

YACHTS

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PALMER JOHNSON VS. RODRIGUEZ GROUP

PJ 120' VANQUISH
A SHOW STOPPER IN MIAMI

BAGLIETTO 115'
STUNNING STYLE

HARGRAVE 105' DREAM
CURVACEOUS ITALIAN INTERIORS

BURGER 98' LADY PAT
LIVING THE CUSTOM LIFE

OCEAN ALEXANDER 98'
ASIAN BEAUTY



ANTARCTICA FOUND ICE-BREAKING 235' GIANT /

PLUS!
DESIGNER EVAN MARSHALL
BROKER DON GILMAN
MIAMI BOAT SHOW REVIEW
DEVONPORT SHIPYARD

MAY 2006 - US \$ 6.99 / CANADA \$8.99

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158 # on board



LIKE FATHER, LIKE SON

Ocean Alexander 98 Motoryacht

Story Jerry Stansfield
Photos Matthieu Carlin
and Jerome Kelagopian

THE OCEAN ALEXANDER BRAND ORIGINATED IN THE LATE 1970S, WHEN ALEX CHUEH ASSUMED OWNERSHIP OF A TAIPEI BOATYARD, A CAREER CHANGE THAT IN TURN LED TO AN ENDURING AFFILIATION WITH THE YACHT DESIGN FIRM OF EDWIN A. MONK & SONS OF BAINBRIDGE ISLAND, WASHINGTON. WHAT BEGAN AS A BUSINESS RELATIONSHIP BETWEEN CHUEH AND ED MONK, SR., HAS BECOME A MAINSTAY OF THE NAMEPLATE, AND CONTINUES TODAY UNDER THE STEWARDSHIP OF THEIR RESPECTIVE SONS, JOHN CHUEH AND ED MONK, JR.



JOHN POKELA
DESIGNED
THE INTERIOR

Nurturing a remarkable compatibility and shared passions, both firms and their principals have collaborated on virtually every design—and variants thereof—to emerge from the Cheoy Lee yards. For his part, Monk relies heavily on the talents of Ed Hagemann for hull form development and Tim Nolan for structure and engineering.

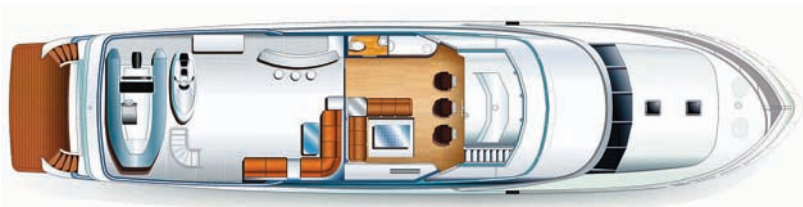
These three—and indeed Chueh himself—are unanimous in their insistence on laying a firm foundation, prerequisite to even the first concept sketch, for each new design. Ground work for a typical new project will include development of a design brief to articulate the yacht's specific objectives derived from market data and feedback from existing owners, then addressing the resulting performance, arrangement and construction issues.

Common to every new design is an ongoing evaluation by all parties of new and current materials and methods, applying those that offer advantages and rejecting those that don't. Studiously avoiding blind acceptance of sexy new technology, the team through empirical research has made extensive use of, for example, unidirectional carbon fiber reinforcement in lieu of Kevlar, and not infrequently specifies the decidedly less trendy end-grain balsa coring in applications requiring resistance to deformation and de-lamination from heat. Tank testing of hull and propeller prototypes routinely resolves performance-related questions well before the yard invests in new tooling.

The newest product of that process is the 98 Motoryacht, a flush-deck enclosed flybridge design that shares billing with the 98 Yacht Fish as the largest Ocean Alexander to date, and introduced as the preferred next yacht for many current owners of the 86 and other earlier designs. In its North American debut at the 2006 Miami Yacht & Brokerage Show, the Motor Yacht version offered a preview of the standard configuration, embellished by a few noteworthy extra features.

The interior, by designer Jon Pokela, includes a saloon wherein linear features—sofas, cabinets and paneling—segue forward to a formal dining area with round table framed by curved island and side cabinets. The forward third of the

THE SALOON
SEGUES INTO THE
DINING AREA



LOA: 98' 0"

Beam: 22' 0"

Draft: 5' 4"

Approx. Displacement: 240,000 lbs.

