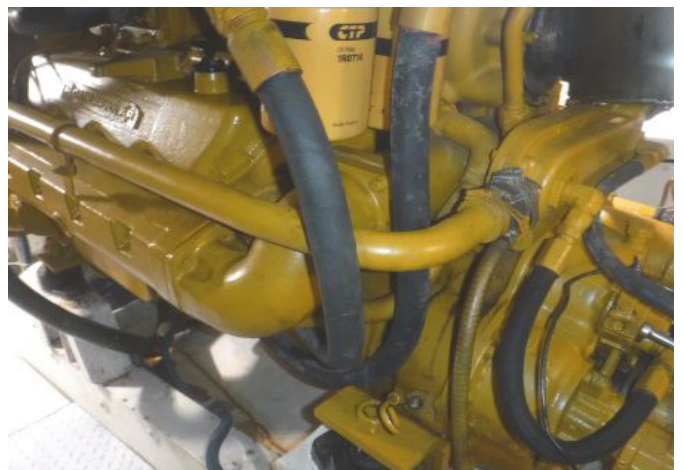
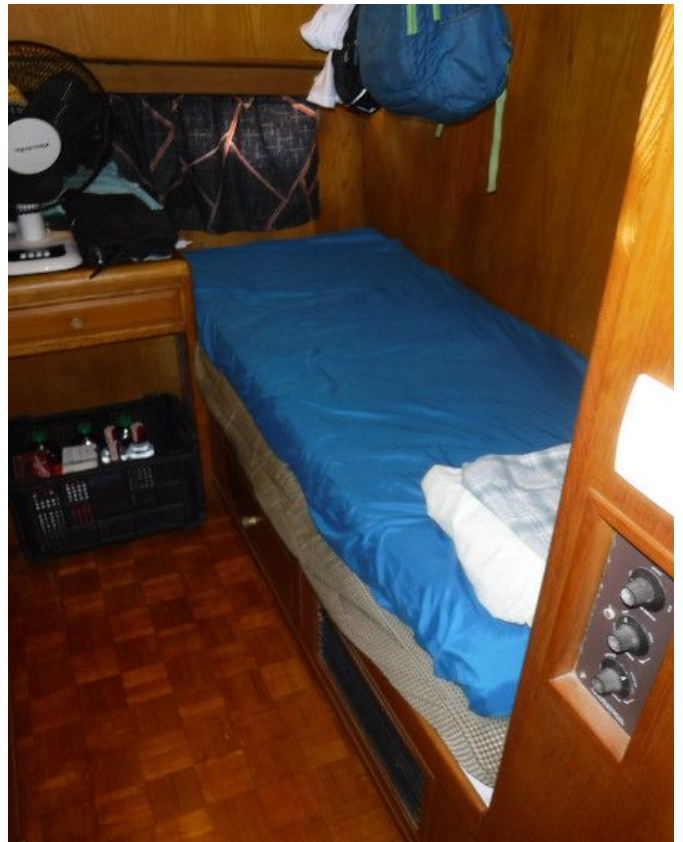


# 56-Foot Ocean Alexander Luxury Dive Boat For Sale









The boat's name is "Cholja." She is a 56-foot fiberglass [Ocean Alexander](#), produced by a very high-quality boat manufacturer located in Taiwan. Her international registration is based in Langkawi, Malaysia. Originally located in Singapore, she was purchased and steamed over to the Philippines perhaps ten years ago. I purchased the boat from the Australian owner about five years ago. The boat has been maintained according to first world standards.

Cholja is maintained in a slip at [Watercraft Ventures](#) in Subic Bay, Philippines.

She is powered by [Twin Caterpillar 375 HP 3208 marine diesel-powered engines](#) (recently completely rebuilt using authentic parts purchased from Caterpillar in the U.S) with Cat marine transmissions. The stainless shafts are true and bronze propellers in excellent condition. The boat cruises at 10+ MPH (depending upon wind and wave direction) at around 1,300 RPM's on both motors (less than half of their capacity). The motors are rated for higher RPM's, but I have not run them up because the motors are still in break-in phase and I also cannot overlook the \$45,000 (U.S.) I spent just on the parts to rebuild the motors.

Before I rebuilt the motors, I pushed the boat up to 16 MPH in Subic Bay just to see what she would do. I believe it will go faster with the rebuilt motors. This is not a speed boat. It is a [full and comfortable living space and mobile dive platform](#) that is sea worthy enough to cross oceans. [Out of water view](#). We are not in that much of a hurry. Our purpose is to enjoy extended open distances to search for lost treasures and fill the refrigerator with [fresh, wild fish](#). Mostly, we are [spear fishing](#) for [good-eating fish](#) while keeping an eye out for what else we might run across down there. There are more sunken wrecks in the Philippines than in any other country. We enjoy [the fruits](#) of our hunting. Sometimes we do well enough to have fish to freely pass onto others that we meet out on the water. A high bow, tall sides and stern allow this boat out into very rough seas. I can say this with certainty: This boat will endure seas that are too violent for the captain and crew to sustain!



