

# Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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November 2009

## Utility Boat Market Report

As the market changes we continue to track availability of vessels, average prices and ages of vessels for sale. Note, that there are always a few vessels "not officially listed for sale" which we may develop on a private & confidential basis. Following is a breakdown of available foreign and U.S. flag utility boats:

	Length (in feet)										Total
	Under 50'	50 – 60'	60 – 70'	70' – 80'	80 – 90'	90 – 100'	100 – 110'	110 – 120'	120 – 130'	Over 130'	
Apr 1997	14	6	3	1	2	3	15	16	7	4	71
Jan 1998	9	9	1	1	4	6	8	15	5	3	61
Jan 1999	10	7	1	3	4	6	4	15	8	5	63
Jan 2000	6	5	1	3	5	6	8	26	10	4	74
Jun 2000	6	5	2	3	4	6	8	30	15	5	84
Jun 2001	8	3	1	2	3	5	9	23	20	6	80
May 2002	6	2	3	2	4	2	8	23	12	5	67
Aug 2003	7	1	3	3	4	7	7	18	15	3	68
May 2004	5	1	4	2	4	7	11	36	20	2	92
May 2005	4	1	3	1	2	5	6	13	10	3	48
May 2006	3	2	4	2	3	4	3	5	8	3	37
May 2007	2	1	2	4	2	3	3	4	4	2	27
Nov 2007	4	1	3	3	3	3	1	5	8	1	32
Feb 2008	4	1	5	3	4	3	1	7	9	1	38
May 2008	3	1	5	3	4	3	4	7	9	2	41
Aug 2008	2	1	4	2	4	1	3	7	7	2	33
Nov 2008	2	1	4	2	4	0	2	4	3	2	24
Feb 2009	2	1	3	3	3	0	4	6	8	5	35
May 2009	2	2	3	3	3	1	5	8	8	3	38
Aug 2009	4	2	2	3	3	1	6	7	7	4	39
Nov 2009 – Worldwide	3	5	1	3	3	1	7	7	7	5	42
Nov 2009 – U.S.	2	2	0	0	1	0	2	2	5	2	16
Nov 2009 - Foreign	1	3	1	3	2	1	5	5	2	3	26
Avg. Age - Worldwide	1976	1986	2004	1981	1986	1973	1984	1978	1984	1995	
Avg. Age – U.S.	-	1982	-	-	1969	-	1978	1975	1984	1997	
Avg. Age - Foreign	1976	1989	2004	1981	1995	1973	1987	1979	1986	1992	
For Charter Worldwide	1	1	2	4	2	1	4	5	1	9	30
For Charter – U.S.	0	0	0	0	0	1	1	0	0	1	3
For Charter - Foreign	1	1	2	4	2	0	3	5	1	8	27

### Market Overview

Out of 9,475 vessels and 3,240 barges tracked by Marcon, 367 are utility boats. Since the last report in August 2009, the total number of utility boats Marcon has officially on the market for sale has increased by three. At this time Marcon has only four listed vessels built within the last 10 years officially on the market and 25, or 59.5%, of the utility boats listed are 25 years of age or older. In addition to those vessels listed for sale, Marcon currently has 30 utility boats listed for charter - 27 foreign and three in the U.S.

[www.marcon.com](http://www.marcon.com)

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

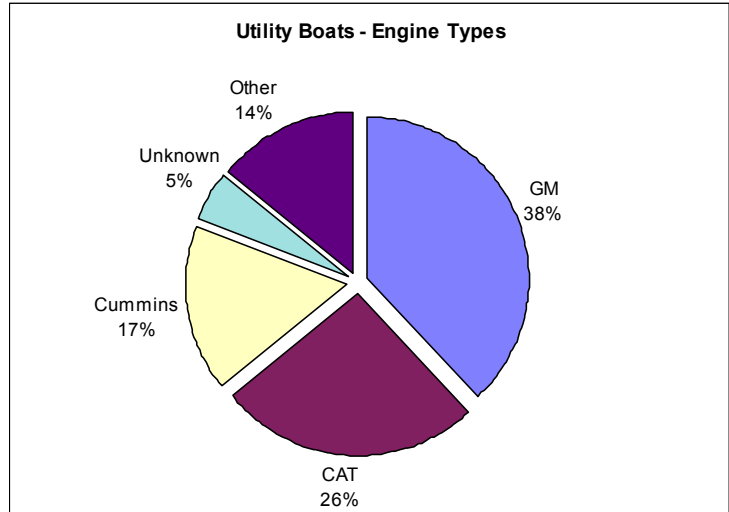
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Actual sale prices of all vessels and barges sold by Marcon to date in 2009 have averaged 93.12% of asking prices, compared to 2008's average 95.15%. 2008's figures are higher than usual, reflecting the generally strong sales market in various segments.

