



OQS

OCEAN QUALITY SYSTEMS

THE FUTURE OF NAVAL ENGINEERING





## **TECHNICAL SPECIFICATIONS C-60**

*LOA 18,5 - 60,7 ft*

*LWL 18,1 m - 59,4 ft*

*Max beam 9,07 - 29,8 ft*

*DRAFT boards up 0,85 m - 2,6 ft*

*DRAFT boards down 2,0 m - 6,6 ft*

*Displacement 20 ton - 44100 lb*

*Airdraft, carbon rig 27,8 m*

*Sail, main + jib 198 m<sup>2</sup>*

*Fuel 900 l*

*Fresh water 700 l*

*Blackwater 240 l*

*Toilets & showers 4*

*Watermaker 100 l/h*

*Hot water 60 l*

*Solar panels 400 W - 1,5 kW*

*Engine diesel 2 x 75 hp*

*CE Ocean A (DNV)*

*\*measurements are indicative*





## IMAGINE

*Imagine a yacht where the lack of fuel is not critical for the voyage and life onboard. A yacht minimizing emissions to the air and oceans. Comfort and quality onboard expected to be found mostly in the superyacht class.*

*Ocean Quality Systems was founded by companies with long time experience from the luxury boatbuilding industry in Jakobstad-Pietarsaari. Our region is very well known for having produced internationally leading sailing brand names going back over 40 years. OQS is very much proud to carry the heritage of exquisitely crafted yachts into the catamaran market. At Ocean Quality Systems we combine experience with innovative design and functionality. We always place the customer at the heart of everything we do.*

*The Ocean Explorer C-60 is designed by Germán Frers who is internationally known for his efficient and beautiful designs. The combination of Frers design and the experience behind the OQS-team will provide you with the best yachting experience ever to be shared with family and friends.*

*In the Ocean Explorer C-60 we bring top quality, performance and superior living comfort into the catamaran world, which is rarely found outside the superyacht league.*







## OUR MISSION

*Together we create value for our customers and guests by enabling them to enjoy and explore the world in a comfortable, stylish and safe way.*

## OUR VISION

*Imagine a yacht where the lack of fuel is not critical for the voyage and life onboard. A yacht minimizing bad emissions to the air and oceans.*

- *Solar energy enough for the critical systems onboard.*
- *No emissions.*
- *Water emissions cleaned by a sewage treatment system before discharging overboard – Clean oceans.*

## OUR VALUES

*Values in our way of working:*

- *We place the customer at the heart of everything we do.*
- *We conduct our business with passion, professionalism and ethics.*

*Values created in your yacht:*

- *Ocean performance with comfort and style*
- *Quality second to none*
- *Systems reliable, safe and easy handling.*



Head sails with square top 137 m<sup>2</sup>  
Selftacking jib sail 66 m<sup>2</sup>  
Storm jib 40 m<sup>2</sup>  
Gennaker C0 126 m<sup>2</sup>  
A4 Assymetric superlite 259 m<sup>2</sup>  
A3 Assymetric superlite 197 m<sup>2</sup>



## **HULL, RIG & SAIL**

*The hull is in the standard configuration made of e-glass and epoxy with bulkheads and load bearing structures in carbon. A full carbon hull is a part of the optional program.*

*The width of the hull has been carefully balanced between performance and live aboard comfort. A daggerboard solution has been chosen before fixed keels. The main reasons have been performance and safety. A catamaran with daggerboards point higher in the wind and is faster in all wind registers than a keel version. The higher speed allows you to sail away from bad weather rather than being stuck in them.*

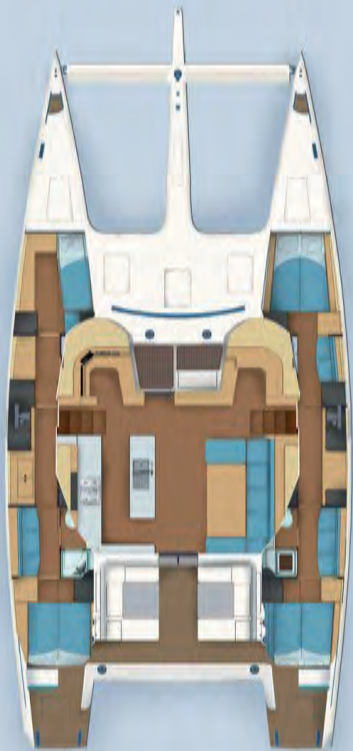
*With the daggerboards up the draught is less than 90 cm, allowing you to sail in really shallow waters where a keel boat would hit bottom.*

