

30th anniversary

The OQS-Team in Finland sends warm congratulations to Multihulls World magazine!

30 years seems to be a long time in human years, but actually it is in historical terms a rather short period. This means we all expect a continued progress and a vibrant magazine covering the development over time for another 30 years to come.

Multihulls World has managed to grow with the market and become the leading magazine covering the area. In order to accomplish this, a magazine needs to have a staff interested in the market, following the development of the yachts, first hand contact with the designers, builders and sailors. The staff at Multihulls World, as I see it, master all of these areas and all this contributes to the continued 30 years of success.

I think all multihull fans are looking forward to the next issue of the magazine and will continue to do so for years to come. Multihulls are our mutual interest regardless of brand, it is in our minds, at work or vacation, let's call it passion, passion for multihulls.

All the best for the next 30 years!!

Peter & the OQS team



OCEAN EXPLORER C-60'

Speed and luxury from the North

OCEAN QUALITY SYSTEMS

The founders of OQS (2010) are all close partners or former senior staff from Nautor or Baltic, and are all familiar with the pursuit of excellence. Coming from sectors complementary to yacht building (construction, cabinet making, engineering, electrics), the aim of this small group based in Jacobstadt is none other than to create a third outstanding Finnish brand, but this time in the multihull market!

A WELL THOUGHT-OUT ARCHITECTURAL DESIGN

The best of the best at OQS have been keeping a close eye on numerous boat shows, and have been keeping abreast of

current trends. Taking on the world leaders (France and South Africa) on their home ground was not an option. Neither did they want to enter into competition with the yards specializing in big custom models (New Zealand, USA, France, Asia), nor to encroach on the "high-tech fast" sector already developed by Gunboat, MC2, TAG, Outremer 5X and so on. As a result of their research, the direction they had to go in was clear. Rather than aim for a very innovative, top of the range product, they concentrated on the traditional values they know well. The design had to be elegant, chic and contemporary, yet without giving in to fashionable trends: their desire was to create a balance between the avant-garde and a timeless classic. The

Finland. Birthplace of the stylish Swan and Baltic Yachts. And until now, not present on the multihull scene.

Several distinguished players from these prestigious yards, representative of the local talents, and known throughout the world, have come together to correct this aberration. They have combined their talents to create an extraordinary 18 meter prototype. This flagship will be the ambassador for an exclusive line of semi-custom catamarans.

Text: Philippe Echelle
Photos: P.Echelle and OQS / Mike Jones

← The Ocean Explorer 60, with her unforgettable profile! A blend of power and refined service in exclusive style.



hard evidence is not only in the catamaran's indisputable performance, but also reassuringly, in the exacting standards of workmanship which can be seen on board this luxury machine! A 7-page design brief was put to that famous magician from the Nautor and Wally yards, German Frers. The Frers design team is one of the most prolific naval architect companies of the last 40 years, but until now they have not designed a multihull. However, this did not stop them enthusiastically accepting this challenge. The collaboration with the structural design team of Franck de Rivoyre sealed the deal.

THE CONCEPT OF THE OCEAN EXPLORER C60

The idea was to propose a multihull which is fast and luxurious, and as ultra-comfortable at sea as it is in port no matter what latitude, and able to be sailed by a short-handed crew. There will therefore be much electrical assistance. Particular attention has been paid to the standard of construction, to sound and thermal insulation, as well as safety. Access around the day areas and to all the essentials for handling the boat and panoramic visibility are all priorities.

THE INTERIOR: LUXURIOUS, CALM AND SENSUAL

The interior layout is both traditional (4 cabins of which one is the crew cabin), yet creative. The whole benefits from a

rigorous and meticulous build which gives this catamaran a unique style. The four cabins, of which the owner's suite is situated portside aft, are all in the hulls, and enjoy reversible air conditioning, as well as private bathrooms. The décor, as with the choice and harmony of the materials, are prestigious: alcañtra is used in abundance. The layout is cozy and ergonomic. The cabinetry is in Canadian ash (a 2mm veneer, facing sandwich panels) and contrasts with the paneled floors and bespoke upholstery to create an intimate atmosphere. Nordic inspiration at its best. The dining table can very comfortably seat eight, and is opposite an L-shaped professional galley around an island which works very effectively! The integral air filter allows the chef to create gastronomic marvels without any undesirable smells invading the cabin. The chart table and free-standing desk occupy the forward end of the salon and are set into areas outside the general traffic, on either side of the access to the forward cockpit, which is for controlling the halyards.

