

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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May 2010

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
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	3	5	1	3	3	1	7	7	7	5	42
Feb 2010	5	6	1	3	3	2	9	7	8	5	49
May 2010 - Worldwide	4	8	2	3	3	2	9	9	8	5	53
May 2010 – U.S.	2	4	1	0	1	0	2	5	5	2	22
May 2010- Foreign	2	4	1	3	2	2	7	4	3	3	31
Avg. Age - Worldwide	1993	1991	2006	1981	1981	1973	1983	1978	1984	1995	
Avg. Age – U.S.	1993	1993	2008	-	1969	-	1978	1977	1984	1997	
Avg. Age - Foreign	1992	1989	2004	1981	1988	1973	1985	1979	1984	1992	
For Charter Worldwide	1	2	3	5	2	4	4	7	2	12	42
For Charter – U.S.	0	1	1	0	0	1	1	1	0	1	6
For Charter - Foreign	1	1	2	5	2	3	3	6	2	11	36

Market Overview

Out of 9,913 vessels and 3,442 barges tracked by Marcon, 388 are utility boats. Since the last report in November 2009, the total number of utility boats Marcon has officially on the market for sale has increased by 11. At this time Marcon has eight listed vessels built within the last 10 years officially on the market and 31, or 58.49%, of the utility boats listed are 25 years of age or older. In addition to those vessels listed for sale, Marcon currently has 42 utility boats listed for charter - 36 foreign and six in the U.S.

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

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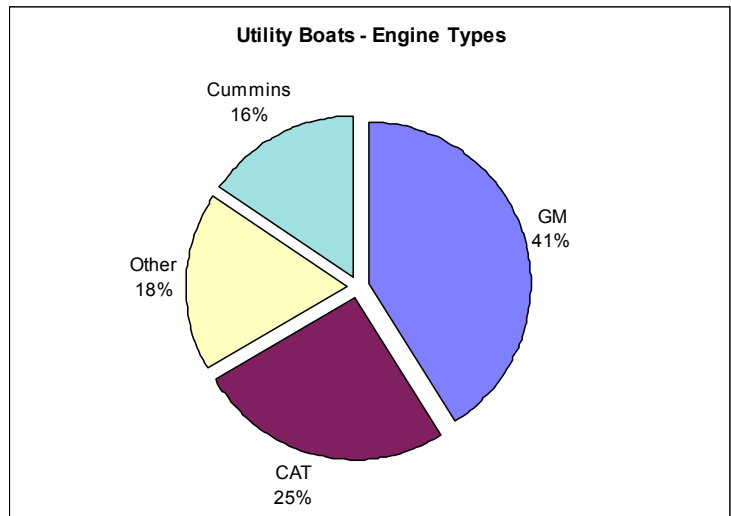
Breakdown by Built & Feet

Built	Under 50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120-130	>130	Total
1969					1						1
1972		1									1
1973				1		1	1				3
1974								1			1
1975							1	2			3
1976	1						2				3
1977		1						1			2
1978								1			1
1979									2		2
1980								2	1	1	4
1981								1			1
1982							3	1	2		6
1983				1	1						2
1984									1		1
1986				1							1
1987		1									1
1989									1		1
1991		1									1
1992					1						1
1993	2										2
1997							1			2	3
1998									1		1
2003		3									3
2004			1							1	2
2006							1				1
2008	1		1								2
Unknown		1				1				1	3
Grand Total	4	8	2	3	3	2	9	9	8	5	53

Actual sale prices of all vessels and barges sold by Marcon to date in 2010 has averaged 93.05% of asking prices, compared to 2009's average 93.12%.

The most popular main engine type in the utility boats listed for sale with Marcon International, are General Motors / Detroit Diesels which are in 21, or 41%, of the vessels where we have engine types shown. Caterpillar diesels in 13 vessels, followed by Cummins in eight. Nine utility boats are powered by other types of diesels.

The vessels for sale are scattered across the world. 22 of the boats for sale are located in the U.S., followed by five each the Caribbean, Europe, Mediterranean and Southeast Asia, three each in the Far East and "by arrangement", two each in Latin America and the Mid East and one in the South Pacific.



