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# THE NEW SCION

*Building upon a long-established reputation, Ocean Alexander has reinvented itself without losing itself.*

Words - Louisa Beckett

Photography - Forest Johnson



“Ocean Alexander should be about a timeless look, not about a faddish look,” says yacht designer Evan K. Marshall during a tour of the new Ocean Alexander 112 at the 2016 Yachts Miami Beach show. At this point, he is really talking about the yacht’s interior, but the same can be said of the exterior styling. “My goal with my team was to get a more youthful, international, contemporary look, but not ultra-modern, because that’s not the look of the yard,” he says.

The new-look 112 is part of the company’s desire to update the styling of its fiberglass motor yacht line. Since its foundation in 1977, the Taiwanese builder has carved a nice slice of the American market, thanks in part to its strong foothold in the U.S., where it has long-collaborated with local experts on everything from service to product development.

Naturally, Richard Allender, the longtime director of U.S. operations for Ocean Alexander, was part of the conversation. Allender and Johnny Chueh, president of Alexander Marine International in Kaohsiung, where nearly all of the boats have been built, met with Marshall to discuss developing a Megayacht line targeted primarily at the American market.

“The way I would approach this is to try to evolve a new look out of your DNA,” Marshall told them. “If it has no connection to your line and customer base, it’s an exercise in futility.” After conducting his customer research, Marshall worked with the shipyard to design a new series of yachts ranging up to 155 feet in length. The first fruit of that collaboration was the Ocean Alexander 120, launched in 2012.

Aside from this desire of continuity, the designer and the yard wanted to create long-range livability in the Ocean Alexander Megayacht Series, and the 112 exemplifies this commitment.

“This is a proper tri-deck in a size range where a lot of builders [offer only] raised pilothouse models,” says Marshall, who calls the Ocean Alexander 112 with its skylounge, full walkaround decks, Portuguese bridge and spacious aft crew quarters, a “little big boat.”

“This boat can be operated by someone who is serious about cruising. It’s built to go offshore, long-range,” he adds.

To that effect, the 112 has an all-new hull designed by Gregory C. Marshall Naval Architect (the first hullform the firm has fully engineered for the shipyard).

“This boat is [built to RINA] Class, and part of the reason the shipyard wanted us to be involved was because we have a lot of experience in building class vessels,” says Greg Marshall (no relation to Evan). “It’s very beamy because it’s a tri-deck, and because it’s class, it had to meet a lot of stability requirements.”

Greg Marshall describes the semi-displacement hull as “a pretty conventional, high-performance hullform” with a lot of flare forward for good seakeeping ability and a fine entry. “It’s a speedy boat (topping out at 23 knots). It’s light to keep the performance up; we did a job of weight-saving,” he says. At the same time its fuel capacity exceeds that of other boats in this size and category.



Below: For maximum relaxation with minimum exposure, a Jacuzzi and alfresco dining area are shaded by a hard top on the sun deck.



The tri-deck accommodates 10 guests in five en suite staterooms, served by a crew of six. The general arrangement, however, is flexible; for instance, owners can choose a main-deck master or a country kitchen. "Ocean Alexander has the advantage over some of its competition in that they have the capability to offer the owner some customization without hurting their production schedule," says Evan Marshall.

To further expand owners' choices, Marshall developed four different décor packages, so far. He describes the first boat with walnut veneer as "transitional" in styling. "It's not traditional, it's not modern, but combines elements of both," he says.

The 112 was constructed at Ocean Alexander's shipyard in Taiwan. "Johnny has refined the systems and processes to build bigger boats in Taiwan," Marshall says. "The quality out of Taiwan continues to impress me. Their joinery work is equal to anything coming out of Europe." He adds that the shipyard is now building its yachts' cabinetry and soft goods in-house to the same standard as loose furniture that owners would buy in the U.S. He helped Ocean Alexander achieve that goal by sending comfortable sofa cushions to the shipyard and telling the workers to tear them apart and learn how to make them.

Marshall always puts a special focus on ergonomics in

designing a yacht's interior. "I'm always thinking lifestyle; how is someone going to be using that space," he says.