*The mast supplied with the Ocean Explorer C-60 is made of carbon and supplied by leading catamaran rig manufacturer Lorima. As a part of the optional program, other reputable rig manufacturer according to our clients preference.*

*Headsail furler by Harken or Reckmann.*

*The final sail wardrobe will be worked out together with the client according to personal preference and the intended use of the boat. Our preferred supplier is North Sails and options are other high quality sail loft according to clients request.*





## GENERAL ARRANGEMENT IN THE HULLS

- The floor is in one level, foam cored, construction laid on vibration damping materials
- Aft cabins, queen size double bed 160x200 cm
- Forward cabins, double bed or optional over/under configuration
- All cabins have one sofa outboards and table with chair inboards.
- Reading lights are installed at the head end of all berths and sofas.
- Hanging lockers fitted with rails and automatic LED lights
- Separate head and shower in each cabin
- Engine room with full height in the middle for easy access and balance

## DECKPLAN

- The deckplan is kept clean, ergonomic and easy.*
- Few levels in deck
  - Dual steering with autopilot remote from the navigation station in the salon
  - Comfortable seating and ample of space in the salon and aft cockpit
  - Single floor level from aft cockpit to forward cockpit
  - Winches by Harken (6) 70.2 STEA (4), 60.2 STEA (2)
  - Windlass Lewmar V4
  - Self tacking jib
  - Deck hatches flush
  - Sun mattress in front of the mast







## **SALON & GALLEY**

*The layout is a combination of function and elegance. The galley includes a 4 burner gas stove with oven. An effective kitchen fan ventilates away the fumes outside.*

*As standard is Isotherm Cruise DR 190 fridge installed. The fridge and freezer capacity is discussed together with the client and can be modified.*

*In the front portside of the salon next to the forward entry is a practical navigation station fully equipped.*

*The visibility out from the entire deckhouse is full panoramic 360 degree view which is very much a safety factor when sailing shorthanded.*

*The floor, foam cored for weight reasons, are in one level. The fixed furniture will at appropriate places have incorporated in the design areas which will function as grab rails for safety reasons. The furniture has rounded corners to avoid any unpleasant contact to the body.*





## ACCOMODATION

*The layout consists of four cabins in generous size. All cabins have separate showers and heads. The shower is separated from the toilet area in order not to wet down the toilet area. The interior has grab rails at appropriate places.*

*In the aft cabins large queen size bed 160 cm wide. Lockers with hanging rails and automatic LED lights will ensure you can bring clothes onboard for every occasion.*

*In each cabin are two large side windows in the hull to provide you with a pleasant view out and the deck hatches in the roof will ensure a very light atmosphere. The time when the meaning "down below" actually did mean a dark place and visibility out disappears is history. You can enjoy the outside scenery from the hull windows.*

*To the inboard side is a practical laptop table with chair.*

*The forward cabins have the same configuration as the aft cabins, with the optional layout with an over/under bed configuration.*

*The interior material of Annegre or teak with hand rubbed satin finish for visible woodwork. As option a client may choose another surface material to be agreed. Overhead lined with removable paneling. Doors, partitions and paneling throughout are cored and teak-faced panels or according to the material agreed by contract. Bulkheads are covered accordingly with marine plywood veneers.*





## **GREEN THINKING**

*The Oceans we sail in today is borrowed from our grandchildren and generations to come. We owe it to them to take care of the environment and minimize emissions.*

*We clean ocean water with water makers in order to drink, it is as natural that we clean water with sewage treatment systems before discharging. Sewage treatment system is a part of the optional program.*

*We are using high quality environmentally clean engines but furthermore we will reduce generator time by using solar panels to charge batteries and LED lights to minimize power consumption.*



