

OCEAN ALEXANDER

A PROLIFIC BUILDER UPDATES ITS MOST POPULAR MODEL, FINDING AN IDEAL MIDDLE GROUND BETWEEN TRADITIONAL BEAUTY AND MODERN HEAD TURNER.

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90



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Clients have their choice of joinery, which is crafted in house at Ocean Alexander. The African hardwood sapele on the first 90 lends a luxurious feel to the main salon (top). The enclosed bridge/skylounge (bottom) creates an additional area for entertaining.



More than 30 years ago, Ocean Alexander's founder, Alex Cheuh, didn't know boatbuilding was in his cards. Having gained success manufacturing floor hardware in Taiwan, he was in the position to help out when a friend asked to borrow seed money to start a shipyard. But when the friend couldn't repay the loan and asked Cheuh if he'd take the yard instead, Cheuh found himself an accidental yacht builder. Cue Ed Monk Jr., the Seattle-based naval architect who always knew he was destined to design yachts. When the two met through a mutual friend in 1978, developments began on a line of vessels that would combine the best of Asian construction with the best of North American design and engineering. The new Ocean Alexander 90 is an excellent example of what such a combination can produce.

Alex's son, John Cheuh, heads Ocean Alexander today—and it seems only fitting that as the second generation takes the helm, the company takes a look at modernizing one of the staples in its extensive lineup of motor yachts, trawlers and, more recently, megayachts. The 90 is the evolution of the popular 88 launched in 2008, and it's a replacement that goes far beyond gaining a couple extra feet LOA. Taking the classic lines and proven hull of the original Monk Jr. design, Fort Lauderdale, Florida-based Destry Darr Designs was called upon to give the exterior styling a modern twist. "We're finding owners in our market are changing to a more contemporary taste, but the flashy Italian look is still really foreign to some," said Sally Lawson, Ocean Alexander's marketing manager. "We went for something in the middle between a really traditional yacht and a super-modern boat."

Darr's revamps stretch from the transom to the bridge deck



and from the hull windows to the bulwarks. Three large vertical windows have replaced the small ports seen on the 88 hull. "It's a signature look that started on the 120, our first megayacht," says Ray Prokorym, Ocean Alexander's vice president of sales in the Western region, who worked closely with the owners on the first 90. "It changes the look on the outside, and light pours into the master stateroom inside."

A simple revamp that greatly changed the yacht's profile was raising the bulwarks, a move made both for safety and style. Darr also expanded and redesigned the once-curvaceous transom to be more contemporary with straight lines and a larger swim platform. (The crew quarters can be accessed both from the aft deck and through a watertight door off the swim platform.) A Portuguese bridge, a unique feature in this size range of yachts, adds the ability to walk completely around the outside of the pilothouse. Enclosing

the bridge created a comfortable skylounge complete with TV and dayhead and a helm station that's practical for cruising in both warm and cold climates. Owners of the first 90 plan to cruise in the latter, basing their yacht in Seattle, Washington, and traveling on to Alaskan waters. This is the second Ocean Alexander for the owners, who stepped up from an 80, seeking a larger boat with a lot of interior volume, but one that was still easy to handle.

While modernizing the styling, the 90 retains the builder's proven hull design and construction methods. Ocean Alexander is one of the industry leaders in the mating of aluminum and fiberglass. Its hulls are vacuum-infused solid glass below the waterline with a closed-cell foam cored superstructure. Unidirectional carbon fiber is used as reinforcement in areas requiring extra strength, such as the crash bulkhead and hull stringer tops. The Ocean Alexander design team also makes use of structural aluminum I-beams, a feature that delivers high strength and stiffness without adding much weight. The corrosion-resistant aluminum beams are used in window mullions, deckhouse sides and as main floor and ceiling beams. The I-beams tie into composite cross beams and stringers to provide a strong, stiff, lightweight monolithic structure.

Designed with aft tunnels that tuck the props up into the hull, the engines are then moved farther aft than the conven-

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Positioning the only helm on the upper deck allows for a larger galley and casual dining area on the main deck, bathed in light from the forward windows. The bridge has a practical walk-around design (below).



