.

Traditionally, most of a superyacht's multitude of sailing components were ordered from component specialists: spar manufacturers, rigging suppliers, sailmakers, winch makers, deck hardware makers, hydraulics, electric motors, ropes, load sensors, alarms, controls, and PLCs. The responsibility of making them work in concert to achieve a desired result was always a challenge for the shipyard, which has ultimate responsibility for delivering the yacht. Imagine what can go wrong with the specifications being read and interpreted by so many people – some at a great distance from the naval architect or the owner!

On a sailing yacht, each one of these elements is critical, yet even more critical is the disappointment of the owner when his mainsail won't flatten for upwind work because the mast and rigging suppliers didn't discuss prebend with the sailmaker. Then, too, the yard's PLC programmer didn't anticipate the need for "race mode" because they never spoke with the owner's crew.

As Bart van der Meer (Proposal Engineer at Rondal) explains, "We are taking a new approach in that we don't just supply a Rondal product, we develop the entire operation called Integrated Sailing System. It's a team approach with the naval architect and the client with meeting their expectations for the yacht's performance as the goal and to provide a better human/machine interface. We want to design it so the boat won't damage itself because the operator made a minor mistake leading to one system overriding the others. The goal of the Integrated Sailing System is to provide the operator with the relevant info and controls to regain the feeling of being in control, even while racing these megayachts through Sardinia's Bomb Alley".

Because every component manufacturer fears being the cause of failure, the default position when building maxis or superyachts is to deliver something just a bit more robust than the naval architect's specs solicited. A "beefed up" block here and a more robust winch there, and the boat is suddenly hundreds of pounds heavier, perhaps affecting its trim and balance and compromising interior space. The same goes for the suppliers. If left to develop it's own specification, a hydraulics supplier will select a robust product for the length and predicted loads of the vessel while cruising offshore. That's a safe choice, but the size of valve and stroke of the ram has a great deal to do with the operational profile. The industry default position is that the equipment with the highest needs will come to a complete stop if there is a loss of or drop in hydraulic pressure, said a Rondal spokesman. "Everything may work smoothly when loaded to 30 percent, but not if all the joysticks are pushed full-on during a tack", he added. Most computer programmers are not sailors, but the team at Rondal all has offshore experience, and knows the importance of developing the system protocols with the owner's team and crew.

Of course, there is an additional issue when programmers put different system information on different tabs, or pages. Trying to flip between vang load, mainsheet winch, and shroud sensors is at least slow and inconvenient, and at worst the precursor to something that can ruin your day! "Even if you can find all the information, there comes a point at which the size of the boat means that a human being can't be making calculations and decisions fast enough", says Van der Meer.

The Integrated Sailing System first develops the operational profile with the captain and the owner, or the owner's rep, and all the critical information for simultaneous gear operation is located on one page. The crew can easily isolate specific gear and functions, but for speed and safety, all the real-time data necessary is available in one view. Combining all the functions of Integrated Sailing System together, including the pre-build development of specifications with the designers, sailmaker and owner's team, is a bold approach, but one that is logical and removes a certain amount of risk taking for the builder.

But it is not just performance sailing yachts that can be beneficiaries of the Integrated Sailing System approach, he explained. "Integrated Sailing System is forward looking and is also perfect for wind-assisted motor yachts, motor sailers or even WASP commercial ships where you can't expect the crew or the builder to be savvy about sailing. Integrated Sailing System can provide a speed and heading while sails are being raised or a hard wingsail is being deployed and then suggest headings and trim for best efficiency on a desired course. We hope this can help expand the sail-assisted market," says Van der Meer.

AWARDS WINNING SEA EAGLE

SEA EAGLE WINS PRESTIGIOUS AWARD "BEST SAIL ABOVE 500GT" AT THE "INTERNATIONAL SUPERYACHT SOCIETY AWARDS OF DISTINCTION" GALA.

The impressive and already iconic superyacht, was built by Rondal's sister company Royal Huisman, and designed by Dykstra Naval Architects and Mark Whiteley Design. Read what makes her so special nowadays.

Her three carbon composite equally tall masts are equipped with advanced Rondal furling booms, which are styled and shaped to match the design of the yacht. At Rondal we call this our style-to-order concept. Additionally, the aft and main mast are equipped with staysails for reaching courses. The yacht is designed with the maximum air draft of the Panama Canal in mind for an easy passage between the Atlantic and Pacific oceans. The total sail area is distributed over the three masts to provide the freedom of various sail configurations for diverse weather conditions and courses.

