

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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Crew Boat Market Report

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.

	Length in Feet													Total
	Under 30'	30- - 40'	40' - 50'	50' - 60'	60' - 70'	70' - 80'	80' - 90'	90' - 100'	100' - 110'	110' - 120'	120' - 130'	Over 130'		
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	
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	
Feb 2001	9	18	25	7	11	9	3	3	27	14	5	3	134	
Mar 2002l	6	17	15	6	10	3	5	4	17	9	4	1	97	
Mar 2003	5	14	25	10	10	3	4	4	19	21	5	4	124	
Mar 2004	4	12	15	9	9	6	3	1	16	14	3	2	94	
Mar 2005	4	15	18	10	13	4	3	2	14	8	6	1	98	
Mar 2006	3	7	13	5	10	2	2	2	9	5	4	2	64	
Mar 2007	3	10	10	3	7	5	4	1	8	8	1	1	61	
Jun 2007	3	9	9	4	9	5	3	1	8	10	1	0	62	
Sept 2007	2	8	9	5	9	5	2	1	7	10	1	0	59	
Dec 2007	2	8	10	5	9	6	1	0	7	11	2	1	62	
Mar 2008	2	5	9	5	7	6	2	1	8	11	3	0	59	
Jun 2008	2	5	13	6	8	6	2	0	5	7	1	2	57	
Sept 2008	2	5	7	4	5	4	2	0	5	6	1	2	43	
Dec 2008	2	4	6	4	5	9	6	2	7	3	1	3	52	
Mar 2009	2	6	7	6	5	10	7	2	8	8	1	10	72	
Aug 2009 - Worldwide	3	15	13	14	8	13	11	2	9	12	4	15	119	
Aug 2009 - U.S.	2	5	3	4	2	1	0	1	2	2	2	9	33	
Aug 2009- Foreign	1	10	10	10	6	12	11	1	7	10	2	6	86	
Avg. Age - Worldwide	1993	1995	1986	1991	1983	1985	1990	1975	1977	1990	1993	1999		
Avg. Age - U.S.	1992	1982	1982	1980	1975	1972	-	1967	1978	1982	1991	1997		
Avg. Age - Foreign	1994	1998	1987	1996	1986	1986	1990	1982	1977	1992	1995	2001		
Charter - Worldwide	0	2	3	1	2	2	1	2	2	6	1	4	26	
Charter - U.S.	0	1	2	0	0	0	0	1	1	0	0	1	6	
Charter - Foreign	0	1	1	1	2	2	1	1	1	6	1	3	20	

Up Since Last Report

Down Since Last Report

Market Overview

Of the 9,176 vessels and 3,126 barges Marcon tracks, 743 are crew & pilot boats with 119 officially on the market for sale, up from 43 vessels about a year ago, plus we have 19 boats available for charter worldwide. 27.7% of the boats officially for sale are U.S. flag. 30 crew boats for sale worldwide were built within the last 10 years, including six newbuilds, and 49 boats, or 41.2%, are 25 years of age or older. The oldest boat listed is a 50 footer built in 1957. The sale market remains tight for good boats. Many owners seem to be waiting out the downturn rather than putting boats up for sale. Although there has been an increase in the number of boats for sale in all size ranges, prices have not come down as much as previous downturns. As an example, compared to the market highs, 110' boats built in the early 1980s are selling for about 70% of the 2007/early 2008 market peak. The same boats are still close to double the price of what they were following the downturn in the late 90s and earlier this decade. The charter market seems much slower, and this may be a harbinger of lower sale prices down the road. There are reports of low utilization and much lower day rates in the Gulf of Mexico and elsewhere. As with other types of boats, the larger, more modern, crew/supply vessels tend to be weathering the downturn a bit better than their smaller or older counterparts.

