

Ocean Alexander 32L



LEGENDARY STUFF

Classic yachts never go out of style, writes **Chris Caswell**, and with her good looks, solid construction and attention to detail, the Ocean Alexander 32L is here to stay.

I will admit, I'm not a fan of the new breed of yachts where water on the deck runs forward off a droopy bow. And so, as I walked down the dock to the new Ocean Alexander 32L, I liked her looks immediately. Moreover, with the most pleasantly upswept sheer line from amidships to the bow, there was no doubt the L stands for Legend.

But I was also surprised because amidships the coaming took a deep dive and, rather than being solid, was filled in with welded double rails, not wire. It wasn't until I got aboard that I realised this was just another example of Ocean Alexander's attention to detail.

They've been building boats for a long time – since namesake Alex Chueh splashed his first yacht, a 23.77-metre (78-foot) pilothouse motor yacht designed by Ed Monk Jr, in 1978. This burly ocean voyager remains an in-demand classic and, in the years following, one hallmark of Ocean Alexander (OA) has been that they listen to their owners.

Now, about that notch in the coaming. Any builder can (and many do) slap a sliding door next to the formal dining area on yachts of this size (32.3 metres or 106 feet). It's a nice touch, giving guests a sense of the outdoors while enjoying complete protection from the elements.

The problem is, of course, most designers don't consider that guests might want a view as well as the zephyrs – and the coaming blocks their vision. So Ocean Alexander put sliding doors on each side of the dining area, dropping the coaming, and guests get the best of both worlds. A thoughtful touch and, as I walked through the new 32L, just one example of how OA goes the extra mile.

Another example, and one that is seemingly unimportant, is the twin railings from the skylounge down to the saloon. These are welded flawlessly and the size you'd expect on a weather deck to protect the crew. Again, too many builders use something flimsy, and it isn't until you're offshore that you realise just how much you need a solid grip.

It was my better half who picked out a detail on the 32L that I missed: the drawers in the walk-in closets were not only see-through frosted Lucite but illuminated. Again, not important until you're rummaging around looking for that missing sock. She was awed by the walk-ins in the two VIP staterooms as well.

But enough about details. The 32L takes full advantage of its 7-metre beam to create an extraordinary living and entertainment area that stretches from the aft deck, with its raised wraparound dinette, through a midships area.



There's a couch and pop-up television then into the dining room, mentioned, which easily seats ten. Headroom is over 2 metres.

The galley is forward, and the chef will revel in not just a great view but every possible amenity from double-door Sub-Zeros to a full-height wine chiller and hectares of marble counters. Another helpful touch is the side door that allows crew access without having to pass through the living areas.

Opposite the galley is a pleasantly spacious day head, and the main deck master suite is forward on a short passage.

AT A GLANCE

33.13 m

Overall length

7.01 m

Beam

100 t

Displacement (fully laden)

23 kn

Maximum speed



This is a serene getaway with panoramic windows on three sides of the forward-facing king-sized berth, and those windows are supported by impossibly small mullions that don't interrupt the view.

Without going into the engineering, Ocean Alexander over-builds everything for strength, and this cantilever effect in the owner's suite is a result. That master suite, by the way, is two levels with a spacious shower and twin vanities down forward.

Filling the midships section (for minimal motion) are two VIP suites in an area often given to the owner.

Above: The master ensuite is forward and down a short flight of steps, creating a duplex owner apartment.

Top: The forward master on the main deck takes

full advantage of its position with wraparound windows for exceptional light and views; additional comforts include a lounge that's not just practical, it's positively inviting.

In this case, these mirror staterooms have private access from the saloon (again, those oversized handrails) with queen berths, ensuite heads with showers and, of course, those walk-ins with illuminated drawers.

Two more cabins are just forward off the inlaid marble lower foyer, with slide-together berths and ensuite heads with showers.

Our review 32L had the optional skylounge (a no-brainer), which neatly divides what would be an immense open flybridge into two segments: a fully enclosed forward entertainment area and an alfresco after deck for sunning or dining. There's a day head on this level to eliminate trudging up and down stairs, and aft is a spa pool surrounded by sun pads. The dining table is served by an outdoor galley with a barbecue grill, as well as a bar with stools.

Inside, the skylounge is a second living room surrounded by windows, with its own wet bar, twin couches and an easy chair for diving into that trashy novel. Take a moment and examine the flawless joinery in the cabinets: each piece of wood is grain-matched so it flows seamlessly from one panel to the next. It's not easy, and is a symbol of fine craftsmanship.

Forward, the skipper gets a most elegant office with centreline helm, twin pedestal chairs and triple monitors for the ship systems, navigation and full closed-circuit camera system, which includes the engine room. On each side of the helm were chart tables, which should delight those who believe that paper charts are still essential.

Another haven for guests (as if the upper and lower decks weren't enough) is the foredeck, which features sunlounges and a table for sundowners and munchies at anchor.

Ocean Alexander clearly embraces the happy-crew, happy-owner philosophy because crew quarters are not just finished to the same high quality as the guest areas, but are also voluminous. Each owner can divvy up the crew area as needed, but our review 32L had three cabins (one just for the captain), each with ensuite heads and showers. There's also a crew mess area with a mini-galley and lounge. The crew enjoys safe access from a cockpit door and the usual transom door for use at the dock or anchor.