1 - A senatorial feel to the OQS 60 under big tri-radial spi.

2 - The elegant and light architecture of the coachroof (with a titanium structure!) allows toughened glass to be used to give exceptional light.

3 - The OQS is also a fast multihull, capable of amazing average speeds. It crossed the Atlantic (Canaries-West Indies) in 10 days!

AN EXCEPTIONAL ENGINE INSTALLATION

The two 110hp Steyr motors are located midships, and their installation, accessibility and insulation are quite remarkable, and beyond what you would normally expect to see on a yacht. They are coupled to three-bladed Bruntons folding propellers, and by propeller shafts which are protected by small skegs which mean the boat can be beached: brilliantly, the rudders are folding! These motors are fitted with integral generators, meaning the OQS does not require a separate electric generator.

CONSTRUCTION AND DESIGN

The OQS 60's frame is uncompromisingly built to handle a laden displacement of 20 tonnes and a length of 18.50 meters, offering reliability under any conditions. A traditional infusion process is used for the glass/foam sandwich, but epoxy resin is employed to optimize the mechanical qualities and longevity. The main bulkheads are made from a carbon/epoxy sandwich, and carbon is much in use in the main strengthening as well as for many of the peripherals (carbon cross beam, A-frame, martingale, daggerboards and wells...)! The modern lines of this nautical GT (with internal daggerboards) combine a subtle balance between fine-entry bows, and a harmonious increase in the volume of the semi-circular sections and internal hull space. There is no step of any kind, and the point where the nacelle joins the hulls is harmoniously designed. From the outside it has a very flowing appearance. The coachroof is a masterpiece. It succeeds in the most difficult architectural challenge facing catamaran designers: creating style, yet having good volume, not encroaching on the side-decks, providing perfect visibility, and integrating naturally into the boat's lines. The superstructure is titanium (!) topped with a curved bimini of sandwich construction, which has toughened glass windows (2x5mm or 2x6mm) with integral UV filters. The titanium, with its exceptional mechanical characteristics, allows the sections to be smaller, and the framework to be more airy. The quality of the light is exceptional.

DECK LAYOUT AND RIG

Technical specifications	
Architect:	German Frers
Structure:	Rivoyre Design
Builder:	Ocean Quality Systems, Finland
Construction:	Foam sandwich/glass/carbon/epoxy infusion
Length:	18.50 meters
Beam:	9.08 meters
Air draft:	29 meters
Mainsail area:	130m ²
Genoa:	69m ²
Staysail:	40m ²
Gennaker:	126m ²
Anti-leeway:	Curved daggerboards / pivoting rudder blades
Displacement:	20 tonnes
Paint treatment:	Awlgrip
Motors:	2 x 110hp Steyr
Fuel:	1450 liters
Water:	800 liters
Drive:	Propeller shafts and Bruntons propellers
Mast:	Carbon Lorima
Shrouds:	Kevlar 43 t (capshrouds) and 20t (lowers)
Forestay:	Stainless rod
Battery capacity:	1200A lithium-ion in 24V (6x200A)
Charging system:	2 generators coupled to the engines +1 alternator of 150A (450A)
Solar panels:	16
Watermaker:	Schenker 150 liters/hour



The superb 26 meter Lorima carbon mast and an elegant canoe boom (that's a rarity!) allow for a 130m² mainsail (!), and a 60m² self-tacking genoa. A 40m² staysail on a removable forestay is provided, and in light airs with the gennaker up, a total of 256m² can be deployed! To improve sail handling and to combat friction generated by multiple deck organizers, German Frers has decided to have a forward cockpit at the base of the mast for handling the halyards. Fitted with

4- The coachroof which was designed very carefully, and allows for a forward cockpit at the base of the mast, for handling the halyards, is accessible from the salon.

