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12 superyacht concepts to inspire you

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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 ordering 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 is a point of pride for Ocean Alexander.

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

Ocean Alexander’s standard navigation package for the 100 includes a full complement of Furuno electronics, along with an Apple Mac Mini, Mimi, Axis marine CCTS system with two cameras and receivers for high-definition TV. Ocean Alexander’s Marketing Manager Sally Dolekski says that their owners frequently are repeat customers and appreciate the brokerage value. “Ocean Alexanders always have nice ones,” Dolekski says. “Our owners treat their crew like family.”

The crew layout encompasses two double bunkrooms, a 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 Motor yacht has a range of more than 1,500 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 ample crew quarters, located aft of the engine room on the lower deck, are finished to the same high standard as the guest accommodations. “Our owners treat their crew like family.”

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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.

**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.

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**Specifications**

- **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:**
Ocean Alexander/2014
Seattle, Washington, USA
(t: (800) 940–3554
e: info@oceanalexander.com
w: www.oceanalexander.com