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

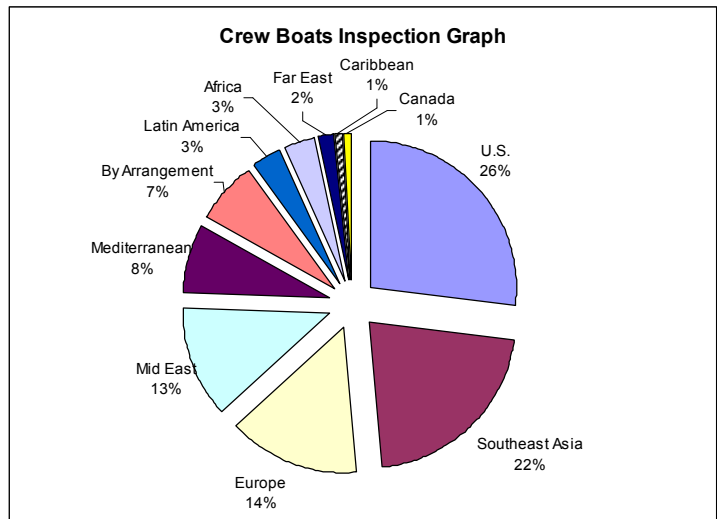
Marcon International, Inc.

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Actual sale prices for all vessels and barges sold by Marcon to-date in 2009 are averaging 93.06% of asking prices, compared to 95.15% for 2008.

Where vessel location is known, 32 boats for sale are located in the U.S., followed by 26 in Southeast Asia, 17 in Europe, 15 in the Mid-East, nine in the Mediterranean, eight "by arrangement", four each in Africa and Latin America, two in the Far East and one each in Canada and the Caribbean.

Of the crew, pilot boats and launches listed for sale, the most popular engine type is GM diesels powering 34 out of 108 boats where engine types are given, followed by 22 CATs, 18 Cummins and 25 in other types.



Recent Marcon Sales



Two U.S. flag quad-screw crew boats in the Gulf of Mexico, the "Tony B" and "Phillip D" were sold to private interests. Both boats are powered by four GM12V71Ts producing a total of 2,040BHP and a speed of abt. 21kn. The 110' x 24' x 7.3' depth "Tony B" (ex - Seabulk Mobile, Thunderventure) was built in 1982 by Breaux's Bay Craft. She is rated for 52 passengers and has berths for 7 crew, a clear deck of 60' x 21', and a fuel

capacity of 5,582g. The 110' x 25.6' x 6.7' depth. "Phillip D" (ex - McClelland T, Frankie Lynn II) was built in 1981 by CamCraft Inc. She is rated for 65 passengers and has berths for 7 crew, clear deck of 60' x 21', and fuel capacity of 7,500g. Marcon acted as sole broker in the transaction. These two boats represent the second and third sales this year to this buyer.



Miller Divers, Inc. of Fairhope, Alabama have sold their U.S. flag, aluminum crewboat "Miller Diver III" to Panamanian buyers Anabella Compania Naviera, SA, who will utilize it in their fleet of about 10 similar crewboats to support various Panama Canal related jobs. The 48' x 14', 1981 Breaux Bay Craft built boat is powered by a pair of GM 8V92 diesel engines producing a total of 600HP. New owners plan to deliver the boat to Panama as deck cargo aboard a barge sailing from Morgan City, Louisiana. Marcon had previously brokered the sale to Miller Divers of the 100' x 24' "Red Eagle" and sold from them a 42' crewboat. Marcon acted as sole broker in all three sales and purchases.

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Crew Boat Market Report August 2009

Recent Corporate News

Seacor Holdings, Inc. announced net income for the second quarter ended June 30, 2009 of \$42.3 million on operating revenues of \$389.2 million. For the quarter ended June 30, 2008, net income was \$37.1 million on operating revenues of \$409.0 million. For the preceding quarter ended March 31, 2009, net income was \$53.0 million on operating revenues of \$399.5 million.