5- The effectiveness of this control console is remarkable. Friction is reduced and it is perfectly safe and ergonomic.

6- The steering position is a true helm station, from where you can electronically control all the essentials (motors, furler, traveler, vang, lighting, sheets)

7- The composite curve of the coach-

roof is perfectly integrated with the overall lines, and gives effective protection to the two aft lounge spaces. There is panoramic visibility from the salon...

8- Galley, dining area, chart table and desk all occupy the salon, allowing a friendly watch to be kept in safety.

9- A real chef's galley takes pride of place in the center of the living space. Its features make it a model example.

10- Just off the access way to the forward cockpit, the chart table area is a real control center.



top level equipment and running rigging, this is an extremely safe position, highly workable and ergonomically perfect. You're not running from right to left, and everything is controlled from a central console served by two powerful Harken electric winches. This organization and the resulting freeing up of space for access across the coachroof will allow a couple to manage this big boat easily over long distances.

SEATRIAL

The lines of the OQS 60 are superb, and it has an unpretentious elegance. Disregarding the actual sailing history of this very recent catamaran, the perfection of the exterior finish (Awlgrip lacquer) and that of the interior and the engine compartments, could have led me to think it was straight out of the yard. It had in fact just returned from a tour of Europe and two trans-Atlantics, totaling more than 20,000 nautical miles! The first impression of the boat is simple and fairly intuitive: it inspires a direct feel despite its size, and the

many sail-handling and navigating aids. The deck is clean and sharp, and moving about the vessel is very safe (the trampoline joins at the deck-edge, for example). The drum of the genoa's electric furler is concealed within the forward boom (a manual safety system is also fitted), the sheets (self-tacking jib) and the spinnaker guys run below the deck toward the aft cockpit, and the panoramic view from the helm stations is excellent. In addition to all the usual functions (engine starting and controls, electric gear shift, instruments), the push-button consoles at the helm stations allow you to access all the main sail handling functions (boom vang, furler, traveler, etc) as well as the main lighting for the boat. Leaving the port at 8 knots with the two 110hp Steyr motors running at 2,200 rpm, won me over, as their growl was barely audible: a very successful engine installation! A day's sail on board LIKE A BREEZE only gives a little taster of her qualities; the confidence of a fun-loving crew and their quiet relationship with this exceptional cata-

maran that they have been living on for more than a year, underlines the depth of the connection they have with her. The feel of the helm (despite being hydraulic!) is remarkable: the direct action has surgical precision. Kept on track by the superb pivoting elliptical rudder blades, the long hulls can be moved with millimeter accuracy. With fingertip control, the wheel moves 20 cm from one side to the other, and the boat tacks itself! The light wind was only between 5 and 9 knots, but the OQS 60 has hidden talents, and showed off amazing dynamic aptitudes under her refined sails. Capable of going upwind efficiently in light airs under main and solent, the OQS 60 amazes under Code 0 climbing to 8.3 knots at 50° to the true wind in less than 7 knots of breeze. The splendid 3DL sails by North and the curved carbon daggerboards play their part in this result. The daggerboards are maneuvered electrically on an endless thread in their carbon casings. They are equipped with polycarbonate viewing accesses so you can check on their

THE COMPETITORS

Model	Catana 59	Outremer 5X	Gunboat 60	SIG 60'	Banuls Catamarans MC2 60	TAG 60'	Neel 65'
Upwind sail area in m²	197	186	195	191	174	191	190
Laden weight in t	19	12.7	16.2	11.5	9	16.5	19
Basic price ex tax in €	1 600 000	995 000	-	-	1 840 000	2 500 000	1 150 000



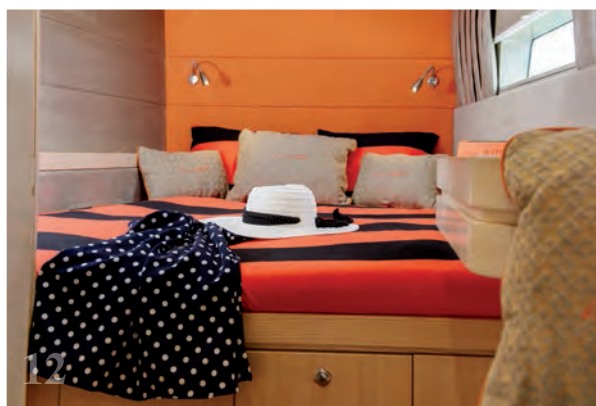
workings. The ease with which this great limousine moves on all points of sail is very noticeable, and is confirmed by the magnificent achievement in the 2013 ARC: 2,700 miles in 10 days, at an average of 11.25 knots!

