



LOCAL REVIEW

Ocean Alexander Divergence 45

A SUPERYACHT DISTILLED

The new offering from Ocean Alexander puts the luxury finishes they are known for into a high-octane day boat

WORDS AND PHOTOS **James Dumergue**



The Divergence 45 is the distillate from a yard known for excellence in engineering and the quality finish of their superyachts. Tasked with the distillation process, the divergence team from Ocean Alexander have separated the critical elements of the marque and concentrated them into a refined high-octane day boat. It retains the character and subtle complexity of their 40-year heritage but brings with it a whole new sensation onboard an Ocean Alexander — mile-munching speed.

Packing a whopping 1400 horse power and tipping the scales at around 13 tonnes, this is no fragile rocket. It's a solid beast in an elegant suit, with a complex character and easy to mingle

qualities. It can effortlessly blur the line from fishing and water sports to entertainment and dining with a quick shower and change of outfit.

When you step aboard to put the Divergence 45 through its paces, the inner child is just waiting for the hammers down moment. Once that desire has been satisfied, or at least entertained a little, you can start to look at the craftsmanship and thought behind the design.

PERFORMANCE

Ripping around the Whitsundays in lake-like conditions wasn't the test ground for the handling and sea keeping characteristics of the boat, so speed and fuel consumption figures are

the only performance related observations. In picture-perfect conditions, the boat hit the 43 knot mark. With its big frame and solid build, it takes much thrust to get out of the hole, but once it does, accelerating up to wide open throttle doesn't take too long.

When it's up and planing with wide open throttle, it burns around 480 litres per hour. Knock it back to 31 knots in benign conditions, the fuel consumption is around 280 litres per hour. The difference in speed increases your range from about 180 nautical miles wide open throttle to 225 nautical miles at 31 knots, leaving over 10 per cent fuel in reserve each time.

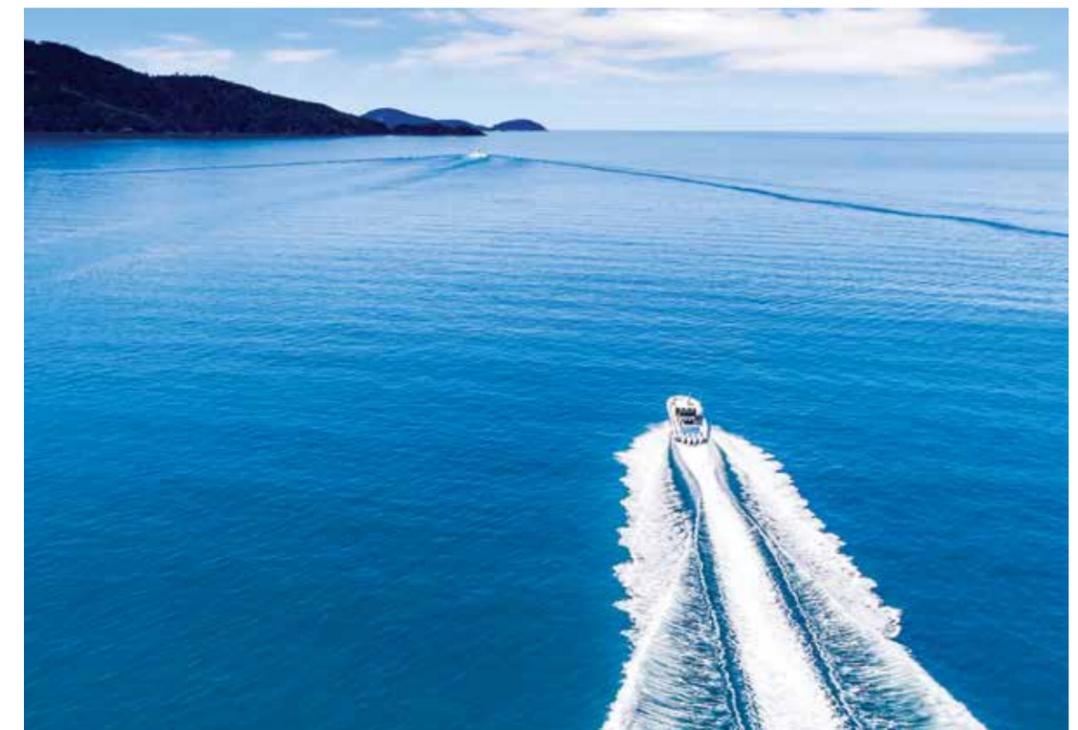
Time is probably a better comparison over the same distance for typical usage. Hamilton Island Marina to Bait Reef on the Great Barrier Reef is about 35 nautical miles which takes about 67 minutes at 31 knots. Wide open throttle would take about 49 minutes. Both are less than or equal to the average commute time in Australia's three biggest cities — think about that the next time you go places that take about an hour to get to.



