Marcon International, Inc.
Crew Boat Market Report – June 2004

June 2004

Crewboat Market Report

Gentlemen:

Marcon presently has the following crew boats, pilot boats and launches officially available for sale, both domestically and abroad. Others though can be developed on a private and confidential basis.

	Under 30'	30- - 40'	40' – 50'	50' – 60'	60' – 70'	70' – 80'	80' – 90'	90' – 100'	100' – 110'	110' – 120'	120' – 130'	Over 130'	Total
Jan 1997	7	10	36	9	11	6	5	2	29	8	1	0	**125**
Jan 1998	5	14	24	5	11	5	4	1	11	3	1	0	**84**
Jun 1998	1	12	20	8	10	4	3	2	12	6	2	0	**80**
Oct 1998	0	13	21	5	8	4	0	2	11	8	2	0	**74**
Jan 1999	2	14	25	6	7	4	2	2	11	8	2	0	**83**
Jan 2000	2	21	24	6	8	10	3	2	15	10	4	1	**105**
Jun 2000	7	31	23	7	8	10	3	3	24	12	6	3	**134**
Sep 2000	8	26	24	9	10	9	2	4	27	8	5	3	**132**
Feb 2001	9	18	25	7	11	9	3	3	27	14	5	3	**134**
May 2001	9	20	27	6	8	9	3	3	24	15	6	3	**133**
Sep 2001	8	21	23	8	11	9	5	4	22	12	4	2	**129**
Dec 2001	6	18	15	6	8	3	5	4	17	12	4	2	**99**
Mar 2002l	6	17	15	6	10	3	5	4	17	9	4	1	**97**
Jun 2002	5	15	23	9	9	2	5	4	17	15	4	2	**110**
Sep 2002	7	17	27	9	9	3	4	4	20	17	5	2	**124**
Dec 2002	7	17	27	9	10	3	4	4	18	18	7	3	**127**
Mar 2003	5	14	25	10	10	3	4	4	19	21	5	4	**124**
Jun 2003	5	8	22	7	10	3	3	2	16	21	5	4	**106**
Sep 2003	5	8	23	7	10	3	3	1	14	16	5	4	**99**
Dec 2003	4	7	14	9	9	6	3	1	12	16	4	3	**88**
Mar 2004	4	12	15	9	9	6	3	1	16	14	3	2	**94**
Jun 2004	**4**	**14**	**14**	**8**	**11**	**6**	**3**	**2**	**15**	**16**	**3**	**4**	**100**
Jun 2004- U.S.	**1**	**10**	**7**	**1**	**7**	**2**	**-**	**1**	**12**	**10**	**2**	**3**	**55**
Jun 2004 - Foreign	**3**	**4**	**7**	**8**	**4**	**4**	**3**	**1**	**3**	**6**	**1**	**1**	**45**
Avg. Age - Worldwide	**1988**	**1975**	**1985**	**1993**	**1971**	**1983**	**1997**	**1975**	**1980**	**1980**	**1980**	**1991**	
Avg. Age - U.S.	**1974**	**1974**	**1975**	**-**	**1965**	**2000**	**-**	**1973**	**1978**	**1979**	**1979**	**1991**	
Avg. Age - Foreign	**1993**	**1977**	**1994**	**1993**	**1982**	**1974**	**1997**	**1977**	**1990**	**1981**	**1983**	**1989**	
Charter - Worldwide	***1***	***2***	***3***	***1***	***6***	***3***	***0***	***0***	***4***	***2***	***0***	***2***	***24***
Charter – U.S.	***0***	***0***	***2***	***0***	***2***	***2***	***0***	***0***	***2***	***1***	***0***	***1***	***10***
Charter - Foreign	***1***	***2***	***1***	***1***	***4***	***1***	***0***	***0***	***2***	***1***	***0***	***1***	***14***