## **SAFETY ASPECTS**

*Only materials proven suitable for marine use will be used. From a safety point of view the floor levels of the boat are minimized and mostly in one level. Corners and edges are rounded. Grab rails placed at appropriate places throughout the boat.*

*The hull has watertight departments aft and forward of the bulkheads. Fire extinguisher system in the engine rooms according to regulations and separate handsets to be found in each cabin, salon and galley.*

*The access and service to the engines are independent of weather conditions. The engine rooms are inside with full height for easy maintenance.*

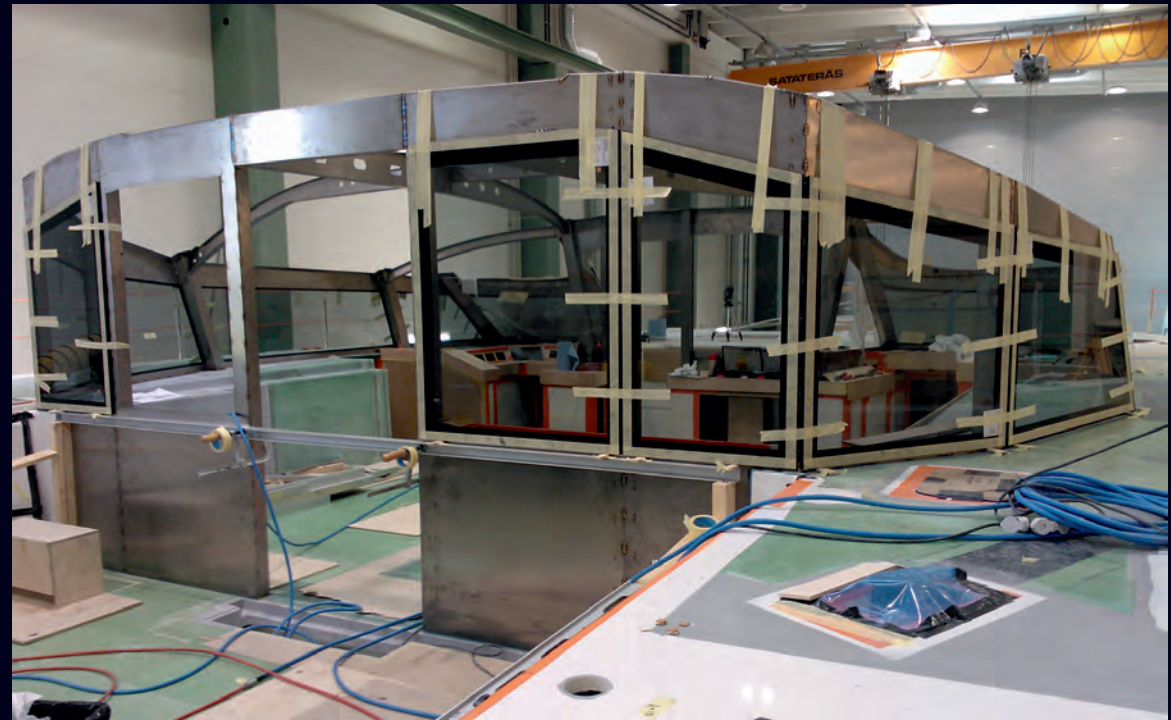
*Access to the mast area and the forward cockpit is fast and safe through the salon front door. In heavy weather nobody needs to take the outer route in order to go to the halyard winches. But for safety reasons are grab rails are anyhow attached on the deck-house roof sides.*







*Ready for launch and sea trials prior to delivery.*



**The Ocean Explorer unique feature:**

*The deckhouse made of Titanium contributes to an ultra stiff construction integrity in the catamaran hull. The additional benefits are optimized safety, weight savings and increased performance.*

*The super stiff Titanium deckhouse ensures minimum flexing between the hulls. It removes any risk of cracks in the windows and other laminated parts. It contributes to a quiet boat as the interior do not give away any noise due to the removal of torsion movements.*

*The unique construction is strong enough to lift the boat from. It is the best insurance against costly repairs and even more important for keeping everyone safe in rough weather.*



