

Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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November 2012

Crew Boat Market Report

Marcon presently has the following crew boats, pilot boats and launches officially available for sale, both domestically and abroad. Others 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 2002	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
Mar 2008	2	5	9	5	7	6	2	1	8	11	3	0	59
Mar 2009	2	6	7	6	5	10	7	2	8	8	1	10	72
Feb 2010	4	16	17	9	11	11	12	1	19	16	5	21	142
Nov 2010	5	18	23	15	14	13	10	3	16	15	3	30	165
Feb 2011	3	15	17	13	16	13	10	4	18	15	4	29	157
May 2011	3	15	20	16	15	14	9	4	15	15	5	26	157
Aug 2011	1	16	22	15	15	15	8	4	14	14	4	31	159
Nov 2011	1	15	24	15	15	10	8	5	20	17	6	31	167
Feb 2012	1	13	25	18	19	8	7	5	21	17	9	26	169
May 2012	2	16	24	23	20	9	8	4	19	18	10	38	191
Aug 2012	2	19	30	23	23	12	8	5	17	17	10	33	199
Nov 2012 - Worldwide	2	18	32	24	21	9	6	6	14	12	8	18	170
Nov 2012 - U.S.	0	4	13	3	8	2	1	0	9	6	5	10	61
Nov 2012 - Foreign	2	14	19	21	13	7	5	6	5	6	3	8	109
Avg. Age - Worldwide	1976	1994	1988	1994	1989	1981	1985	1992	1980	1990	1985	2002	
Avg. Age - U.S.	0	1982	1984	1970	1974	1985	1973	0	1978	1983	1980	1999	
Avg. Age - Foreign	1976	1996	1991	1998	1997	1980	1988	1992	1983	2000	1993	2006	
Charter - Worldwide	0	4	8	4	1	0	1	1	6	6	7	6	44
Charter - U.S.	0	0	0	1	0	0	0	0	1	1	3	0	6
Charter - Foreign	0	4	8	3	1	0	1	1	5	5	4	6	38

Up Since Last Report

Down Since Last Report

Market Overview

Of the 12,077 vessels and 3,750 barges Marcon tracks, 1,022 are crew, fast supply & pilot boats with 170 officially on the market for sale, plus we have 44 boats available for charter worldwide. 35.9% of the boats officially for sale are U.S. flag. 48 crew boats for sale worldwide were built within the last 10 years. 80 boats, or 47.06%, are 25 years of age or older. The oldest boat listed is a 50', 250BHP built in 1962 located on the Canadian Great Lakes, which is counterbalanced by a 67', 1,250BHP and a 118', 4,050BHP newbuild crewboats located in Southeast Asia, plus a 146', 3,600BHP newbuild located in the Far East.

Sales listings worldwide for crewboats and fast crew/supply have decreased somewhat since our last report. The most active second-hand market remains medium to large size vessels in the 130' to 190' range being sold out of the Gulf of Mexico to foreign markets. There have been several sales to Mexico and West Africa in 2012, including some older smaller boats to Mexico. There remain fewer 1990s / 2000s listings than in 2011, but some are available. Marcon has available boats from the smallest to 170' fast supply vessels. We also have some private listings in the 170' to 190' range.

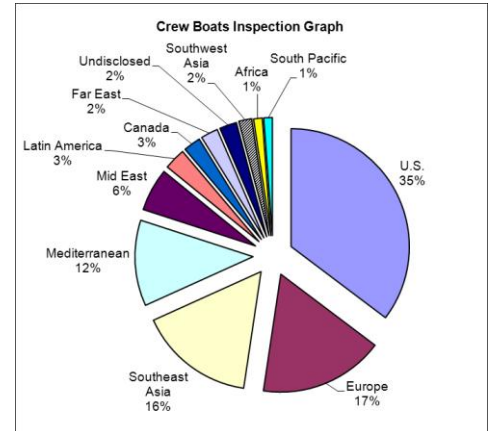
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Details believed correct, not guaranteed. Offered subject to availability.