“It’s a solid beast in an elegant suit, with a complex character and easy to mingle qualities. It can effortlessly blur the line from fishing and water sports to entertainment and dining with a quick shower and change of outfit”

CLOCKWISE FROM LEFT

The crystal clear waters of the Whitsundays made a fun playground; Four engines give the Divergence 45 some serious power; Accelerating to wide open throttle doesn't take too long



After thrill-seeking at 43 knots, it's time to put the handbrake on, and this is when this innovative boat morphs from the sure-footed mile muncher to the waterfront beach house.

It may look like a centre console, but at over 47 foot in length and with a beam an index finger shy of 14 feet, the comparisons start to fall away quickly. This boat is more than a 'race out to the fishing grounds' boat — it is a luxurious multi-purpose escape pod.

By blending the accustomed luxuries their owners enjoy with a substantial 1400 horse power injection of adrenalin, Ocean Alexander has delivered a superyacht in a concentrated format.

MORE THAN MEETS THE EYE

Visually, the Divergence retains the sheer line from the 70-foot marques and 118-foot motoryachts. The high freeboard steps and the sheerline drops in the same way, connecting the hardtop to the hull. Apart from the carbon fibre accents in the hull and the glaringly obvious stable of horses on the back, the design is outwardly subtle and sophisticated.

This boat has wings, and while it has no trouble soaring to eye-watering speeds, thanks to the equine endowment, these wings are more like extensions of the main beach house. They add access to the water away from the stables,



CLOCKWISE FROM ABOVE A sturdy sunshade means the foredeck can be used at any time; With its wings extended, the aft area is perfect for entertaining; Easy access ensures the foredeck is an ideal location for relaxation



and, like other innovative ideas on this boat, deployment is a button push with minimal fuss. They noticeably increase the cockpit footprint, and the beam goes from 4.19 metres to 5.8 metres when extended out. Each balcony has a swim ladder to deploy when down, and when up a purposeful side entry gate built into the bulwark allows for easy entry to the cockpit.

The chameleon nature allows this boat to have a reasonably open cockpit for whatever your aqua heart desires. The fold-up rear seat, with nifty adjustable hydraulic armrests, can

disappear unnoticed like your friends at the fuel dock, leaving a functional area for serious fishing. When you are ready to go from primal hunter to sophisticated entertainer, the process is quite enjoyable and compelling to watch. Push another of the well-marked buttons, and the phoenix table rises from the cockpit floor. Once clear of the recessed bunker from which it came, the flaps that concealed the table return to level out the floor. The magnificent carbon fibre table can be set low as a coffee/cocktail table. Raise it up, unfold it further, and the dining table can cater to

six to eight guests. Whether it's a casual cocktail or an indulgent feast from the outdoor galley, this aft area fluidly adapts to changing social and activity demands.

There are over 400 options for all sorts of tastes and uses. This Carbon Edition has large usable surfaces finished in well-crafted carbon fibre. Fabrics and colours on this boat are sublime; smooth glossy surfaces softened by textural headlining and strategic carbon fibre features. The stylist has done an exceptional job with the tones and textures.

“The eyeline is low to the water creating an intimate connection with the surroundings and may help those who need one eye on the horizon at all times.”



Utilitarian choices in the cockpit cater to the down under market. The fold-away transom seat provides ample space to deal with the rewards of the ocean, and it can become an alfresco saloon with seating for six.

The Divergence 45 evolves beyond the sum of its parts as you get to know it. Every push of a button reveals another convenience or comfort. The button-operated SureShade is hiding in plain sight; the quiet achiever extends from the hardtop the full length of the cockpit. As the sun disappears, pop up lights reinforce the heritage and elegance of this 1400 horse power chameleon.

Entertaining even the most seasoned landlubbers on this robust platform is enhanced by the optional Seakeeper 6 Gyro, running off the diesel generator. Entertaining at anchor, under the stars feels like being tied to a marina as passing wakes have little effect. There is a close connection to the environment, particularly with the balconies extended. The eyeline is low to the water creating an intimate connection with the surroundings and may help those who need one eye on the horizon at all times.

CLOCKWISE FROM TOP Multi-purpose displays make the helm the command centre too; Hydraulic armrests and a fold-up rear seat can disappear to make more room for fishing; Passing wakes have little effect on the Divergence 45; Heading for that horizon





CLOCKWISE FROM RIGHT
The extended wings give access to the water away from the four engines; All the bells and whistles make the helm look impressive; A forward facing day lounge is perfect for afternoon siestas



systems packed into this boat, the intuitive user interface is a welcome addition.

No matter where your adventures take you, down below has plenty of hanging locker space for weekend escape whims and wardrobes. Close the door, set the climate control, make a drink in the galley and enjoy the comfortable amenities — it has everything you need, including a full-sized shower compartment. If you need to stay a night or two, that's covered. With a few quick moves, the dining area bulkhead extends forward, and the dining table drops converting to a sleeping area for two.

