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# A step ahead



*Designer Evan K. Marshall gave Ocean Alexander's 100-footer superyacht panache.*

Words - Louisa Beckett Photography - Forest Johnson

The open flybridge of a yacht typically is not where you will find me when running at top speed through the Atlantic Ocean in winds of up to 25 knots and three- to five-foot seas on the nose. I am usually warm and dry in the wheelhouse below. On our recent sea trial of the new Ocean Alexander 100 Motoryacht off Fort Lauderdale, however, I stood at the upper helm enjoying the seascape around me and felt not so much as a drop of spray on my face as the 100-foot semi-displacement yacht knifed through the waves at just over 23 knots.

What's more, the ride was smooth, without any banging or vibration. Venturing down to the main salon while the yacht was still underway at wide-open throttle, I took a decibel reading at 66 to 67 dBA – a level that comfortably allows for conversation.

Ocean Alexander's construction techniques for this yacht include the use of vinylester resin and high-density structural foam usually found in vessels 120 feet and longer, which enhances both the thermal and acoustic insulation. The result was well worth the investment.

"These boats run beautifully and have great hulls," says designer Evan K. Marshall, who collaborated

with the shipyard to develop this model, as well as the 120 Megayacht, which launched in 2012, and a series of sibling yachts ranging up to 155 feet in length that have yet to debut.

"It's great to have the mix of custom and production," says Marshall, who is better known for one-off projects rather than for spec boats such as this one. But while the designer's custom yachts only need to fulfill the desires of an individual owner, creating an entire production yacht series can offer a bigger challenge.

"You have to hone it and get it right for a larger market," Marshall says. "You have to understand what the company has built up until now and how it can be enhanced...to understand their goals, find the right balance and create a model that will be successful for them."

The first of the new Evan K. Marshall-designed Ocean Alexanders, the well-received 120 Megayacht, was the product of a collaboration between the Taiwanese builder and Christensen Shipyards in Vancouver, Washington, which constructed the vessel.

The new 100 Motoryacht, on the other hand, was built at the shipyard's own facilities in Kaohsiung, Taiwan, which



For a casual seating nook with a great view, an L-shaped settee and small table sit forward of the country kitchen (left). A wet bar at the salon's forward bulkhead conveniently serves the main salon and dining area (below).

*Seaworthiness is a point of pride for Ocean Alexander.*



“  
*We didn't want to go ultramodern. We wanted to keep the DNA for the American client.* - Evan K. Marshall, designer  
 ”



are undergoing expansion to accommodate these larger projects. The model is available in two versions: with an open flybridge, like Hull No. 1, or an enclosed skylounge model, which probably will debut next year.

Marshall gave the 100 Motoryacht extra-large windows in bold elliptical shapes. “The new signature windows were an attempt to make the styling sleeker and more updated,” Marshall says. “The plan was to update the family look with the 120, then bring the new look down throughout the line.”

These windows were realized by Ocean Alexander's in-house team, which engineered the very slim yet strong aluminum beams separating and supporting them.

While the 100's exterior styling is decidedly contemporary, Marshall's interior design is more classic. It features elegant walnut joinery offset by marble and granite stonework, upholstery and soft goods in neutral hues. “We didn't want to go to ultramodern. We wanted to keep the DNA for the American client,” he said. “We're not going to try to do something that's not Ocean Alexander.”

Ocean Alexander Marketing Manager Sally Doleski says that their owners frequently are repeat customers who entrust the shipyard with reselling their previous vessel. “By incorporating those timeless elements, it

definitely helps the boat keep its brokerage value.”

The main salon's headroom is high and appears even higher thanks to Marshall's use of mirrored ceiling trays. The cabinetry is low enough that it won't block the views, yet it holds a wealth of well-designed storage space.

“You can never have enough storage,” Marshall says.

That also was one of his design goals for the main-deck galley, which is big for a 100-foot yacht. “I'm really pleased with how it turned out,” he says.

