The fruit of the partnership between Ocean Alexander and Christensen Yachts received its ultimate coming-out party at the Ft. Lauderdale International Boat Show last October, for that is where the Ocean Alexander 120 by Christensen was unveiled to the public. The gleaming white, 120-foot, tri-deck yacht was definitely more in its element — the water — than it was the first time I saw it in a not-quite-done state on giant cradles at the Christensen shipyard in Vancouver, Wash. When we met again, more than 3,000 miles from the site of our first how-do-you-do, the boat looked better than it had the first time. Anyone familiar with Christensen’s quality and fit and finish probably knows what I found. Tight joinery. Impeccable woodwork. Beautiful stainless. Gleaming finishes. The list goes on.

The Ocean Alexander 120 is a result of a partnership among OA, Christensen Yachts and designer Evan K. Marshall. If only Congress got along this well.

BY MIKE WEILING

Collaboration Done Correctly

Evan K. Marshall designed the 120 to look contemporary and have wide appeal, which is important for a couple of reasons. OA wants the yacht to be popular in the U.S. and in Europe, so features that appeal to both crowds have to be there. Second, chances are good that owners of a yacht this big are going to have it in charter, so it has to draw interest from a wide range of high-income people, provide lots of storage, which the 120 does, and accommodate crew — three crew cabins plus captain’s quarters in the pilothouse.

If you’re wondering how seaworthy the 120 is, consider its maiden voyage: from Washington state to Ft. Lauderdale on its own bottom, pushed along by twin MTU 12V 2000 M72 diesels that crank out about 1,920 hp each. That’s a heck of a shakedown cruise, especially when the debut of your latest and greatest yacht at the premier fall boat show is at stake. Capt. Alan Palash said he would put the yacht up against any sea. It didn’t take on any green water, even when there were 50-knot winds, and it didn’t pound — something that would have made that long trip even longer.
**GALLEY**
In the galley, contrasts rule. The stainless steel appliances — refrigerator/freezer, microwave, oven, dishwasher, trash compactor — stand out against the light wood of the cabinets and drawers, which lets the marble countertops, backsplash and sole make a statement. The face of the doors — much like many of the drawers throughout the 120 — is burl wood. Very nice. A breakfast nook, complete with its own framed art, is forward of the galley and has windows that let in lots of light.

**SALON/DINING**
The 120’s salon is sure to be a social area, though far from the only one, as the bridgedeck lounge and several outdoor areas will vie for that honor. Just inside the automatic aft deck doors, the salon is bright and cheery, thanks to a near-solid wall of windows on both sides. Light-colored carpeting, headliner and furniture upholstery give the salon a modern look, but it’s not an industrial feel, because the rich wood cabinets, tables and crown molding make it warm and inviting. The burl wood cabinet faces start that particular design element for the rest of the yacht. Immediately forward, just past a half bulkhead, is the dining room. There is seating for 10 at a glass-top table, under a framed ceiling detail that includes several small LEDs and one big light. The stone floor matches nicely with the salon carpet, and more big windows flood the area with natural light.

**MASTER STATEROOM**
Forward of the galley, the main-deck, full-beam master is a 25-foot-wide retreat that will leave the owners rested and relaxed (and shared-charter clients playing rock-paper-scissors for the privilege of residing there). A king-size bed takes center stage, but it shares the spotlight with a port-side sitting area, a custom built-in bureau, a vanity with a hideaway mirror to starboard, large hanging lockers and custom artwork. The art is a touch you’ll find throughout the yacht — paintings, sculptures and even the barstool bases — adding to the already elegant surroundings. His-and-her heads are separated by a shared shower and whirlpool tub. Beautiful stone countertops feature a glass-bowl sink and storage underneath.

**ACCOMMODATIONS**
Four belowdecks staterooms — two of them VIPs with queen beds — each with an en suite head, will sleep eight easily, and in-room entertainment systems can play peacekeeper if familiarity begins to live up to its cliché. Not to be outdone by the main-deck accoutrements, the VIP and guest rooms have rich wood, high-end fabrics and carpet, stonework and art elements. Three hull windows in each room keep things bright and open.
**PILOTHOUSE**

You don’t need a special license to operate the helm, but one look at the dash may give you that impression. Five large displays are arrayed across its face, along with every control, switch and button necessary. Dual captain’s chairs and a raised settee/dinette aft put the pilothouse seating at six. Captain’s quarters are tucked away to port, as well. Wrap-around windows provide the maximum field of view, and all those screens let the captain know what is going on everywhere all the time.

**FORWARD VIEWING**

A seating area immediately forward of the pilothouse gives passengers a commanding view of what’s coming. If you’re cruising in sea life-rich waters or heading into the sunset, this settee will be the place to be.

**FLYBRIDGE**

Sunbathing, al fresco dining, cocktails, soaking in the Jacuzzi — pretty much anything is possible on the flybridge. A hardtop covers the middle portion, for folks who want to avoid the sun’s rays. Forward is a hot tub with a sunpad to either side, and aft is room for chaise lounges, deck chairs or whatever.