Operating revenues decreased by \$24.7 million in the second quarter 2009 compared with the same quarter 2008. Time charter revenues decreased by \$32.1 million and other operating revenues, including third party brokered vessel activity, bareboat charter revenues and other marine services, increased by \$7.4 million. The decrease in time charter revenues was primarily due to a 2,141 or 13% reduction in days available for charter due to net fleet dispositions. Overall fleet utilization fell to 75% in second quarter 2009 compared with 81% in the same quarter 2008 primarily due to increased downtime resulting from cold-stacking vessels in the U.S. Gulf of Mexico. As of June 30, 2009, 23 vessels were cold-stacked. Overall average day rates were \$12,030 per day in the second quarter 2009 compared with \$12,182 per day in the same quarter 2008, a reduction of \$152 per day or 1%. In overall terms, the decrease in average day rates reduced time charter revenues by \$3.6 million and the impact of unfavorable changes in currency exchange rates reduced time charter revenues by a further \$4.3 million. Net fleet dispositions, the impact of vessels mobilizing between geographic regions and changes in utilization and other changes in fleet mix combined to reduce time charter revenues by \$24.2 million.

In the U.S. Gulf of Mexico, time charter revenues were \$27.6 million lower in the second quarter 2009 compared with the same quarter 2008 primarily due to a 20% reduction in utilization. Average day rates decreased from \$13,198 per day in the second quarter 2008 to \$13,064 per day in the second quarter 2009.

Time charter revenues were higher in Mexico, Central and South America primarily due to higher utilization levels as a consequence of reduced downtime for maintenance, conversion and mobilization, and higher in Asia primarily due to mobilizing vessels from other geographic regions. Time charter revenues in West Africa were lower primarily due to net fleet dispositions and mobilizing vessels to other geographic regions and lower in the North Sea where average rates declined due to unfavorable currency exchange rate movements between the U.S. dollar and the pound sterling.

Offshore Marine Services Operating income in the second quarter was \$40.5 million on operating revenues of \$146.5 million compared with operating income of \$76.5 million on operating revenues of \$164.8 million in the preceding quarter. Second quarter results included \$0.4 million in gains on asset dispositions compared with \$14.4 million in gains in the preceding quarter. Excluding the impact of gains on asset dispositions, operating income was \$21.9 million lower in the second quarter.

Overall operating revenues were \$18.3 million lower in the second quarter primarily due to a reduction in rig moving activity in the U.S. Gulf of Mexico and lower overall utilization primarily due to cold-stacking additional vessels. As of June 30, 2009, 23 vessels were cold-stacked, all in the U.S. Gulf of Mexico. In addition, as of June 30, 2009, \$10.9 million of vessel charter hire billed to three customers has been deferred due to uncertainty of collection. Seacor will recognize the amounts as operating revenues if and when collection is reasonably assured. Overall operating expenses were \$2.8 million higher in the second quarter primarily due to increased regulatory drydocking and maintenance costs, higher insurance costs and higher brokered vessel activity in the Middle East. These increases were partially offset by reductions in operating expenses due to the effect of cold-stacking vessels and lower mobilization costs.

The number of days available for charter in the second quarter decreased by 224, or 1.6%. Overall utilization decreased from 80.9% to 75.0% and while overall average day rates decreased by 5.8% from \$12,777 per day to \$12,030 per day, rates for Mini-Supply Boats actually increased slightly from \$5,811 to \$6,286 per day.

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Seacor's Quarterly Utilization and Average Day Rates for Crew Boats

	2009		2008				2007			
	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar
Fleet Count:	68	71	75	77	76	77	77	80	80	84
Day Rates:	\$7,592	\$7,311	\$7,228	\$7,080	\$6,608	\$6,745	\$6,734	\$6,699	\$6,508	\$6,395
Utilization:	71%	78%	90%	87%	77%	69%	68%	80%	81%	75%
Available Days:	5,973	6,123	6,383	6,348	6,492	6,552	6,732	6,817	7,047	7,180

Seacor's unfunded capital commitments as of June 30, 2009 consisted primarily of offshore marine vessels, helicopters, ocean liquid tank barges and inland river towboats and totaled \$117.4 million, of which \$48.1 million is payable during 2009 and the balance payable through 2011. Of the total unfunded capital commitments, \$20.9 million may be terminated without further liability other than the payment of liquidated damages of \$3.0 million in the aggregate. Subsequent to June 30, 2009, Seacor committed to purchase additional equipment for \$3.7 million, of which \$1.1 million is payable during the remainder of 2009 and the balance is payable through 2011.