There is a [Northern Lights](#) model M844W33 20 KW [generator](#) on its own starter battery. There are commercial jumper cables if the generator battery needs to be connected to the boat's large battery bank. This generator provides enough electrical power for the entire boat with all its components, while being economical on fuel.

Not counting the battery that starts the generator, there are nine newly-installed 200 Amp Hour batteries. Through several 12-volt boat battery switches, all this power can be linked together or split off to the motors and/or the 12-volt reserve. The forward battery is connected to be close to the anchor windlass, but it is also connected to the 2 batteries dedicated to the starboard side engine.

Except for just a few power tools that use converted 110 volts, all electric systems installed on the boat are either 220 volts or 12-volt systems.

An [electrical inverter](#) converts the 12-volt reserve and powers up most of the boat's 220-volt systems. It is wired to the large 12-volt battery bank. The generator is needed to power up the scuba compressor, fresh water maker, two 100-amp battery chargers, microwave oven, new split air conditioner and convection stove top and oven. All lighting systems, fresh water pump, electric toilets, full size refrigerator, bilge pumps, most electrical outlets, navigation systems, lights and cooling fans work off either 12-volts or inverter-powered 220-volt systems.

The inverter switches over to a smart 100-amp battery charger if and when the batteries drop below around 11 volts.

There is a substantial solar array (half of it was new in 2021) with a maximum combined capacity of 21 & 42 volts. This power generation is directed to a brand new [fangpusun charger controller](#) which converts the power to 12 volts before directing it into battery storage.

There are [two wind generators](#), which combined, generate up to 1,200 watts of power through a separate controller to the boat's battery reserve when the wind is blowing – which is most of the time when out on the open water. These spin so fast; one is like the propeller on an airplane ready to take off. The other is like something out of a science fiction movie. Both generators were removed and serviced in 2023.

[The controllers](#) for wind and solar are located on the aft wall in the living area. The multiple sources of electric power, along with the substantial 12-volt battery bank, allow the boat to stay powered up overnight when away from shore power without the need to start the generator, unless the air conditioner or other non-inverter 220-volt systems are desired.

Having a ready source of power is important when living in the wilderness or out on the

ocean.

There is a new electrical component which, when switched on, will automatically start and turn off the generator, based upon programable battery voltages. This is helpful when shore power at the marina goes out during and after storms if nobody is tending the boat.

There are 80-amp alternators on each Caterpillar motor to keep the batteries charged when underway.

The boat has two complete control and observation centers. One is located [inside the main cabin](#), perhaps for severe weather conditions. Here is a [wider view](#). I have never operated the boat from this location. The [primary boat controls](#) are up on the fly deck. There are three revolving chairs at the controls on the fly deck.

Raymarine Electronic components are all or mostly integrated. These include a [C-140 GPS multifunction display](#) topside and a C-90 multifunction display in the cabin. These are linked to, among other components, a brand new Raymarine [deep water sounder](#) with a [DSM300 sounder module](#) which can look down to 1,200 feet, a radar unit on top of the boat, and a night vision camera that looks forward in the dark. Raymarine auto pilot is presently independently connected with its own controls and monitors located in both upper and lower control areas of the boat.

There is a Raymarine VHF marine radio that is connected to both the cabin and fly deck. It can be used in both locations, or used as an intercom between the two.

A Raymarine AIS unit, connected to both GPS and the radio, is set up with an off switch for when you want to maintain autonomy. This Vessel Finder displays real time ship positions and marine traffic detected by a global AIS network so you can keep track of your friends at most distances and perhaps talk to them on the radio.

There is an adjustable LED (bright) light forward of the fly deck controls which we use to light up the windlass and anchor rigging area on the bow, or when launching the service boat in the dark.

There is a semi-commercial [elliptical exercise machine](#) secured to the fly deck. [It tilts up and locks](#) when not in use. A special cover allows it to remain out of the weather when not in use.

The front half of the fly deck is covered by a removable canvas Bimini. Clear. Foul weather windows can be snapped and zipped to the forward and sides of the pilot area on the fly deck in the case of heavy rain. We have never needed to use them. They are stored in waterproof bags undercover when not in use.