The most popular main engine type in the utility boats listed for sale with Marcon International, are General Motors / Detroit Diesels which are in 16, or 38%, of the vessels where we have engine types shown. Caterpillar diesels in 11 vessels, followed by Cummins in seven. Six utility boats are powered by other types of diesels.

The vessels for sale are scattered across the world. 16 of the boats for sale are located in the U.S., followed by five in Europe, four each in the Caribbean and Southeast Asia, two each in Africa, the Far East, Latin America, the Mediterranean, the Mid East, and "by arrangement", and one in the South Pacific.



### Market Rates / Utilization

Utility vessel operators and those with PSVs and mini-supply boats under 200' continue to be battered with lower utilization and day rates from the time of our last report. Some Operators are reporting a small increase in the last reporting month although the best that can really be said is that hopefully we are at or near the bottom. The US Gulf hurricane season was very calm in 2009 and, with the lack of any significant storms, little repair or clean-up work materialized. The main culprits in the extremely slow US Gulf oil patch are, of course, the continued sluggish US and world economies and uncertainty. Specifically, uncertainty as to what may happen politically has oil companies sitting on their hands and waiting for tell tale signs as to which way the economy is headed before they commit any significant money for E & P. However, it is reported that the major oil companies are planning on spending 11% more in 2010 than in 2009. 2009 was 15% lower than was spent in 2008. Oil prices have drifted between about \$65 and \$80/BBL for the last three months and seem to have no defined general trend. The crude oil market has been buoyed slightly as the stock market has been in a general upward trend and the US Dollar has rallied recently to its highest level in three months. Cold weather in the U.S. has helped to push up natural gas prices as stockpiles have dropped recently as the nation boosted its use of heating fuels. January natural gas futures were reported today at \$5.78 per million British thermal units, but it will take a much stronger demand and higher natural gas prices before any significant turn around will happen in the U.S. Gulf oil and gas markets. A positive sign in December was the working jack-up count, on the US Gulf shelf, increased to 25 from 21 in November.

While most owners believe the long term potential for more OSV work is on the horizon, not many believe it is likely to happen soon and when it does, it will be a gradual rise – and most work will happen deepwater. But one has to wonder if any increase can outpace the number of newbuildings scheduled to come on line in 2010. Most vessel owners have reported PSVs less than 200 feet in length have reported day rates between \$3,500 and \$7,000, with the majority at the lower end of that range.

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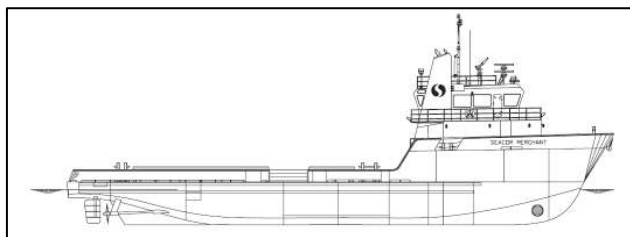
### Corporate News

Seacor Holdings Inc. of Ft. Lauderdale, FL announced net income for the quarter ended September 30, 2009 was \$26.3 million on operating revenues of \$446.1 million. For the nine months ended September 30, 2009, net income attributable to SEACOR Holdings Inc. was \$121.6 million on operating revenues of \$1,234.8 million. For the quarter ended September 30, 2008, net income attributable to SEACOR Holdings Inc. was \$74.3 million on operating revenues of \$437.6 million. For the nine months ended September 30, 2008, net income attributable to SEACOR Holdings Inc. was \$148.1 million on operating revenues of \$1,201.0 million.



Operating income in the third quarter was \$30.0 million on operating revenues of \$129.8 million compared with operating income of \$40.5 million on operating revenues of \$146.5 million in the preceding quarter. Third quarter results included \$3.9 million in gains on asset dispositions compared with \$0.4 million in gains in the preceding quarter. Excluding the impact of gains on asset dispositions, operating income was \$14.0 million lower in the third quarter.