Marcon International, Inc.

Crew Boat Market Report – November 2012

Prices for older conventional crewboats in the U.S. Gulf in the small to mid-size range have continued flat. Prices are rising for medium age/size boats in excess of 160'. Actual sale prices of all vessels and barges sold by Marcon so far in 2012 have averaged 81.16% of asking prices, compared to 2011's 93.03% and 2010's 86.08%. Where vessel location is known, 60 boats for sale are located in the U.S., followed by 29 in Europe, 27 in Southeast Asia, 20 in the Mediterranean, 10 in the Mid East, Latin America five, four each Canada, the Far East and undisclosed location, Southwest Asia three and two each in Africa and the South Pacific. Of the crew, pilot boats and launches listed for sale, the most popular engine is still GM diesels powering 61 out of 164 boats where engines are given, then 36 Cummins, 18 CATs, eight each MTUs and Volvos, five each Iveco and MAN powered boats and 23 with other types.



Marcon Recent Sales



The two U.S. flag, aluminum-hull crewboats *“Miss Angela”* (ex-DeSoto, Parrot) and *“Mr. Nicholas”* (ex-LaSalle, Robin) were sold by Cheramie Global Marine LLC of Golden Meadow, Louisiana to Consultoria Y Servicios Petroleros S.A. DE C.V. (CSP) of Mexico City on an *“en-bloc”*, *“as is, where is”* basis. The two vessels, 115' and 120' length overall respectively, are close sister designs with slightly different dimensions and tonnages, built by Camcraft Inc. in Jean Lafitte, Louisiana in 1979 and

1980. *“Miss Angela”* and *“Mr. Nicholas”* have quarters for four crew and the capability to transport up to 54 and 59 passengers respectively in air conditioned cabins. Both vessels are powered by two outer GM 12V71TI and one GM12V92TI center main engines developing a speed of abt. 20kn and fitted with enclosed stern controls. Deck cargo capacity is abt. 30 tons on a 58 – 60' clear deck aft. The new Owners' intentions are to remove the vessels from U.S. registration and reflag for oilfield service in Mexican waters in the near future. Marcon acted as the sole broker between buyers and sellers in the transaction.



Recent New Construction and Shipyard News

Penguin Delivers Powerful Flex-38S Crewboat. *“The world’s fastest tripe screw Cummins KTA-38-M2 powered crewboat,”* says Singapore’s Penguin Shipyard International before adding another feature, *“with armor-plated bridge.”* Delivered in October 2012, Penguin’s Flex-38S series crew boat, the *“MV Abba”* is not only fast, it is good looking and versatile. With capacity for up to 90 workers in reclining seats the boat also has an 80m2 open deck with a 55-ton capacity. The deck is strengthened for up to two MT per square meter. At 38 by 7.6 meters with a molded depth of 3.65 meters this is a big boat built to Penguin Shipyard International Pte Ltd.’s proprietary design. Designed for robust cargos at optimum speeds at 31.5MT DW the *“MV Abba”* can achieve 27 knots at 100% of MCR and then in a fuel-saving mode using an 85% MCR and the same deadweight the vessel still achieves a remarkable 26 knots. The three resilient-mounted Cummins KTA-38-M2 engines turn fixed-pitch nickel-alum-bronze 5-blade propellers through Twin Disc MGX6690 gears with 2.93:1 reduction. Each engine is rated for 1,350BHP at 1,900RPM. There is a