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Above: The aft end of the flybridge offers everything needed for outdoor entertaining, such as a barbecue, aft sun pads and a spa pool.



Left: Opting for the enclosed skylounge adds functionality to the upper deck, creating both flybridge and enclosed social areas for those days that are too wet, too hot or too breezy.



The 32L is a yacht built for the discerning owner who will appreciate the many thoughtful touches throughout as well as the timeless, classic styling.

Power for the OA 32L is a pair of muscular MAN V12 1,900 hp diesels set in an engine room that raises the bar for other builders. With every system designed for easy accessibility and the entire area gloss-finished for easy cleaning, it's a delight for crew and service personnel. A feature is the Delta-T ventilation system, which is mounted to the superstructure rather than the hull sides, giving added protection from salt spray and reducing maintenance.

Electrical power comes from a pair of Kohler 40 kW gensets in the corners, and I was impressed that every piece of piping and wiring was clearly labelled. Our review 32L had the OctoPlex NEMA-2000 electrical system, which uses aerospace



technology to monitor and activate systems by iPad or Android tablet.

Under way, these big MANs push the Ocean Alexander 32L to a top speed of 23 knots but, with rough seas, we kept to about 20 knots at 80 percent rpms, which should make these diesels last forever.

Drop the throttles back to 10 knots and the OA 32L will give you a transoceanic range of 4,560 nautical miles.

Above: The aft deck offers seating and dining, with a small wet bar to starboard.

Top: An open-plan main deck saloon and dining area is notably free of the pinch-points from

concealed engine room ducting that so often intrude on the main deck space. Acres of glass bring the outside in.

Opposite: There's a hint of the classic about the OA 32L.

Of note is the comfort level at sea for the 32L from standard Sleipner Vector Fin stabilisers, which also provide zero-speed stabilisation at anchor.

But there's more to stability than a pair of fins. In this case, careful construction keeps the centre of gravity low with high-density closed-cell structural foam, which also helps to insulate the hull and reduce sound/vibration levels. There's also fibreglass infusion lamination with carbon fibre in high-stress areas such as engine stringers.

Ocean Alexander finishes all exterior surfaces with Alexseal (no relation) for longer gloss retention and easier maintenance than gelcoat.

The Ocean Alexander 32L is a yacht built for the discerning owner who will appreciate the many thoughtful touches throughout as well as the timeless, classic styling. Solidly constructed and comfortable at sea, the 32L has a layout that is both luxurious and flexible. Don't miss this one. [O alexandermarineaust.com.au](http://alexandermarineaust.com.au)

SPECIFICATIONS ➔



Ocean Alexander 32L



1 UPPER DECK

Inside–outside design gives the feel of a much larger yacht, with enclosed skylounge forward and multifunctional social area aft, including spa pool and barbecue.



2 MAIN DECK

Headroom is 2 metres in saloon and dining area, while the galley gets a great view. The sumptuous forward master is laid out over two levels.



3 LOWER DECK

Mirrored VIP cabins amidships benefit from minimal movement. With room for four more guests in twin/double cabins forward, there's also generous crew accommodation for six in the after ship.



SPECIFICATIONS

Builder	Ocean Alexander	Speed (max)	23 knots
Model	32L	Speed (cruise)	10–20 knots
Country of build	Taiwan	Fuel capacity	15,141 litres
Designer	Ocean Alexander	Range	2,500+ nm at 10 knots
Naval architect	Ocean Alexander	Freshwater capacity	2,261 litres
Interior designer	Ocean Alexander	Holding tank	1,514 litres
Year of build	2021	Generators (main)	2 x Kohler
LOA (length overall)	33.13 metres	Blackwater capacity	300 litres
Maximum air draft	9.1 metres	Gen-set size	40 kW each
Beam	7.01 metres	Anchoring	2 x vertical hydraulic anchor windlass, 2 x capstans aft
Draft	1.88 metres	Navigation electronics	Garmin
Displacement	123.5 tonnes	Stabiliser	Side-Power Vector Fin with zero-speed stabilisation
Hull construction	Infused GRP hull with longitudinal carbon-fibre stringers	Owner suite	Forward on main deck
Superstructure	Infused GRP deck	Guest berths	2 x VIP; 2 x twin singles
Engines	2 x MAN V12 Gold Standard diesel	Crew	6
Output	3,900 hp total	Standard warranties	1 year hull / 5 years engines
Noise	70 dB(A) at 20 knots	Maximum people on board	40
Propellers	5-blade Nibral	Standard warranties	5-year structural
		Price (base)	

23 knots

Speed (max)

10–20 knots

Speed (cruise)

15,141 litres

Fuel capacity

2,500 nm at 10 knots

Range

123 tonnes

Displacement

Price

THE WORLD OF LUXURY YACHTING

Ocean

OWNER'S PROFILE
EVERY DAY
IS SUNDAY
ON BOARD

OCEAN KEEPERS
JOINING FORCES
TO SAVE OUR
FRAGILE REEFS



REVIEWS
MARITIMO S55
PRINCESS X95
OCEAN ALEXANDER 32L

ROYAL REBEL

PRINCESS YACHTS TEARS UP THE RULE BOOK
WITH ITS GROUNDBREAKING NEW X95