Market Overview

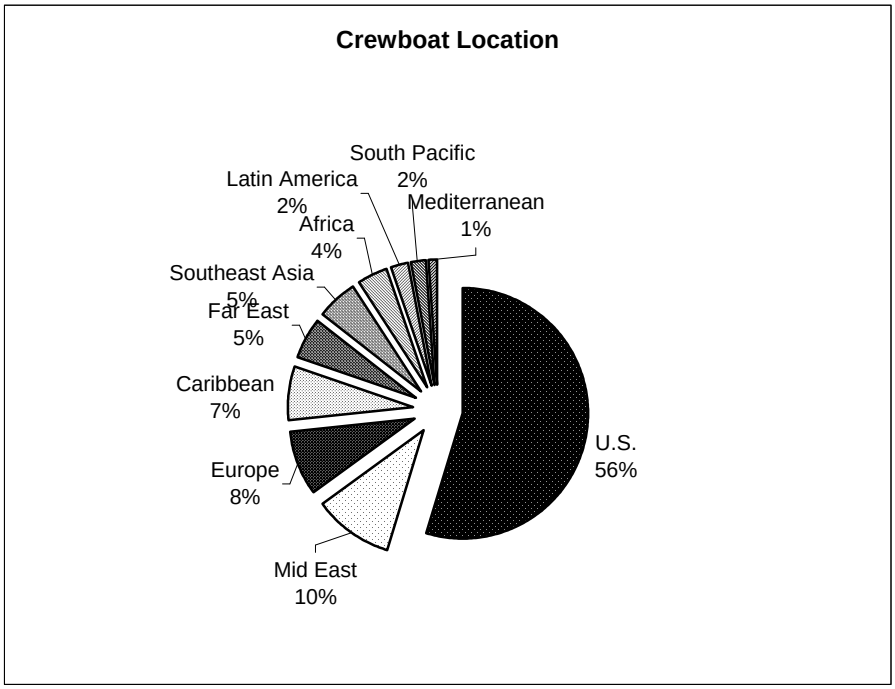
The dismal U.S. Gulf of Mexico oil market has continued to drift sideways at unusually low activity levels relative to the current energy price levels. There are no significant signs indicating an improvement, in the short run, as rigs have moved out of the US Gulf, with more expected later this year, and into other more promising markets, such as Trinidad, Mexico, West Africa and the Middle East. The competition among the existing vessels, chasing fewer and fewer jobs, only continues to put downward pressure on rates. The long term outlook is a little better if you consider a relatively steady deepwater market and that recent Gulf of Mexico lease sales received their highest number of bids in the last six years. However, the day rate has continued to slide downward while the utilization rate has stayed about the same as several vessels have been repositioned to more active markets (around 67% for vessels under 125' and about 76% for vessels over 124', according to Workboat magazines June, OSV report).

Details believed correct, not guaranteed. Offered subject to availability.

Of the 6,435 vessels (excluding barges) Marcon tracks, 463 are crew & pilot boats with 100 officially on the market for sale, down slightly from 106 vessels a year ago, plus 24 boats available for charter worldwide. Just over half, or 55 of the boats officially for sale are U.S. flag. Twenty of the crew boats for sale worldwide were built within the last 10 years and 45 boats, or 45% are 25 years of age or older with five listed having no year built given. The oldest boat listed is still a 65' pilot boat built in 1947 in the Netherlands. Luckily this is balanced by five boats under 70' and three 105' newbuildings that are being built in 2004.

There has been very little change in average official asking price of boats since our December 2003 report. A few averages have fluctuated up or down slightly, but this is more due to the mix of vessels than any major trend. Actual sale prices for all vessels and barges sold by Marcon to-date in 2004 have averaged 88.18% of asking prices.

Of the crewboats, pilot boats and launches listed for sale, not surprisingly the most popular engine type is still GM diesels powering 71 out of 94 boats where engine types are given, followed by CAT's in eight vessels, five Cummins powered and two each with, MAN, MTU or Volvo's. 53 boats for sale are located in the U.S. followed by 12 each in Southeast Asia, Far East and South Pacific; 10 in the Middle East; 8 in Europe; 7 in the Caribbean; 4 in Africa; 2 in Latin America and 1 in the Mediterranean.



Recent Corporate News

First quarter 2004 revenues for **Seabulk Offshore,** rose to $39.6 million from $37.8 million in the year-earlier period, driven entirely by increased international revenues, and accounted for 48% of total Company revenue. Expenses, however, also increased -- mainly for bareboat charter hire -- and international profits were not enough to offset domestic losses. As a result, Seabulk Offshore posted an operating loss for the period of $0.9 million versus breakeven results in the year-earlier quarter. In the immediately preceding quarter, ended December 31, 2003, Seabulk Offshore had an operating loss of $4.3 million. In the Gulf of Mexico, where the first quarter is traditionally the slowest, both day rates and utilization were down from the year-earlier period and from the immediately preceding quarter. In West Africa, which accounts for more than half the Company's offshore revenue -- and where Seabulk Offshore has the industry's second largest fleet -- utilization increased across all categories and day rates remained firm. In the Middle East and Southeast Asia, which together account for about 25% of offshore revenues, results were improved from the year-earlier period.