Tidewater Inc.'s first quarter net earnings for the period ended June 30, 2009 of \$44.5 million on revenues of \$326.6 million. Included in net earnings for the June 2009 quarter is a non-cash charge totaling \$48.6 million (\$47.7 million after-tax) related to the company's Venezuelan operations. As a result of the seizure of 11 vessels and certain other assets during the June quarter in Venezuela pursuant to a May 2009 Venezuelan law and the continued nonpayment of outstanding receivables from Petroleos de Venezuela, S.A. (PDVSA) and an affiliate of PDVSA, the company recorded a \$3.8 million charge equal to the net book value of the assets seized and a \$44.8 million provision to fully reserve accounts receivable due from PDVSA-related entities.

For the same quarter last year, net earnings were \$84.8 million on revenues of \$340.0 million. The immediately preceding quarter ended March 31, 2009, had net earnings of \$109.7 million on revenues of \$341.6 million. Tidewater Inc. owns 403 vessels, the world's largest fleet of vessels serving the global offshore energy industry.

Tidewater's U.S.-based vessel revenues for the first quarter of fiscal 2010 decreased approx. 39%, or \$15.7 million, compared to first quarter fiscal 2009, due to a 14% decrease in total utilization as a result of a weak Gulf of Mexico market and transfer of 10 vessels to international markets (including two deepwater vessels) at various times during fiscal 2009. U.S.-based vessel revenue for first quarter fiscal 2010 decreased approx. 18%, or \$5.2 million, compared to fourth quarter fiscal 2009 due to a 7% decrease in utilization rates reflecting the deterioration of the macroeconomic environment in the Gulf of Mexico. In response to the deteriorating market conditions, Tidewater continued stacking and removing from its active fleet those vessels that could not find attractive contracts. At the beginning of the current quarter, the U.S. Gulf had 15 stacked vessels, two of which were sold during the current quarter. During the quarter ended June 30, 2009, Tidewater stacked an additional seven vessels for a total of 20 stacked vessels as of June 30, 2009. Depressed utilization rates in the current quarter are reflective of the reduced demand for vessels in the U.S. Gulf and the stacking of additional vessels.

Tidewater Quarterly Utilization and Average Day Rates for Crew / Utility Boats

	2009		2008				2007			
	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar
Utilization										
Domestic	45.40%	74.00%	84.20%	75.50%	77.30%	73.00%	80.90%	88.50%	88.30%	87.80%
International	75.70%	71.00%	75.50%	79.50%	86.10%	85.10%	84.80%	89.00%	86.20%	85.70%
Avg. Day Rates										
Domestic	\$4,997	\$5,352	\$5,591	\$6,017	\$6,010	\$6,201	\$6,093	\$6,270	\$5,992	\$6,104
International	\$5,224	\$5,316	\$5,154	\$5,184	\$4,965	\$4,819	\$4,661	\$4,584	\$4,663	\$4,375
Vessels										
Domestic	8	8	10	13	13	13	14	13	12	12
International	71	72	72	70	70	71	69	68	74	75

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Revenues on Tidewater's U.S.-based crew/utility vessels decreased approx. 70%, or \$3.9 million, during first quarter fiscal 2010 compared to fourth quarters of fiscal 2009, due to the transfer of four crewboats to international markets at various time during fiscal 2009, an approx. 32% drop in utilization rates and a 17% decrease in average day rates. Revenues on the crew/utility class of vessel decreased approx. 48%, or \$1.5 million, during the first quarter of fiscal 2010 compared to fourth quarter fiscal 2009, due to an approx. 29% drop in utilization rates and an approx. 7% decrease in average day rates as a result of the current weakness in the U.S. Gulf.