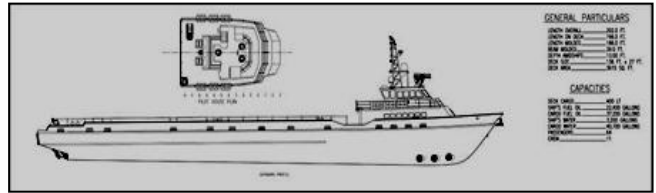


single 100HP electro-hydraulic bow-thruster. There is also an external FiFi monitor with a remote clutch and 600m3 pump. Auxiliary power for the *“MV Abba”* includes three Cummins 6BT5.9-DM1 engines turning Stamford UCM274G 80kW alternators. Tankage is provided for 65,000 liters of fuel oil and 30,000 liters of fresh water. Accommodation for eight crewmembers is provided in four bunkrooms. A rescue zone is defined and a motorized workboat, with davit, is installed. The boat is also fitted with an IMO approved Sewage treatment plant to handle up to 15 crew. The SOLAS-equipped boat is classed ABS +A1 HSC +AMS *“Crewboat”* and meets the regulations, codes and guidelines of MARPOL, SOLAS, and IMDG. (Story and photo courtesy of Cummins Hotips#677.)

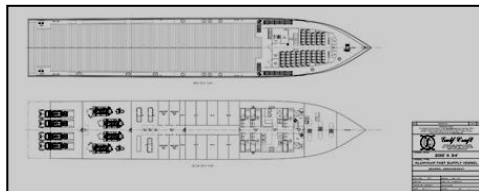
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Crew Boat Market Report – November 2012

Over 200', Over 10,000HP: McCall Builds Bigger. The US and global offshore industry are in the habit of watching what **Seacor Marine** is building as this will invariably predict future goals for the industry. Just as all the company's crewboats carry the McCall name, they also carry the imprints of Joe McCall's constant search for excellence and innovation. Son of the McCall Boat founder, Joe McCall is today the Project Manager at Seacor Marine, a subsidiary of Seacor Holdings. With a long history in the development of the mono-hulled aluminum crew boats, McCall has been experimenting with an exciting group of catamarans in recent years. Now, while continuing that project, the firm has announced the building of four mono-hulled fast supply boats. The boats set new standards in size as has been expected by industry observers.



The four new boats will be 202' by 34'. This is the same beam and 12' longer than a series of eight 190' boats that McCall was built between 2002 and 2011. Five of these boats were each powered by five, Cummins 50-liter engines for a total of 9,000HP. These boats achieved maximum speeds, with propellers, of 26 knots and with jets of 29 knots. The new 202' boats will also be Cummins powered and will each have four Cummins QSK60 engines each rated for 2,700HP at 1,900RPM. These 60-liter engines will give each boat a total of 10,800HP. Each engine will drive a Hamilton HT810 water jet through Twin Disc MGX61500 gears. This will give the vessels a design speed of 32 knots (light boat) or 20 knots loaded. Cargo and passenger capacities are significant. The aft deck will have 3,615ft² of clear space capable of carrying up to 400 long tons. Tankage will be provided for 59,600 US gallons of fuel and 43,900 USG of water. Up to 64 passengers will be accommodated in reclining seats on the main deck level. Full accommodation with bunk cabins and galley will be built in the hull for up to eleven crewmembers. Three paralleling 290kW generators, each powered by a Cummins QSM11 engine, will provide electrical power. The boats will be ABS Classed DP2 with the DP system provided by Kongsberg. Each vessel will be fitted with three Thrustmaster 200HP tunnel bow thrusters. Joe McCall explains,



"The DP system, vessel monitoring system, and jet controls feature a dual, redundant can bus network linking each component. This is a 'Fly by Wire' technology." The outfitted fast support vessels will have a ride control system to dampen pitch and roll. They will have IMO compatible treatment sewage plants, VSAT Communications and Satellite TV.

Four of the vessels are on order with two building at **C&G Boat** in Mobile, Alabama and two at **Gulf Craft's** new yard in Franklin, Louisiana. The *"Robert C McCall"* is scheduled for delivery from C&G in July 2013, with the *"Clayton B. McCall"* to follow in October 2013. The two boats building at Gulf Craft are the *"Eric & Alex F. McCall"* and the *"Michael Crombie McCall"* to be delivered November 2013 and April 2014, respectively. (Story and photo courtesy of Cummins Hotips#677.)