CONCLUSION

This catamaran is trying to win every aspect of the game: apart from the budget, an unavoidable consequence of being so ambitious, it is not far from succeeding! The gracious lines and coherence of the design lead to an original authentic style. The reliability of the Ocean Explorer 60 combined with a standard-setting safety and build quality are evidence of a very personalized design and specification. The remarkable performance when blue water cruising was achieved in luxury, and this exceptional machine is built for longevity and reparability, despite its complexity. A beautiful combination! ●

A WORD FROM THE ARCHITECT, BY GERMAN FRERS

The idea of the Ocean Explorer 60 was to create a semi-custom, nice and elegant, pleasant to sail, safe and sea-friendly world cruising Cat. A boat that would honor the well-known Finnish construction quality and refinement, and above all, to be a source of pride to her owner. A multihull yacht, slightly different to the commercial boxy, high-freeboard competitors. Needless to say, being our first multihull, we spent a lot of time learning the trade and analyzing the many options available. The results are modern hulls of relatively low freeboard and wave piercing bows, devoid of fixed appendages and fitted with very efficient sporting side dagger-boards. The final lines were done with the help and assistance of Frank Martin, who ran a series of performance prediction comparisons until the final geometry was reached. For the structural design, we counted on the valuable collaboration of Francois de Ryvoire's structural design. The rig and deck are clean and efficient, all lines except halyards are run to the cockpit. Electing to put the steering position aft and at deck level was as a result of exhaustive analysis and the desire and the need to maintain the helmsman in a safe position and in close communication with the rest of the crew during the long offshore passages planned. The large saloon includes the galley which has 360° visibility, a chart communication station plus dining table and seating areas with direct access to the bow and cockpit. Four en-suite fully appointed cabins complete the interior accommodation.



11- A choice of luxury materials, cozy atmosphere, paneled flooring and Nordic cabinetry for the cabins.

12- Different styles and color codes depending on which cabin you choose...

13- The engine rooms located in the center of the vessel bear witness to a level of excellence (centering of weight, accessibility, sound insulation, fire protection, energy production...) rarely seen in yachting.

14- A glimpse of the dual purpose of this fun-lover's catamaran: the controls for the electric mechanism for the daggerboards in their carbon casings are next to the wine cellar (white to port and red to starboard!).

The hydraulic vang is part of the armory

The 26 meter Lorima carbon mast is fixed. It is complemented by a superb canoe boom and Kevlar rigging

The helm stations have detachable shades. Very well sheltered and fully equipped, they allow the helmsman to electronically control all the main sail-handling maneuvers (traveler, furler, sheets and guys)

The electric furler for the self-tacking solent is integral to the compression beam. The option for manual furling is close at hand.

The design of the curve of the coachroof is remarkable, and elegantly integrates with the bimini



The A-frame which supports the martin-gale stay, as with the forward beam and boom, is also carbon

The build is in foam/glass/epoxy sandwich, with carbon bulkheads and reinforcing. The finish, in Awlgrip, is exemplary

The Ocean Explorer 60 has internal daggerboards, with lifting rudders. It can take the ground on its basic skegs, and its anti-leeway system consists of curved, carbon daggerboards.

A cockpit at the foot of the mast, and accessible from the coachroof, is dedicated to the handling of halyards

The titanium roof structure incorporates 2 layers of laminated glass which diffuses an extraordinary amount of light



- ◆ Inspired design
- ◆ Blend of dynamic ability and comfort
- ◆ Build quality and very high standard of interior fit-out



- ◆ Complex maintenance
- ◆ Elitist budget
- ◆ Captain or crew almost essential