For the quarter ending 31st March 2004, Seabulk had 22 crew/utility boats operating in domestic waters including the U.S., Gulf of Mexico, South America and the Caribbean with a 63% utilization earning an $2,410 down from 73% and $2,463 the previous quarter. Seabulk's three crew/utility boats in West Africa earned $3,413 with a 98% utilization compared to one boat earning $3,224 and 81% for the quarter ending 31st December 2003. The seven boats in the Middle East earned an average of $1,740 with a 79% utilization. For the previous quarter the boats earned $1,760 with a 92% utilization.

Details believed correct, not guaranteed. Offered subject to availability.

Tidewater Inc. has announced a fourth quarter net loss for the period ended March 31, 2004, of $7.0 million on revenues of $154.2 million. For the same quarter last year, net earnings were $18.6 million on revenues of $153.9 million. For the fiscal year ended March 31, 2004, net earnings were $41.7 million, or $.73 per share, on revenues of $652.6 million. For fiscal year ended March 31, 2003, net earnings were $88.6 million on revenues of $635.8 million. Included in both the fourth quarter and year ended March 31, 2004 results is a non-cash impairment charge of $26.5 million ($17.2 million after tax. The impairment charge results from Tidewater's late March 2004 review of the Gulf of Mexico market for its vessels, and its conclusion that given the expectation of continuing low levels of drilling and exploration activity in the Gulf of Mexico for the foreseeable future, it was unlikely that 83 of its older, lower horsepower, lower cargo capacity supply vessels that are currently cold-stacked would return to active service.

For the fiscal year ending 31st March 2004, 9.8% of the revenues from Tidewater's vessel operations were derived from crew/utility boats compared to 9.2% in 2003 and 11.0% in 2002. Eight crew boats were added to the fleet in 2004 compared to 3 in 2003 and 14 during 2002. During fiscal 2004, Tidewater sold three crewboats to one of its 49%-owned unconsolidated international joint ventures for $11.8 million. The company financed the sale of all three crewboats. Under the terms of the repayment agreement, the loan is payable in 36 equal installments, which will end in December 2006, plus interest at 90 day LIBOR plus 1.5% adjusted quarterly. The transaction resulted in a fiscal 2004 gain on sale of assets of $.4 million and increased the investments in, at equity, and advances to unconsolidated companies' account by $11.4 million.

Fiscal 2004's overall results of operations were lower than the previous fiscal year due to a weak U.S. Gulf of Mexico natural gas drilling market and to lower utilization in certain international markets, particularly West Africa and Southeast Asia. The prolonged weakness in the natural gas drilling market in the Gulf of Mexico continues to impact the company's domestic results of operations. Strong natural gas commodity prices and tight inventory levels for the resource for the majority of fiscal 2004 did not stimulate gas drilling in the Gulf of Mexico market. The reasons for the continuing low level of offshore drilling and exploration activity are not fully known. Market analysts expect that natural gas commodity prices will increase during calendar year 2004 due to the global economic recovery that they believe is underway. Industry pundits have predicted for some time that commodity prices for the resource will be sustainable at the higher level, which historically has been a positive indicator for increased drilling activity. Whether sustained higher natural gas prices will result in increased drilling levels or demand for the company's vessels in the Gulf of Mexico during the foreseeable future is uncertain. Although the international offshore marine service industry overall is benefiting from high crude oil prices and a strong worldwide consumer demand for oil, the company's international results of operations for fiscal 2004 have been negatively affected by lower utilization rates, particularly in the West African and Southeast Asian markets because of decreased drilling activity. Industry analysts forecast that demand for crude oil will likely remain strong throughout calendar 2004 as a result of the global economic recovery that is underway and expect future crude oil prices to remain at highly attractive levels due to high consumer demand and the recently announced reduction in crude oil production output by the Organization of Petroleum Exporting Countries. International capital expenditures by the exploration and production companies in calendar year 2004 are estimated to increase by approximately 6% over calendar year 2003 levels. The following tables compare day-based utilization percentages and average day rates for crew/utility boats and in total for each of the quarters in the years ended March 31:

Details believed correct, not guaranteed. Offered subject to availability.