U.S.-based operating profit decreased approx. \$5.9 million, or 69%, during first quarter fiscal 2010 compared to first quarter fiscal 2009, primarily due to lower revenues. Reductions in revenues were somewhat offset by an approx. 37%, or \$8.7 million, decrease in operating costs (primarily crew costs and repair and maintenance costs) and an approx. 39%, or \$1.8 million, decrease in depreciation expense resulting from fewer vessels operating in the U.S. Gulf of Mexico market during the comparative periods. Crew costs decreased approx. 36%, or \$5.4 million, due to the transfer of vessels to international markets and to reductions in crew personnel and wage reductions for crews staffing the remaining active vessels. Repair and maintenance costs decreased approx. 52%, or \$2.0 million, due to fewer drydockings being performed during first quarter fiscal 2010 compared to the same period in fiscal 2009, and to stacking vessels and deferring scheduled maintenance on the respective vessels until economically justified. U.S.-based operating profit decreased approx. \$3.2 million, or 55%, during first quarter of fiscal 2010 compared to fourth quarter of fiscal 2009, due primarily to lower revenues. Reductions in revenues were somewhat offset by an approx. 8%, or \$1.4 million, decrease in operating costs (primarily crew costs and repair and maintenance costs resulting from the continued stacking of vessels) and an approx. 22%, or \$0.8 million, decrease in depreciation expense.

During the first quarter of fiscal 2010, Tidewater sold to third party operators or to scrap dealers two crewboats. During this same quarter, Tidewater took delivery of one crewboat, which was constructed at an international shipyard, had a total approximate cost of \$1.8 million.

GulfMark Offshore, Inc.'s net income for the second quarter of 2009 was \$34.9 million. Revenue for the second quarter of 2009 was \$104.7 million, an increase of 28% over the same period in the prior year. Operating income, excluding special items, was \$38.2 million in the second quarter of 2009, an increase of 26% over the same period in 2008. The increase was chiefly due to the July 1, 2008 acquisition of GulfMark Americas, which contributed revenue of \$27.9 million and operating income of \$5.2 million during the second quarter of 2009.



Operating income for the second quarter of 2009, excluding special items, decreased \$5.0 million, or 12%, compared to the first quarter of 2009. Day rates and utilization in the North Sea and day rates in Southeast Asia increased during the second quarter, but these improvements were more than offset by a decrease in utilization and lower day rates in the Americas.

Revenues for the quarter ended June 30, 2009, increased \$22.8 million, or 28%, compared to the second quarter of 2008. The increase in revenue was due mainly to the \$27.9 million contribution related to the Rigdon Acquisition that occurred July 1, 2008. The increase was offset by a decrease in net capacity of \$2.6 million related to the sale of seven of GulfMark's older vessels, offset by the additions of the "Sea Cherokee" and "Sea Choctaw" in 2009. Also, offsetting the increase was the combination of the currency effect and the overall decrease in day rates from \$19,872 in the second quarter of 2008 to \$18,712 in the current year quarter, which negatively impacted revenue by \$7.1 million. Overall utilization excluding the acquired Rigdon vessels increased from 91.2% in the second quarter of 2008 to 93.4% in the current year quarter, which increased revenue by \$4.6 million.

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"Our strength has always been our combination of forward contract commitments and our strong operations in geographically diverse international locations. That international base provides more than 75% of our consolidated revenues and remains firmly in place. The addition last year of our Gulf of Mexico operations gave us better long-term balance and a larger market footprint," commented Bruce Streeter, president and CEO, "but it also added to our mix a business with a very strong connection to the U.S. natural gas market, and a tendency to be more volatile than our other regions."

"We are in a tougher market in the Gulf of Mexico than virtually anyone predicted," continued Mr. Streeter, "and at the same time we have seen weakness in the North Sea spot market, another important market for GulfMark. We are financially strong and have the ability to adjust to these market conditions. For example, in the North Sea we have managed to reduce our spot exposure and expect to have limited involvement in spot market during the remainder of 2009. Also, a number of recent term contract signings has helped reduce our spot exposure and will lead to higher contract cover."

"Other markets have held up well for us so far in 2009. Southeast Asia is an example where demand for our vessels is holding, and we had 100% utilization in June. The sixth and final Keppel vessel, the 'Sea Comanche', joined our fleet late last week and will head to Indonesia shortly to complete an existing three year contract.... Recently we took delivery of the 'Tiger', a 181 foot fast supply vessel, the last of the new construction vessels from the Gulf of Mexico purchase, and we sold one vessel during the quarter that had been in lay-up: a special purpose vessel that has not been included in our published vessel counts, but which was located in the North Sea."