On Hull No. 1, the galley's forward bulkhead is open, creating a bar and a pass-through to the yacht's country kitchen. This “next-gen” country kitchen is on the same level as the forward helm station, two steps up from the salon and galley level. Guests can sit at the bar and watch the chef at work in the galley below. Forward is an L-shaped settee and cocktail table, rather than the usual dinette.

Owners who prefer a more formal arrangement can order the yacht with an enclosed galley bulkhead. By omitting the bar/pass-through, they gain more seating space in the forward area and more privacy for the guests.

The lower helm station is reminiscent of a high-end automobile, complete with leather upholstery and a high-gloss burl panel. Mounted on stainless steel posts at the helm is a contemporary, “floating” display pod with

three 19-inch monitors. Marshall designed this space to be ergonomic and enhance the driving experience.

Ocean Alexander's standard navigation package for the 100 includes a full complement of Furuno electronics, along with an Apple Mac Mini, Axis marine CCTS system with two cameras and receivers for high-definition TV.

The designer's lower-deck layout comfortably accommodates eight guests in four en suite staterooms. The full-beam master suite truly showcases the way he has introduced superyacht styling. A walnut pelmet with indirect lighting overhead and walnut panels on the bulkhead behind the king-size bed create a formal frame. A bureau lies below one set of hull windows and a desk or vanity is underneath the other. Marshall also found room for two cedar closets – one a good-sized walk-in – and lined them with lighted Lucite drawers. A large glass shower links his-and-her bathrooms, affording views through the hull windows from either side.

The VIP suite is a near-rectangular stateroom with a standard queen-size bed rather than the pointy room you frequently find in the bow of a yacht this size. Just aft, two mirror-image twin staterooms are engineered to offer flexible accommodations. The nightstand that separates their berths is fixed, but one of the berths can slide over its top to meet its twin and form a double berth,

revealing a second nightstand.

The ample crew quarters, located aft of the engine room on the lower deck, are finished to the same high standard as the guest accommodations.

“Ocean Alexanders always have nice ones,” Doleski says. “Our owners treat their crew like family.”

The crew layout encompasses two double bunkrooms, shared head, a double en suite captain's cabin and a lounge with small galley. There are two entries, one from the transom and the other from the port walkaround – another thoughtful touch.

In fact, crew operations are facilitated throughout, from the well-equipped galley to the covered walkaround side decks to the engine room, which has impressive headroom. Dedicated air conditioning makes the engine room a more comfortable place to work. The fact that seaworthiness is a point of pride for Ocean Alexander also is evident here, in the heavy-duty equipment installations and overall attention to detail.

Thanks to her hull design and fuel efficiency, particularly at displacement speeds, the 100 Motoryacht has a range of more than 3,000 nautical miles at 10 knots. Combining the builder's renowned seakindliness with Evan K. Marshall's sense of superyacht style has produced a successful collaboration in a cost-effective production package. ■



*The full-beam master suite is adorned with two good-sized closets with lighted drawers, a desk underneath the hull windows to port and a floating king-size berth.*

