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Marine Surveyors

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1st December, 2014.

Condition Survey Report.

OCEAN ALEXANDER 65. No. 23126.

This is to certify that the undersigned attended the above mentioned vessel afloat on 27th November, on the pontoon at Harvest Marine Services Ltd., 37, Ap Lei Chau, Hong Kong, for a condition survey.

This attendance was required because we had performed a full condition survey both out of the water and for full power survey and report in June, 2014 .

We had made recommendations at this time.

The vessel has been in the hands of Harvest Marine Services since June, 2014.

They have now remedied the defects which we mentioned in our report dated June, 2014.

We found as follows :

Name	:	Not named.
Reg No.	:	23126.
Class	:	Six
Model	:	Ocean Alexander 65.
Built/ Year.	:	Ocean Alexander. Taiwan. 1989.
Hull No.	:	Hull No. OAX 65020 G 989
Type	:	Twin screw Motor Cruiser. Planing hull
Construction	:	Glass reinforced plastic.
Design	:	Purpose built modified V Hull fitted with spray rails
L.O.A.	:	19.82m.
Beam	:	5.34m

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Machinery : Twin Detroit Marine diesels, series 92.8VF.
Engines rated @ 750 hp (559.5 kw.)
Serial Nos Port engine : 8VF 127751
Starboard engine : 8VF 127700

Licence : In date.
Ist Licensed H.K. : 14th July, 1989.
Tender : Boston Whaler . No. 23126A.
Hull No. 9727E888. Max. four persons.
Outboard Motor Mercury 3.3 hp
Serial No. 9727 E 888. GA 2025.

Note. The original survey in June, 2014 is now presented in part with the recommendations made at that time clearly noted and processed.

1 Scope of this survey.

This survey has been conducted as a full condition survey both afloat and on the slipway. The survey was designed to determine the overall condition, the operation of the machinery, the generator and the internal services of the vessel. We undertook a full power and sea trial to determine the output of the main engines and the performance of the vessel when underway.

This survey does not include an inventory of all the equipment carried on the vessel. Please refer to the Seller's details of the vessel contained with the Bill of Sale.

2 Underwater Hull.

We opened up two areas of the lower hull and removed all old antifouling paint to reveal the Interprotect scheme which has been applied to the vessel by Harvest Marine Ltd. Hong Kong in 2006. In each of these areas we inspected the quality of the preparation with care. We report that the moisture content as measured by our Sovereign Moisture Meter on the A scale and calibrated from zero measured in the green region - where the lower hull is in satisfactory condition and basically dry, and that no further treatment is required.

This indicates that the Interprotect 9000 scheme gel coating is doing it's job properly, is not cracked or crazed and is correctly adhered to the hull laminates in these tested areas.

We found no evidence of osmosis or delamination of the laminates in the areas which we tested, neither was it apparent in the remaining areas of the lower hull .

We are satisfied that the condition of the lower hull is sound and seaworthy.

3 Antifouling Paint.

The black coloured antifouling paintwork has recently been applied, as seen from the water line. All in sound condition

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4 Rudders. Shafts. Propellers. U.W. Fittings.

Four bladed bronze alloy Propellers marked :

“ Michigan Dyna Quad 1989”

Port propeller : 32 LH 36

Starboard propeller : 32 RH 36

These propellers are a matching pair. 32” diameter x 36”pitch.

The twin bronze alloy rudders and associated steering are well fitted and in sound condition

The shafts turn easily by hand, are concentric in the stern tubes and the cutless bearings.

The cutless bearings are in satisfactory condition.

The condition of the underwater fittings, gauzes, through hull fittings are sound and in satisfactory condition.

5 Internal Bilges. Bilge Pumps.

Fitted with four bilge and two sump pumps all connected to float switches.

All tested and operating normally.

6 Construction.

Where we were able to sight the inner construction of the vessel without the removal of fitted items, tanks and linings we are completely satisfied that the construction is sound and seaworthy.

All sea valves throughout the vessel to be freed, double clipped to the sea with normal pipe work. Sections of the vessel away from the main bilges were invariably dry and clean.

7 Topsides. Decks. Accommodation. Stainless steel work.

The topsides are in satisfactory condition. They are dry as measured by a Sovereign Moisture meter.

The decks, deck edge seals, accommodation mouldings and coamings are in satisfactory .

The stainless steel stanchions are well fitted and in sound condition

8 Machinery. Trial. Full Power Trial

Indicated engine hours.	Port Engine	1547.6 hours.
	Starboard engine	1557.1 hours.

We ran both engines up to full power and obtained 2100 indicated rpm on both engines. We were satisfied that these engines were performing to their specification.

We achieved the following ground speeds using both engines at identical indicated rpm as measured by the Starfish GPS C map.

Sea State. Slight sea and swell Wind x Force Three NE.

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Full Power Trial Indicated rpm.	Est. Ground speed / Knots	Comments. Log Speed
600	5.7	
800	7.6	7.2
1000	9.4	9.2
1200	11.2	11.0
1400	12.8	12.5
1600	14.5	14.1
1800	17.1	17.0
2000	19.5	19.0

The vessel is handling well at all speeds, she is responsive to power changes and is easy to steer and manoeuvre at slow speeds.

The gear boxes are engaging normally and the throttles are well synchronized.