The Americas region revenues increased by \$30.5 million compared to the second quarter of 2008. The increase in revenue is due primarily to the July 1, 2008 Rigdon Acquisition, which contributed \$27.9 million in the current year quarter. Also contributing to the increase in revenue was the mobilization of the "Sea Kiowa" into the region. Utilization excluding the Rigdon Acquisition increased from 85.5% in the second quarter of 2008 to 93.8% in the current year quarter which contributed \$0.5 million to the increase in revenue. The overall mix in day rates and currency fluctuations in the current quarter compared to the prior year quarter negatively impacted revenue by \$0.9 million. Operating income was \$8.4 million in the second quarter of 2009 compared to \$1.5 million in the second quarter of 2009. The increase is due mainly to the effect of the Rigdon Acquisition.

GulfMark Offshore's Utilization & Day Rates for the Americas Region

	2009		2008				2007			
	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar
Utilization	79.9%	92.9%	95.7%	93.9%	85.5%	88.0%	97.0%	94.2%	97.2%	90.0%
Avg. Day Rates	\$15,704	\$17,302	\$17,090	\$16,815	\$15,854	\$13,062	\$12,292	\$11,132	\$11,364	\$10,827
No. Vessels	34.8	33.2	32.7	31.0	7.0	6.3	6.0	6.0	6.0	6.0

Cash flow from operations totaled \$54.2 million for the three months ended June 30, 2009, compared to \$53.6 million for the same period in 2008. Estimated cash commitments for the remainder of 2009 for the new build program total approximately \$56.4 million and are expected to be funded from cash on hand. Cash on hand at quarter end was \$165.9 million and GulfMark has \$95.0 million available under its \$175.0 revolving credit facility. Total debt at June 30, 2009 was \$468.2 million and \$228.6 million of this total matures on June 30, 2010. GulfMark currently anticipates refinancing the maturing portion of the debt in the second half of 2009 or, alternatively, simply repaying the debt at maturity through a combination of cash on hand, cash generated from operations over the next year, and revolver availability.

Crewboat / FSV Additions Since December 31, 2008

Vessel	Region	Type	Year Built	Length (feet)	BHP	DWT	Month Delivered
<i>Swordfish</i>	Americas	Crew	2009	176	7,200	314	Feb-09
<i>Blacktip</i>	Americas	FSV	2009	181	7,200	543	Apr-09
<i>Tiger</i>	Americas	FSV	2009	181	7,200	543	Jul-09

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Recent New Construction and Shipyard News



The Henderson Australia-based boat builder **Strategic Marine** has operated a boat building facility in Singapore for a number of years. In May and June, they launched a pair of the 40-meter crew boats there. In February this year, they officially opened a new yard in Vung Tau City Vietnam. At the same time their new yard, a joint venture with Servicios Industriales Navales, in Mazatlan Mexico, has a pair of 52m by 10m (170.6' x 32.8') crew boats under construction for an October 2009 delivery. The boats are being built for **Arrendadora Ocean Mexicana** (Blue Marine) to meet a Pemex supply contract in the Gulf of Mexico. They are the largest crew boats that Strategic has built at any of their locations to date and will have 223m² (2,400ft²) of open cargo deck

space. Seating for 60 rig workers will be in the forward cabin. The new boats have a complete suite of Cummins engines. Main engines for each vessel will be four Cummins 16-V turbo-charged and after-cooled KTA50-M2s each delivering 1,800HP at 1,900RPM into Twin Disc MGX6848-SC gears to turn propellers. The main engines are fitted with titanium plate-type heat exchangers. A Cummins 6BTA engine will power the Wesmar hydraulic bow thrusters. A second 6BTA will power the 99kW generator-sets to provide ship's power. The 7,200HP vessels are designed to achieve 20 knots when loaded with 100 tons of cargo, rig workers, crew and one-third full fuel and water tanks. The boats are being built in accordance with American Bureau of Shipping rules and will be classed by ABS to + A1, HSCX, AMS, HSC. Delivery of the first vessel "Aramara", is scheduled for this fall with the second to follow in early 2010. (Article courtesy of Cummins)