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Market Rates / Utilization

Due to the recent and ongoing disastrous US Gulf oil spill, the spot market day rate for supply vessels and utility boats in the Gulf has spiked sharply. Rates for smaller supply vessels had been slowly climbing since the first of the year, up from an average of \$3,820/day in December '09 to \$4,480/day in April of this year (with utilization rising from 69% to 76% respectively) as reported by WorkBoat.com. While it has been hard to get firm data at the moment, we are hearing rumors that day rates are reaching \$6,000 - \$7,000 per day for standard 110' -120' utility vessels. One owner even told us he was going to ask higher in July. However most of the guaranteed charter durations being requested recently are only for 30 -90 day contracts with 30 day options with most all related to spill clean-up. In fact, many Owners are reluctant to quote charter rates through brokers, because they are receiving so many direct calls themselves from companies participating in the oil spill clean-up. Calls to some Owners are not being returned and those that are answering are reporting that all vessels are now working. We expect this higher level to continue unchecked at least until the oil flow from the well is permanently stopped.

Corporate News



Seacor Holdings Inc. of Ft. Lauderdale, FL announced net income for the quarter ended March 31, 2010 was \$3.6 million on operating revenues of \$394.6 million. For the quarter ended March 31, 2009, net income attributable to Seacor Holdings Inc. was \$53.0 million

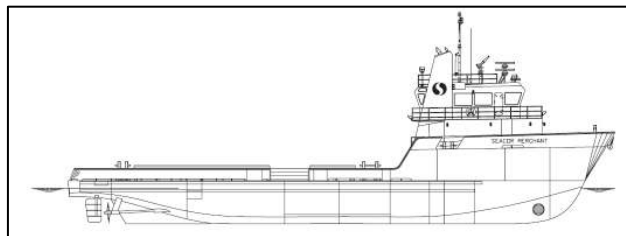
on operating revenues of \$399.5 million. For the preceding quarter ended December 31, 2009, net income attributable to Seacor Holdings Inc. was \$22.2 million on operating revenues of \$476.5 million. During the preceding quarter, Seacor called and settled all of its outstanding 2.875% Convertible Senior Debentures due 2024 resulting in a debt extinguishment loss of \$6.1 million, net of tax.

Offshore Marine Services Operating income in the first quarter was \$20.1 million on operating revenues of \$107.2 million compared with operating income of \$26.3 million on operating revenues of \$121.2 million in the preceding quarter. First quarter results included \$12.7 million in gains on asset dispositions compared with \$3.8 million in gains in the preceding quarter. Excluding the impact of gains on asset dispositions, operating income was \$15.0 million lower in the first quarter.

Overall operating revenues were \$14.0 million lower in the first quarter. Time charter revenues decreased by \$11.0 million, primarily due to lower average day rates, a shorter quarter and increased downtime due to vessel drydockings and conversions. Downtime due to vessel drydockings in the first quarter was 371 days compared with 157 days in the preceding quarter. Other operating revenues decreased by \$3.0 million primarily due to a reduction in third party brokered vessel activity in the Middle East. As of March 31, 2010, Seacor had 14 vessels cold-stacked in the U.S. Gulf of Mexico compared with 19 as of December 31, 2009. During the first quarter, one additional vessel was cold-stacked, and six vessels were returned to active service.

As of March 31, 2010, Seacor had deferred \$15.7 million of vessel charter hire scheduled to be paid through the conveyance of a limited net profit interest in developmental oil and gas producing properties owned by a customer. Of this amount, \$4.7 million was deferred in the first quarter.

Seacor expects to defer an additional \$1.7 million of vessel charter hire under this arrangement through May 2010. The customer has provided payout estimates indicating Seacor will receive payments of \$10.8 million in 2010 and \$6.6 million in 2011. Such payments are contingent upon future production. Production from these properties commenced in April 2010. Seacor will recognize revenues as cash is received or earlier should future payments become determinable.