THE RIG

The masts are designed for an optimal balance between strength, stiffness and weight, and are manufactured from carbon composite. An impressive feat and exclusive to Rondal, is that each mast is highly customized and built from a unique mould to achieve an uncompromised mast tube shape and diameter. Also, each Rondal mast is built as one piece. This means that 80% of the mast thickness is constructed with full length, uninterrupted carbon fiber laminates, giving the mast exceptional properties with an advanced strength distribution. This results in a beautiful even bend, without 'hard spots'.

INTEGRATED SAILING SYSTEM AT SEA EAGLE

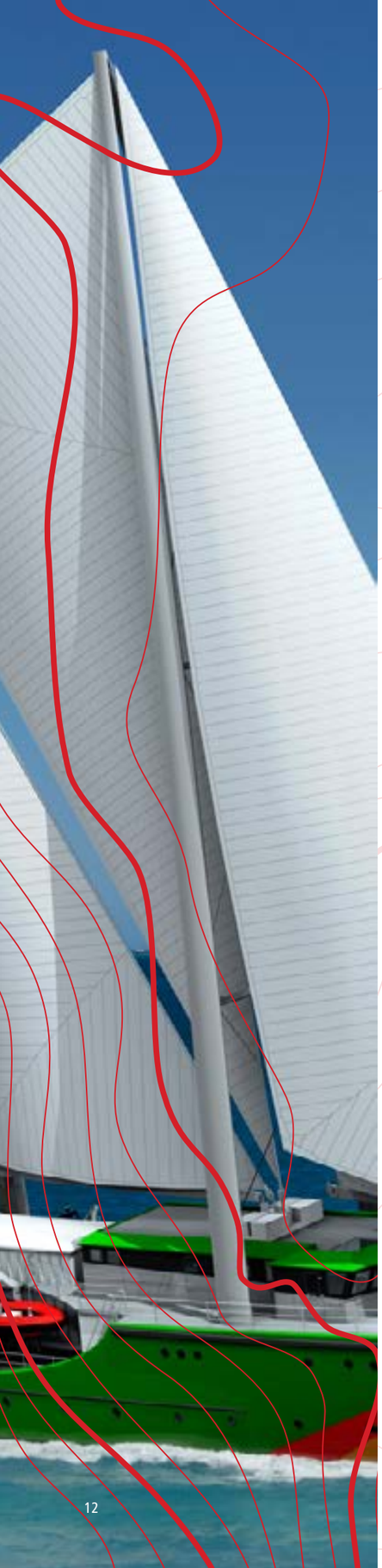
A vital role was played by Rondal in realizing the Integrated Sailing System. This unique approach delivers optimization of sailing components and systems through an expert process of design and engineering. The Integrated Sailing System comprises the three carbon masts with their furling booms, hydraulic boomvang, headsail furling systems, staysails, deck winches and equipment, captive reel winches and continuous solid carbon standing rigging by Carbo-Link, all equipped with load sensing capabilities.

PERFORMANCE

The powerful rig and optimized sailing systems ensure that the full potential of the hull is reached so that spectacular speeds over 21 knots can be achieved. This is done in the ultimate sustainable way by powering up SEA EAGLE's Rondal rig, which can carry over 3500 square meters of sail area. The complete sailing system is controlled by 34 Rondal hydraulic winches, of which 12 deck winches and 22 captive reel winches. The largest captive reel winches - for the yankee, staysail sheets and mizzen sheet runners - are capable of a tremendous 18 tons (18.000 kg!) pulling load. To Rondal, SEA EAGLE represents a full scope project with Rondal acting as a building partner - not only to realize the sailing system, but also to supply various entrances, custom deck hatches and large carbon composite tender hatches.

LOAD SENSING RUDDER

SEA EAGLE's rudder was also constructed by Rondal. Not just "a" rudder, as this is the largest carbon composite rudder in the world. Building the rudder from carbon composite, Rondal achieved a significant weight saving of 1750kg compared to a steel rudder. This accomplishment presented an interesting technical challenge as there was no pre-existing engineering data on composite rudders of this scale. For that reason an R&D project was started together with engineering partner Gurit and fiber optic specialist Com&Sens. During the construction of the rudder, optical fibers were embedded, allowing for measurements of torque and side loads during the build process as well as during sail trials. This real world data not only verifies but also advances future rudder projects.



WIND-ASSISTED SHIP PROPULSION

Will the need for carbon-free transportation return commercial ships to wind power, or at least wind-assisted propulsion? Rondal believes there is a good possibility that wind-assisted ships are the wave of the future and it intends to be ready with various design and engineering plans that would feature its components. The impetus for this development is the IMO goal of a 40% reduction in greenhouse gas emissions for the shipping industry by 2030. The IMO, many Flag States and Class have all signaled they believe wind can become a viable propulsion method, especially for retrofitting existing ships.