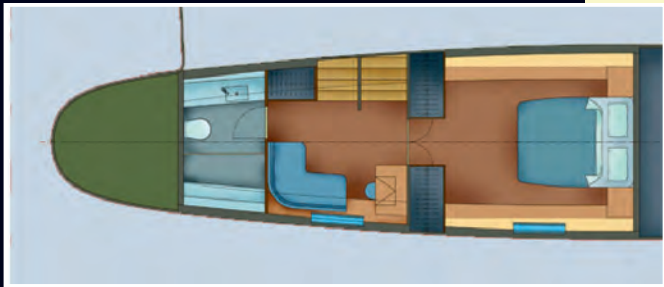
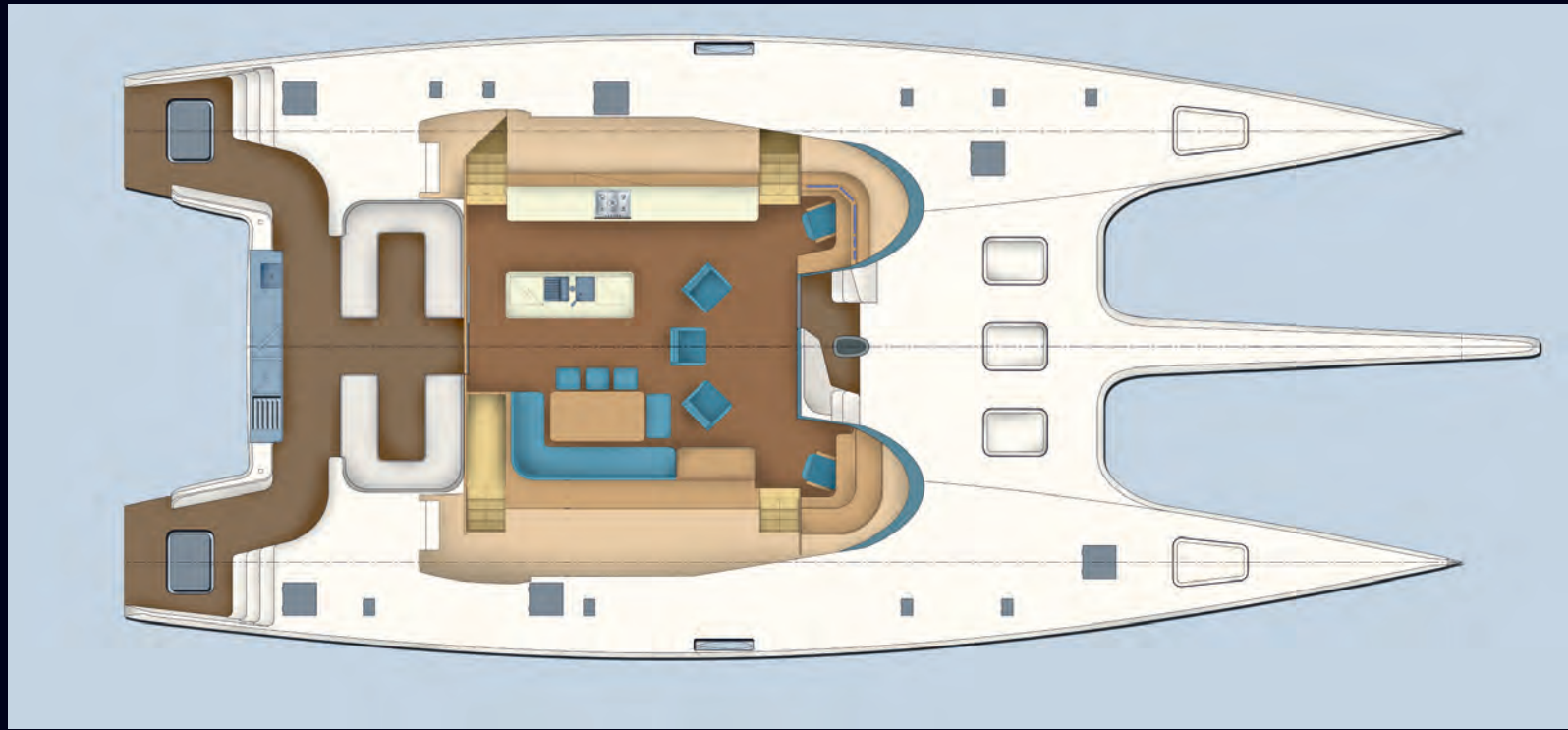
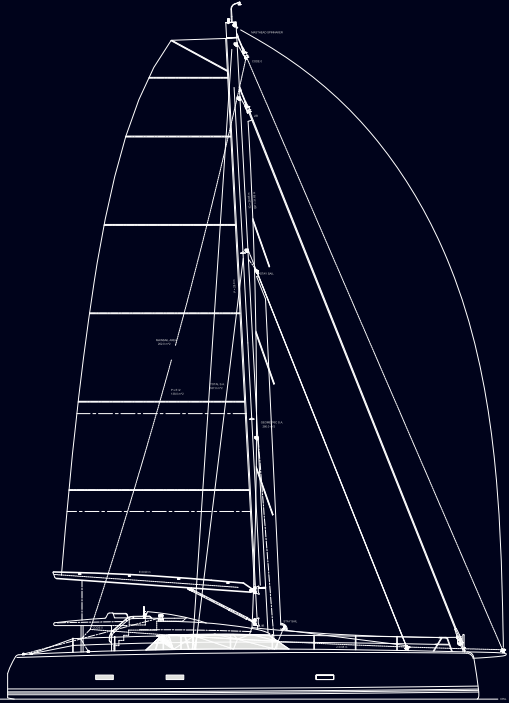