Tidewater Utilization For Crew/Utility Boats

Fiscal Year 2004	First	Second	Third	Fourth	Year
Domestic Crew/utility	71.5	76.2	71.8	57.8	69.6
International Crew/utility	78.1	69.9	74.3	73.4	73.9
Worldwide Crew/utility	75.9	71.9	73.5	68.9	72.5
Fiscal Year 2003	**First**	**Second**	**Third**	**Fourth**	**Year**
Domestic Crew/utility	66.8	66.7	78.4	71.3	70.8
International Crew/utility	81.5	82.2	81.0	78.7	80.6
Worldwide Crew/utility	76.1	76.6	80.1	76.0	77.1
Fiscal Year 2002	**First**	**Second**	**Third**	**Fourth**	**Year**
Domestic Crew/utility	91.4	93.2	84.9	70.3	84.0
International Crew/utility	88.7	84.0	90.2	86.0	87.2
Worldwide Crew/utility	89.6	86.9	88.1	79.9	86.1

Tidewater Average Day Rates

Fiscal Year 2004	First	Second	Third	Fourth	Year
Domestic Crew/utility	2,827	2,879	2,897	3,108	2,914
International Crew/utility	2,945	3,135	3,040	2,927	3,010
Worldwide Crew/utility	2,907	3,048	2,999	2,971	2,981
Fiscal Year 2003	**First**	**Second**	**Third**	**Fourth**	**Year**
Domestic Crew/utility	2,734	2,665	2,567	2,602	2,638
International Crew/utility	2,916	2,843	2,764	2,878	2,833
Worldwide Crew/utility	2,857	2,787	2,695	2,785	2,769
Fiscal Year 2002	**First**	**Second**	**Third**	**Fourth**	**Year**
Domestic Crew/utility	2,838	2,948	3,089	2,885	2,951
International Crew/utility	2,385	2,479	2,622	2,757	2,561
Worldwide Crew/utility	2,537	2,640	2,803	2,800	2,699

The average age of Tidewater's owned or chartered vessel fleet is approximately 20 years. The average age for the 101 vessels that the company acquired or constructed in the last four years, which was discussed in the "Vessel Construction Programs and Acquisition" section, is 9 years. The remaining 417 vessels have an average age of 23 years. The following table compares the average number of crew/utility boats by geographic distribution during the years ended March 31 and the actual March 31, 2004 vessel count:

	Actual Vessel Count at March 31,	Average Number of Vessels During Year Ended March 31,		
	2004	2004	2003	2002
Domestic Crew/utility	26	28	32	29
International Crew/utility	63	62	56	51

Details believed correct, not guaranteed. Offered subject to availability.

Seacor Holdings Inc. announced a net loss for the first quarter ended March 31, 2004 of $3.0 million on operating revenues of $96.0 million. For the comparable quarter ended March 31, 2003, net earnings were $4.3 million on operating revenues of $96.9 million. For the immediately preceding quarter ended December 31, 2003, Seacor reported a net loss of $1.7 million on operating revenues of $101.0 million. Offshore Marine Services revenue declined primarily due to a decrease in the size of its fleet and weaker demand for certain classes of its vessels.

Seacor Crewboat Rates and Utilization

	31 Mar '04	Dec 31st '03	Sep 30th '03	June 30th '03	Mar 31st'03	Dec 31st '02
Average Day Rates	$3,297	$3,323	$3,257	$3,153	$3,158	$3,148
Utilization	82.8%	78.5%	75.9%	79.9%	78.9%	78.3%
Number Vessels	53	53	57	60	62	

As of 31st March 2004, Seacor Holding's fleet consists of 54 boats including 29 owned, 23-leased in and one joint-ventured. (note in our last report we in error showed total number of vessels vs. number of crewboats).

