



PS 33

High performance one-design monohull
intended for regattas and easy day sailing with
reduced crew.



PSAROS 33

- A particular care on the design : functional, efficient, economical and with positive view to the future trend (no melancholy of the past).
- Having fun on the water, by sailing fast in real time, and forgetting the complications and the frustrations of the rating rules.
- A box rule is created in the same time, named „Lem 33“, that could also accept similar existing boats for a class ranking in conventional races like the Geneva lake Bol d'Or for example.
- Easy to sail either solo or with a small crew thanks to the extraordinary stability provided by the canting keel.
- Research of the maximum simplicity of usage, fitting, equipment, etc.
- Research of the maximum simplicity of assembling, handling and transportation, so that unprofessional crews could trail the boat easily behind a „conventional„ car. As well as the facility to ship within a 40' container, to ease the logistics for international transport.
- Integrated inboard engine
- Very simple accommodations (day boat).

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SAIL PLAN

The sail plan has been studied for the broad range of use, within regular conditions encountered in our lakes, as well as coastal conditions : from very light „pétrole“ (0-5 kts of true wind speed) to the established breeze (30 kts +).

The sail plan is generous for light air condition: 87 m² of sails for 1'950 kg of boat weight and could be modulate down to the breeze configuration: 2 reefs in the main and storm jib.

Mast in carbon fiber of high modulus and dismantable at the first spreaders node to facilitate transport.

Running backstays are to be considered as necessary fine tuning for the regattas, however they are not required during promenades in light airs

Retractable bow-sprit in carbon fiber.

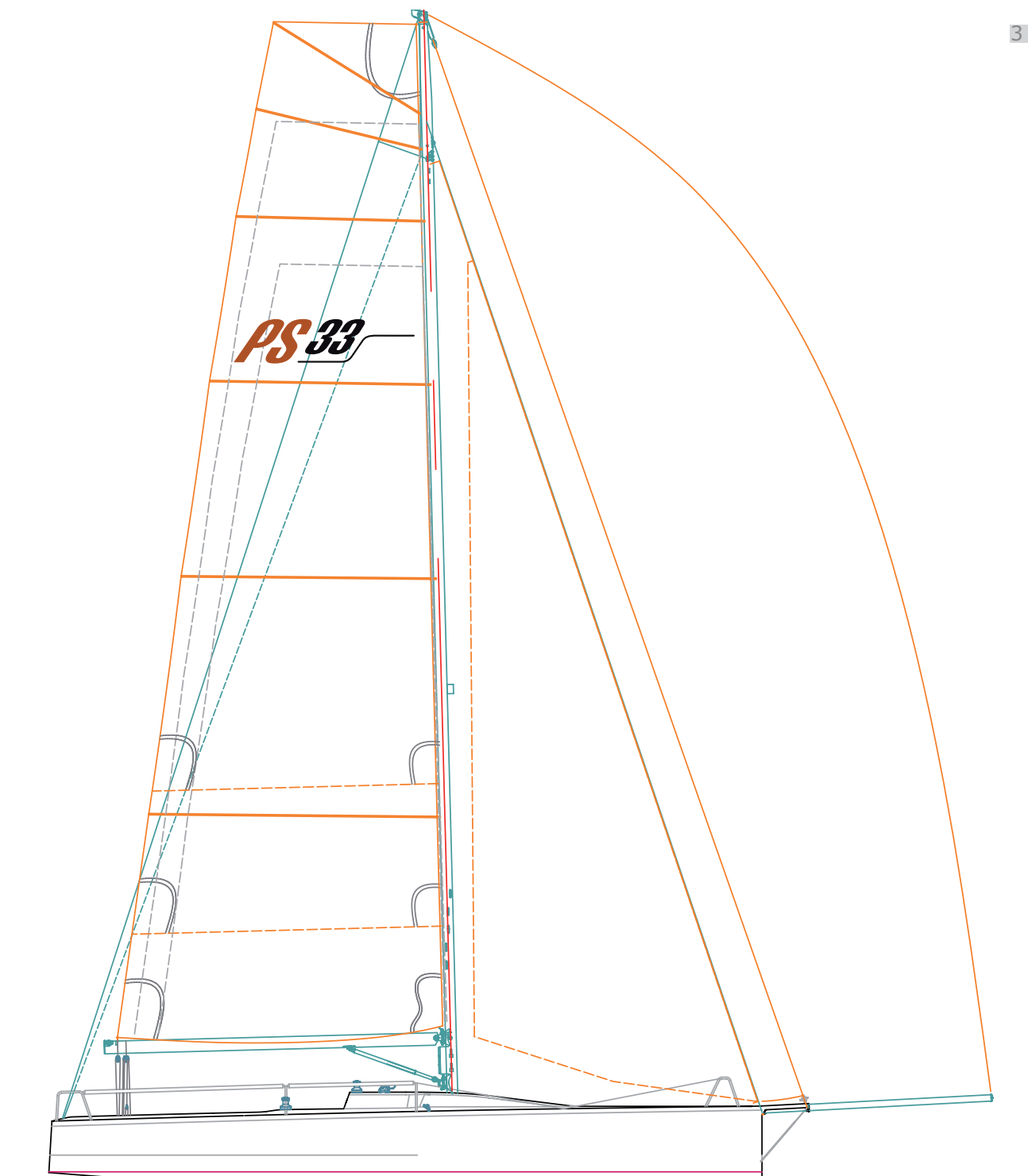
Main sail with square top, full battened with sliding cars (balls bearings in option), two reefs, luff length: P : 14.15 m, base E : 4.60 m, head HB : 2.0 m, sail area : 48.60 m².

