

ROMMEL 33

33-ft. racing yacht with electro hydraulic lift keel and vertical adjustable rudder





The ROMMEL 33 will carry a masthead rig with a maximum of 67 m² upwind. The light displacement of approx. 2.7 tons, the extremely slender hull and the enormous draught of 2.50 m provide her with optimal upwind performance. The 140 % genoa could be used when tacking at up to 15 knots. With the aid of a power-operated backstay, the mast profile can be set just as efficiently as with a 7/8 rig.



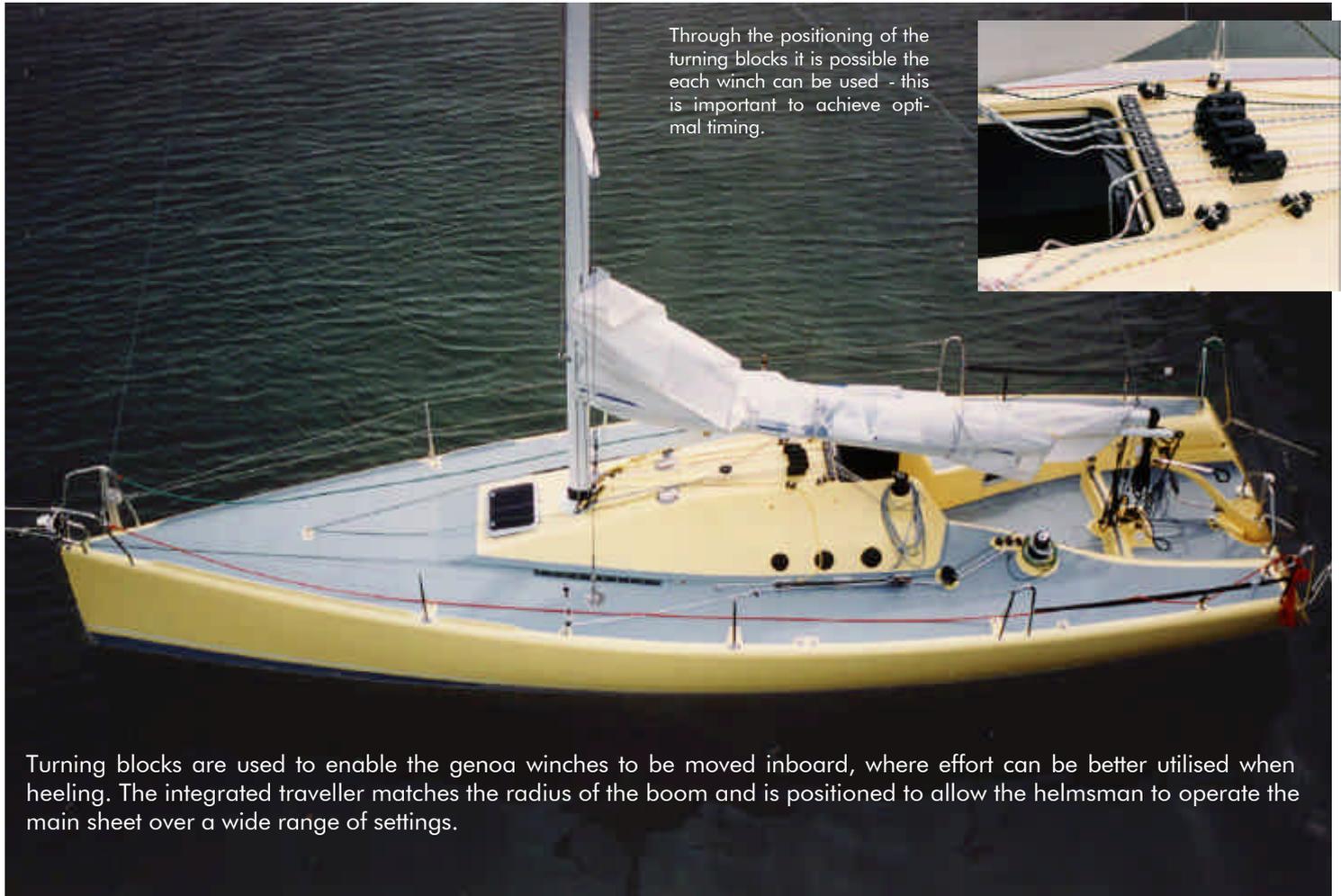
extremely nice and stable:
the stanchions



Below the deck: the specific chain plate construction allows reproducible trimming at any time

The concept.

