Van Oossanen Naval Architects

– faster, more efficient and more luxurious









Founder of the original company, Dr Piet Oosanen, became world famous for developing of the'winged keel' of Australia II which, in 1983 was the first yacht to take the coveted Americas Cup out of American hands since the competition started in 1851. After this he became involved in several Americas Cup campaigns that could not be combined with his work for the marine research institute MARIN. That's why he created his own business, which Perry Oossanen and Niels Moerke took over.

TEXT: CAROLE EDRICH | PRESS PHOTOS

His son Perry Oossanen and Niels Moerke took over the company in 2012, and the partnership works well. Oossanen is primarily concerned with yachts over 24m while Moerke takes on the smaller yachts. Apart from the naval architecture of yachts, Moerke is responsible for the Computational Fluid Dynamics (CFD) analysis that is all about flow visualisation and resistance determination, while Oossanen has a special interest in the development and application of new hull forms such as the patented Fast Displacement Hull Form (FDHF). Their naval architecture focuses on luxury mega yachts and their CFD consultancy is primarily targeted on commercial shipping.

Superachievers from the start, Van Oossanen Naval Architects have won the World Superyacht Awards (the yachting world's equivalent to the Oscars) four times, most recently for Star Galactica, the WSYA (World Super Yachting Association) Best Semi-Displacement or Planning Three Deck Motor Yacht of 45m and above. This same yacht has won the best part of ten other prestigious awards and is currently nominated for the KNVTS Ship of the Year Award, while the company itself has achieved such an impressive list of awards and significant new developments that it's difficult to understand why anyone would want to their yachts designed elsewhere.

Van Oossanen Naval Architects are committed to developing faster, more efficient, and more comfortable ships, and so they do a large amount of their own research and development. The vast knowledge they have accrued in this way, combined with the thrill of challenging projects on the drawing board, means that the company is able to create uniquely efficient yachts and sailing vessels that excel in terms of performance, fuel efficiency and ease of use. They also regularly assist many other yards, designers, owners and shipping companies worldwide in the field of hydrodynamics and superyacht consultancy.

Their in-house software is a key value added component of the firm's unique service and since the company's inception Piet van Oosanen has worked on the Velocity Prediction Program (VPP) for sailboats and the Power Prediction Program (PPP) for motor yachts and ships. As technology and computers have advanced, the software has been extended until today, where the predictions scope includes everything from Dutch traditional sailing vessels to hydrofoils and catamarans while the PPP can handle the range of craft from planing speedboats to 300+m containerships.

The last few years have seen the company sail from strength to strength. The first application of their patented FDHF hull form; a hybrid hull form that optimises both high speed and cruising speed for motor ships has proved wrong conventional wisdom (that one could optimise for one or the other but not for both) was on the 65m motor yacht Galactica Star. With a hull approximately 20% more efficient at top speed and 30-40% at cruising speed, the owner no longer has to compromise between speed and fuel efficiency. They've recently also completed an aluminium yacht that can carry 10 people to and from its 75m mother yacht even in bad weather, improved a commercial ship-owner hull form, reducing resistance by 20% with consequential reduction in CO2 emissions, and innovated the Lemsteraken class of traditional Dutch competition sailing by applying their state of the art techniques.



LEFT: Van Oossanen Naval Architects have won the World Superyacht Awards an impressive four times. **MIDDLE:** Assisting ship yards, designers, owners and shipping companies around the world is part of the Van Oossanen success story.

Van Oossanen Naval Architects' latest innovation is the result of a 10 year long research project to create a patented Hull Vane®. This is a fuel-saving 'wing' underneath the water near the ship's stern. Tests on a 55m crew supply vessel provided an independently measured 11-15% fuel saving and there's currently a 42m motor yacht undergoing a Hull Vane® construction with expected fuel savings of over 20%.

Like all good companies, Van Oossanen Naval Architects has a strong internal philosophy. Brainstorming sessions on difficult issues are particularly productive because everyone has in-depth knowledge of a sub topic as well as their own professional specialism. Since every team member is given time each week to work on their own research too, it's no surprise that the company is maintaining its leading edge.

www.oossanen.nl



Van Oossanen recently won the WSYA (World Super Yachting Association) Best Semi-Displacement or Planning Three Deck Motor Yacht of 45m and above World Superyacht Awards for Galactica Star.