Grandweld Shipyards has announced the successful delivery of the new build *"Zamil 101"* the first of three fast aluminum crew boats to **Zamil Offshore**. The vessel was part of a contract, which was signed in November 2011, to build and deliver three sister crew boats. The 33.5m fast crew boat is powered by three high speed diesel engines driving three fixed pitch propellers to produce a speed of 27 knots. The vessel is designed and built according to the classification rules and requirements of Bureau Veritas for Aluminum vessels. The vessel will be utilized to transport offshore personnel and cargo, and will be operating offshore Saudi Arabia. The second vessel is scheduled for delivery in December 2012 and third vessel in January 2013. In addition to the two 33.5m sister vessels to be delivered to Zamil offshore, Grandweld is expecting to deliver a series of diverse offshore vessels to major clients such as Kuwait Oil Tanker Company (KOTC), National Marine Dredging Company (NMDC), Bourbon, Fujairah National Group (FNG) among others. Vessels under construction include Seismic Support vessels, Anchor Handling Tug Supply Vessels with DP2 capability, Service Boats, Crew Boats and many more.



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Crew Boat Market Report – November 2012



Dubai- based **Grandweld Shipyards** also delivered the new “*Nakilat 11*” to **Kuwait Oil Tanker Company**. KOTC Chairman & Managing Director Bader Al-Khashti signed delivery documents with Grandweld General Manager Jamal Abki in a special ceremony at KOTC headquarters in Kuwait. The new 21.3 aluminum fast service boat is the second of its type to be delivered, following successful launch of its sister vessel “*Nakilat 10*” in October 2012. The vessel is powered by twin waterjet installation to ensure high speed and maneuvering capabilities, and is designed to reach a speed in excess of 31 knots at 100% MCR. Design incorporates seating for 20 offshore personnel, and a deck cargo carrying capacity up to 4 tons. Vessel is also equipped with latest technology navigation / communications equipment.

Maritime Craft Services (Clyde) Ltd ordered three more Damen Twin Axe Fast Crew Suppliers just months after taking delivery of its first FCS 2610 catamarans. Based in Largs, Ayrshire (UK), MCS signed for three Twin Axes in November. The vessels will be delivered first quarter 2013. With more than 30 years of experience, the Scottish firm operates a 16-strong fleet of tugs and workboats internationally and already has several Damen vessels including Multi Cats, Shoalbusters and Dredge Helpers. MCS has been active in the offshore wind market for many years but decided to enter the crew transfer market in 2011. The company’s first Twin Axe FCS 2610, “*MCS Sirocco*” was delivered in April this year and the second, “*MCS Pampero*” is awaiting a heavy lift carrier in Singapore and due to arrive in Rotterdam before the end of the year. Arjen van Elk, Damen Sales Manager North, West & South Europe, says that these latest two MCS vessels are built according to the new “*Damen standard*” FCS 2610, which has evolved and now outfitted with a larger wheelhouse and superstructure, providing more accommodation space than the first models. The Twin Axe design is a further development of Damen’s pioneering and highly successful Sea Axe concept. This unique hull form provides excellent seakeeping behavior and means that the vessel can travel at full speed of 26 knots, while still providing a safe and comfortable ride. The vessel can easily handle 2.5m significant wave heights, without losing any performance and extensive tests have proven that the vessel reduces bow slamming entirely under certain conditions. Introduced to the market in June 2011, the Damen Twin Axe Fast Crew Supplier 2610 is already establishing itself as “*the industry standard*” in the offshore wind industry when it comes to a number of maintenance tasks. Damen was delighted when a major wind turbine manufacturer recently put out a tender requiring that companies deploy Twin Axe vessels when handling its turbines. Damen is the only manufacturer of this type of catamaran, which was developed in close cooperation with the Delft University of Technology and other scientific research institutes. Although the vessel has been eagerly adopted by the offshore wind industry, the vessel is suitable in multiple roles and provides a very stable platform for diving support for instance. It can easily be converted back into a basic crew supplier overnight.