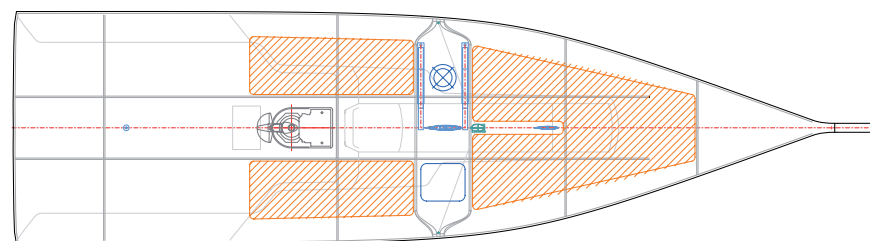
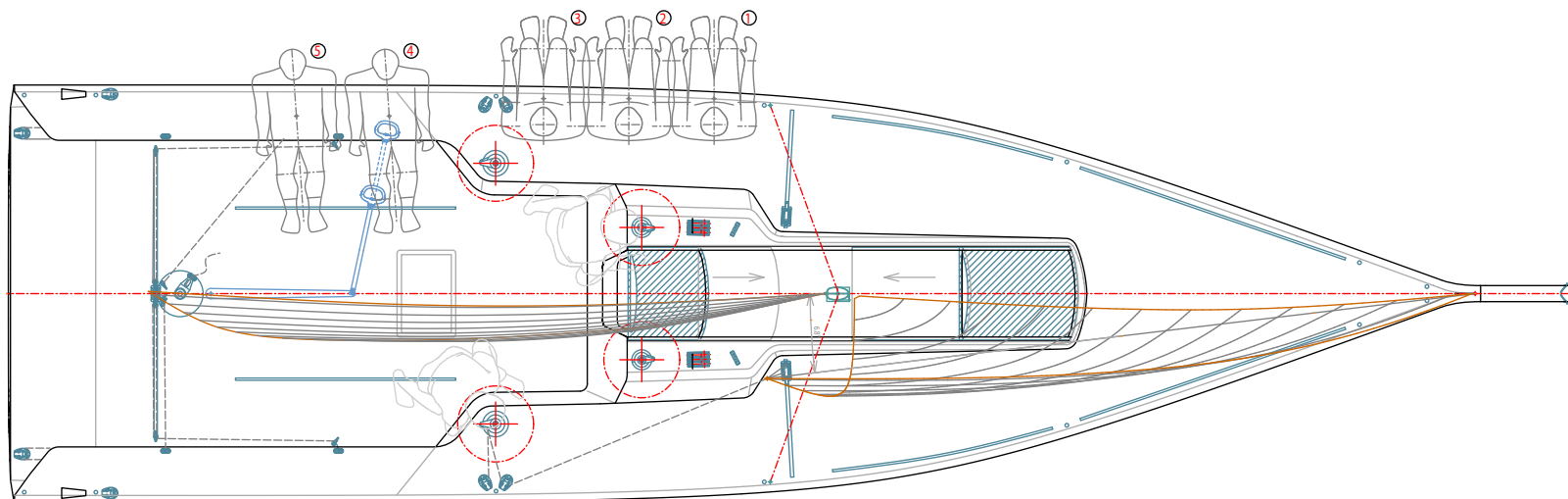
1 flying light genoa J0 (range <8 nds of true wind speed), on furler with tack point at the tip of fixed part of the bowsprit. Luff length: 15.40 m x LP : 5.0 m, sail area: 38.5 m².