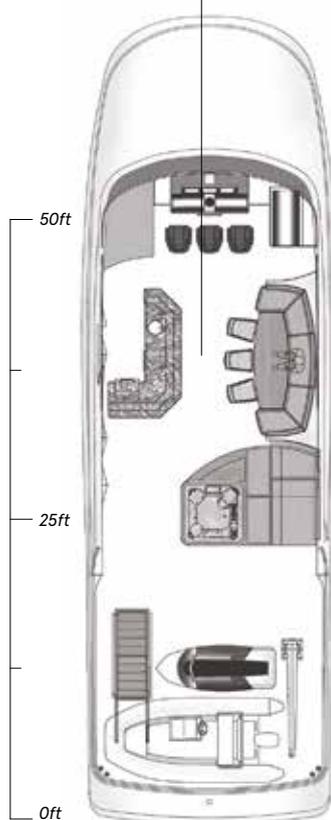
See more on the iPad edition



## Ocean Alexander 100

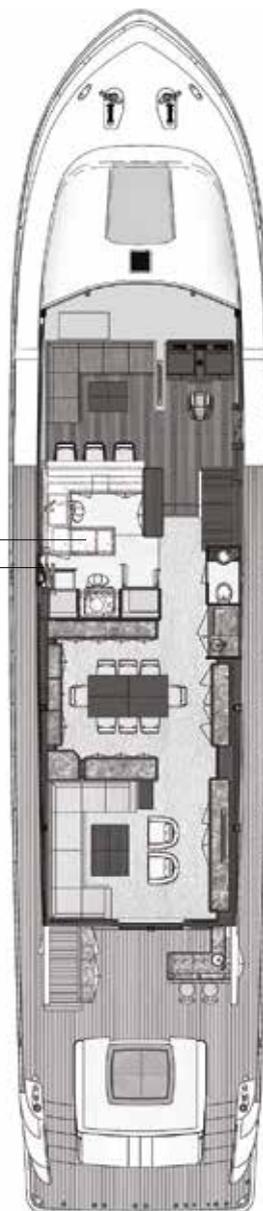
## Flybridge

Easy living: The large bar, dinette, Jacuzzi and boat deck for tender stowage or loose furniture make this 100-footer's flybridge worthy of superyacht status.



## Main deck

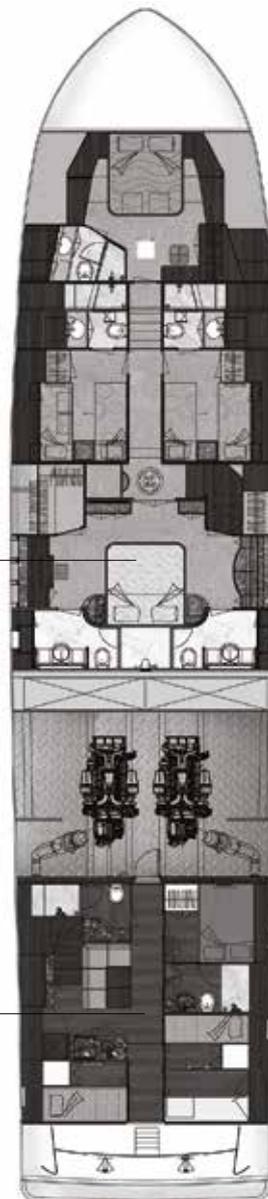
Good eats: The galley features a dedicated pantry, full-size Sub-Zero refrigerator and large wine cooler. A peninsula counter separates the galley's hot and cold food preparation areas.



Quick escape: The pantograph door to the exterior walkaround side deck doubles as a fast fire exit.

## Lower deck

Finer things: Despite the fact that Hull No. 1 was built on spec, it was furnished with top-quality soft goods and linens. "If you do some research, you can find some gorgeous fabrics," Marshall said.



Heads up: The aft deck table is raised, creating more headroom for the crew quarters below.

**LOA:** 100' 2" (30.5m)  
**Beam:** 23' (7m)  
**Draft:** 5' 6" - 6' 5"  
 (1.7m-2m)  
**Displacement**  
 (approx.): 229,900 lbs.  
**Propulsion:** 2 x  
 1,925-hp Caterpillar  
 C32 ACERT

**Generators:**  
 2 x 53kW Kohler  
**Speed (max/cruise):**  
 23.5/19 knots  
**Range:**  
 3,133 nm @ 10 knots  
**Fuel capacity:**  
 4,000 U.S. gallons

**Bow/stern thruster:**  
 Side-Power 55hp/40hp  
**Stabilizers:** Side-Power  
 Vector Fin hydraulic  
 w/zero speed  
**Freshwater capacity:**  
 650 U.S. gallons  
**Owners and guests:** 10

**Crew:** 6  
**Naval architecture:**  
 Ocean Alexander  
**Exterior styling:**  
 Evan K. Marshall  
**Interior design:**  
 Evan K. Marshall

**Builder/year:**  
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