Below is a breakdown of current US shipyard contracts per Maritime Business Strategies, LLC, in association with MarineLog, as of Nov. 20, 2012. There are currently 16 crewboats being built, down two from our last report.

Type of Vessel	Customer	Yard #	Name	Description	Delivery
Breaux Bros., Loreauville LA					
Crewboat	Edison Chouest	1317		195 ft.	12-Feb
Crewboat	Edison Chouest	1318		195 ft.	12-Jul
Crewboat	Gulf Logistics	1319		195 ft.	13-Apr
Crewboat	Gulf Logistics	1320		195 ft.	14-Feb
Crewboat	Edison Chouest	1322		195 ft.	12-Nov
Crewboat	Edison Chouest	1323		195 ft.	13-May
Crewboat	Edison Chouest	1324		195 ft.	13-Oct
Breaux's Bay Craft, Loreauville LA					
Crewboat	For stock			165 ft.	2012
Crewboat	For stock			175 ft.	2012
C. & G. BW, Mobile AL					
Crewboat	Seacor			202 ft.	2013
Crewboat	Seacor			202 ft.	2013
Gulf Craft, Patterson LA					
Crewboat	Seacor		Seacor Lynx	202 ft.	2013
Crewboat	Seacor		Seacor Leopard	202 ft.	2013
Crewboat	Gulf Offshore Logistics			220 ft.	2012
Crewboat	Gulf Offshore Logistics			220 ft.	2013
Crewboat	Gulf Offshore Logistics			220 ft.	2013

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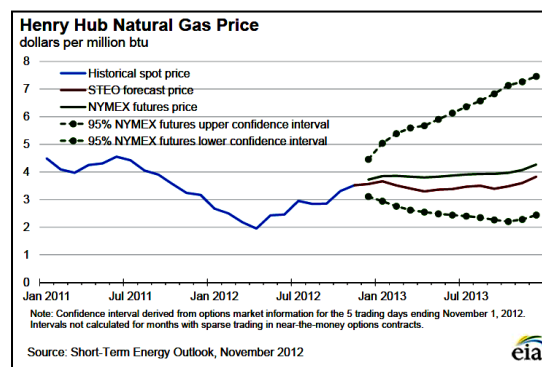
Recent Corporate News



Tidewater Inc. reported second quarter net earnings for the period ended September 30, 2012, of \$41.4 million on revenues of \$311.9 million, which includes approximately \$7.4 million of vessel revenue associated with retroactive rate increases agreed to during the current quarter, but related to the period from January 1, 2012 through June 30, 2012. For the same quarter last year, net loss was \$4.9 million on revenues of \$250.9 million. The immediately preceding quarter ended June 30, 2012, had net earnings of \$32.9 million on revenues of \$294.4 million.

Included in the prior fiscal year second quarter's net loss is a non-cash goodwill impairment charge of \$30.9 million (\$22.1 million after tax share), resulting from Tidewater's decision to change its reportable segments during the September 2011 quarter.