Fuel Capacity: 4,000 U.S. Gal.

Water Capacity: 650 U.S. Gal.

Standard Engines:

2 X Caterpillar @ 1400 h.p.

Generators: 2 X 32 kW Onan



THE LUXURIOUS
ACCOMMODATIONS,
TYPICAL OF ALL
OCEAN ALEXANDER
YACHTS, ARE
SPACIOUS AND
COMFORTABLE



main deck house encloses a galley and casual dining settee separated by a peninsula counter that curves forward beneath a stainless steel exhaust hood for the cooktop. Two stairways offer access to lower-deck accommodations. One of these, just off the dining room, descends to a small foyer opening to a portside queen-berth guest suite, or to the full-beam owner's suite, which features an adjoining bath with his-and-hers vanities and a shared tub/shower on centerline.


The second staircase leads from the galley/dinette area to a landing forward, then to the starboard-side VIP suite, a second queen-berth stateroom to port and a forward cabin with over-and-under single berths along each hull side.

A third stairway provides access to the enclosed flybridge and helm station. As a brand-new arrival, the show 98 had not yet been fitted with a planned settee, raised one step and set into the starboard aft quadrant of the house opposite the day head; indeed, the lounge's absence in an otherwise finished, paneled and carpeted area inspired all sorts of conjecture about how well the space might work with loose furnishings for flexibility in arrangement. Regardless, the elevated, fixed structure certainly would provide the best view, through forward and side windows, and sternward through large panes that open outward and upward to allow added ventilation. Sliding doors flank the helm console and three pedestal chairs, opening to a wraparound Portuguese bridge; a hard-wired remote control pad, in lieu of wing stations, permits the captain to direct docking operations from either side or from the boat deck.

A sliding door in the aft bulkhead of the wheelhouse allows passage to the lounge/boat deck, where a port-side bar and L-shaped lounge to starboard extend out from beneath an approximately 7' hardtop overhang. An optional hot tub separates lounge and tender storage areas, and a stairway to starboard curves down to a 12'-wide pedestal table and built-in lounge seats on the covered California deck. Here, an optional day head has been built against the aft bulkhead for the convenience of bathers who otherwise might track saltwater into the saloon en route to inside facilities.

Dual stairways lead to the large swim platform and, via a watertight transom door, to crew quarters—a nice arrangement with double captain's cabin, crew cabin with upper and lower bunks, head and freezer for added provisioning capacity—and to the engine room, equipped in the introductory model with optional twin 1500 MTU 10V2000 diesels. Finish details throughout the yacht are aesthetically pleasing, practical...or both. Tapered railing stanchions, for example, lighten the visual impact of otherwise stout hardware, and warping capstans adjacent to mooring bitts at either side of the aft deck are concealed beneath molded covers, mounted knee high for easy line handling. There are, however a couple of unexpected elevation changes on exterior decks, a half step up from side decks to the Portuguese bridge and down from the topside lounge area to the boat deck, either one a potential stumbling hazard for the unwary.

Idling along the Intracoastal Waterway from the boat show venue on Indian Creek to a post-show photo session on Biscayne Bay, the Ocean Alexander 98 produced low noise levels, virtually imperceptible from the helm. Once in open water, Captain Rick Tasis eased open the throttles but, pending final shaft alignment delayed by the rush of boat show preparations, prudently limited engine speed to 1500 turns, hardly a vigorous workout. Still, the muted impact from wakes of passing yachts offered indication of a solid hull structure.

The boat show 98 also served as the showcase for a new audio-video system engineered by Seattle-based Cello Technologies. Marshalling an array of strictly high-end electronic components, Cello has created for this yacht an integrated system built around a network of intuitive wireless-based AMX control pads that allow one-stop management of both entertainment and ship's lighting systems in a welcome alternative to the more typical basket full of remotes and bookshelf full of owners' manuals. As a distributive system, says Ocean Alexander's Richard Allender, the Cello technology allows enviable flexibility for each video screen on board, including a choice of more than 500 movies stored on the system's server and not on yet more shelves full of DVDs. Audio quality throughout the yacht was great as expected, and the flat-screen video monitors in saloon and skylounge were more than equal to the tons of ambient light from a late afternoon sun. Their customers have spoken, and now Ocean Alexander answers with a newer, larger yacht. 

NOISE LEVELS WERE VIRTUALLY IMPERCEPTIBLE FROM THE HELM

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