1 all around J1 solent or 115% genoa. Luff length: 13.80 m x LP : 4.40 m, sail area: 30.4 m².

1 storm jib J2. Luff length: 12.40 m x LP : 3.45 m, sail area : 21.4 m².

2 asymmetrical spinnakers of maximum sail area of ca. 140





DECK LAYOUT

The deck layout has been studied for a reduced crew of five p. max. whilst racing:

- 1 : fore deck and mast
- 2 : pitman and canting keel
- 3 : foresails trimmer
- 4 : helmsman and main sail traveller
- 5 : main sail sheet and running backstays.

The helmsman is seated in front of the main sail trimmer. This layout improve the visibility of the helmsman and his-her communication with forward crew while keeping a close contact with the main trimmer.

The main trimmer, then located aft, could manage

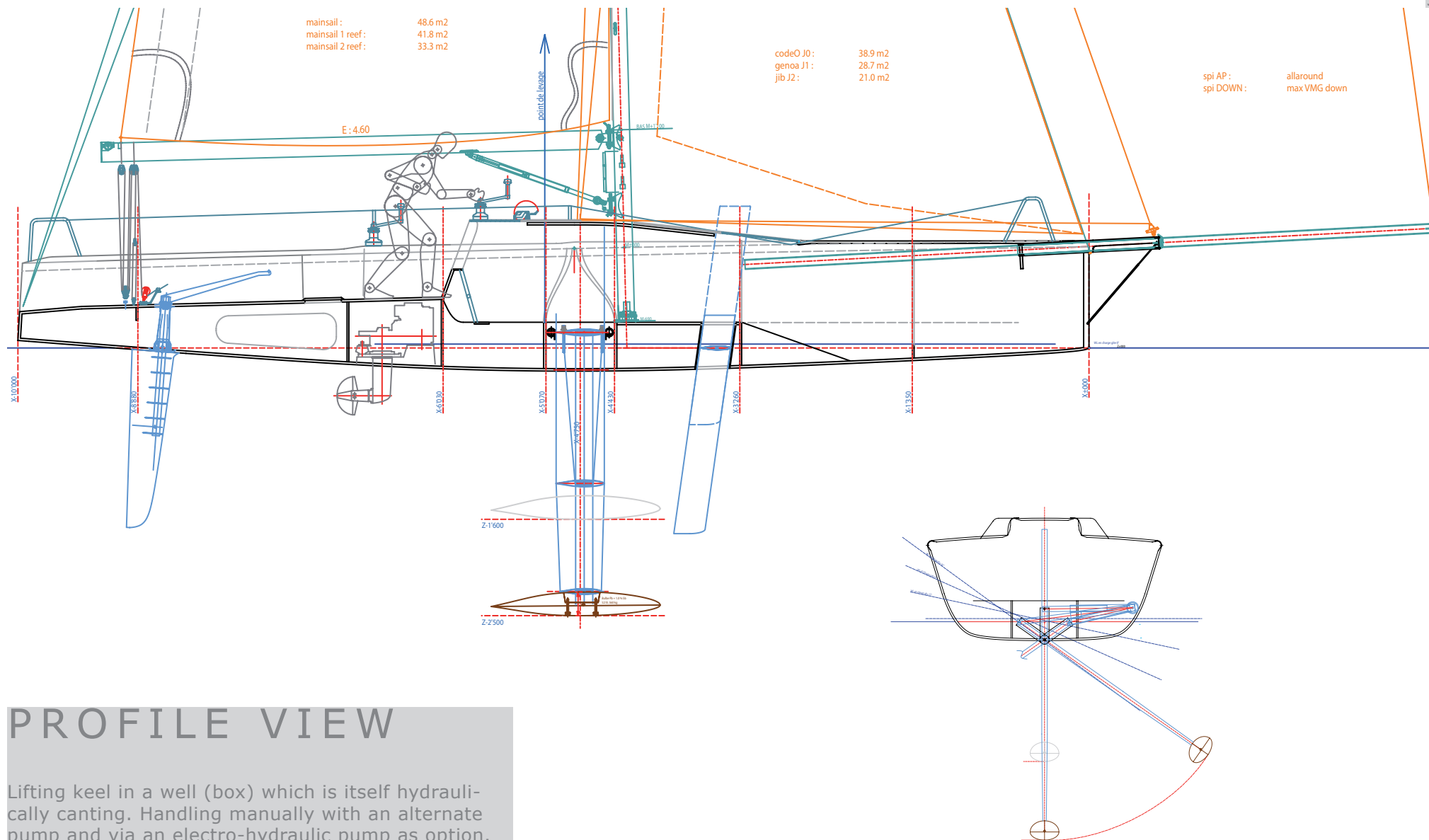
the running backstays during tack and gibe. This configuration allows to group the handlings in the center, which eases the promenade sailing with a small crew or even single handled.