- 33-ft racing yacht, 2.99 m beam, displacement 2.7 tons ;
- maximum performance should be achieved with a crew of four, single-hand sailing has to be possible;
- a racing cockpit with optional ergonomics was regarded as essential by all participants
- an efficient and easily manageable masthead rig;
- comfort under deck for a crew of six;
- an intelligent and functional design on the highest level and
- electro hydraulic Lift keel and vertical adjustable rudder, draught 1.23 m/2.50 m (min/max)



Through the positioning of the turning blocks it is possible the each winch can be used - this is important to achieve optimal timing.

Turning blocks are used to enable the genoa winches to be moved inboard, where effort can be better utilised when heeling. The integrated traveller matches the radius of the boom and is positioned to allow the helmsman to operate the main sheet over a wide range of settings.

The deck layout of the ROMMEL 33 is designed for racing and provides optimal positions for each member of the crew and for each task to be performed.

Double genoa rails facilitate the use of both overlapping and non-overlapping foresails, with the tensioner blocks operated from the cockpit. The two halyard winches can also be used for the spinnaker.

Setting and trimming the spinnaker can be done through the forward hatch, which is moulded into the foredeck.

Standard equipment includes a switchboard for the electronics and two small tidy hatches in the cockpit, into which sheet end can be paid to keep the cockpit unencumbered during sailing.

Deck fittings and winches are to racing specification by Harken of the USA.



the rod rig can easily be eased and tensioned.



The position of the rudder is dependent on the draught - the optional autopilot is in idle position integrated in the cockpit wall.

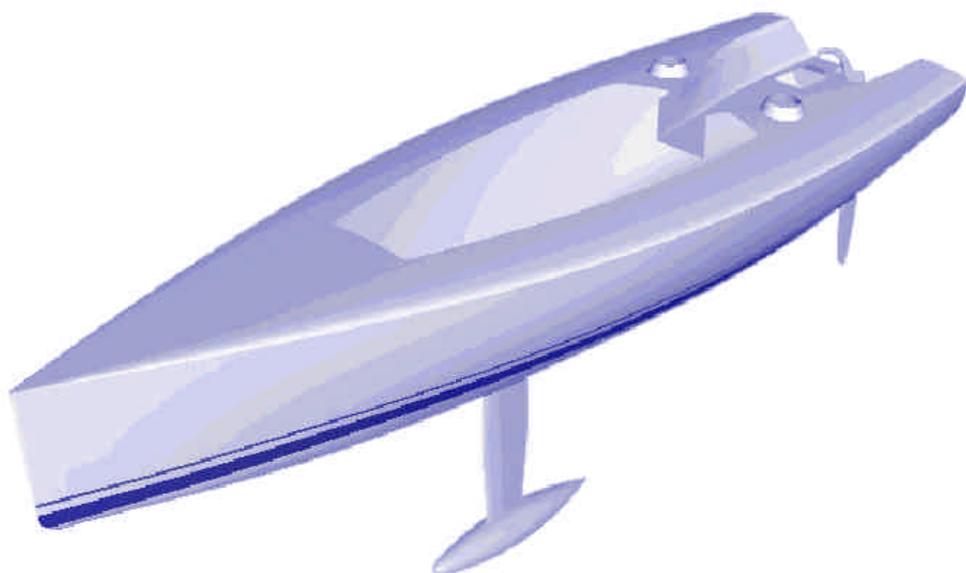


All cleaned up and ready for use: the control lines are guided under the genoa rail and the genoa barber, so that both genoa winches can be used.