Natural gas prices continue to be relatively weak due to the rise in production of unconventional gas resources in North America (in part due to increases in onshore shale production resulting from technological advancements in horizontal drilling and hydraulic fracturing) and the commissioning of a number of new, large, Liquefied Natural Gas (LNG) exporting facilities around the world, which have contributed to an oversupplied natural gas market. The price of natural gas continued to trend higher during the quarter ended September 30, 2012 as the supply and demand balance for natural gas tightened due to increased demand for natural gas as a result of the industrial sector switching from coal to gas. In addition, some production shut-ins of natural gas dry wells occurred, but to date such shut-ins have not yet had a significant impact on natural gas pricing, in part because a considerable amount of natural gas is being derived as a byproduct of drilling crude oil and natural gas liquids-oriented wells in liquid rich basins onshore, which is contributing to an oversupplied market. As of mid- October 2012, natural gas was trading in the U.S. in the \$3.40 to \$3.60 per Mcf range which is up from the \$2.85 to \$2.95 range in mid-July 2012. Oversupplied natural gas inventories in the U.S. exert downward pricing pressures on natural gas prices in the U.S. Prolonged periods of oversupply of natural gas (whether from conventional or unconventional natural gas production or gas produced as a byproduct of crude oil production) will likely continue to suppress prices for natural gas, although over the longer term, relatively low natural gas prices may also lead to increased demand for the resource. High onshore gas production along with a prolonged downturn in natural gas prices can negatively impact the offshore exploration and development plans of E&P companies, which in turn, would suppress demand for offshore support vessel services, primarily in the Americas segment (specifically Tidewater's U.S. operations where natural gas is the more prevalent exploitable hydrocarbon resource).



Deepwater activity continues to be a significant segment of the global offshore crude oil and natural gas markets, and deepwater activity has also been a source of growth for Tidewater. Deepwater activity in non-U.S. markets did not experience significant negative effects from the 2008-2009 global economic recession, largely because deepwater oil and gas development typically involves significant capital investment and multi-year development plans. Such projects are generally underwritten by the participating exploration, field development and production companies using relatively conservative assumptions relating to crude oil and natural gas prices. These projects are, therefore, considered less susceptible to short-term fluctuations in the price of crude oil and natural gas. During the past few years, worldwide rig construction increased as rig owners capitalized on the high worldwide demand for drilling and lower shipyard construction and financing costs. Reports published by IHS-Petrodata in mid-October 2012 indicate that the worldwide movable offshore drilling rig count (currently estimated at approximately 862, approximately 45% of which are designed to operate in deeper waters), will increase as approximately 200 new-build offshore rigs that are currently on order and under construction, most of which will be delivered within the next three years. Of the estimated 862 movable offshore rigs worldwide, approximately 630 are currently working. It is further estimated that approximately 54% of the new-build rigs are being built to operate in deeper waters, suggesting that the number of rigs designed to operate in deeper waters could grow in the coming years to nearly 50% of the market. Investment is also being made in the floating production unit market, with approximately 72 new floating production units currently under construction and expected to be delivered primarily over the next three years to supplement the current approximately 354 floating production units worldwide.

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Vessel revenues generated by Tidewater's **Americas** segment decreased 2%, or \$2.6 million, during first half fiscal 2013 compared to revenues earned during the same period fiscal 2012, primarily due to a \$6.9 million and \$3.7 million decrease in revenues earned on towing supply/supply and other classes of vessels, respectively. These decreases in revenue were partially offset by an \$8.0 million increase in revenue generated by deepwater vessels during the same periods. Americas-based vessel operating costs decreased a modest 1%, or \$0.9 million, during first half fiscal 2013 compared to the same period in fiscal 2012. Total utilization rates for Americas-based vessels increased 5 percentage points, during first half fiscal 2013 compared to first half fiscal 2012; however, this increase is primarily a result of the sale of 25 older, stacked vessels from the Americas fleet during the eighteen month period ended September 30, 2012. Within the Americas segment, Tidewater continued to stack, and in some cases dispose of, vessels that could not find attractive charters. At the beginning of fiscal 2013, Tidewater had 21 Americas-based stacked vessels. During the first six months of fiscal 2013, Tidewater stacked five additional vessels, sold one vessel from the previously stacked vessel fleet and put one previously stacked vessel back to work resulting in a total of 24 stacked Americas-based vessels as of September 30, 2012.