Kanoo Shipping of Dubai launched the first of its new series of fast crew supply boats, "Kanoo 40", at Fujairah in June. With the addition of the new boats, the company has now expanded its fleet to ten. The new "Kanoo 40" series will offer customers a larger capacity to carry passengers and cargo quickly, comfortably and above all safely, while also offering them optimized costs and efficiency. Topaz Energy and Marine Ltd. through its subsidiary Nico Craft has launched the 30.2 meter crew boat, designed by Technicraft, New Zealand. All of the engineering and construction work was undertaken by Nico Craft in Fujairah. Nico Craft forms a part of Topaz Engineering, the newly formed engineering division of Topaz Energy and Marine. "Kanoo 40"

is a medium speed catamaran vessel designed to service vessels within a distance of 50 nautical miles from port. The boat is constructed using welded seawater resistant aluminum alloy and the hull is a semi-planning type. The overall length is 30.2m on a moulded beam of 10m and a draught of 1.2m. The crew boat has a deck cargo capacity of 35m² and can carry a crew of 5 and up to 35 passengers at a speed of 27 knots. The vessel has been built under the Bureau Veritas Certification. Commenting on the launch of the new series, Mr. Fawzi Kanoo, the Chairman of Kanoo Shipping said, "We are happy to launch our new series of 'Kanoo 40' boats in the region. We are confident that these new craft will bring new capabilities into the market and that the speed and comfort of these boats will be recognized and welcomed by all our Principals and Charterers." The "Kanoo 40" series will operate in the Arabian Gulf and the Red Sea region. The "Kanoo 40" has a capacity to carry ship stores, ship spares, ship provisions, repair equipment, lube oils etc. to ships that are being serviced at Fujairah/ Khorfakhan anchorage or offshore oil terminals in other countries. The new vessels will also accommodate people and equipment in support of other offshore services such as underwater pipeline repairs, ship maintenance, hydrographic surveys and cable laying.

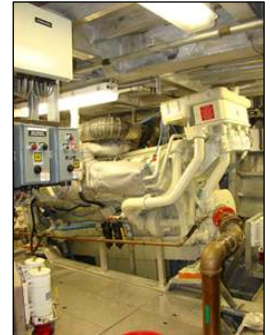


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Earlier this year **C&G Boat Works Inc.** launched the “*Gulf Princess*” for owner **Graham Gulf**. Originally conceived as a 175’ by 34’ vessel, the decision was made during construction to add a ten-foot extension bringing the vessel length to 185’. The original power package was retained. This included four 1,800HP Cummins KTA50-M main engines turning 48-inch propellers through ZF 4650 gears with 2.5:1 reduction. A Cummins 6CTA8.3DM engine powers the Thrustmaster TH250RT retractable bow thruster. Two Cummins 85 KW 6BTA5.9DM/Newage generator sets supply the vessel’s electrical requirements. The “*Gulf Princess*” is



DP-1 rated with a system supplied by Kongsberg. A sister vessel, to be named the “*Sybil Graham*”, is currently in build for delivery in the third quarter of 2009. The “*Sybil Graham*” will be classed DP-2. (Article courtesy of Cummins)

Below is a breakdown of current US shipyard contracts published by Maritime Business Strategies, LLC, in association with MarineLog, as of August 27, 2009. There are currently 19 crewboats being built at US shipyards. This is down 13 from our last report, March 2009.