Overall operating revenues were \$16.6 million lower in the third quarter reflecting continuing soft market conditions, particularly in the U.S. Gulf of Mexico where Seacor had 26 vessels cold-stacked as of September 30, 2009. As of September 30, 2009, \$12.6 million of vessel charter hire billed to three customers has been deferred due to uncertainty of collection. Seacor's policy is to recognize the deferred amounts as operating revenues if and when collection is reasonably assured. Overall operating expenses were \$4.6 million lower in the third quarter primarily due to decreased repair and maintenance costs and reductions in operating expenses due to the effect of cold-stacking vessels, partially offset by higher mobilization costs. Administrative and general expenses increased primarily due to higher legal, audit and professional fees.



The number of days available for charter in third quarter 2009 was 13,753 compared with 15,470 in third quarter '08, a 1,717 or 11.1% reduction, due to net fleet dispositions. Overall fleet utilization was 67.4% in third quarter '09 compared with 87.7% in third quarter '08. Net fleet dispositions, the impact of vessels mobilizing between geographic regions, changes in utilization and other changes in fleet mix combined to reduce time charter revenues by \$48.0 million. Overall average day rates were \$11,880 per day in third quarter '09 compared with \$13,161 per day in third quarter '08, a decrease of \$1,281 per day or 9.7%. In overall terms, this decrease reduced time charter revenues by \$17.7 million and the impact of unfavorable changes in currency exchange rates reduced time charter revenues by a further \$2.6 million.

SEACOR Quarterly Utilization and Average Day Rates for Mini-Supply Boats

	2009				2008				2007	
	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun
<b>Fleet Count:</b>										
Mini-Supply	11	12	15	16	19	20	21	21	22	23
<b>Day Rates:</b>										
Mini-Supply	\$6,822	\$6,286	\$5,811	\$6,152	\$6,859	\$6,838	\$7,072	\$6,407	\$6,205	\$6,431
<b>Utilization:</b>										
Mini-Supply	54%	61%	73%	80%	80%	67%	61%	57%	68%	71%
<b>Available Days:</b>										
Mini-Supply	1,046	1,319	1,378	1,664	1,748	1,795	1,820	1,884	1,937	1,995

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**Tidewater Inc.'s**, of New Orleans, LA, second quarter net earnings for the period ended September 30, 2009, were \$98.2 million on revenues of \$295.5 million. Included in net earnings for the September 30, 2009 quarter is a \$34.3 million tax benefit resulting from a favorable resolution of tax litigation. For the same quarter last year, net earnings were \$95.4 million on revenues of \$346.8 million. The immediately preceding quarter ended June 30, 2009, had net earnings of \$44.5 million on revenues of \$ 326.6 million. Included in net earnings for the June 30, 2009 quarter was a non-cash charge totaling \$48.6 million (\$47.7 million after tax) related to Tidewater's Venezuelan operations. As a result of the seizure of 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, Tidewater recorded in the June 2009 quarter 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.



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

	2009			2008			2007			
	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun
<b>Utilization</b>										
<b>Domestic</b>	18.80%	45.40%	74.00%	84.20%	75.50%	77.30%	73.00%	80.90%	88.50%	88.30%
<b>International</b>	71.30%	75.70%	71.00%	75.50%	79.50%	86.10%	85.10%	84.80%	89.00%	86.20%
<b>Avg. Day Rates</b>										
<b>Domestic</b>	\$5,032	\$4,997	\$5,352	\$5,591	\$6,017	\$6,010	\$6,201	\$6,093	\$6,270	\$5,992
<b>International</b>	\$4,935	\$5,224	\$5,316	\$5,154	\$5,184	\$4,965	\$4,819	\$4,661	\$4,584	\$4,663
<b>Vessels</b>										
<b>Domestic</b>	7	8	8	10	13	13	13	14	13	12
<b>International</b>	69	71	72	72	70	70	71	69	68	74

International-based vessel revenues decreased 11% or \$32.7 million during the quarter ended September 30, 2009, compared to the same period in fiscal '09, primarily due to an approx. 5% decrease in total utilization rates on vessels in international markets. This trend generally reflects weaker demand. For the same comparative period, average international day rates increased approx. 1%, in part reflecting a change in the mix of vessels operating as compared to the same period in fiscal '09. In particular, leading edge day rates are generally declining across vessel classes; however, the impact of this decline on average day rates is mitigated by Tidewater's stacking traditional vessels, which generally realize lower day rates than newer vessels. Additionally, Tidewater's revenues decreased during comparative periods because of loss of revenue from Venezuelan operations. During the quarter, Tidewater's Venezuelan operations contributed \$0.6 million of revenues as compared to \$16.2 million of revenues contributed during the quarter ended September 30, 2008.