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Operating expenses were \$1.6 million higher in the first quarter primarily due to a \$4.2 million increase in regulatory drydocking costs and a \$3.3 million accrual for the settlement of litigation, which is pending court approval. These increases were partially offset by decreased repair and maintenance costs and reductions in insurance premiums, insurance deductibles and brokered vessel activity.

The number of days available for charter in the first quarter decreased by 1,172, or 8.7%. Overall utilization increased from 68.0% to 71.5% and overall average day rates, based on time charter revenues recognized, decreased by 6.2% from \$12,093 per day to \$11,339 per day.

	2010		2009			2008			
	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar
Fleet Count:									
Mini-Supply	11	11	11	12	15	16	19	20	21
Day Rates:									
Mini-Supply	\$7,001	\$7,452	\$6,822	\$6,286	\$5,811	\$6,152	\$6,859	\$6,838	\$7,072
Utilization:									
Mini-Supply	54%	48%	54%	61%	73%	80%	80%	67%	61%
Available Days:									
Mini-Supply	990	1,012	1,046	1,319	1,378	1,664	1,748	1,795	1,820

In the U.S. Gulf of Mexico, time charter revenues were \$35.7 million lower in first quarter 2010 compared with first quarter 2009. Net fleet dispositions, the impact of vessels mobilizing between geographical regions and changes in utilization and fleet mix combined to reduce the region's time charter revenues by \$17.1 million. In overall terms, the decrease in base average day rates in the U.S. Gulf of Mexico reduced time charter revenues by \$18.6 million. In first quarter 2010, Seacor's AHTS fleet reported \$7.2 million of operating revenues from rig moving activity compared with \$26.1 million in first quarter 2009. During first quarter 2010, two of Seacor's large AHTS vessels were mobilized to the U.S. Gulf of Mexico from Mexico, Central and South America and four others returned to service having previously been cold-stacked for various periods from February 2009 to February 2010.



Other operating revenues, including third party vessel brokerage activity, bareboat charter revenues and other marine services, decreased by \$9.2 million in the first quarter primarily due to reduced vessel brokerage activity in the Middle East and West Africa and the conclusion of bareboat charters for two AHTS vessels in Argentina.

Seacor's unfunded capital commitments as of March 31, 2010 consisted primarily of offshore support vessels, helicopters and inland river dry cargo barges and totaled \$174.1 million, of which \$91.0 million is payable during 2010 and the balance payable through 2013. Of the total unfunded capital commitments, \$3.5 million may be terminated without further liability. As of March 31, 2010, Seacor held balances of cash, cash equivalents, restricted cash, marketable securities, construction reserve funds and title XI reserve funds totaling \$803.9 million. Subsequent to March 31, 2010, Seacor committed to purchase additional equipment, primarily helicopters, for \$51.7 million.

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Tidewater Inc. of New Orleans announced their fourth quarter net earnings for the period ended March 31, 2010, of \$56.9 million on revenues of \$260.0 million. For the same quarter last year, net earnings were \$109.7 million on revenues of \$341.6 million. For fiscal year ended March 31, 2010, net earnings were \$259.5 million on revenues of \$1,168.6 million. For the fiscal year ended March 31, 2009, net earnings were \$406.9 million on revenues of \$1,390.8 million.



Vessel revenues generated by Tidewater's international segment decreased approximately \$160.9 million, or 13%, during fiscal 2010 compared to fiscal 2009, while the vessel revenues generated by the U.S. segment decreased approximately \$57.3 million, or 39%, during the same comparative periods. Other marine revenues decreased approximately 12%, or \$4.0 million, during the same comparative periods. International segment vessel operating costs decreased approximately 5%, or \$27.4 million, while Tidewater's U.S. segment vessel operating costs decreased approximately 34%, or \$28.2 million, during fiscal 2010 as compared to fiscal 2009. Tidewater reduced its vessel operating costs in reaction to the contraction in spending by Tidewater's customers. Costs of other marine revenues decreased approximately 6%, or \$1.9 million, during the same comparative periods. Revenues generated from international vessel operations as a percentage of Tidewater's total vessel revenues were 92% during fiscal 2010 compared to 89% during fiscal 2009.