With the engines moved farther aft, more living space is created in the beamiest part of the hull, which is evident in the full-beam master stateroom.

tional position, thus reducing the vessel's draft and creating more living space in the beamiest part of the hull. This configuration also allows for a more horizontal shaft angle that improves driveline efficiency, reduces fuel consumption and can increase speed.

The extra space is evident below decks in the full-beam master stateroom with king-size bed, which also boasts full-beam his-and-hers bathrooms with granite countertops and plenty of storage. Entry to the master stateroom is through a set of elegantly finished double doors.

All three staterooms on the lower deck are accessed from a welcoming lobby at the foot of the spiral staircase that leads down from the main deck. The two en suite guest staterooms include a VIP forward. A four-stateroom option accommodating eight guests is also available and will be seen on the second 90, which is bound for the East Coast and will be shown at the Fort Lauderdale International Boat Show. (The third 90 is in build and just about to be completed.)

Just as owners can select a three- or four-stateroom layout, a choice of fittings and finishes are available in the interior, also designed by Darr. The first 90 features

joinery—created in-house by Ocean Alexander's skilled craftsmen—in sapele, a luxurious hardwood native to Africa, and the fit and finish is excellent throughout. Sapele is about 16 percent stronger than red oak and responds much better to water, making it an excellent choice for yacht interiors. The fine woodwork, combined with top-quality fittings and soft furnishings, gives the interior the ambiance of an exclusive, private club.

Forward of the salon is formal dining for eight; the gourmet galley is farther forward and features a large U-shaped dinette for informal meals. "The fact that the only helm is in the skylounge really opens up the galley," says Prokorym. This layout allows light to stream in through the forward windows and provides for panoramic dining. It also allows an owner/operator to interact with guests while cooking.

Although a production vessel, the Ocean Alexander 90 has enough options for an owner to choose a custom interior that complements the excellent and well-thought-out engineering and design. The 90 showcases the builder's best while taking its motor yacht line into the future.

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SUN FUN: The only area of the upper deck open to the elements is the aft section, which offers a spa pool and a settee.

BRIDGE: With opening doors port, starboard and aft, the enclosed bridge allows breeze to flow through like a flybridge.



AL FRESCO: The aft deck's al fresco dining area is the third dining option on the main deck.

GALLEY: A country kitchen provides a familial atmosphere with a dinette for informal dining and breakfast.



CREW QUARTERS: Although the 90 can be owner operated, accommodations for crew are spacious and well appointed.

OPTIONS: The owners of the first 90 opted for three staterooms, but a four-stateroom layout will be seen on the second 90.

Specifications:

Ocean Alexander
 1001 Fairview Avenue North
 Suite 1400
 Seattle, WA 98109
 Email: info@oceanalexander.com
www.oceanalexander.com
 Price guide (standard MSRP):
 \$7,750,000 / Tested: \$8,193,000

LOA: 91' 3" (27.8m)
LWL: 76' 9" (23.4m)
BEAM: 22' 5" (6.8m)
DRAFT: 5' 6"-6'5" (1.7-2m)
DISPLACEMENT: 209,000 lbs
ENGINES (STANDARD/TESTED):
 2 x 1,600-hp MTU 10V 2000/
 2 x 1,500-hp MTU 10V 2000
SPEED (MAX): 22 knots

FUEL CAPACITY: 3,000 gallons
THRUSTERS: ABT® hydraulic bow
 38-hp and stern 38-hp thruster
STABILIZERS (STANDARD):
 2 x custom "Two Fin" (12-
 sqft) hi-performance ABT®
**GENERATORS (STANDARD/
 TESTED):** 2 x 32kW Kohler/2 x
 53kW Kohler (optional upgrade)
FRESHWATER CAPACITY: 650 gallons

**GRAY/BLACK WATER
 CAPACITY:** 200 gallons
OWNER AND GUESTS: 6
CREW: 2-3
CONSTRUCTION: FRP
HULL DESIGN: Ed Monk Jr.
EXTERIOR/INTERIOR STYLING:
 Destry Darr Designs