Tidewater continued stacking and removing from its international-based active fleet vessels that could not find attractive charter hire contracts. At the beginning of the current fiscal year, Tidewater had 46 international-based stacked vessels. During the first half of fiscal 2010, Tidewater stacked 23 additional vessels, sold 19 vessels from the previously stacked vessel fleet, and returned to international service one vessel for a total of 49 international-based stacked vessels as of September 30, 2009. The stacked international-based vessels depressed international utilization rates during the comparative periods because the stacked vessels are considered available to work, and as such, are included in the calculation of utilization rates.

Tidewater's international-based crew/utility class of vessels had a decrease in revenues of approx. 16% or \$4.3 million during the quarter ended September 30, 2009, compared to the same period in fiscal 2009, due to an approx. 8% decrease in utilization rates. Average day rates on the crew/utility class of vessels decreased approx. 5% during the quarter ended September 30, 2009 as compared to the same period during fiscal '09. Revenues on this same class of vessels decreased approx. 12%, or \$3.2 million, during the quarter ended September 30, 2009 as compared to the quarter ended June 30, 2009, due to an approx. 4% decrease in utilization rates and an approx. 6% decrease in average day rates.

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U.S.-based vessel revenues decreased approx. 43% or \$17.3 million for the quarter ended September 30, 2009, as compared to the same period in fiscal 2009, primarily due to an approx. 24% decrease in total utilization rates reflecting deterioration of the macroeconomic environment in the Gulf of Mexico market during the comparative periods. Average day rates increased approx. 22% during the same time

period, but the increases in average day rates were insufficient to mitigate the negative effects that lower utilization rates had on U.S.-based revenues. Vessel revenues also decreased during the same comparative period because of the transfer of approx. five vessels to international markets during the comparative time period.

In response to the deteriorating GOM market conditions, Tidewater continued stacking and removing from its active fleet those vessels that could not find attractive charter hire contracts. At the beginning of the current fiscal year, the U.S. GOM had 15 stacked vessels. During the first half of fiscal 2010, Tidewater stacked 10 additional vessels and sold four vessels from the previously stacked vessel fleet for a total of 21 U.S.-based stacked vessels as of September 30, 2009. The depressed utilization rates in the current quarter and six-month period are reflective of the reduced demand for vessels in the U.S. GOM and the stacking of additional vessels.

U.S.-based operating profit decreased approximately \$8.7 million or 88% during the quarter ended September 30, 2009, as compared to the same period during fiscal 2009, primarily due to lower revenues. Reductions in revenues were somewhat offset by an approximate 35% or \$7.9 million decrease in vessel operating costs (primarily crew costs) during the comparative period and an approximate \$1.4 million or 35% decrease in depreciation expense resulting from fewer vessels operating in the U.S. GOM market during the comparative period. Crew costs decreased approximately 44% or \$6.5 million during the comparative period, due to the transfer of vessels to international markets, reductions in crew personnel and wage reductions on crews staffing the remaining active vessels.

At September 30, 2009, Tidewater had 380 owned or chartered vessels (excluding joint-venture vessels and vessels withdrawn from service) in its fleet with an average age of 17.8 years. The average age of 156 newer vessels that have been acquired or constructed since calendar year 2000 as part of Tidewater's new build and acquisition program is 4.7 years. The remaining 224 vessels have an average age of 27.0 years.

During the first half of fiscal 2010 and 2009, Tidewater's newer vessels generated \$376.9 million and \$343.9 million, respectively, of the consolidated revenues and accounted for 68.4% and 58.2%, respectively, of total vessel margin (vessel revenues less vessel operating expenses less vessel depreciation), while the older vessels generated \$228.1 million and \$329.1 million of revenues during the comparative periods, respectively, and accounted for the remaining 31.6% and 41.8% of total vessel margin, respectively.

During the first half of fiscal 2010, Tidewater sold to third party operators or to scrap dealers 19 anchor handling towing supply vessels, 13 platform supply vessels, three crewboats and two offshore tugs. Four of the 37 vessels were sold from the U.S. GOM vessel fleet while 30 were sold from the international fleet. The remaining three vessels were sold from vessels previously withdrawn from service. Thirty-one vessels were sold to unaffiliated third-parties and six of the platform supply vessels were sold and leased back by subsidiaries of Tidewater during fiscal 2010. Also during the first half of fiscal of fiscal 2010, 15 of Tidewater's vessels were nationalized by the Venezuelan government.