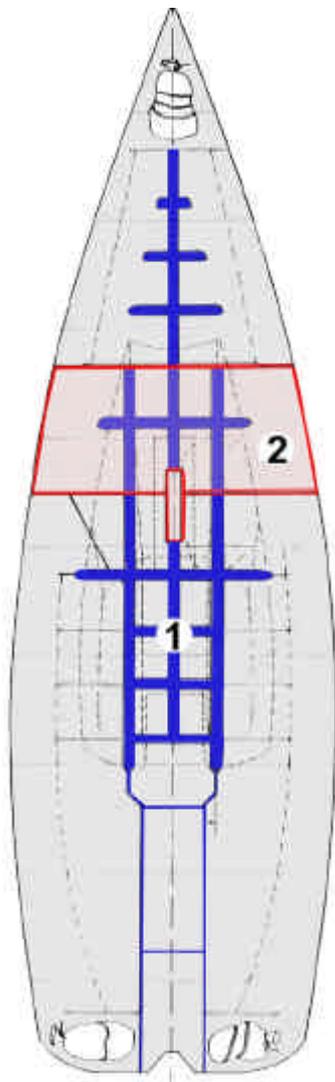


The lines of the ROMMEL 33 are characteristically very slender, with an extremely long waterline and a slightly concave transom.

This configuration provides high performance upwind with high speed before the wind close to the surfing threshold. For a racing vessel, the ROMMEL 33 possesses a relatively high freeboard, allowing space for comfort below deck and contributing to good seaworthiness.



Full performance potential of the hull is achieved only in conjunction with the high-performance keel with its 2.50m draught, whereby loss of hull stability due to the extreme slenderness of line is compensated by the leverage of the deep keel. Sail area is above average for this type of vessel and the ROMMEL 33 can carry its full complement of sail longer than its competitors. Before the wind, the disadvantage of a slender hull is counteracted by the wide transom, providing dynamic stability whilst sailing. The result is an improvement in performance before the wind.



The construction

The ROMMEL 33 employs a completely new type of hull construction: Hull and Deck are laminated together over widely over-lapping areas to form an integrated whole, from which the basic weakness of GRP boats, namely the joint between the individual components hull and deck, is eliminated. In addition to an improvement of rigidity, the absence of problems with the hull-deck joints, which always manifest themselves sooner or later, the new construction method lends a new aesthetic value to the yacht's hull. It appears to be moulded in one piece, which, effectively, it is. Neither steps nor screws nor cover strips are present to disfigure the elegant lines. A gentle radius creates a fluent transition from hull to deck. This results not only in improved appearance but also renders stress flows compatible with the plastic material used.

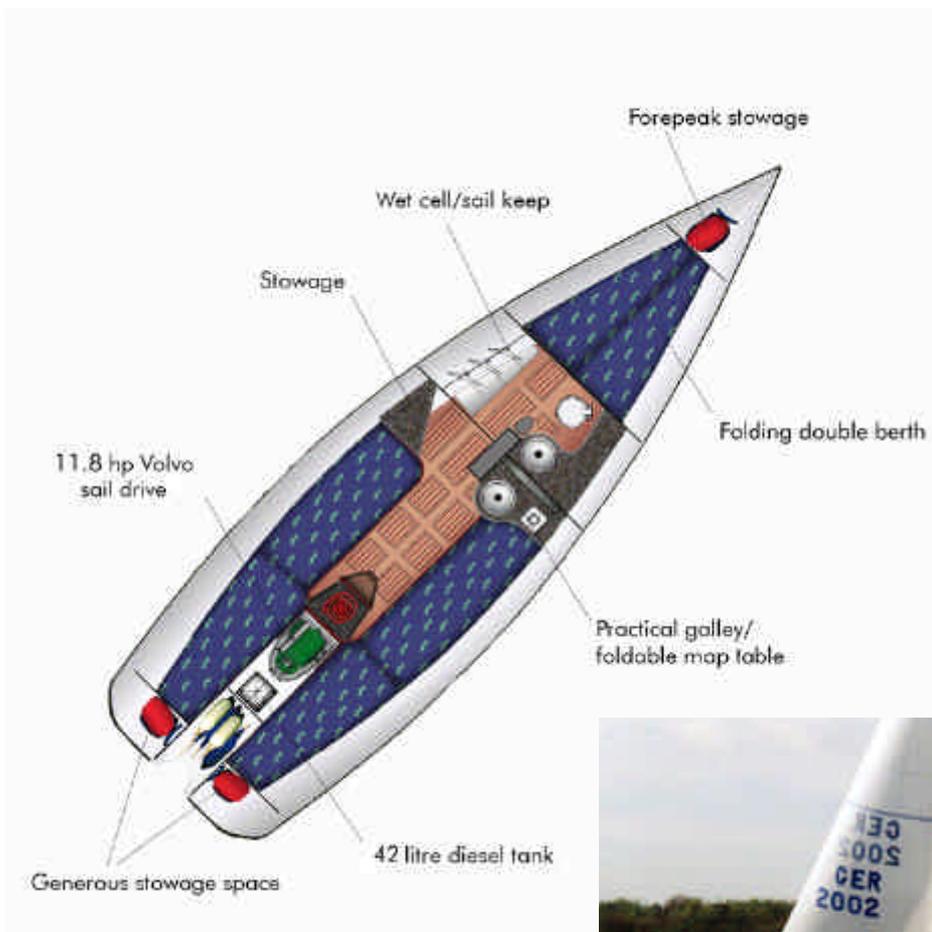
The gel coat is a high-quality product by Ashland. For the GRP an osmose-resistant isophthalic resin is selected. Instead of simple glass-fibre mats biaxial mats are used. Waterline and decorative stripes are incorporated in the negative mould and not just painted on.