During fiscal 2010, Tidewater continued to stack and remove from its internationally based active fleet vessels that could not find attractive charter hire contracts. At the beginning of fiscal 2010, Tidewater had 46 internationally based stacked vessels. During fiscal 2010, Tidewater stacked 52 additional vessels, sold 32 vessels from the previously stacked vessel fleet, and returned to international service three vessels, resulting in a total of 63 internationally based stacked vessels as of March 31, 2010.

Tidewater's crew/utility class of vessels were responsible for approximately 10%, or \$16.5 million, of the loss in revenue during the same comparative periods due to lower utilization and average day rates because of weaker demand for Tidewater's crew/utility class of vessels.

Vessel revenues from U.S.-based vessels decreased approximately 39%, or \$57.3 million, during fiscal 2010 as compared to fiscal 2009, primarily due to an approximate 18% decrease in total U.S. utilization rates, which reflect the deterioration of the macroeconomic environment in the U.S. Gulf of Mexico market during the comparative periods. Average day rates increased approximately 9% during the same comparative time periods, but the increase in average day rates was insufficient to mitigate the negative effects that lower utilization rates had on U.S. segment revenues. Higher average U.S. day rates reflect a change in the mix of vessels operating during fiscal 2010 compared to fiscal 2009. As was the case with international operations, leading edge day rates in the U.S. segment generally declined across vessel classes; however, the impact of this decline on average day rate statistics was mitigated by Tidewater stacking traditional vessels. Vessel revenues also decreased during the comparative periods because of the transfer of approximately three vessels to international markets.

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

	2010	2009				2008			
	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar
Utilization									
Domestic	14.20%	14.30%	18.80%	45.40%	74.00%	84.20%	75.50%	77.30%	73.00%
International	72.30%	70.40%	71.30%	75.70%	71.00%	75.50%	79.50%	86.10%	85.10%
Avg. Day Rates									
Domestic	\$4,757	\$4,749	\$5,032	\$4,997	\$5,352	\$5,591	\$6,017	\$6,010	\$6,201
International	\$4,856	\$4,642	\$4,935	\$5,224	\$5,316	\$5,154	\$5,184	\$4,965	\$4,819
Vessels									
Domestic	7	7	7	8	8	10	13	13	13
International	61	66	69	71	72	72	70	70	71

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In response to the deteriorating U.S. Gulf of Mexico market conditions, Tidewater stacked and removed from its active fleet vessels that could not find attractive charter hire contracts. At the beginning of fiscal 2010, the U.S. GOM had 15 stacked vessels. During fiscal 2010, Tidewater stacked 11 additional vessels, sold five vessels from the previously stacked vessel fleet, and returned to domestic service one vessel, resulting in a total of 20 U.S.-based stacked vessels as of March 31, 2010. The depressed utilization rates during fiscal 2010 are reflective of the reduced demand for vessels in the U.S. Gulf of Mexico and the stacking of additional vessels.



At March 31, 2010, Tidewater had 377 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 170 newer vessels that have been acquired or constructed since calendar year 2000 as part of Tidewater's new build and acquisition program is 5.4 years. The remaining 207 vessels have an average age of 28.0 years. During fiscal 2010 and 2009, Tidewater's newer vessels generated \$770.5 million and \$712.0 million, respectively, of consolidated revenues and accounted for 79% and 59%, respectively, of total vessel margin (vessel revenues less vessel operating expenses

less vessel depreciation of \$76.2 million and \$64.4 million, respectively), while the traditional vessels generated \$367.7 million and \$644.3 million of the consolidated revenues during the same comparative periods, respectively, and accounted for the remaining 21% and 41% of total vessel margin, respectively. Vessel depreciation on Tidewater's traditional vessels was \$50.6 million and \$58.0 million, respectively, during the same comparative periods.

Tidewater disposed of 70 vessels in fiscal 2010, including 25 anchor handling towing supply vessels, 21 platform supply vessels, 10 crewboats, seven offshore tugs, five utility vessels and two other type vessels. Five of the 70 vessels disposed of were from the U.S. GOM vessel fleet while 61 vessels were from the international fleet. The remaining four vessels were disposed of from vessels previously withdrawn from service. Six of the platform supply vessels that were disposed of were sold and leased back by subsidiaries of Tidewater during fiscal 2010.