The rear of the fly deck includes a [fixed table with seating for 5 or 6 people](#). There is bright LED lighting above the table for night use. One or two people can sleep or sun themselves on the rear couch.

There are two quick-connect life rings on the fly deck. There is another down on the rear deck. The boat has plenty of readily-accessible life preservers, along with a 4-person Avon safety raft (out of date, but working) with emergency provisions.

There is a Pioneer stereo with waterproof speakers on the fly deck

There are custom-made fiberglass stairs between the fly deck and the boat's rear deck (rather than a ladder). This provides a dry, secure location to store scuba and dive gear. The galley includes substantial storage inside high-quality wooden cabinets. There is a fresh water sink with cold water. Hot water is plumbed on the boat but is not being used. A 2-burner [convection stove](#) (220 volts), a [convection oven](#), hot water heater for coffee or whatever (220 volts), full sized name brand [refrigerator/freezer](#) (inverter-powered), a [microwave oven](#), rice cooker, and a full set of kitchen glassware silverware and normal kitchenware are all present.

There are two dedicated bedrooms. The master bedroom is the most forward compartment on the boat (anchor chain locker is forward of the master bedroom). It includes [a full-sized bed](#) with full bedding and extras, reading lights, a [full head](#) (bathroom) [with sink](#), electric toilet, walk-in shower and running cool water. Hot water is plumbed to the kitchen and both bathrooms, but is presently turned off. The master bedroom also has a 32-inch Sony smart television mounted to the wall (new in 2023). It is connected to the Internet through a router on the boat. Both components are on Inverter power. Substantial Pile Bluetooth speakers are also mounted which provide excellent entertainment. There is a hard drive mounted to the backside of the TV which contains around 1,900 movies and shows.

The [split air conditioner](#) (220-volts) keeps the master bedroom plenty cool during the hottest of days and nights. There are side windows and an overhead hatch to take advantage of normally cool nights and breeze out on the water. The overhead hatch in the master bedroom is also an emergency exit.

Lighting is provided by 12-volt LED's in the bedrooms, throughout the boat, and in the downstairs storage & engine rooms.

There is a strong security safe for valuables secured under a hatch on the bedroom floor. Easy hidden access for the captain or owner.

The second bedroom has two [single-sized beds](#). We only use one of them. Therefore, we use the second bed as a shelf that supports [stacked baskets](#) that are full of supplies which will allow almost any repairs to be done on the boat.

[The second head](#) is directly across the hallway from the second bedroom. Sink, shower and electric toilet.

This boat has a sizable 500-liter stainless steel fresh water tank well-mounted in the lower mid-section. It is plumbed into all the fresh water systems, including the fresh water maker.

There is a [sizable hatch](#) that can be removed from the kitchen floor, with steps to gain access to the electrical and storage room (very impressive) and additional storage of spare parts for the motors (new starter, new water pump, new alternator and much more) and more food storage. Also stored under the kitchen access is a 220-volt high powered, portable stainless pump with 2.5-inch diameter discharge hose standing by for any unforeseen emergencies. Discharge hose and electrical connection are present and ready to go. We have never needed to use it.

In the hallway between the bedrooms, there is a substantial [breaker box](#) that controls all or most of the 12-volt and 220-volt systems on the boat.

From the electrical room under the kitchen there is a locking doorway leading to the main engine room. In addition to the two Caterpillar engines, there are two auxiliary smart 100-amp battery chargers located there (one for each engine). These are the high-end smart 3-phase [Victron Energy Centaur](#) battery chargers which operate on shore power or the generator.

The main engine room also has three banks of batteries that are safely secured. Except for the generator battery, all batteries on the boat are the same kind of 200Amp hour deep cycle units which were installed on the boat during the 2021 season. They are being completely serviced this week. There are two of these batteries mounted for each of the Caterpillars. The solar bank includes five more, with one battery installed under the master bed in order to supply ready-power to the anchor windlass on the bow of the boat. All batteries, except the generator battery, are connected, but can be segregated using the battery switches, to provide the most reserve to the electrical inverter after dark. But it has not been necessary to link them so far.

The [main engine room](#) also includes two very strong, well mounted, [stainless steel fuel tanks](#). Maximum capacity is 2,500 liters. The tanks are connected by a valve so you can either transfer fuel, or decide which tank will feed the generator. A 12-volt fuel transfer pump allows the boat to be trimmed from side to side if necessary.

The aft of the engine room has a locking door that opens into the generator compartment. I will cover this compartment in a minute. The generator compartment also has a sizable hinged, locking hatch to the rear deck. This allows the safety of entering or exiting below deck from both ends.

Fire extinguishers are disbursed around the boat.