Wim Mooiweer is one of Rondal's Sales Managers and WASP is one of his areas of expertise. "WASP means Wind-Assisted Ship Propulsion", explains Mooiweer. "Right now, the market is very small – there are just 25 commercial ships operating with some kind of wind assist. There are several under construction and the market is expected to double in the coming period."

"Rondal is focussing on using composites or aluminum for either rig structures or hard wing sails and building prototypes for various parties". He said. Rondal is not gearing up to produce the huge structures that will be needed to power merchant ships. Instead, it is focusing on developing the technology for others.
"We are very involved with some of the leading design houses", Mooiweer said, adding the research is on both stayed and unstayed rigs.

The variety of WASP systems being discussed by designers and owners around the globe is fascinating and in large measure depends on the size and shape of vessel underneath the sails and where it will be operating. Rondal's interest in WASP technology goes back to the Rainbow Warrior II rig in 2011, which Rondal supplied.

"We have been exploring rotor sails, soft wings, hard wings, soft sails, aero rig types, and Dyna rigs. There is a huge amount of noise in the industry now, but not a lot of stepping up. The reality is that it needs to be a priority," Mooiweer says.

After running simulation and numbers of several design styles, Rondal's engineers project that a wind-assisted ship running on a course from Hamburg to Helsinki (which would be mostly beam winds) could reduce diesel fuel use by 30%. A crossing from Europe to the US could see from as little as 4-5% savings to as much as 50% depending on route and weather.

"We want to use our expertise in developing large rigs to form strategic partnerships for WASP products", said Mooiweer. "We think there is a possibility for synergy there."

RONDAL AERO WING SAIL

What if you could reduce emissions on your motor yacht? What if you could minimize the space needed for renewable fuels? Rondal presents an innovative solution: a solid wing sail for yachts, automatically trimmed to match your yacht's design. Crafted from lightweight yet robust composite materials, our primary objective is clear — to harness the power of the wind and decrease fuel consumption in the yachting industry.

The Rondal wing sail represents a remarkable development, boosting an impressive 1.5 times greater thrust than traditional sails, allowing it to be more compact in size. With precise computer-controlled adjustments to its angle and shape, this wing sail ensures not only efficient propulsion but also a comfortable sailing experience. Moreover, its freestanding design makes integration onto any vessel a breeze. Even in harbor conditions, the wing sail rotates effortlessly with the wind, offering reduced air resistance compared to conventional masts with lowered sails.

Our wing sail has undergone rigorous testing on a small scale to validate its performance according to expectations. Surpassing our initial predictions, these tests have not only affirmed its effectiveness but have also provided valuable insights for refining our future designs.

In a world where environmental concerns play a major role, Rondal's automated wing sail offers a promising alternative for the yachting industry. By seamlessly blending cutting-edge technology with sustainability principles, we envision a future where yachts navigate the seas with minimal environmental impact. With our commitment to innovation and environmental responsibility, we are ready to take the lead towards a cleaner and more sustainable future for yachting.

Join us on the journey towards cleaner seas and a brighter, more eco-conscious tomorrow. With Rondal's automated wing sail, we're reshaping the future of yachting.

OUTHAUL SYSTEMS

When it comes to gear for supersized sailing yachts, Rondal's motto could be, "today's success leads to tomorrow's achievement." This stems from the fact that with custom yachts, each successful product seems to lead to a request for something just a little bigger, or lighter, or more powerful.

Rondal's state-of-the art outhaul system is just such a case in point. In 2018, Rondal delivered the gear for Royal Huisman Project 398, Ngoni, or The Beast, as her owner called her. For this very powerful performer designed by Ed Dubois, Rondal collaborated with the designer, builder and sailmaker from the beginning to maximize efficient control of the massive sail plan. Ngoni was the first yacht fitted with a sliding outhaul car on top of the boom to catch the mainsail's clew knob and draw it aft powered by a 1:1 hydraulic cylinder inside the boom.

"Roller furling mainsails need a different type of outhauls than slab reefing systems," points out Proposal Engineer Bart van der Meer. Placing the gear inside a full carbon boom and planning for Ngoni's anticipated 25-ton clew load depended on a lot of finite element analysis. "Every clew slider is basically a one-off," says Van der Meer.

Typically, everything is custom, from the design of the knob attached to the end of the mainsail to be grabbed and held fast by the car, to the dimensions of the internal cylinders and the tracks and boom structure.