Also during the year months ended March 31, 2010, 15 of Tidewater's vessels were nationalized by the Venezuelan government, and therefore removed from the owned or chartered vessel count. Of the 15 nationalized vessels, one was an anchor handling towing supply vessel, three were platform supply vessels, one crewboat, five were offshore tugs, three were utility vessels, and two were other type vessels.

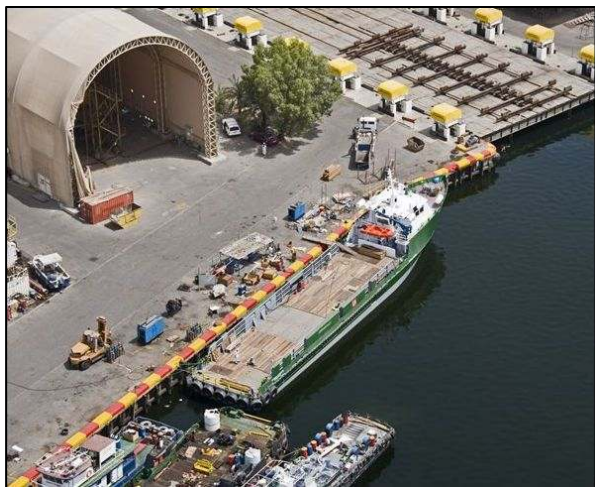
Newbuilding News

Strategic Marine of Singapore started construction of a 131.2' (40m) offshore utility vessel in March. The vessel is being built on speculation and is scheduled to be completed in July 2010. The vessel was designed by Strategic Marine and Southerly Designs of WA. The chosen classification society is ABS crewboat rules and Offshore Utility Vessel code for statutory matters. The design will incorporate a central deck house with seating for 50 rig crew and will reach speeds of 25 knots. Managing Director of Strategic Marine, Mr. Ron F. Anderson stated *"The vessel is a sister ship to the 'Borcoss 9'.* Based on feed back from existing and prospective clients I feel that this was the right path to take. We have proven this formula already, having sold over 10 speculative crew boats over the past 4 years." Picture right is of sister "Borcoss 9".



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Grandweld of Dubai, has celebrated a keel laying ceremony for 3 new shipbuilding contracts for the offshore oil and gas industry. A keel laying ceremony was held on Thursday, 18th June 2009 for two 36m utility vessels and one 41m crewboat for Humaid Badir Marine Shipping Est., a UAE based fleet operator. The three vessel order comes after a long history of ship repair work being carried out by Grandweld for Humaid Badir. These new orders signal a strong 2009/10 order book for the Dubai based shipbuilding, ship repair and conversion yard, part of GMMOS Group. Grandweld General Manager 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."* Mr. Hassan Yahya Badir, Managing Director 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."

The 36m steel Utility Vessels will carry 70 tonnes of deck cargo with a maximum speed of 13knots. The design has an accommodation for 44 persons and is powered by two caterpillar engines rated at 1,450HP each. Mr. Abki said *"Grandweld has secured six orders for vessels in the last 5 months. Our customers appreciate our focus on quality and this helps to ensure that Grandweld is a first choice for shipbuilding and repair."* Grandweld is also in the final stages of sea trials before delivery for the first of four 100T bollard pull tugs for Bourbon. The other three sister ships to follow later in the year.