There is a [large living/dining space](#) just aft of the galley (kitchen). A substantial mahogany table and fixed seating will accommodate six or more people. I use the table as my office on the boat. Storage under the seats carry a full [set of power tools](#) along with specialized spare parts to repair most components on the boat.

There is an inverter-powered [iWata cooler](#) that can be directed according to need in the living space.

There is room on the seating in the living space to sleep two persons. Or the kitchen table can be lowered to create a king-sized bed with cushions.

The living space has a pioneer stereo system.

The boat has two full sized air matrices that can be either placed on the living space floor or topside on the fly deck. There is also room on the rear deck.

There is a custom-made storage cabinet in the living space. Sliding doors conceal six separate drawers which organize nearly all of the [hand tools](#) on the boat. There is a full set, plus spares, of hand tools. A small office has been mounted on top of this cabinet. This includes a new printer/scanner and all of the normal office supplies and other needs. The printer/scanner can be accessed either by wireless or a wire connection stretched over to the kitchen table.

An Internet router on the boat allows for Smart communications when in range. There is a new satellite telephone and Internet system set up on the boat that we have never even turned on.

A custom cabinet secures a normal sized [fresh water container](#) even during the roughest seas.

The [rear deck](#) is substantial in size and features authentic teak on the floor and mahogany on the rails.

There is closed-in storage mainly under the stairs (to the fly deck) that has been modified to [secure 8 scuba tanks](#) and one emergency tank of oxygen. The compartment door has a lock. There is additional room to store three full sets of scuba gear and several spearguns. There are a substantial number of additional diving gear components stored in the full-sized closet located in the forward bedroom. This includes extra new scuba regulators, new face masks, substantial rubber bands for the several spear guns and much more. A removable propane [Webber BBQ](#) is mounted to the rear rail. There is a secure holder for two tanks of propane. A set of 12-volt bright LED lights are mounted over top of the



BBQ for nighttime cooking.

There is a rear door on the back rail that provides access to a sizable [fiberglass wet-deck](#). A comfortable folding ladder is mounted on the wet deck that makes it easy for swimmers or divers to get out of the water. The wet deck includes an outdoor shower and a washdown hose which we use to rinse our diving gear, clean fish in a large plastic tub, or to add water to the iWata cooler.

There are LED security lights mounted off the rear end of the canvas cover (supported by heavy stainless structure also supporting solar panels). We normally leave these on all the time to signal other boaters that we are present, especially at night.

There are also a set of LED backup lights mounted on the rear. These are controlled up on the fly deck.

The generator is enclosed inside a special [Northern Lights](#) compartment to keep the noise down. It is very quiet! [The 20 KW generator is enough](#) to run the entire boat at once, including battery chargers, kitchen appliances, air conditioners, scuba compressor and fresh water maker. It is located directly under the aft teak deck. The generator can be started there, or forward at the cabin controls. It has relatively low hours compared to the advertised life of the generator.

There is an operating Dessalator [fresh water maker](#) mounted ([compact model 90-280](#)) on the starboard side of the generator. It produces perhaps twenty-five liters or more of drinkable fresh water per hour. When out at sea, we normally top off our fresh water containers and the fresh water tank while filling scuba tanks or operating the air conditioner. All are powered by the generator, or on shore power at the marina. Not wanting to expose [the system](#) to the water at the marina, we have not been using the fresh water maker by shutting off the salt water input. To be clear, this system would produce drinkable water out of sewage. The problem is that the polluted water would remain in the system and we don't want to add contaminants. This system is perfect for supporting the boat's fresh water needs on an extended voyage outside of a marina. The fresh water maker was refurbished last year. A new membrane and all of the new filters, with spares, are on the boat when ready.

An electric-powered [Coltri 3,000+ PSI SCUBA compressor](#) is located on the port side of the generator. Clean intake air is plumbed in from the port side storage compartment above deck. We use an auxiliary commercial SCUBA air filter; the same kind that Arizona Dive Shop uses in their system to charge thousands of scuba tanks. An automatic electric powered moisture discharge component is wired in. The [scuba tank filler system](#) and pressure gauge are mounted in the very same compartment above deck, along with the power switch for the compressor.

We discovered over the years that the key to getting extensive use out of the [Coltri](#)

[compressor](#) is to keep it cool while filling tanks. Therefore, we fabricated a flexible, [removable duct system](#) that [channels cool air](#) from the iWata cooler in the living area to blow into the cooling fan of the Coltri. Problem solved. Now we can fill as many tanks as we desire, while making fresh water and napping in the air-conditioned bedroom. There is a second, used but recently rebuilt, Coltri compressor of the same size stored below deck. The second unit is fully plumbed and wired to switch out if the need arises. Since diving has been our main activity, it only makes sense to have a spare scuba compressor on long voyages. Though we have never needed to use it. The Coltri will fill an 80 CF tank in about 30 minutes.