*Ocean Explorer C-78*

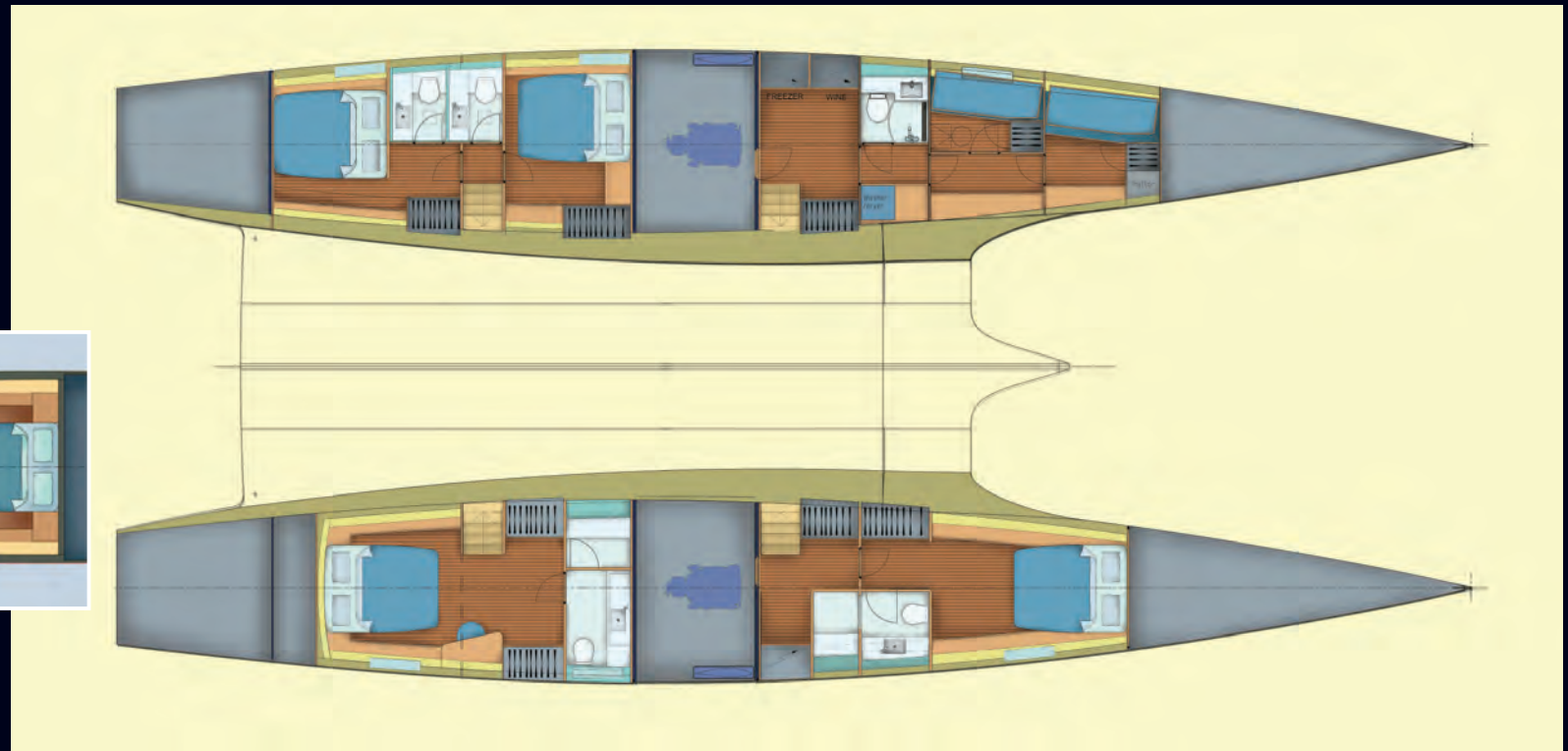




# C-78



*Owner's cabin option*





## OCEAN EXPLORER C-78 TECHNICAL DATA

### DIMENSIONS (approximate)

Hull Length	23,98 m
Length at waterline	23,60 m
Beam	11,30 m
Draft board up	0,80 m
Draft board down	3,20 m
Rudder draft	1,60 m
Displacement	36 t
Main sail area	202 m <sup>2</sup>
Jib sail area	135 m <sup>2</sup>
Engines Volvo D3	2 x 150 hp
Fuel capacity	2000 l
Water capacity	1200 l
Heated water	2 x 75 l

### DESIGN

Naval architect	Germán Frers
Classification	CE-Ocean A (DNV-GL)

### TECHNOLOGY & MATERIAL

Laminate – epoxy, vacuum infusion  
Hull & deck e-glass (Carbon option)  
Bulkheads & stringers Carbon  
Deckhouse structural frame Titanium  
Shroud chain plates, integrated Carbon  
Rudders & daggerboards, Carbon

### DECK

Cleats, padeyes, grab rails in SS316L (option Titanium)  
Winches Harken, Electrical-Hydraulic  
Windows laminated/tempered glass

