EXCLUSIVE

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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 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 it to be involved was because we have a lot of experience in building class vessels," says 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 lead 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-savings," he says. At the same time its fuel capacity exceeds that of other boats in this size and category.

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

Words – Louisa Beckett
Photography – Forest Johnson
The tri-deck accommodates to 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 also had to conform to class rules regarding window size.

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 running area and hot tub. A large settee and two cocktail tables on the Portuguese bridge, a huge aft-deck dining area and even a hydraulic fold-out terrace on the yacht’s port side.

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

By design, the main-deck master suite, with its large windows, 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 facuzi, 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.

“Too 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.
112 – Ocean Alexander

**SPECS**

**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:** Ocean Alexander/2016
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**Sun deck**
- **Joy ride:** In addition to a navigation desk, the pilothouse has a settee for guests to sit back and watch the action.
- **Out of sight:** There is plenty of storage space below the sunpads of the large settee.

**Bridge deck**
- **Eat-in:** A port-side dinette in the galley creates “the country kitchen experience,” says designer Evan K. Marshall.

**Main deck**
- **Talk or tan:** With the tenders offloaded, the boat deck is a vast sunning and socializing space.
- **What lies beneath:** Generous his-and-her walk-in closets and a huge master bath are a few steps below the owner’s stateroom.

**Lower deck**
- **Come along:** Four sizeable cabins with big portholes accommodate up to eight guests.
- **What lies beneath:** Generous his-and-her walk-in closets and a huge master bath are a few steps below the owner’s stateroom.

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