The unique stability due to the canting keel allows sailing without flatting down into the water.

A wide sliding hatch (70 x 60 cm) on the foredeck allows to manoeuvre easily the sails.

Inside, around the keel box: 2 single pipe births, 2 small shelving (for glasses, telephones, etc), one place for the cool box, another one for a Potta Potti portable toilet, all white painted, that's all!

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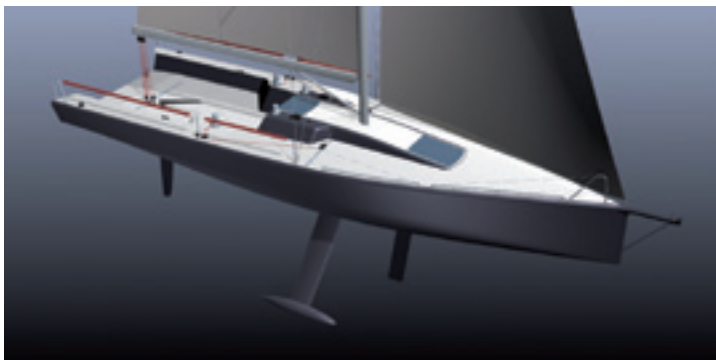
PROFILE VIEW

Lifting keel in a well (box) which is itself hydraulically canting. Handling manually with an alternate pump and via an electro-hydraulic pump as option. Self aligning daggerboard which does not need any handling during sailing. Could be lifted up for beaching and/or transport.

Engine diesel inboard 9.1 HP, sail drive propulsion (2cyl 14 HP optional).

One rudder blade of generous area and of high aspect ratio. Long and direct tiller for accurate control at helm.

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FINISH

Hull: coating with polyurethan 2 components, color RAL standard, all other colors in option.