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### Newbuilding News

Dubai-based **Grandweld Shipyard** (member of the GMMOS Group) recently started construction on two 118' (36m) utility vessels for **Humid Badir Marine Shipping Est**, an UAE based fleet operator. In addition the Owner also ordered one 41m aluminum crew boat from the same Builder. The 36m utility vessels are designed to carry 70 tons of deck cargo and 44 persons. The vessels are each powered by a pair of CAT engines each rated at 1,450BHP and propel the vessel to a maximum speed of 13 knots. Grandweld gm Jamal Abki said: *"Humaid Badir has been a wonderful friend and business partner in ship repair throughout the years, and it is an excellent development in our relationship to start shipbuilding for them."* Hassan Yahya, Humaid Badir md said: *"We are always very impressed with Grandweld's results and their professional commitment to quality and customer support. We look forward to a highly successful building program."*

**Fine Entry Marine** of Bluff Point, Western Australia has delivered the 30m (98.4') OSV *"Lauri-J"*, the largest vessel they have ever constructed, to **Bhagwan Marine** of Geraldton, Western Australia. The all aluminum, catamaran design, multi-purpose vessel, which measures 30m x 10m x 4.1m x 2.0m draft is a specialized work boat for the oil and gas industry. The vessel has an open aft work deck of 15m x 10m. that carries 35 tons. Capacities further include 35,000 liters of fuel capacity, 5,000 liters of freshwater, and 22 passengers (can be increased to 47) for day trips. She has air conditioned accommodations for a total of 18. The vessel is powered by a pair of MTU V12 4000M60R main engines rated at a total of 3,000HP @ 1,600RPM, which turns two Mikado propellers through a pair of Twin Disc marine gears. This arrangement propels the vessel to a maximum speed of 16.8 knots and she cruises at 15. Maneuverability and sea keeping is enhanced with a pair of 75kW hydraulic side thrusters. Ship's power is provided by a pair of 136kW generators. Her offshore work prowess is further enhanced with two hydraulic, articulating cranes (rated @ 9.0T and 2.7T respectively) a 1.2 m x 1.2 m moon pool, a 10 ton deck winch and rescue doors built into the bulwarks (port and starboard). A full compliment of navigation aids and safety equipment helps allow her to remain at sea for extended periods of time.



**Strategic Marine Singapore** recently delivered two 131.2' fast utility vessels to **Samson Marine** of Fremantle, Australia. The first vessel, the *"Samson Supporter"* (pictured) was delivered earlier this summer and *"Samson Supplier"* was delivered this past fall. The vessels have dynamic positioning capability and a square meter moon pool so they can be used for ROV work and allow for deployment of hydrographic survey equipment. Capacities include seating for 50 passengers with the option to expand the seating to 100 by using a modular interior. Vessels also can each accommodate a crew of 12 and have 1,290ft<sup>2</sup> of deck space. The vessels have an aft mounted A frame and are FiFi 1 compliant firefighting plus have a vessel deluge system. In addition, the vessels can be used for more traditional crew boat work, such as high speed supply runs, crew transfer, safety support and intervention and survey work. The vessels are working in Western Australia's oil and gas industry.

**Strategic Marine Singapore** also delivered this fall two, similar 131.2m utility vessels to **Dinastia Jati Sdn Bhd** of Malaysia.

**Strategic Marine Singapore** started construction of a 40m offshore utility vessel, for sale on speculation, which is scheduled to be completed by July 2010. Vessel is similar to other 40m vessels that they have built for **Borcoss Shipping** of Miri, Sarawak, Malaysia. The company has sold several speculative vessels over the last 10 years.

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### Featured Listings

**File UB08719 Pilot Boat** Beachable pilot boat with collapsible landing ramp in the bow. Dimensions: 87.24' x 19.68' x 5.74' x 6.56'. Built in 1992 by Astilleros y Serv. Navales S.A. Chilean flag. GRT / NRT: 123 / 37. Capacities include: 24,000L of fuel oil & 10,000L of fresh water. 1,200kg HIAB hydraulic crane aft. 2 x CAT 3412 main engines turn two FPP and propels the boat to 13.5kn, consumption of 100-200L/hr with a range of 1,061nm. Two 30kW gens. Navais include: radar, VHF, SSB and GPS. Accommodations for 12 in 6 cabins. For sale "as is, where is" and reportedly in excellent condition and located in Punta Arenas, Chile from direct Owners. Vessel has been operating in the West end of the Magellan Strait. Further details, photographs, small scale drawings and inspection arrangements on request. Vessel being replaced by new, higher speed boat.