### RIG

Carbon – Lorima

### HULL FINISH & SURFACE

Awlgrip 2 component paint, custom color

### CABIN ARRANGEMENT OPTIONS (4-7 units)

Owners suite 1  
Guest suite/cabins 2-4  
Crew cabins 1-2

### INTERIOR MATERIAL

Specified together with the client

### HVAC

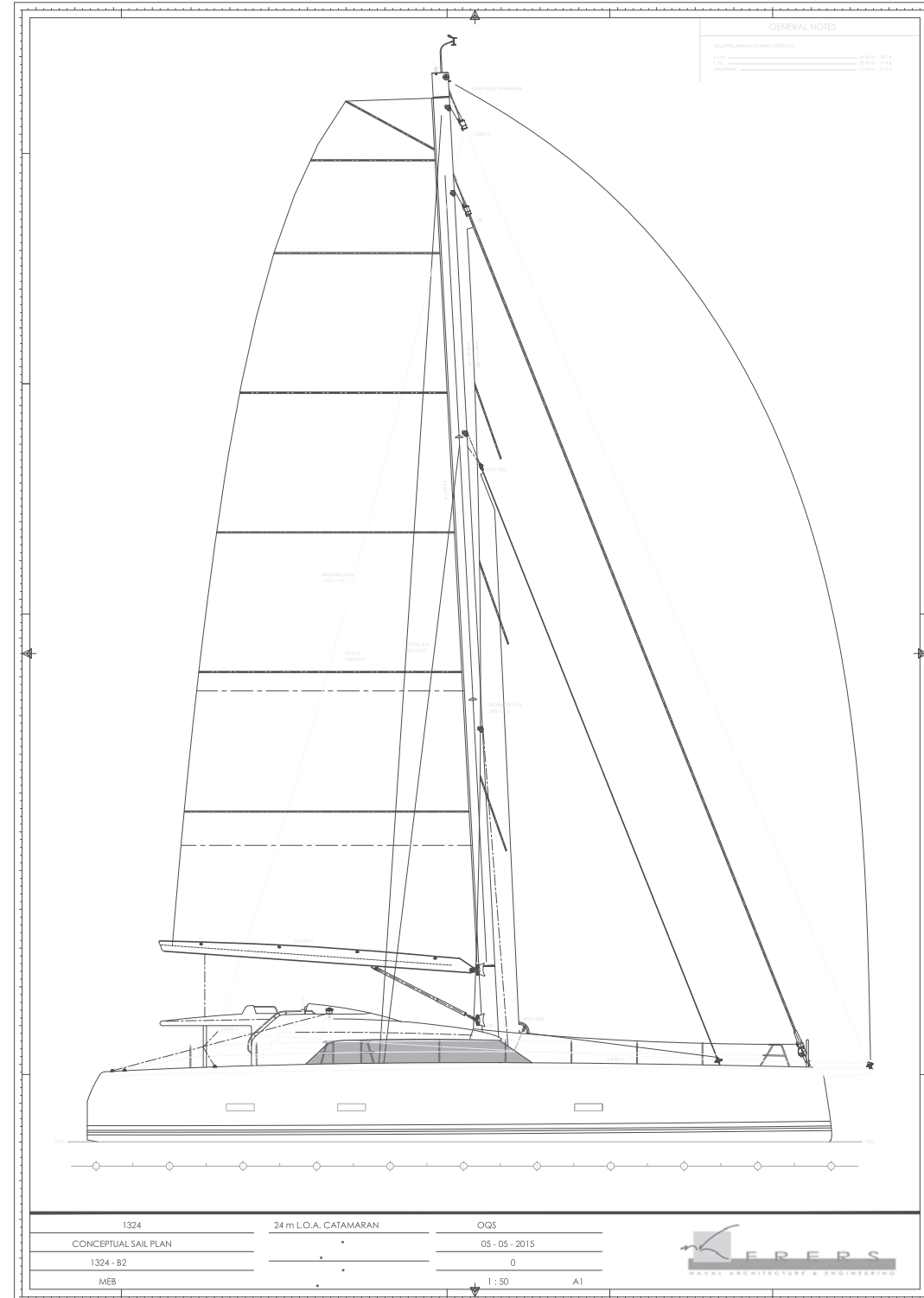
Aircondition, pending on climate zone 60.000-120.000 BTU  
Watermaker 230V 210 l/h, backup 24V 60 l/h  
Toilets, Tecma electrical

### ELECTRICAL SYSTEMS

Fisher Panda 2 x 25 kW 380V  
110V-520 V Shoremaster  
Shore power 380V/32A  
6 x Mastervolt Li-ion 24V 200 Ah  
EmpirBus NXT

### INSTRUMENTATION

B&G H5000 series





## OCEAN EXPLORER C-78

Followed by the build success of the C-60 and requests from the market, OQS-team together with Germán Frers started the work on the C-78. The conceptual idea regarding easy handling, safety, high sailing performance balanced with luxurious living comfort follows the essence of the smaller sister.

In design appearance are the lines very modern, yet gives a feeling of timeless elegance. Very few designers in the world are capable as Germán Frers to combine style, high performance with comfort. Ocean Quality Systems has accepted the challenge to match this masterpiece in design with an equal dedication to production and quality.

At 24 m LOA a flybridge can be incorporated without hurting the appearance. The length and the beamy hulls provides ample of room for 2 cabins more compared to the C-60. The cabin numbers and arrangement will be worked out together with the client.

The C-78 is in volume the equivalent to a monohull sailboat over 100 ft, yet due to the benefits of the catamaran hull, very shallow in draft. The C-78 will be a true superyacht in volume and performance, but still let the owner explore waters which normally would be considered out of reach due to shallow depth.



*Ocean Explorer C-78*



# *Cutting edge in quality and performance*



*Pictured: Ocean Explorer C-78*



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