There's plenty of room and conveniences for two to go on extended coastal explorations, mixing onboard stays in remote bays, with dropping into shore-side accommodation or services when desired. A cruise speed of 28–31 knots yields a fuel burn of around 250–280 litres per hour. Leaving a bit over 10 per cent in the tank for reserve gives you about 7–8 hours cruising in favourable conditions. Put the

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If you're after a media room, it's as simple as changing the backrest to forward-facing for two rows of seating. A 50-inch TV pops up in behind the helm chairs and connects to the satellite dish housed on the hardtop. Underfloor refrigeration is capable of handling about five cases of longnecks, which translates to some decent space for the landed pelagics.

For a change of pace, head to the foredeck. At anchor the custom carbon poles and sturdy sunshade ensure this prime real estate forgoes neglect until the sun loses its sting. When you see it's design and finish, you'll hope no one down the back finds out. The double forward-facing day lounge easily accommodates three and lends itself to siestas in the breeze away from the action. Stretching out is not limited; another button lowers the carbon table forward, the in-fill cushion converts it to another lounging area with decent proportions. Raised, it's an entertaining area and seats for four or five people. Subtle pop up lighting and audio independence give this area the sovereignty it deserves.

How does this seemingly easy-going, adaptable and well-dressed beast do it all with such composure? A look at the helm area provides some answers. You know it's serious when there are three stunning Lieber helm chairs for

the flight deck, three 24-inch multi-function display touch screens and a joystick that make the outboards behave like POD Drives, with a thruster available for more challenging conditions. Each helm chair has a welcome and dedicated air conditioning vent including forward-facing rump cooling vents for when the hot days have shorts sticking to the back of the legs.

The helm looks impressive but not daunting. The Edson three-spoke carbon wheel has a comfortable grip, one of the many comfort and ease of operation features for the shorthanded operator. You can engage the GPS handbrake, and hold position thanks to the Skyhook system, giving assurance to leave the helm and prepare the boat for your next manoeuvre. Close quarters, bringing alongside and berthing are a breeze with the joystick.

The helm is also the command centre thanks to multi-function displays allowing you to control stabilisation, monitor the engines, navigate and control the entertainment systems. Complete AC/DC electrical control is centralised with the 'big ship' Octoplex digital switching system. Built on the familiar NMEA 2000 CAN bus network for integration, everything can be controlled and monitored from the dedicated touch screen. Considering the amount of equipment and



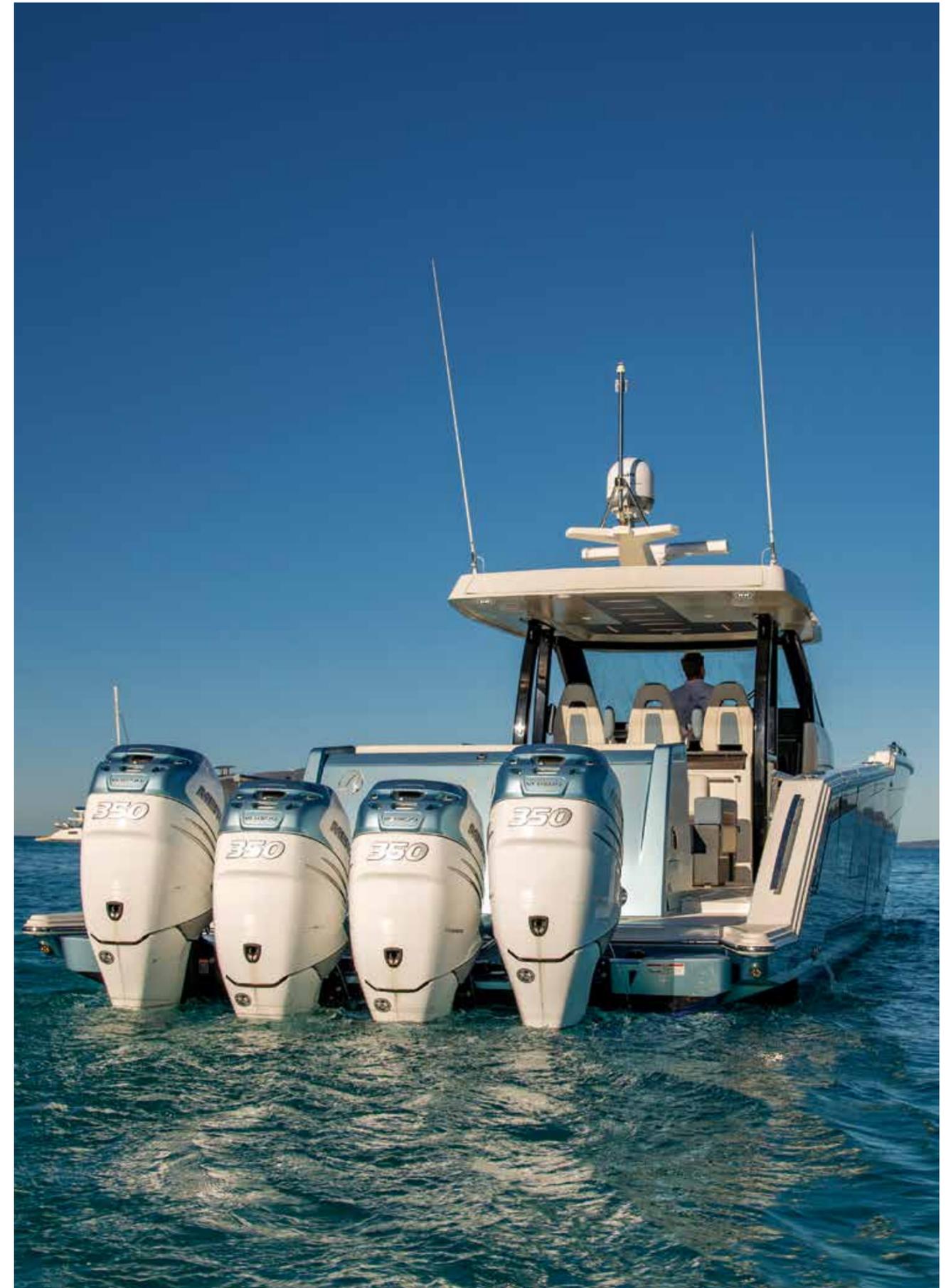
hammers down in ideal conditions, and you could potentially leave from Sydney Heads and a couple of hours later be in Port Stephens. At this speed, the options for weekend escapes and day dashes are limited only by your imagination and the sea state. Depending on where you live, it could become a stress-free commute as well.