Incat Crowther has recently announced the launch of the 29m Utility Catamaran *"Limitless"*. The vessel follows up on the highly successful *"Unlimited"*, a 24m utility catamaran designed by Incat Crowther for the same operator. *"Limitless"* is the 50th vessel built by Richardson Devine Marine and debuts the latest evolution of Incat Crowther's hull form. This hull form has already proven itself during sea trials, recording a top speed of 30.5 knots. The new and improved hull means the larger, more capable vessel is able to travel 3 knots faster with a power increase of only 100HP. *"Limitless"* is capable of carrying 60 tonnes of deadweight. The aft deck, with a cargo capacity of 24 tonnes, is configurable for multiple uses. It has a large moon pool for exploration services, securing points for 2 x 20 foot containers, a Heila deck crane (capable of lifting 6.5 tonnes) and a removable hydraulic 5-tonne SWL A-Frame (including a reel winch). The vessel features a towing hook with a bollard pull of 15 tonnes. In the main deck cabin and hull spaces, *"Limitless"* features accommodation for 12, including galley, lounge, laundry and pantry facilities. The upper deck wheelhouse feature crew and passenger seating and work stations, whilst the central helm seat affords good all round visibility. Two wing control stations are fitted forward on either side with a tender/rescue boat situated aft within easy reach of the deck crane. As well as bringing increased speed, the efficient new hull form also brings the advantage of increased range and better damping in a head sea, allowing the operator to reposition the vessel more effectively. *"Limitless"* has taken its place alongside *"Unlimited"* in the Offshore Unlimited fleet, and will initially be deployed in Bass Strait. Offshore Unlimited is a Tasmanian company providing vessels to Australian waters with operations out of Dampier, WA and Mackay, QLD. Offshore Unlimited provides a comprehensive range of offshore services including offshore installation re-supply, seismic ship re-supply, dive & ROV support, crew transfer and chase boat services.



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Kvichak Marine Industries, Inc., of Seattle, WA, recently delivered three MPF/UB-40 utility boats for the United States Navy. Two remaining boats in the five boat order are under construction. A total of 21 vessels have already been delivered to the Navy and are in operation. The 40' high-speed landing craft are replacing the Navy's existing LCM-8 craft as part of the Improved Navy Lighterage System in support of pre-positioned Marine Amphibious assault missions. The 40' x 14' landing craft have a loaded flank speed of ~38 knots and a lightened flank speed of ~42 knots. The propulsion package includes: twin Cummins QSM11 engines rated for 660HP at 2,300RPM, ZF 325 marine gears, and Hamilton 364 water jets. To ensure the safety and efficiency of transporting 30 troops, their gear and / or general cargo, the craft



utilizes a house aft configuration and features a power bow door and high-level engine suction for beach deployment. Additional craft features include twin Cummins QSm-11 engines rated at 660HP, 6kW Northern Lights gen-set with shore power, integrated Furuno Navnet electronics package, ship board stowage cradle and three weapon mounts for M2 / MK19 and M60E3 weapons.

Featured Listings:

File: UB08920 Utility Boat - 89.0' loa / 72.0' lbp x 20.0' beam x 10.3' depth x 7.00' loaded draft. Built: 1954 at Seward Seacraft; LA. U.S. flag. GRT: 74 NRT: 48 on 25'x20' clear deck. Hold capacity: 80T in 1 holds. FO: 6,000g, FW: 2,000g. 2 - 500lb anchors. Crane: 1 - 2T. Main Engines: 2 x GM 12V71 total 680BHP at 1,800RPM. 2 - FPP props. Speed about 3-10kn Gensets: 1 - 75kW; 1 - 20kW. Firefighting. Autopilot. Radar, GPS, Fathometer, SSB, VHF. Quarters: 12 berths, 3 cabins. Galley. Fishing, research, remote hunting vessel. Reportedly in good condition and strongly built stabilizers. Cargo hold measures 15' x 22' x 6'. Winterized, but can be made ready in short order. A-frame onboard sold for additional cost or else will be removed prior to sale. **U.S. Northwest.**



File: UB10036 Utility Boat - 100.0' loa / 75.0' lbp x 24.0' beam x 11.5' depth. Built: 1982 at A.W. Covacevich, MS. U.S. flag. GRT: 89 NRT: 60. Class: USCG - COI (lapsed). 38'x22' clear deck. FO: 10,500g, LO: 150g, FW: 11,497g, BW: 17,400g. 150lb anchor. Windlass: 10T electric. Main Engines: 2 x GM 12V71 total 680BHP at 1,800RPM. Tonanco M828D (5.14:1) gear(s). 2 - FPP props on 6" shafts. Gensets: 2 - 50kW / GM4 - 71. Radar, Fathometer, SSB, VHF. Quarters: 3 - 4 man cabins. Air conditioned. Galley. Last dry-docked June 2003 blasted & painted; One new main engine also installed in 2003. Inspect and offer. Photos on file. Prompt delivery. **U.S. Gulf Coast.**