For Nilaya in 2023, Rondal's engineers began investigating the possibility of using tougher materials than aluminum for the tracks to enhance durability. However, the weight implications remained too significant.
To strike a better balance between durability and weight, the decision was made to proceed with chafe plates placed in specific locations where impacts can be expected. Nilaya's outhaul car is high-tensile aluminum with a stainless steel chafe plate to prevent damage from the clew knob. Now Rondal is investigating making the outhaul cars and tracks out of titanium or carbon fiber. Also Rondal is looking for ways to automate the engagement procedure and provide 'on-lock' signals.

Now developing the gear for Royal Huisman's 85 meter sloop Project 410, van der Meer notes that the gear in development is two times larger than Rondal has built before. To give some idea of the size of the rig, the cylinder tensioning the outhaul car will have a 4.5m stroke and 40 ton pull. This will certainly be one to watch when she hits the water.

NILAYA

FULL RONDAL PACKAGE ON 47M HIGH-PERFORMANCE CRUISER SLOOP

Rondal played a major role in meeting the owner's brief for Nilaya, an optimized performance cruiser launched by Royal Huisman earlier this year. Not only did Rondal supply the mast and boom, but also the new generation captive winches and deck gear.

INTEGRATED ROLE

The carbon fiber expertise of Rondal was integral to the construction of the yacht itself. Weight reduction for the 46.82m sloop designed by Reichel / Pugh and Nauta Yacht Design began with a collaborative effort between the engineering teams at Royal Huisman and Rondal. To meet strict weight targets, the builder relied on Rondal for the following carbon fiber gear:

- Keel trunk
- The recessed tender well on the foredeck
- Crew companionway entrance
- Steering pedestals
- The 17.5 meter-long carbon composite coachroof
- Guest cockpit structure
- Watertight bulkhead
- Bimini
- Carbon hatches

Rondal's role in Nilaya shifted from product supplier to system integrator according to one of the project managers. By working with the builder and naval architects through the design and build process, it was determined where carbon composites could be used to maximize the advantage of stiffness and weight savings.

When it came to the primary propulsion for this Panamax speedster, Rondal's team worked closely with the naval architects on the sail plan and rig loading and with sailmaker Doyle Sails on the specifics of managing Doyle's new structured luff sails. Nilaya's blade jib, for example has no headstay lock but uses lashings instead, a switch that saved 100kg.

RADICAL NEW CURVED SPREADER

The towering mast is tapered in two directions at the top, a small refinement that saved 50kg, but weight saved in a very significant place. To take advantage of the very narrow headsail sheeting angles, Rondal created a radical new curved carbon fiber spreader design that is both shorter and more aerodynamic than anything previously available. These handsome spreaders also allow more J2 area.

THE CARBON FIBER EXPERTISE OF RONDAL WAS INTEGRAL TO THE CONSTRUCTION OF THE YACHT ITSELF

For the mainsail, a unique and simple hook replaces moving parts to lock the main's headboard onto the halyard car. At the opposite end of the spar, rethinking the mast base and integrating the halyard turning blocks and their jammers into the mast collar lightened and simplified the deck construction.

Another first was placing traditional running backstays with locks – this by owner request. The arrangement saves 1,200 kg over the typical arrangement utilizing captive winches below deck and 3-4 cubic meters of volume in the lazarette.

WEIGHT REDUCTION

Perhaps the biggest leap forward was the development of new hybrid carbon/aluminum captive winches that are half the weight of the conventional all-metal captive winch. These hybrids utilize an economical aluminum bracket and housing but a carbon drum. The new drum construction allows the diameter to be trimmed from 600 mm to 450 mm the weight dropping simultaneously from 890 kg to 430 kg for an 18 ton winch pulling at 60 meters per minute.

A number of these innovations are already finding themselves going into Royal Huisman's next two builds, project 408 and 410, and the latter will have even larger Rondal captive winches.

OUT OF AUTOCLAVE

Rondal is globally recognized for its pioneering approach in crafting seamless, extraordinary superyacht sailing masts that are built in a single, unified piece. Our distinctive capability is a testament to our mastery of the innovative Out of Autoclave (OOA) methodology, an approach we've perfected over decades. Rondal has embraced the OOA technique, allowing us to create masts that are not only exceptionally large but also remarkably elegant and structurally sound.

At Rondal, our focus remains on our strengths. We've refined the OOA method to achieve a more streamlined and adaptable production process. This flexibility empowers us to fashion masts of any diameter and length, giving us a considerable edge in the industry. This methodology has found its place not only in the maritime sector but also in demanding industries like automotive and defense.