9 Generators.

Model in E.R. : L 423D-M/10334C.
Serial No. L 373299840

Model in Lazarette : LA23D-M/10334C.
Serial No. A 883324407

Batteries. AC and DC Switchboards. Fuse Board.

Both these generators were run up easily and put under load.

We tested the 'stop' circuit satisfactorily.

Engine instrumentation , temperature and oil pressure and trip switch are operating normally.

Output from these sets is normal – we loaded the system with outlets, air-conditioning unit, water heater switched on and running up to 60 amps for a short period without any tripping out or supply difficulties.

We are satisfied that they are operating normally.

We noted that the switchboard is in satisfactory condition, clean and dry and well marked.

Batteries. Battery Chargers x Three in number. .

The port and starboard engine batteries are in satisfactory condition.

House batteries.

Two banks of two deep cycle batteries in satisfactory condition, well topped up, stowed and connected together with the Lazarette generator start battery.

Battery Chargers.

The twin battery chargers in the engine room and the Gardner Battery charger in the lazarette are operating normally.

10 Pumps. Fresh water. Air-conditioning circulation Pumps. Sump pumps.

All operating normally.

11 Instruments.

We checked the Navigational Instruments :

Two Danforth Constellation Steering Compasses

Raymarine C80. G.P.S.

Raymarine Multi ST 60

Starfish GPS and C Map.

12 Tanks. Fuel and water.

Three water tanks are seen to be in satisfactory condition with filler connections and delivery pipes.

The two fuel tanks in the engine room are in satisfactory condition fitted with sight gauges on these tanks. We have not pressure tested these fuel tanks. As far as we can determine these tanks appear to be in satisfactory condition, we recommend that they are topped up before the delivery voyage to the Philippines and monitored carefully before leaving Hong Kong.

13 Safety.

Vessel complies with the Marine Dept's requirements for passenger safety and safety generally. We counted thirty Lifejackets and five in number Lifebuoys.

The fire extinguishers onboard are all in service date, to include the fitted and Automatic 'Firemaster' extinguishing system fitted in the engine room.

The navigation lights, anchor light and horn are operating correctly.

14 Ancillary Fittings.

We tested the following items satisfactorily :

Anchor windlass

Spotlight

Navigation Lights.

All the Air-conditioning units.

Air-conditioning circulation pumps.

Rudders and quadrants Hydraulic systems to the rudder rams. Stock glands.

Hot water.

Danforth Anchor. We anchored the vessel and ranged approximately 200' of 3/8ths galvanized anchor cable from the anchor locker. All in satisfactory condition.

The electric windlass operates normally.

17 Awnings. Bimini Frames.

Frames are in satisfactory condition. All canvasses in satisfactory condition.

18 Steering.

We did a steering trial and report that the steering is operating normally.

19 Hatches. Ports. Windows. Openings.

All noted to be watertight with good seals. We found no traces of leakage or weeping.

20 Galley.

Comprises the following units :

Leibeherr upright fridge. Separate freezer unit on port side.

Miele Cooker Hob – four rings.

Miele Oven.

Miele extractor fan

Siemens Microwave.

American Standard water treatment filter system.

21 Accommodation.

As per specification We note that the vessel has not been altered, amended or otherwise changed from her original design.

Note. Siemens Dryer No. 4410 and Siemens Washing machine No. PRO 1260 are available

22. Improvements.

The following works and additions have been installed and are now available for good use :

One new eight man Liferaft. See enclosed photograph

New engine exhaust system for both engines.

Two new ‘Spur’ rope cutters installed, one on each shaft.

Holding tank. New gas free hosing.

New 220 volt AC sockets fitted throughout the vessel.

New teak deck on the flybridge.

New teak tables on the after deck

New teak table with star design and new built in L shaped settee in the saloon

Saloon, pilothouse and three in number cabins redecorated and re-varnished with International ‘Goldspar’ throughout.

Intercom system completely renewed.

Two teak foldable benches provided on the fore deck

Two new Ocean Alexander logo fitted with built in LED lights – one for each side.

23 Conclusion.

We note that the vessel has been well maintained and is presented in a clean and attractive manner. She is up to speed and has had her lower hull treated, both engine and generator hours are relatively low. She is tastefully fitted out, dry and comfortable.

The defects which we have noted are relatively minor and are easily remedied.

We find the vessel to be seaworthy and passenger safe.

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24. Note.

We have not inspected woodwork, metal work or other parts of the vessel which were covered, unexposed or otherwise inaccessible and we are unable to report that any part of the vessel is free from defect.

25. Valuation.

As seen in her current condition and with all our recommendations completed in at the sum of Hong Kong dollars five million five hundred thousand.

This valuation is given as our best estimate for renewal purposes, bearing in mind the top quality of the fittings and fixtures, together with the additional expenses incurred in the recent overall refit. (H.K.\$ 5,500,000/..)

H.K.\$ 5, 500,000/..

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Photographs taken at the survey on 27th November, 2014.

05-08	Engine room. New exhaust.
09-15	Bilges. Bilge pump in Engine room. After lazarette. Steering hydraulics and pipework. Generator.
16-17	Flybridge.
18-22	New Liferaft.
23	Tender.
24-34	Accommodation. Saloon. Galley. Wheelhouse, Switchboard. Fire extinguishers. Lower deck cabins. Heads.
35-42	General of the vessel. Licence No. On the dock afloat.

N.J.Robinson Co. Ltd.