Trico Marine Services revenues for the first quarter of 2004 were $23.6 million compared to $29.0 million in the first quarter of 2003. The 19% decrease in comparable period revenues was a result of lower average vessel day rates and utilization, specifically in the Gulf class supply boats and the North Sea Anchor Handling Towing and Supply (AHTS) vessels. During the first quarter of 2004, activity in the Company's key markets continued to be depressed. Operations in the North Sea and Gulf of Mexico continued to return negative operating results. As a result, Trico's day rates and utilization in these areas are at three year lows, and first quarter revenues in 2004 are approximately 19% lower than the comparable quarter in 2003 and Trico cannot provide any assurance that market conditions in its key markets will improve in the future. Crew boats and line handlers experienced decreased day rates, but increased utilization when comparing the first quarter of 2004 to the first quarter of 2003. Day rates decreased 10% from $2,762 in the first quarter of 2003 to $2,494 in the first quarter of 2004, while utilization increased from 68% in the first quarter of 2003 to 84% in the first quarter of 2004. The reduction in day rates and increase in utilization is largely due to three vessels bareboat chartered on a long term basis during the third quarter of 2003. For these vessels, Trico achieves only a modest day rate and a utilization rate of 100% over the charter period. Also, the increase in utilization is partially due to the line handlers operating in Brazil at near capacity during the first quarter of 2004. The table below sets forth average day rates and utilization and the average number of vessels operated.

Trico Crew / Line Handling Rates and Utilization

	Three months ended March 31, 2004	Three months ended March 31, 2003
Average Day Rates:		
Crew/line handling	$2,494	$2,762
Utilization:		
Crew/line handling	84%	68%
Average number of Vessels:		
Crew/line handling	17.0	17.7

Details believed correct, not guaranteed. Offered subject to availability.

Recent New Construction and Shipyard News

Seacor Marine, Inc. of Houston, TX christened the 155' X 27' crew boat *'Roxanne B. McCall'* in April. The boat was built by **Gulf Craft Inc.** of Patterson, LA and has carrying capacity of 20,500g fuel, 28,400g drill water, 1,580g potable water, 120g gear lube oil, and 150 tons of cargo on her 84' x 21' aft deck. The vessel is powered by four Cummins KTA-38-M2 diesels each rated at 1,350 BHP @ 1950 RPM coupled to a Twin Disc Model 6650 gear with 2.47:1 reduction ratio. Each engine turns a 44" x 48" four blade propeller providing a light ship speed of 27 knots and a fully loaded speed of 21 knots. Maneuvering is enhanced with a 75 HP Thrustmaster tunnel thruster. Ships power is provided by two 99Kw, 120/208 VAC, 60 Hz, 3 phase, generators each powered by a Cummins 6BT5.9 diesel. Passengers are provided with 80 reclining bucket seats through out a single, spacious, air conditioned cabin on the main deck. A variety of 32" color TV's, VCR's, DVD and CD Players are available through out the cabin for the passengers entertainment. Crew accommodations (below the main deck) include two, double berth and two single berth staterooms with clothes lockers, TV/VCR sets plus separate bathrooms, galley, mess area and laundry room. The vessel can discharge drill water at a rate of 700GPM @ 200' and fuel oil at 120GPM @ 100' head. In addition the vessel has FiFI capabilities of pumping 700GPM via a single stern mounted fire monitor.

Gulf Logistics of Golden Meadow, LA recently took delivery in March from **Breaux Bros**. of the *'Ms. Nancy'* a 155' x 30' x 12.6' aluminum crew/supply crew boat. They were impressed enough that two days after sea trials they ordered a second sister ship. Tankage capacities include 17,500g fuel, 25,900g drill water, 250g lube oil and 900g potable water. She is capable of hauling 260 LT on her large 94' x 25' aft deck made possible by her house-forward design. The boat has seating for 80 passengers including a VIP lounge and crew accommodations for eight. Main propulsion is provided four CAT 3512B diesels each producing 1500 BHP at 1,800 RPM which are each coupled to a Twin Disc 6690 marine gear with 2.47:1 reduction, turning a 48" x 54" four blade Nibral propeller. She can hit a reported top speed of 30.8 knots while carrying 22 tons of cargo and 25.5 knots when loaded with 160 tons of cargo. She is also fitted with a Wesmar DCP 200 HP bowthruster for increased maneuverability. Ships power is supplied by two 72kW gensets driven by Cat 3054 diesel engines.