An example, he mounted the 60-inch TV screen on the bulkhead in the skylounge rather than making it a pop-up unit in a side cabinet,

so all the guests seated there can interact with each other and also see the TV.

Prior to designing the galley, which has a port-side dinette where owners can "have the country kitchen experience," as he puts it, Marshall analyzed "who is talking to whom and which way they are facing. I am helping the yard understand the lifestyle – how the guests will interact and socialize in the area."

He is justifiably proud of the number of spaces where guests can gather aboard the 112. Exterior social areas include a settee and cocktail table on the Portuguese bridge, a huge aft-deck dining area and even a hydraulic fold-out terrace on the yacht's port side.

Although the crow's nest was not in Marshall's original sketches for the Ocean Alexander 112, he feels it was a great addition. "It really achieves a nice feeling of being completely private," he said. Partially shaded by the hard top, this top deck space has a sunning area and hot tub. A large settee and two tables that can be joined by a leaf provide an airy spot for dining surrounded by 360-degree views. Storage is maximized here,

beneath the sunpads and seats, as it is throughout the yacht. No space, no matter how small, is wasted.

The amount of amenities that Marshall and Ocean Alexander were able to fit onto the bridge deck is impressive. The pilothouse has a nav desk and settee, and a dayhead lies just outside its door. Both the skylounge and aft deck have a bar and seating/dining area.

A graceful stainless-steel floating staircase links the skylounge with the main-deck salon and dining room, which has a bright, open plan. Marshall put the 60-inch TV ("Everyone is asking for 60 inches," he says) in a fold-out unit in the headliner to keep it out of the way when not in use. The emphasis on this deck is on huge windows for light and views of the waters surrounding the yacht.

But on the first 112, RINA Class restrictions prevented the panes from being as big as they could be. "Owners can choose a boat not built to class, with bigger windows and for less money," Greg Marshall points out. However, the class certification makes this Ocean Alexander 112 highly desirable for luxury charter operations. To support that goal, this yacht has four sizeable staterooms on the lower deck; two with queen

berths and two with twins that convert to queens, all with en suites. Large hull portholes bring light into these staterooms, although here again, the shipyard also had to conform to class rules regarding window size.

The yacht's *pièce de résistance* is the main-deck master suite, which has more than 180 degrees' worth of windows. The bed is raised to take advantage of the spectacular vistas. Forward and a few steps down are generous his-and-her walk-in closets and the master bathroom with Jacuzzi, good-size shower and twin sinks. In addition to the toilet here, there is a second "night toilet" on the same level as the bed. Overhead, a frosted skylight brings in natural light.