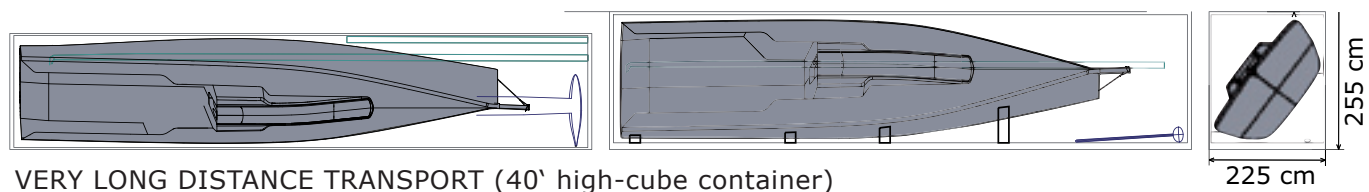
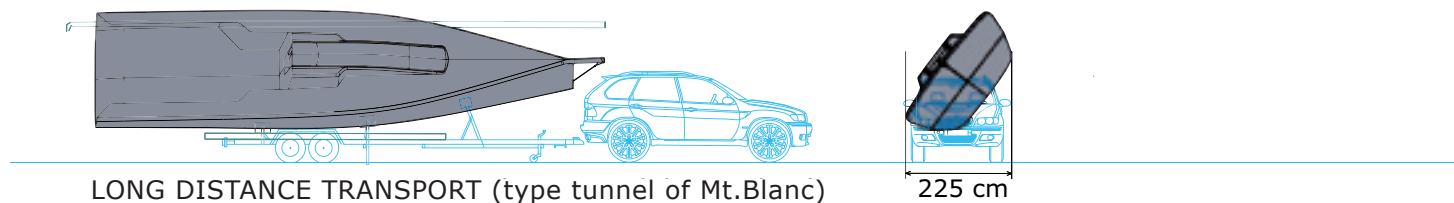
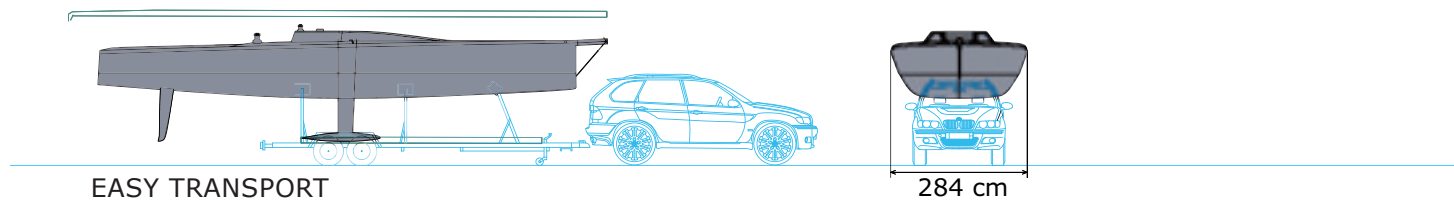
Anti-slip deck and cockpit in Sicomin Deck Line design.

Coating of the deck and cockpit in teak as option.

Anti-fouling: serial, standard color.

Interior: protection paint polyurethan white.





TRANSPORT

The idea to ease the transport has been studied specially. It has to enable unexperienced owners with a normal car (type 4x4) to accomplish on their own the entire transport process. In this manner there is no obstacle not to intensify the sailing in various locations, either within Swiss lakes or abroad in the Med or Atlantic events.

With this goal the measurement trim should not pass 2'000 kg to remain easily transportable behind a car „normal“ and a trailer „normal“.

The hull length of 10m and it's mast in 2 parts allow to limit the whole set-up to 15m, compatible with Euro roads.

The lifting/canting keel allows keeping the C.G low facilitates the handling on road.

The combination of low free board and minimum width allow to slide the whole boat within a 40' high-cube container

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„LEM 33“ RATING RULES

The rating rules „LEM 33“ are inspired by box rules as Mini 6.5, Class 40', or Volvo 70' etc. They are searching for homogeneity of performance for a real time, hence excluding all complications or inconsistency of the actual ACVL.

This formula has been successful with Swiss multi-hulls and includes any yachts formerly built. As long as the technical criterias are appropriate the committee will allow them.

This entity would rule the following characteristics:

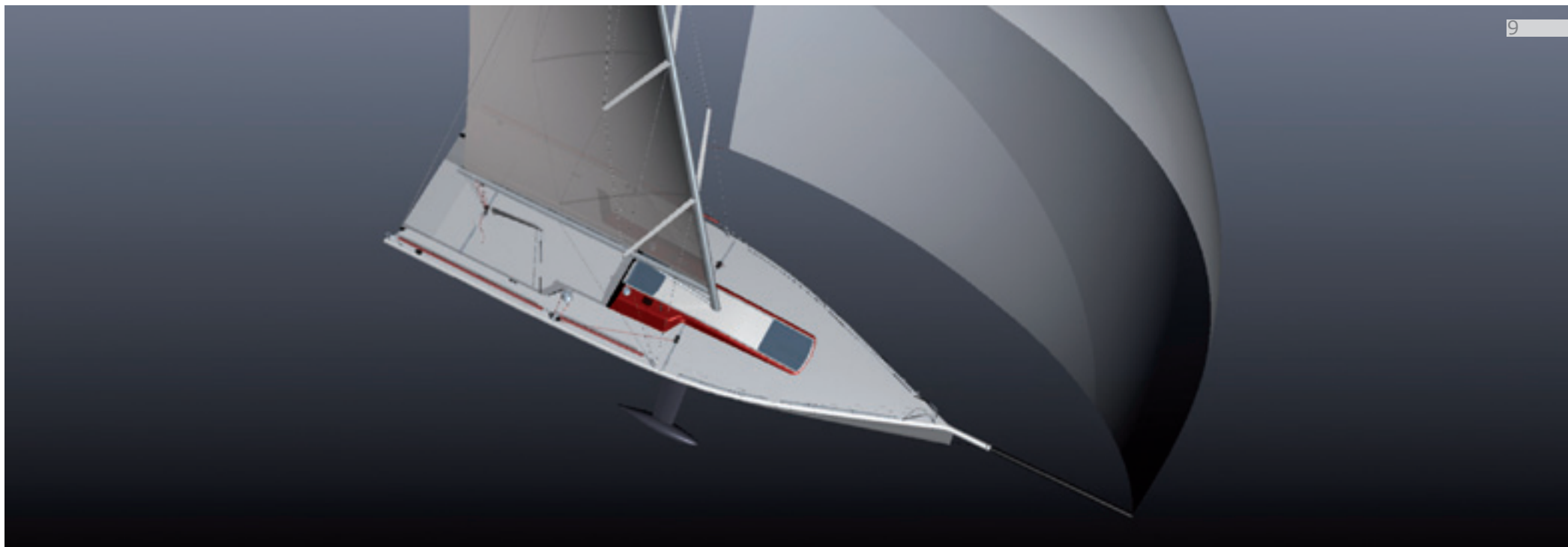
- Length of hull max 33' or 10.00 m
- Length overall max 10.70 m
- Average free board min x. m (to be defined).
- Max breadth to be defined at the widest in order to keep the container transportation (40" high-cube about 2.85 m).
- Max. draft: 2.50 m
- Racing crew weight not exceeding 385kg, equals to a 5 men crew of 77 kg each, or 4 men of 96 kg, or 6 men of 64kg each.
- The displacement in measurement trim would not be restricted The Psaros 33' has about 2'000 kg
- Canting keel allows manual handling while racing with full crew, however potential electro/hydraulic whilst 1 or 2 crew, (to be defined).
- No water ballast allowed (to keep cost and simplicity).
- No trapeze allowed (outdated and not aesthetical)
- Carbon high modulus mast in two parts (Air draft max 16.50m) and not exceeds 11.80m to ease the transport.
- Telescopic bowsprit in carbon fibre. Non orientable (for simplicity).
- Simple sail plan, max 6 sails onboard, incl. storm

jib (mandatory).

- 1 main
- 1 flying genoa (winder)
- 1 solent or genoa 115% on winder
- 1 small jib (breeze), 1 storm jib
- 2 asymmetrical spinnakers.

In order to contain budgets, the amount of sails renewable each seasons would be limited by rules by getting token provided by Rule master according to well established similar method commonly use on multihulls (D35).





SPECIFICATIONS

Length over all, Lmax : 10.69 m

Hull length : 33' = 10.0 m

Max. beam, Bmax : 2.84 m

Max. draft, Tmax : 2.50 m

Min. draft, Tmin : 1.60 m

Construction in sandwich fibreglass, reinforcements in carbon fiber, epoxy resin and PVC foam, under vacuum.

Displacement in measurement trim : ca. 2'000 kg.

Moteur : diesel inboard 9 mhp / 6.7 kW, propulsion sail drive. Optional : 14 mhp / 10 kW.

Max load capacity : 8 pers.

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