Tidewater will take delivery, later this fall, from **C&G Boatworks** of Mobile, AL of *'Masleny Tide'* and *'Mervat Tide'*, which are the number five and six newbuildings, of an eight boat order, for their new generation "Fast Supply" vessels. The seventh and eighth vessels, in this order, are expected to be delivered in Spring 2005. As stated in earlier market reports, the 175' x 34' vessels look like conventional crew boats but are designed with internal tankage for liquid mud as well as fuel and water in their 14' molded depth hulls. With ample deck cargo space and seating for 36 passengers, these versatile boats combine supply vessel type cargo capacities with crew boat speeds. Four Cummins V-16 cylinder KTA50 main engines generate 1,800hp each, at 1,900 rpm and turn four-bladed propellers through Reintjes ZWAF742 gears to push the aluminum hulls at 22 knots with 100 tons of deck cargo. Four Cummins 6CTA8.3 auxiliary engines provide electrical power, pumping power for the mud & fire fighting as well as hydraulics for the bow thruster. C&G is building these boats at its Mobile yard while continuing with other build projects at its site in Bayou La Batre. Two of the original vessels in this order have been returned to the Builders yard to add two new staterooms in the hull. The new staterooms give the vessel capacity to carry four additional crew which is a needed feature for foreign assignments. This is an indication of the length that Tidewater, and many of the other majors have gone to, in shifting equipment to foreign markets, in order to find work for their vessels and crews.

Abdon Callais Offshore of Cut Off, Louisiana took delivery in March of an ABS loadline 187' x 32' x 13' Crew/Supply boat from **Chiasson Welding Services, Inc**. of Larose, LA. The *'Miss Danielle*' was designed by Picciola & Associates, also of Cut Off, LA and was built of 5086 marine grade aluminum. Main propulsion comes from four CAT 3512 diesels producing 1,600 hp @ 1,800 rpm per each which drive Hawbolt 48"x53" 4-blade nibral propellers through TD MG-6448 marine gears with 2.5:1 reduction. A 200HP Schottel bow thruster helps with station keeping when working around the rigs. Ships power is supplied by two 90 kW Cat 3304 gensets. Capacities include 40,500g fuel oil, 93,300g rig water and carries 240 long ton on her 110' x 26' aft cargo deck. She has seating for 92 passengers plus accommodations for a crew of seven.

Details believed correct, not guaranteed. Offered subject to availability.

Maryland Environmental Services (MES) has taken delivery of an all welded, aluminum, 48ft Dauntless Class crew boat from an association of **SeaArk Marine** and Alan C. McCure Associates. The USCG certified boat is capable of carrying 28 passengers in climate-controlled comfort and is outfitted with the latest navigation and operational electronics. She is powered by two 580 HP Cummins diesel engines which are coupled to Hamilton water jets through a reverse gear and can obtain speeds of 27.7 knots. Ships power is supplied by a 12kW, 60 Hz generator. The deep-vee hull design is being used to transport officials and dignitaries to the Poplar Island Wetlands Reclamation project in Chesapeake Bay.

Hornbeck Offshore Services Inc. purchased the crew boat HOS *'Hotshot'*, a 165' fast supply boat built by **LaForce Shipyard** of Alabama. The vessel has been on charter since April of 2003 when she was delivered.

Following is latest breakdown of *Current Commercial Shipbuilding Contracts* from *MarineLog* and Colton Co.:

Type	***Name or Hull #***	***Customer***	***GT***	***Size***	***$mm***	***Delivery***
C. & G. Boat Works (Mobile AL)						
Crew Boat	Masleny Tide	Tidewater Marine		175 ft.		2Q04
Crew Boat	Mervat Tide	Tidewater Marine		175 ft.		3Q04
Crew Boat	Firm	Tidewater Marine		175 ft.		2005
Crew Boat	Firm	Tidewater Marine		175 ft.		2005
Chesapeake Shipbuilding (Salisbury MD)						
Coastal Cruise Ship	Firm			214 ft.		2004
Conrad Industries (Morgan City LA)						
Crew Boat	Firm	Diamond Services		175 ft.	3	Oct-04
Derecktor Shipyards Connecticut (Bridgeport CT)						
Fast Ferry	Chenega	Alaska Marine Highway		250 passengers		Dec-04
Fast Ferry	Firm	New England Fast Ferry		149 passengers		May-04
Fast Ferry	Firm	New England Fast Ferry		149 passengers		
Gladding-Hearn Shipbuilding(Somerset MA)						
Pilot Boat	345	Delta Launch Services		52 ft.		May-04
Pilot Boat	346	Delta Launch Services		52 ft.		Sep-04
Pilot Boat	347	Delaware Pilots		53 ft.		Oct-04
Pilot Boat	348	Portland Pilots		53 ft.		Oct-04
Ferry	349	Bay State Cruise Co.		98 ft.		Jun-04
Pilot Boat	350	Galveston Pilots		70 ft.		2005
Fast Ferry	351	New York Water Taxi		72 ft.		Apr-05
Fast Ferry	352	New York Water Taxi		72 ft.		Jun-05
Kvichak Marine Industries (Seattle WA)						
Patrol Boat	Marlin	California Fish & Game		54 ft.		Jun-04
Pilot Boat	Firm	Savannah Pilots		75 ft.		Sep-04
Neuville Boat Works (New Iberia LA)						
Crew Boat	Firm	Seacor Marine		158 ft.		Jun-04
Crew Boat	Firm	Seacor Marine		167 ft.		Sep-04