Location	Type of Vessel	Customer	Yard # or Contract Status	Name	Description	Delivery
Breaux Bros.						
Loreauville LA	Crewboat	Edison Chouest	1309		177 ft.	09-Aug
Breaux's Bay Craft						
Loreauville LA	Crewboat	Gulf Offshore Logistics			145 ft.	2009
Loreauville LA	Crewboat	Crewboats				2009
Loreauville LA	Crewboat	For stock			165 ft.	2010
Loreauville LA	Crewboat	For stock			175 ft.	2010
C. & G. Boat Works						
Mobile AL	Crewboat	Graham Gulf	95		175 ft.	09-Feb
Mobile AL	Crewboat	Graham Gulf	99		175 ft.	09-Aug
Freeport Shipbuilding						
Freeport FL	Crew Boat	Starflight Marine	274		160 ft.	09-Apr
Gulf Craft						
Patterson LA	Crewboat	Seacor Marine	466		175 ft.	2009
Patterson LA	Crewboat	Seacor Marine	467		165 ft.	2009
Patterson LA	Crewboat	Seacor Marine			190 ft.	09-Sep
Patterson LA	Crewboat	Seacor Marine			190 ft.	10-Mar
Patterson LA	Crewboat	Seacor Marine			190 ft.	10-Sep
Patterson LA	Crewboat	Seacor Marine			190 ft.	11-Mar
Horizon Shipbuilding						
Bayou La Batre AL	Crewboat	Fymak Marine	102		175-ft.	2009
Midship Marine						
Harvey LA	Crewboat	Bourbon Offshore	321		170-ft.	2009
Harvey LA	Crewboat	Bourbon Offshore	322		170-ft.	2009
Swiftships						
Morgan City LA	Crewboat	Gulf Fleet Mgmt.	587	Gulf Thunder	175-ft.	2009
Morgan City LA	Crewboat	Gulf Fleet Mgmt.	588	Gulf Lightning	175-ft.	2009

Marcon International, Inc.

Crew Boat Market Report August 2009

Featured Listings



File CB17043 Crew Boat 170' x 32' x 12.5' x 6.9'. Built 2005 at La Force Shipyard, AL. U.S. flag. GRT/NRT 95/65. ABS Loadline. USCG COI (exp May 2010), Subchapter T. Clear deck 104' x 27'. Deck cargo 300LT. Deck strength 540lbs/ft². 27,200g Fuel. 36,700g Fresh water. 39,848g Ballast water. Four CAT 3512B main engines produce 6,300BHP. ZF4540 (2.529:1) gears. 4 fixed pitch props (50" x 50"). Speed 25-27 knots. Two 75HP bowthrusters. Two 99kW / Kilopak Spartan and John Deere generators. 1,350G/min fire monitor. Full electronics. Quarters for 10 in 5 staterooms. Passenger seating for 75. Fully air-conditioned. Vessel working, but we can develop for sale. Location U.S. Gulf Coast.

File CB10507 Crew Boat 105' x 22' x 9' x 6.7'. Built 1979 at Camcraft. U.S. flag. GRT/NRT 89/60. USCG COI Current. Cleardeck 45'x16'. Deck cargo 25T. Fuel 2,200g. Lube oil 75g. Freshwater 600g. Three GM 12V71TI main engines with total 1,530BHP. Gears 2:1 Twin Disc 514. Three fixed pitch 32" x 30" four blade props. Speed 20 knots. 53 passenger capacity. Aluminum mono-hull. Location U.S. Gulf Coast. Price guidance on request.



File CB10536 Crew Boat 105' x 24' x 12' x 6.5'. Built 1980 at Swiftship. U.S. flag. GRT/NRT 87/59. USCG COI Renewed Nov 2008, SOLAS. Cleardeck 55'x17'. Deck cargo 30T. Fuel 2,500g. Lube oil 75g. Freshwater 1,000g. Three CAT 3406E main engines with total 2,400BHP at 1,800RPM. Gears 2.5:1 MG 514. Three fixed pitch 5 blade props. Speed 20 knots. 49 passenger capacity. Aluminum mono-hull. Location U.S. Gulf Coast. Price guidance on request.

File CB12426 Crew Boat 124.6' x 26.9' x 11.9' x 4.7'. Built 2008 at NGV Tech Sdn. Bhd. Malaysian flag. GRT 283. Classed BV (A1 - IMO HSC). DWT: 218mt. Clear deck 111m². Deck Cargo 110T. Fuel 90m³. Lube oil 200L. Freshwater 35m³. Driven by three MTU 12V396TE74L main engines with total 6,030BHP. Reintjes gears. Three fixed pitch props. Speed 24 to 27 knots. 2mt Bowthruster. One 150m³/hr @ 40m fire monitor and one 50m³/hr @ 80m head fire pump. Full electronics. 10 berths. 70 passenger capacity. Fully air-conditioned. Galley. Hospital. Location Southeast Asia.



Check www.marcon.com for latest crewboat listings and updates.

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 press releases, news and comments about the industry on a regular basis for our market reports.

