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NEW BOARD POWER

BY PETER A. ROBSON

NORDHAVN 120

Two New Megayachts

Slated for launching in 2012, both Ocean Alexander and Nordhavn are stepping it up with new 120-footers

OCEAN ALEXANDER 120

THE ECONOMIC downturn hasn't stopped two veteran boatbuilding companies from designing, tooling up and building new megayachts. As they say, the rich get richer—and apparently they also want larger boats. As a result, Ocean Alexander and Nordhavn are both introducing significantly larger models to meet that demand.

Ocean Alexander has been building high-end luxury yachts in Asia for more than 30 years and this family-owned company (the Asia-based Cheuh family) produces a number of different lines of semi-custom yachts from 65 to 155 feet.

Nordhavn is owned by California-based Pacific Asian Enterprises. For the past 30-plus years, the company has been producing the Asian-built yachts, most notably the Nordhavn line of sturdy single-engine, semi-custom offshore passagemakers. There are currently 16 models available in a number of styles starting at 40 feet in length.

Both companies are big players in the worldwide yacht market; Ocean Alexander has produced over 2,500 hulls while Nordhavn has built more than 500. Both companies also have reputations for well-designed, well-built and luxurious vessels. Ocean Alexander's 120-footer is scheduled for launching in the spring of 2012 while the Nordhavn will be launched later in the year.

Tooling for Nordhavn's 120 began in 2008 at South Coast Marine in Xiamen, China, and construction on the first hull started in early 2010. The 120 carries the trademark Nordhavn look, yet represents a significant leap in size from its previously largest yacht, an 86-footer. However, with a very experienced design team, led by naval architect and co-owner Jeff Leishman (with interior design by Destry Darr) the 120 promises to carry on the Nordhavn tradition of combining seaworthiness and luxury in very long-range passagemakers. There's also a local connection in that Hull Number 1 is being built for a yet-unnamed British Columbian.

Ocean Alexander's 120-footer is part of the company's new Megayacht series consisting of three models: 120, 135 and 155-footers. All were designed, inside and out, by the acclaimed Evan K. Marshall of London, England. The Megayacht series is being built at the renowned Christensen Yachts shipyard in Vancouver, Washington through a partnership with Ocean Alexander. The 120-footer is the first in the series.

Both yachts have similarities in appearance—high voluminous bows with long sweeping foredecks and relatively upright deckhouses with the after portions swept forward. The main difference is Nordhavn's trademark "expedition yacht" look versus the more contemporary styling ›

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ABOVE The sumptuous full-width owner's suite is at the forward end of the main deck. African cherry is the primary wood used throughout.

ABOVE The larger of two (his and her) bathrooms for the owner's suite features marble countertops and extensive tiling.

ABOVE The interior styling of Nordhavn's 120-footer will be simple and elegant, yet contemporary, as seen here in the main saloon.

of the Ocean Alexander. Both are also being built of fibreglass instead of aluminum or steel.

Owners of megayachts expect not only seaworthiness, but the absolute finest in furnishings and design. Nothing appears to have been spared in the interior of either of these megayachts. Not surprisingly, there's plenty of spaces to entertain and plenty of room for privacy for owner and guests alike. And with all megayachts, a number of layouts are available and customers can completely customize the interiors to their personal tastes. For the first builds, both vessels will have four guest staterooms and full width owner's suites with his and her bathrooms. Each has room for up to eight crewmembers forward and a captain's cabin adjacent to the bridge. The Nordhavn will use African cherry as the primary hardwood throughout while the Ocean Alexander will use a mix of black walnut and maple.

Both vessels are powered by twin diesels. The Nordhavn will utilize 965 hp MTU 8V 2000 series diesels, which are expected to produce speeds of about 10 knots. Power for the Ocean ▸

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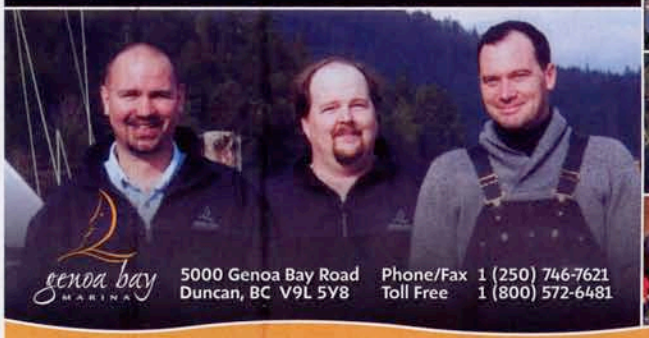

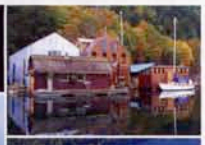

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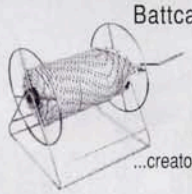

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OCEAN ALEXANDER

ABOVE The Ocean Alexander's sun deck features a hot tub, wet bars, cushioned settees, lounges, custom tables and superb views.

ABOVE The luxurious main saloon features full-height tinted windows to port and starboard. The black walnut and maple woodwork contrasts well with light coloured carpets and upholstery.

Alexander is 1,920 hp MTU 12V 2000 series diesels providing a top speed of about 16 knots. It is interesting to note that the Ocean Alexander has double the horsepower of the Nordhavn yet displaces 420,000 lbs, which is less than half of that of the Nordhavn (848,994 lbs). The draft of the Ocean Alexander is also less, at six feet, six inches, compared to nine feet for the Nordhavn. Fuel capacities vary greatly too. The Ocean Alexander can carry 7,000 gallons of diesel (estimated range 3,000 miles at 10 knots) compared to the Nordhavn's 17,500 gallons (estimated range unavailable at press time), which means that the Nordhavn should have a much greater range than the Ocean Alexander, in line with its design as a long distance ocean passagemaker. Both yachts will be ABS certified with the Ocean Alexander also being MCA certified (for worldwide charter and private use), though Nordhavn promises to meet any construction standards in the world.

The final factor is price. The Ocean Alexander 120 has a base of $17.9 million while the Nordhavn starts at $19 million. Not bad for your own personal luxury ocean liner! It is interesting to note that for those buying megayachts, the purchase prices typically represents no more than 10 percent of an owner's net worth, so most clients will have a net worth of about $200 million.

BELOW The well-appointed full-width owner's suite forward includes expansive sitting areas full-height windows, his and her bathrooms and a whirlpool tub.

CONTACT INFO

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