



A customer's view.....



Martijn Van Schaik (pictured above) born 13-8-1966 in Delft was raised in the province Zeeland on the river Scheldt estuary. He started sailing with his parents in their traditional dutch sailing boat. He then studied Maritime Technology (ship hydro-mechanics) at Delft University of Technology. After completing his degree he worked with Hoek Design Naval Architects from 1991 – 1999. He moved from there to SeaHorse Marine design where he was head of drawing and later partner. He is now self – employed within Seahorse Naval Architects.

Seahorse Naval Architects are currently using SMAR Azure's RigEdge technology for a 12.85m flush deck Lemsteraak (traditional Dutch) sailing yacht. This yacht needs to be optimized for the current new rating formula, therefore a wide variety of hull shapes and sail dimensions must be numerically tested, within the boundaries of the class rules and criteria for 'originality'. The spars and rig must also be in strict proportion with the actual loads in order to optimize performance without compromising on safety.

Our main reasons for using RigEdge are:-

- For yachts where the spars and hardware are custom made and designed, like the Lemsteraak, it gives a much more detailed insight into the actual loads from the sails. This is the reason why SMAR Azure's team wrote an extension of RigEdge to include a Gaff Spar.



A photo of the Lemsteraak, flush deck (traditional Dutch) sailing yacht, 5 times dutch champion designed by Martijn Van Schaik.

- Previously during the early stages of design (where mast builder and even yard were not decided on) rigging loads were also not known. With RigEdge I am able to calculate the rigging loads and the load on the chainplates myself and make informed choices regarding the construction from the start of the process.

- I do a lot of construction design and engineering for super yachts and other large naval architecture. As these yachts and structures grow bigger the rigging loads and there associated longitudinal bending moments must be considered the predominant load during the design process.



The 12.25 Lemsteraak RigEdge file with the hull in place