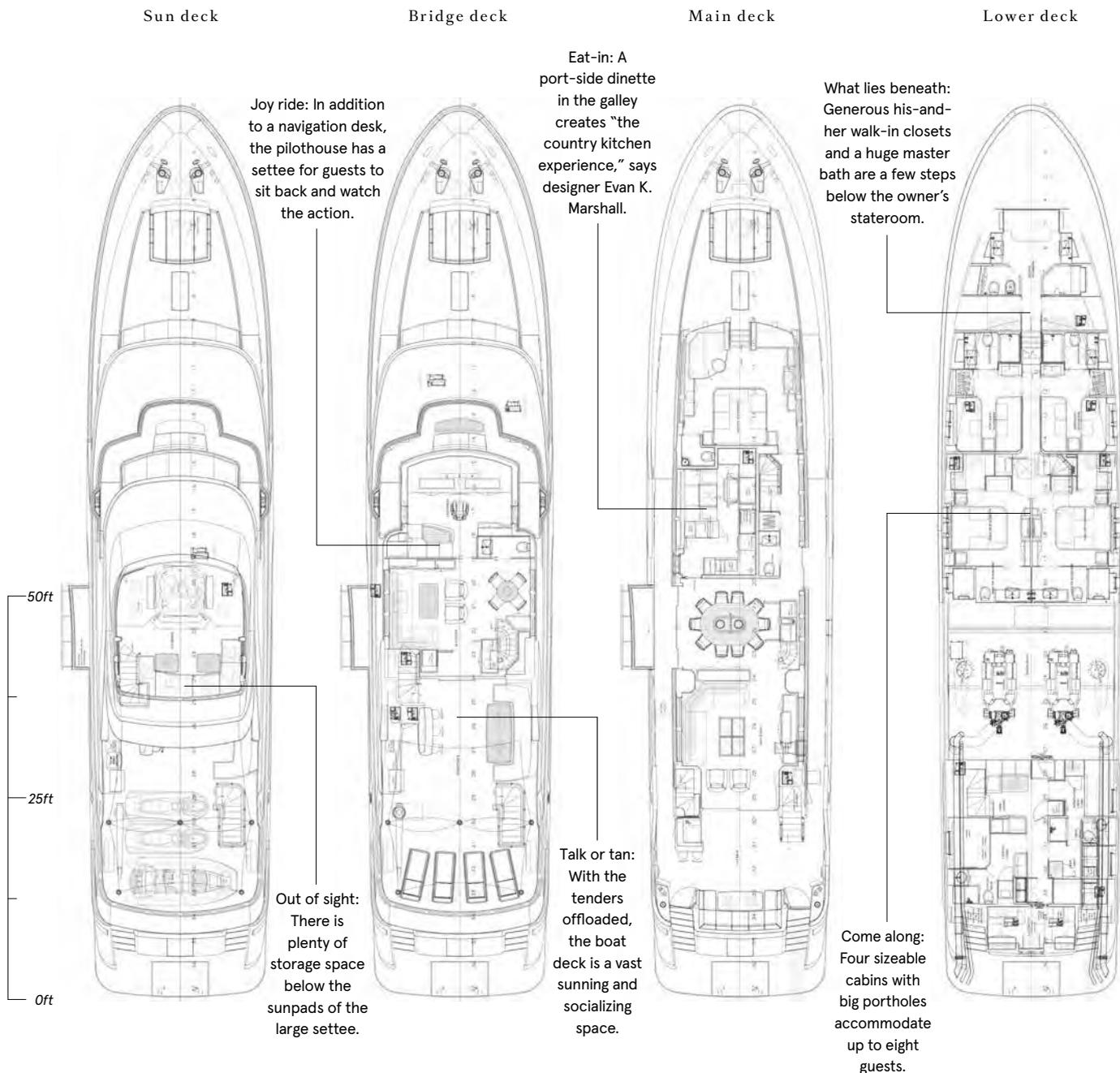
"To me, it needs to be not just a place you sleep, but equal to something you have in your house," says Evan Marshall.

When it comes to comfort, luxury and livability, he and the shipyard have achieved that and much more in the new Ocean Alexander 112. ■

Below, clockwise from left: Evan K. Marshall kept in mind how guests will interact when he designed the yacht's interior, including the salon, country kitchen and skylounge. He raised the bed in the master suite (bottom left) so the owner could take advantage of the amazing ocean views.



## 112 - Ocean Alexander



**LOA:** 112' (34.1m)  
**LWL:** 97' 4" (29.7m)  
**Beam:** 24' 6" (7.1m)  
**Draft:** 6' (1.8m)  
**Gross tonnage:** 185 GT  
**Displacement:** 169 tons  
**Power:** 2 x 2,600-hp  
 MTU 16V 2000 M94

**Speed (max/cruise):** 23/21 knots  
**Range:** 2,000 nm @ 12 knots  
**Fuel capacity:** 5,500 U.S. gallons  
**Generators:** 2 x 65kW Kohler  
**Stabilizers:** ABT/TRAC 440  
 with zero-speed system  
**Thrusters:** ABT (65-hp bow and  
 50-hp stern)

**Freshwater capacity:** 1,060 U.S. gallons  
**Blackwater capacity:** 540 U.S. gallons  
**Owner and guests:** 10  
**Crew:** 6  
**Construction:** FRP  
**Classification:** RINA  
**Naval architecture:**  
 Gregory C. Marshall Naval Architect

**Interior design and exterior styling:**  
 Evan K. Marshall  
**Builder/year:**  
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