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Featured Listings:

File CB07019 Crew Boat 70' x 19.5' x 7'. Built 2003 at Midship Marine Inc. Harvey, LA. U.S. flag. USCG COI - 48 pax . 254.5ft² Clear deck. FO: 12,000g FW: 200g. 2 x CAT3406 total 1070BHP. TD (2.5:1) gears. Fixed pitch props. Speed 18kn. 1 - 32kW / Northern Lights generator. Radar, VHF, GPS. All aluminum. Vessel was built as a cadet training vessel. She's complete & owners to finished as a passenger vessel for 48 persons with COI. Inspections can be arranged prompt. Under 100 GRT. U.S. Gulf Coast

File CB08219 Crew Boat 82' x 19.69' x 9.84' . Built 1998 at Penguin Boat, Int'l; Singapore. Indonesian flag. G/NRT: 127/38. CLASS: BKI. (Built to ABS standards). 9.8' x 19.7' clear deck. FO 15.3T FW 1.2T 2 x MAN total 2000BHP. 2-4-blade props. Speed 18kn on 8160l/d. 2 x 36kW/Perkins generators. 45 passengers Aluminum crew boat. $1,050,000. Sale "as is, where is". Price for CB08219 and CB08221 "en-bloc" US $1,465,000. Southeast Asia

File CB10123 Crew Boat 101.6' x 21.25' x 9.51' built 1985 by Halter Marine; Chalmette, LA ABS +A1 + AMS. Int'l Loadline. 52.4' x 16.4' clear deck. 40T deck cargo. FO: 13mt LO: 300L FW: 18mt BW: 17.8MT. 3 x GM12V71TI total 1530BHP. Speed 18-21kn on 175-213 l/hr. 2-30KW/GM3-71 120/280VAC 60Hz generators. 52 passengers. 1.85MT foam capacity. 2.5" hardwood deck sheathing. 15kn (economical speed) on 125 l/hr. Reportedly in excellent condition. Sold to currnet owner via Marcon. Mid East

File CB11021 Crew Boat 110.2' x 20' x 10.7' built 1983 by Yokohama Yacht; Yokohama, Japan. G/NRT: 135/40. ABS +A1, Launch, +AMS. Annual Hull & Machinery Surveys No. 3 due 31 Oct. 2004. Drydocking due 22 Sep 2005. Special Periodical Hull & Machinery Surveys No.5 due 31 Oct 2006. Tailshaft due 30 Sep 2004. Abt. 53mtdw. 2 x GM16V149TI total 3070BHP. 2 fixed pitch props. Speed abt. 19kn. 2-50kW/GM3-71 generators. Quarters for 9 crew. AC. Steel hull. "As is, where is." Mid East

File CB12202 Crew Boat 122.1' x 24.6' x 9.7' / 8.5' built 1981 by Swiftships Inc.; Morgan City, LA. Rebuilt 1993. Canadian flag. G/NRT: 210/58. ABS +A1 (E) AMS. Canadian Coast Guard (ABS expired 03/02). 49.9' x 17.9' clear deck. 40T deck cargo. FO: 6000g. 1 x 1200# crane. 2 x CAT3512 total 2890BHP. New M/E's 1993. Speed abt. 23 kn. 2-50kW/GM4-71 generators. 61 passengers. Completely refitted in 1993. All aluminum construction. Vessel no longer current with ABS. Vessel no longer current with CSI. Canadian West Coast. Price guidance on request.

We are interested in receiving information on any vessels surplus to your requirements that may be available for sale or charter on either a published or private and confidential basis. We are also interested in receiving your press releases, news and comments about the industry on a regular basis for our market reports.

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