Rondal takes pride in its ability to construct one-piece masts, which, thanks to our large prepreg curing ovens, can extend up to 90+ meters in length. Our process involves creating thin carbon composite molds that not only shape the mast but also contribute to its structural integrity.

With a focus on OOA, internal patching, compression tubes, and conduits are integrated before pre-assembly, minor fairing, and painting.

Our achievement in being capable of crafting such grand one-piece masts hasn't been a stroke of luck or an overnight success. It's a result of our expertise and extensive experience, defining our dedication to refining the OOA method and pushing the boundaries of what's achievable in the industry.

"THIS FLEXIBILITY EMPOWERS US TO FASHION MASTS OF ANY DIAMETER AND LENGTH"

RONDAL IS CERTIFICATED FOR LLOYD'S MAST AND RIGGING INSPECTION

Rondal is pleased to announce that it has been awarded certification as a Lloyd's Register Approved Service Supplier for the survey of masts and rigging on Bermuda (fore and aft-rigged) vessels. Joining the elite, small cadre of rigging service companies receiving the Lloyd's Register marque is an important step for Rondal's growing aftersales service and support business.

The world's leading classification society, Lloyd's Register is the principal body in the maritime sector for approving safety standards on superyachts as well as on commercial ships. Sailing vessels seeking to obtain or renew Lloyd's Register Certification must be able to document that services such as measurements, test, periodic surveys or maintenance of safety systems or equipment have been provided by Lloyd's Register Approved Service Suppliers.

To achieve this approval, Lloyd's Register Auditors examined Rondal's methods, documentation processes and training to make sure they meet its necessary quality standards. With safety on board being the top priority, any yacht crew or owner can be satisfied that rig surveys by Lloyd's Register certified companies guarantee that rigid procedures are followed to safeguard a structured and complete process.

"We have worked with Lloyd's for a long time on certification of many of the products we manufacture such as spars, winches and hatches", said Harry Mijnsbergen, Rondal's Manager of Service and Aftersales. "They are well aware of our work and this audit was largely about finetuning the specifics and procedures from our service. We have already been training all members of our survey and service team in this methodology."

Most of Rondal's mast and rigging survey work is performed on superyachts, with the majority being for yachts beyond 40 meters in length. Harry Mijnsbergen said that the new Lloyd's Register accreditation, acquired in April 2023, will empower Rondal to provide the most comprehensive maintenance and safety inspections possible.

PLAN FOR THE UNEXPECTED

SERVICE LOCATION FOR STORAGE AND WORKS ON YOUR RIG IN AMSTERDAM

Rondal is proud to announce the opening of a new service facility dedicated to the care and maintenance of your rig. Conveniently situated in Amsterdam, along the North Sea Canal, our new location offers easy accessibility. The facility features a spacious 72 x 20-meter hall where our experts can meticulously undress, paint, and dress masts and booms to perfection. Additionally, we provide secure storage for materials, all meticulously labeled with barcodes, and ample adaptable outdoor storage, which can be tented or open-air to accommodate various needs.

MEET THE SALES TEAM

"Growing up in a family where it was all about superyachts, it was clear to me from an early age that my heart lies with yacht building. Alongside the entire Rondal team, I aim to prioritize quality when delivering our products to our customers"

BOAZ DIKKEN
Sales Engineer

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"When asked about one of the most important aspects of my job, I responded, I always strive to provide customers with a solution tailored to their needs and wants by listening attentively. This ensures that the project starts off on a positive note and generally remains that way throughout. Being a good sailor doesn't automatically make you proficient in rigging; it's experience that truly makes you skilled at rigging."

WIM MOOIWEER
Sales Manager

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RONDAL AND ROYAL NETHERLANDS AEROSPACE CENTER HAVE EXTENDED THEIR COLLABORATION

The Royal Netherlands Aerospace Centre (NLR) is a research organization specialized in aerospace innovation, conducting research and development in aviation and space technology.

Rondal and the Royal NLR have extended their collaboration. With this renewal, Rondal can utilize the cutting-edge test facilities, knowledge, and expertise in composite materials for upcoming projects.

UPCOMING EVENTS IN 2024

20-28 JANUARY
BOOT DUSSELDORF

05-07 MARCH
JEC WORLD

20-21 MARCH
SUPERYACHT TECHNOLOGY SHOW

21-24 MARCH
ST BARTHS BUCKET REGATTA

25-28 APRIL
PALMA BOAT SHOW

19-22 JUNE
PALMA SUPERYACHT CUP


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