**File UB09828 Utility Boat** Steel construction utility vessel. Dimensions 98.9' x 24' x 10.2' draft. Built in 1973 at Halter Marine and rebuilt in 2003. Italian flag. GRT / NRT: 172 / 51. RINA Class 100-A.1.1-Nav Special Navigation, AP-GC exp. 2013. 35' x 19.7' aft cleardeck with 50T of deck cargo. Capacities include: 75m<sup>3</sup> of fuel oil, 96m<sup>3</sup> of fresh water and 45m<sup>3</sup> of waste water. Windlass. 3.1mt hydraulic crane @ 6.2' outreach. 2 x GM 12V-71 main engines with 1,050BHP @ 1,800RPM turning 2 - FPP for speed of 10kn. 100HP Bowthruster. 2 x

38kW / GM3-71, 380 / 220v, 50Hz, AC gensets. Navais include: radars, autopilot, fathometer, VHF, SSB & GPS. Air conditioned accommodations include 3 double and 2 quad berth cabins plus seating for 12 passengers with galley. Working Mediterranean but can be developed for sale from direct Owners.

### **File UB10031 Utility Boat** Steel

construction utility vessel regularly working in antipollution operation. Dimensions: 100' x 24' x 9.8' draft. Built in 1976 at Promet in Singapore and rebuilt in 2008. Italian flag GRT / NRT: 163 / 49. Rina Class 100-A-1.1-Nav Special Navigation; Supply Vessel. 38.7' x 19.7' cleardeck with 35mT of deck cargo. Capacities include: 36m<sup>3</sup> of fuel oil, 127 m<sup>3</sup> of fresh water, 162 m<sup>3</sup> of ballast water and 50m<sup>3</sup> capacity for recovered. Windlass. 1 x 3.2mT hydraulic crane @ 6.2'. 11T hydraulic winch. 2 x GM 12V149 main engines producing 1,400BHP @ 1,900RPM turning 2 - FPP to 10 kn. 2 - 48kW, 380V, 50Hz, AC gensets. Full com/navais include: radars, VHF, GPS and air conditioned accommodations of 6 double and 1 - 6 berth cabins, plus 12 passengers. Galley. Located in Italy.



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**File UB10036 Utility Boat** Steel construction utility vessel. 100' x 24' x 11.5' depth of hull. US flag. Built in 1982 at A.W. Covacevich, MS. GRT/ NRT: 89 / 60. USCG COI (lapsed). 38' x 22' of cleardeck. Capacities include: 10,500g of fuel oil, 150g of lube oil, 11,497g of fresh water 17,400g of ballast water and 350g of sewage holding capacity. 10T electric windlass with 150lb anchor. 2 x GM 12V71 main engine with 680BHP @ 1,800RPM. One new main engine installed in 2003. Tonanco M828D marine gear with 5.14:1 reduction. 2 x Fixed pitched propellers with 6" shaft. 2 - 50kW / GM4 - 71 generators. Nav aids include: radar, fathometer, VHF's and SSB. Air conditioned accommodations for total of 12 in 3 4-man cabins. Galley. Last dry-docked June 2003 blasted & painted. U.S. Gulf Coast.

**File UB12044 Utility Boat** 120.5' x 31.1' x 12.8' x 11'. Built in 1984 at Marinette Shipyard, Wisconsin and rebuilt in 2004. U.S. flag. GRT/NRT: 56/38. 34' x 25' aft cleardeck. Capacities include: 41,000g fuel oil, 300g lube oil, 5,000g fresh water, 500g drill water. Windlass 5T hydraulic deck crane Single Drum winch with 2,200' x 2" wire. 2 x CAT 3512B main engines with 2,350BHP @ 1,800RPM with CAT 7241 gears with 2.94:1 reduction. Two 52" fixed pitch propellers 40,000lb bollard pull. 14kn speed. Bowthruster. 2 - 65kW / CAT3304 generators. Nav aids include: radar, autopilot, fathometer, VHF and GPS. Air conditioned accommodations for 15 berths. Galley. Fuel capacity could be increased easily. Good condition - low hours on engines. Ex-torpedo retriever. Full electronics. U.S. West Coast.



**Check [www.marcon.com](http://www.marcon.com) for latest utility boat 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 from your company about the industry on a regular basis for our market reports.



**[www.marcon.com](http://www.marcon.com)**

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