Under deck

- 1.72 m headroom;
- six comfortable berths;
- comfortable upholstery;
- spacious washroom and
- two large comfortable bunks (2,10 x 0,70 m).

Under deck many features are possible to support a comfortable life on this vessel: Alcantara upholstery, set of backrests for the saloon. Sofas, with mahogany storage compartments mounted above, mahogany folding table, autopilot, refrigerator box, Diesel powered warm Air heating, shore power connector and more.



Left: A version with a stereo CD-radio and four speakers (two under deck, two in the cockpit, foldable textile doors separate the washroom from the forepeak and the saloon.



Right: The view from the companion way to the front: on starboard – the pantry – that can be used (with it's lid closed) as a navigation desk. On port the dish cupboard accessible from the top.



Above: gimballed cooker for longer distances on the sea (optional).
Left: upholstery of luxurious Alcantara

The washroom is spacious and high graded.

Small window at the transom to control the keel shaft because of sea grass



LOA 9.98 m
 LWL 9.60 m
 Beam (max) 2.99 m
 Draught 2.50 when sailing
 Top over CWL 14.40 m

Displacement ca. 2 700 kg

Construction biaxial glass with isophthalic resin,
 hull and deck in one piece

Mainsail 28.5 m², two reefing lines
 Genoa I 140 % 38.7 m²
 Genoa III 100 % 26.9 m²
 Genoa IV 20.7 m²
 Spinnaker 107.0 m²
 Gennaker 78.0 m²

Rig 3-spreader rig with discontinuous rod rigging

Deck fittings 2 halyard winches 2-Speed HK ST32,
 2 genoa winches 2-Speed HK ST44,
 5 rope clutches,
 4 curry clutches on turntable,
 2 spinnaker-blocks,
 2 genoa rails for overlapping sails with ball-bearing sledge,
 2 genoa rails for non-overlapping foresails

Rudder draught ca. 1.23 m to 1.60

Keel hydraulically lifting keel with electric pumps, locked in lowest position, lead bulb 1050 kg,
 draught ca. 1.23 m to 2.50 m

Engine 11,8 hp Volvo Penta sail drive

Diesel 42 L
 Water 55 L

Electric Installation battery 12V/108 Ah, fuse box with instruments, complete illumination under deck

Under Deck a combination galley/navigation station upholstery berths either side of the salon, luxury wet cell with stowage for wetsuits with stowage space for vessel and possibility to install navigation hardware, folding double berth in the forepeak, two large bunks under the cockpit



YACHT ENTWICKLUNG POTSDAM

Bertinistraße 18 – 22 D-14469 Potsdam
 Telefon: +49 331 24 21 61 Fax: +49 331 24 21 63
 E-Mail: mail@rommel-yachts.de