



*The large saloon is divided into discrete spaces with lounging aft and a formal dining table forward.*

# Home & Away

THE OCEAN ALEXANDER 100 MOTORYACHT BRINGS ALONG A FULL SERVING OF COMFORT WHEREVER SHE MAY VENTURE—AND THAT SHOULD PLEASE HER OWNERS, AS WELL AS THE CHARTER GUESTS THEY HAVE IN MIND. BY ANDREW PARKINSON

For Florida cruisers, a stiff north breeze gusting 20 to 25 knots after a cold front usually means one thing: It's gonna be a bumpy ride—and that's if you're lucky enough to get out at all. If I had a ten-spot for every sea trial I had scheduled that's been conveniently postponed due to inconvenient sea conditions, I might be penning this from the flying bridge of my own 100-footer. But on this day, the team at Ocean Alexander was set on keeping their ten bucks.

The 100 Motoryacht, Ocean Alexander's newest model, is a boater's boat in every sense, and feels as though she could be an owner-operator vessel. Beautifully designed by Evan K. Marshall with charter in mind, the OA 100 is the natural progression from the highly acclaimed OA 90, which launched a year prior. While her overall configuration and performance is traditional Ocean Alexander, her impressive volume, style, and enhancements made for charter are distinctly her own.

Two things immediately stand out when entering the boat from the aft deck: One, the living space has been scaled upward, projecting the feeling of being on a much larger vessel; and two, great emphasis has been placed on natural light with massive side windows—structurally achieved with aluminum I-beam engineering and sandwiched glass. The vibe is upscale contemporary, and according to representative Bruce Siler of OA dealer MarineMax in Ft. Lauderdale, it's this contemporary look and feel that gained the attention of the new owners of hull no. 1, who moved up from a Ferretti 88.

Across a lengthy saloon that utilizes a generous slice of the boat's 23-foot beam, and amid the fashionable combination of light and dark fabrics and structural elements, attention is drawn to the handsome custom-fit cabinetry adorning the formal dining area. It's both striking and functional, hiding vast stowage for fine china, stemware, silverware, glassware, and any other type of ware required for long-range cruising or charter. A clever, built-in wet bar to starboard only enhances the ambience.

Forward to port is a plush gourmet-level galley perfect for personal or charter use, complete with marble countertops, brand-name appliances from Thermador, Fisher & Paykel, Viking, Whirlpool, and Sub-Zero, and a full-size pantry. Preparation of a seven-course meal is feasible and craftsmanship is reflected in both the cabinetry woodwork and the intuitive configuration, which even found room to incorporate a



LOA: 100'2"  
 BEAM: 23'0"  
 DRAFT: 5'6"  
 DISPL.: 229,900 lb.  
 FUEL: 4,000 gal.  
 WATER: 650 gal.  
 STANDARD POWER: 2/1,925-hp  
 Caterpillar C-32 ACERTs  
 OPTIONAL POWER: 2/2,400-hp  
 MTU 16V-2000s  
 TRANSMISSIONS: ZF 3055  
 with 2.952:1 gear ratio  
 PROPELLERS: 50x46.5  
 Nibral 4-blades  
 GENERATORS: 2/53-kW Kohlers  
 WARRANTY: 1 year on hull and  
 any component not covered  
 by its own warranty  
 BASE PRICE: \$8,950,000



The master stateroom is amidships and makes the most of (what are becoming) trademark hullside windows.

huge wine cooler subtly. The characteristic Ocean Alexander open-galley arrangement is just another lovely part of this boat to settle into. Tall bar chairs belly up to a wide pass-through. Beyond is a warm, inviting lounge area with rich woods and a hefty L-shaped settee perfect for casual dining or enjoying a cup of coffee underway. The adjacent helm station to starboard is separated by a pop-up flatscreen TV.

Each of the four staterooms has its own en suite head with marble countertops and soles. To refer to the 100's full-beam master as the *pièce de résistance* is easy—although it seems like irresponsible reporting for a vessel of this size. The master is nothing short of exquisite—with handcrafted nightstands, oversized windows casting abundant natural light, a love seat, a large walk-in closet and hanging locker, and the popular his-and-hers head arrangement separated by a shower. The room is well insulated against noise, with a mere 58 decibels recorded while sitting on the king-size berth while underway.

There's no shortage of delightful spaces onboard. Ocean Alexander may call it a flying bridge, but *penthouse on the water* seems more fitting. The deck space alone is remarkable. Who's really to say what best-in-class is for this breed of vessel, but at a glance, one would have to think Ocean Alexander nailed it. Throw in an elegantly curved full-service bar and grill area, dining for eight, cushioned seating for more than

eight, a 15-foot tender and a bubbling spa tub, and this flying bridge is as luxurious as it is functional for entertaining—I'm talking real entertaining... like "trade in the sandwiches and Dasani water bottles for lamb-chop lollipops and free-flowing Veuve, baby."

Worth noting is that Ocean Alexander also offers a skylounge version of the 100, which trades the lower helm for a custom-made desk and essentially gives her owners a second saloon up top with what I would call a "gentlemen's bar" and a stylish lounge with panoramic views behind the triple-chair helm station. Hull number two, which we're told will be the skylounge version, is on the way.