File: UB12200 Utility Boat - 122.6' loa / 116.4' lbp x 27.1' beam x 11.0' depth. Built: 1965 at Gulfport Shipbuilding. Rebuilt: 1998. U.S. flag. GRT: 198 NRT: 135. Class: ABS Loadline (valid), USCG (subchapter L). 54'x20' clear deck. Deck Load: 27LT. FO: 14,120g, LO: 300g, FW: 3,600g, BW: 25,500g. 500lb anchor. Windlass: 2.5 H.P. Hyd / Cable. Main Engines: 2 x CAT D353 total 850BHP at 1,225RPM. 521 Twin Disc 3:1 gear(s). Low hours. Speed about 10kn. Gensets: 2 - 75kW / GM6-71/Kato. Radar, Fathometer, 2 VHF's. Quarters: 23 berths. Air conditioned. Galley. 25' x 22' x 7' below deck cargo hold. Previously set up as multipurpose dive boat. "Good" condition, but requires ABS Top sides prior to going to work. Photos and drawing available. 2 - 15 man life boats. Prompt delivery. **U.S. Gulf Coast.**



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File: UB11058 Utility Boat - 110.0' loa x 40.0' beam x 4' light draft. Built: 1974 at Alumaships in Jeanerette, La. Rebuilt: 2009. U.S. flag. 45'x35' clear deck. FO: 14,000g, FW: 4,000g. Rebuilt anchor winch. Main Engines: 2 x CAT 3406 total 1,000BHP. Last Overhauled: 2009. 514C 3.5:1 gear(s). 2 bowthrusters 25HP each. Gensets: 2 - 95kW / CAT. Autopilot, Radar, GPS, Fathometer, SSB, 3 VHF's. Quarters: 12. Air conditioned. Aluminum catamaran. 2 spare shafts and propellers. New decks boards & bottom paint. prompt delivery. **U.S. Gulf Coast.**

File: UB10021 Utility Boat - 100.2' x 24.0' beam x 11.1' depth x 9.84' loaded draft. Built: 1976 at Promet Pte. Ltd., Singapore. Rebuilt: 2008. Italian flag. GRT: 163 NRT: 49. Class: RINA 100 A 1.1 Nav Special Navigation Supply Vessel. 35T deck cargo on 70.8m2 clear deck. FO: 36m3, FW: 127m3. 2 anchors. Crane: 1 - 3.2T|0.6T @ 1.9m|9.9m. Winch: 1 - middle stern. Stern Roller. Main Engines: 2 x GM 12V149 total 1,400BHP. 2 FPP props. Speed about 10kn. Gensets: 2 - 48kW / 380v / 50Hz. 2 Radars, GPS, VHF, GMDSS. Quarters: 13 berth (1-1, 6-2). Air conditioned. Passengers: 12. **Mediterranean.**



File: UB11528 Utility Boat - 115.0' loa x 28.0' beam x 10.5' depth x 7' light draft x 9.50' loaded draft. Built: 1979 at Bobeen Ship & Repair, LA. Rebuilt: 2007. U.S. flag. GRT: 99 NRT: 68. Class: USCG COI exp Feb 22, 2011. 100LT deck cargo on 65' x 24' clear deck. FO: 16,500g, LO: 400g, FW: 4,500g, DW: 50,400g. Main Engines: 2 x GM 16V-92 total 1,250BHP at 1,800RPM. 2 - FPP props. Speed about 10kn on 60g/hr. Gensets: 2 - 50kW / GM4-71. Radar, Fathometer, SSB, VHF. Quarters: 10 berths. Air conditioned. Galley. Passengers: 16. Reportedly in good condition with extensive steel renewals and refurbishment in 2007. US \$850,000. **U.S. Gulf Coast.**

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