There is plenty of storage in the rear underdeck compartment. We use that for extra oil for the motors, along with empty containers to move fuel or water if we need to. Storage under the stairs above the rear deck allows for eight 80 CF scuba tanks. They are all oxygen modified. There is also a [full set a set of twin tanks](#) which is secured on the rear deck when we are traveling, or inside the living area when we are away from the boat. It is not uncommon for us to fill seven of the tanks with 100% oxygen at the beginning of a voyage so we have the option of mixing [nitrox](#) to allow for longer deeper dives with less decompression time. All of the gear to mix nitrox safely is on the boat.

There are three professional dive computers: two [SCUBAPRO Galileo Lunas](#) and one [Shearwater Perdix-2](#). There are also two optional Air Integration devices that attach to your regulator and will Bluetooth a reading of tank air pressure for one or two divers so you can track it on the dive computers.

There is above deck storage for all of the dive gear. But a person walking onto the boat would have no idea it is a fully equipped dive platform. diving. All you see from the outside is a luxury yacht.

The forward portion of the boat above deck includes [fixed holders for 6 rubber boat bumpers](#).

There is a high quality, 2-Kilo stainless steel anchor supported on the bow of the boat. It is connected to 200 feet of 3/8-inch galvanized chain which has been refurbished in 2023. We installed the strongest [electric windlass](#) that would operate on 12-volts, new during the 2021 season. It is so strong; I think it would sink the front of the boat before it stops pulling. This is important when trying to pull a heavy anchor and 200 feet of heavy chain to the surface, or when the anchor or chain is hooked onto the ocean bottom. We have performed tests, and the electric motor does not even get warm when pulling in the entire 200 feet nonstop.

There is a second, high-quality, heavy spare anchor with chain and 3/4-inch nylon rope lashed to the bow just in case of an emergency. Getting caught out on the water on a 25-ton boat, without an anchor is not an option!

The boat also has a complete mooring system for when you want to stay somewhere for a while. This includes a length of chain for attaching to an object on the bottom, around 60 feet of braided ¾-inch nylon rope, attached to an orange buoy, with a tie-off line that can be attached to the boat.

There is a substantial cushioned bed on the front of the boat (larger than king size). You could sleep a whole family on that! In the early days, that's normally where we slept at night. But we have since turned that cushion into a [safe platform](#) to secure an 11-foot rubber support boat.

There is a very sturdy [electric-powered crane](#) mounted on the front of the boat. We replaced the line with 200 feet of stainless-steel cable in 2021 (2,000-pound capacity). We use that to hoist our rubber support boat up onto, or off, the front of Cholja. There is a cover to protect the rubber boat from the sun when lashed down.

We purchased the [rubber boat and 25 HP Mercury outboard](#) in 2021. They have only been taken off Cholja for trials and dives a few times. The rubber boat is constructed of 1.2 mm [Hypalon](#) (military grade). This boat can be run up onto a coral reef without making any punctures. There is enough power in the motor to put the boat up on a plane with three divers and all their gear.

With a single person operating this rubber boat, I doubt that most jet skis could match its speed. Sometimes on a long voyage, it is helpful to have a service boat to go retrieve fuel and supplies while keeping Cholja on our mooring...

When we find a productive spear fishing location, it is normal for us to anchor or moor Cholja in a safe place and use the rubber boat to support diving operations.

There are two high-quality inflatable paddle boards with optional seats. These are brand new as of 2022 and have never been used.

Gasoline for the rubber boat is stored in 30-liter secured plastic containers up on the fly deck. Vinyl covers keep them out of the sun. This to keep the fuel as far away from sparks as possible.

Cholja is safely tied off at Watercraft Venture at Subic Bay, Philippines. The boat is registered at Langkawi International Yacht Registry in Malaysia. The boat, gear and supplies are fully paid for. I am the sole owner.

I will let the boat and gear go for the right price; because at 70 years old, I'm not sure how much longer I can sustain this level of adventure. Though I am still doing it this year! With or without me, my crew is on the boat weekly to wash things down, start the motors and do general maintenance.



I can be reached at +639494091240. Because I travel a lot, the most dependable way to initially reach me is through <[davemack@goldgold.com](mailto:davemack@goldgold.com)> (please add "Cholja" to the email Subject heading to avoid local spam filters).

I am asking \$500,000 (US) for the complete package, including all the dive gear, tools, spare parts and extras.