There are a lot of hardcore fishing and watersports styled day boats, and some of them have utilitarian function and conveniences. There aren't many hardcore superyachts, certainly not in a distilled format, made for fun, entertaining and putting a big kid smile on your face. The dealer has chosen options well suited to the local market on this test boat. The Grand Tourer of the water, without as many speed restrictions, it's optioned for the watersports enthusiast, the explorer and the adventurous entertainer.

Owners of large motoryachts can enjoy this boat as an escape pod that is equal in both form, function, fit-out and finish to the mothership. In between boat owners can appreciate the same big ship feel and appeal without the complications of big boat ownership. Bluewater flybridge owners



CLOCKWISE FROM ABOVE Plenty of conveniences including a full-sized shower compartment are perfect for extended explorations; The Divergence 45 works for everything, including fishing and entertaining; The forward dining area can convert to a double bed for overnight stays





not using their boats as often as they should, can find much appeal in a boat that is easier to cast lines from, access the helm and operate themselves, fostering spontaneity. If it's not a stand-alone day craft, then it is the ultimate support vessel to tow behind your superyacht.

Ocean Alexander has flexed its copper pot and concentrated distillate of refinement, with subtle complexity and distinct bold notes. It brings a breath of fresh spontaneity to the luxury motoryacht world.

This boat is a reward. The more time you spend on it, the more you come to like it. If you've worked hard and are looking for something that maximises your destination time, or you want the thrill of a high octane pedigree ride, then this could be just for you. But be warned, this boat comes with a great deal of emotional certainty, inducing unfiltered responses and broad smiles of delight as you fly around in this well-crafted vessel. [3](#)



CLOCKWISE FROM ABOVE The Divergence 45 is a well-crafted vessel; The extended table can dine 6-8 guests; The more time you spend using these engines, the more time you will want to use them

About the author

JAMES DUMERGUE

James got his start in sailing young, learning the ropes on a P Class at just six years of age. Since then he has captained both catamarans, ranging from 56-82 ft, and monohulls up to 92 feet, out of Europe and the Caribbean. He's also worked as a chef on US and Caribbean superyachts, along with stints as a divemaster in the Caribbean and New Zealand's Bay of Islands. Along the way he has tried his hand at roles outside the maritime world, such as managing boutique hotels and as a private island manager, but even during those times he was never far from the sea, and always inevitably returned.

James can even brag of a trans-Atlantic

crossing made with his pregnant partner, just before the birth of their first child in the Caribbean; another generation born with sea salt in their blood, just like Mum and Dad.

Beginning in 2013, James worked in the marketing side of the marine industry, based on the Gold Coast. That role allowed him a valuable insight into the client side of the industry, up until 2019 when he changed tack again to offer his services as a photographer, videographer and writer focusing on the world of boating. Since 2014, James has been putting his wide and varied experience to good use, bringing readers of *Trade-a-Boat* magazine authoritative reviews, mainly on the latest in power boats.