It's understandable why any responsible captain would pull back on the reins before putting a vessel at risk, so we weren't surprised when company captain Stephen Wenger indicated we might not see wide-open throttle on our sea trial. Most smaller craft had avoided the slop altogether, and 6-footers are hardly ideal for running at maximum rpm. On the flying bridge, we found ourselves bracing for impact as we set out into the chop, which turned out to be no big deal for the 100, a testament to vinyl-ester-resin infused fiberglass lamination and high-density structural foam in the hull and in longitudinal stringers and lateral crossmembers. She comfortably held her own—we could feel the effect of her Side-Power fin stabilizers—and she did so with every bit



of the class and refinement she emanated from the docks at her debut last fall at the Ft. Lauderdale International Boat Show.

She's user-friendly whether cruising or docking. Rudders are quick to respond, and the hull shape yields a smooth entry with no slapping. You get the feeling there's a lot of boat underneath—and there is—but never at the cost of losing control, especially on a day where most folks opted to stay on dry land. Barely a drop of spray found us at the helm, which made it easier to imagine the pleasure of doing this on a kinder, gentler day.

The builder employed high-density structural foam coring above the waterline and throughout the stringer system, with cross-knit directional carbon fiber in high-stress areas, and the resultant added strength is felt underway. The confidence was catching: We ended up finding our way to wide-open throttle—which was 2300 rpm and nearly 25 knots—and it was a joyride. (Eat your hearts out, landlubbers.) Typical of Ocean Alexander, the boat was conservative at the low end in terms of fuel efficiency. The burn of course picks up a bit on the higher end, but the numbers are still fair thanks to her slippery semi-displacement hull form.

"You've really got two sweet spots [on this boat]," noted the skipper, whose favorite models in the range are the 90 and the 100. "In displacement mode there's one around 1,100 rpm that gives you 10 to 12 knots burning a total of just 24 gallons per hour. With 4,000 gallons of fuel underneath, that gets you all the way up the east coast in time for summer cruising season. Then, in semi-displacement mode, there's another sweet spot between 1800 and 2100 rpm, somewhere around 20 knots, burning 140 gallons an hour." All this is great news for her new owners, who plan to travel the East Coast and possibly the Mediterranean.

The engine room is a heavenly expanse of glitzy stainless steel. Accessibility around the pair of 1,925-horsepower Caterpillar C32 ACERTs seems to have been made a priority, complete with 7-foot overheads and generous workspaces. Plumbing and hydraulics, and electrical wiring is all color-coded and clearly labeled for user-friendliness. Located abaft the engine room, the crew's quarters are spacious and clearly designed for charter. The captain gets a queen-size berth and en suite head, while two additional crew staterooms share a head beside the crew galley and dining area.

Heading in after our exhilarating ride outside, we passed a performance sailboat readying sails on her way out of the cut. For a sailor at heart—and with winds still knocking down whitecaps—the child inside me was yelling, "Man, how fun would that be on a day like this?" To which the dry and rather comfortable pushing-40-year-old in me retorted, "Awfully wet though." Ocean Alexander can keep their ten bucks. And I, too, would put my money on the OA 100 any day. ☐

Ocean Alexander, 800-940-3554;  
www.oceanalexander.com



## Sizing Up the Line-Up

When Ocean Alexander tasked designer Evan K. Marshall (above) to develop new products within the builder's already successful line, Marshall was up for the challenge.

"The tooling was in place, but OA was committed to refreshing the tooling almost to the same degree as a new product line," Marshall says. "It required putting on our thinking caps to create something fresh while maintaining a cohesion within the fleet."

Filling an important need at the popular century mark for upsizing yacht owners, the launch of the 100 marks a culmination of sorts for Marshall's efforts. It serves as a logical progression from the award-winning 90—which holds her own very well—while accommodating the possibility of charter.

"We put the majority of the extra length of the main deck into the galley," Marshall says, noting the 100's charter-friendly professional galley layout, emphasizing more space and room for appliances. "On the lower deck aft we reconfigured the crew area using more of the additional length, to host a full complement of crew should the owner wish to charter. And with OA's level of detail in their crew areas, you effectively have two additional guest staterooms for larger families. Additionally, we created two symmetrical

twin staterooms in the forward living area, which can be easily converted to queens. Also with charter in mind, we gave the 100 two very distinct social spaces, found in the main saloon and the skylounge."

According to Marshall, the challenge was maintaining consistency in the lines for both the flybridge and skylounge versions. This included the iconic windows—an evolution from the 120 to the new 112 due to launch at the Yacht and Brokerage Show in Miami Beach in 2016. Those windows have become a signature for the fleet, and may find their way into a new 65-footer in design now.  
www.evankmarshall.com



The Ocean Alexander 112 (shown here as a rendering) is due to splash at Miami in 2016.

RPM	KNOTS	GPH	RANGE	dB(A)
600	6.5	6	3,900	52
900	9.3	15	2,232	54
1200	12.6	32	1,418	56
1500	14.7	63	840	58
1800	16.7	109	552	61
2100	20.5	175	422	64
2300	23.8	204	420	67

### NOTEWORTHY OPTIONS:

Skylounge (\$320,000); heated granite floors in master bathroom (\$6,800); inverter package upgrade (\$33,990); Yacht Controller wireless docking control (\$19,800); bow seating area with pop-up lighting and hi-lo table (\$65,700)

**TEST CONDITIONS:** Air temperature: 61°F; water temperature: 75°F; seas: 4-6'; wind 17-26 knots; load: 2,900 gal. fuel, 425 gal. water, 5 persons, and full cruising gear. Speeds are two-way averages measured w/ Furuno GPS display. GPH taken via CAT display. Range is based on 90% of advertised fuel capacity. Sound levels are measured at the lower helm. 65 dB(A) is the level of normal conversation.