Vessel revenues generated by Tidewater's **Asia/Pacific** segment increased 51%, or \$32.9 million, during the first six months of fiscal 2013 compared to revenues earned during the same period in fiscal 2012, due to a 22 percentage point increase in utilization rates and 73% increase in average day rates on deepwater vessels along with a 10% increase in average day rates on towing supply/ supply vessels. Vessel operating costs for the Asia/Pacific segment increased 21%, or \$9.8 million, during the comparative periods. Within the Asia/Pacific segment, Tidewater continued to dispose of vessels that could not find attractive charters. At the beginning of fiscal 2013, Tidewater had 16 Asia/Pacific-based stacked vessels.

During the first six months of fiscal 2013, Tidewater stacked no additional vessels and sold four vessels from the previously stacked vessel fleet, resulting in a total of 12 stacked Asia/Pacific-based vessels as of September 30, 2012.

Vessel revenues generated by Tidewater's **Sub-Saharan Africa/Europe** segment increased 24%, or \$54.3 million, during the first six months of fiscal 2013 compared to revenues earned during the same period fiscal 2012, primarily due to a \$46.2 million increase in deepwater vessel revenue as a result of a 17% increase in day rates and increase in the number of deepwater vessels operating resulting from addition of new vessels and vessels mobilizing into this segment. Also included in fiscal 2013 second quarter revenues are retroactive rate increases on certain vessel charter agreements for which Tidewater recognized a total of \$7.4 million of revenues related to services provided during the six-months ended June 30, 2012. Revenue on towing supply/supply vessels contributed \$11.2 million to the increase of revenue during the comparative periods due to a 12% increase in average day rates. Vessel operating costs for Sub-Saharan Africa/Europe increased 17%, or \$21.8 million, during the same periods. Total utilization rates for Sub-Saharan Africa/Europe-based vessels increased 4 percentage points during first half fiscal 2013 compared to first half fiscal 2012; however, this increase is a result of the sale of 19 older, stacked vessels from the fleet during the eighteen month period ended September 30, 2012. Within the Sub-Saharan Africa/Europe segment, Tidewater continued to stack, and in some cases dispose of, vessels that could not find attractive charters. At the beginning of fiscal 2013, Tidewater had 23 Sub-Saharan Africa/Europe stacked vessels. During the first six months fiscal 2013, Tidewater stacked three additional vessels and sold eight from the previously stacked vessel fleet, resulting in a total of 18 stacked Sub-Saharan Africa/Europe-based vessels as of September 30, 2012.

Tidewater is also committed to construction of one 175', fast supply boat, four water jet crewboats, and two 215' specialty vessels for a cost of \$72.7 million. Three separate international shipyards are constructing these vessels. Tidewater is experiencing a substantial delay with the fast supply boat, which is under construction in Brazil and originally scheduled to be delivered in September 2009. On April 5, 2011, pursuant to the vessel construction contract, Tidewater sent the subject shipyard a letter initiating arbitration in order to resolve disputes of such matters as the shipyard's failure to achieve payment milestones, its failure to follow the construction schedule, and failure to timely deliver the vessel. Tidewater continues to pursue arbitration. The four water jet crewboats are expected to be delivered in February, April and June of 2013. As of September 30, 2012, Tidewater had invested \$41.8 million for the construction of these vessels.

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Seacor Holdings Inc.'s net income for quarter ended September 30, 2012 was \$16.1 million. During the first quarter, Seacor disposed of certain companies and assets that were part of its Environmental Services business segment for a net sales price of \$99.9 million. For the preceding quarter ended June 30, 2012, net income attributable to Seacor Holdings Inc. was \$11.2 million. For the quarter ended September 30, 2011, net income was \$3.8 million, including a net loss from discontinued operations of \$0.8 million.



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

	2012			2011			2010			2009		
	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec
Fleet Count:	48	48	48	49	50	52	52		54	57	57	57
Day Rates:	\$7,267	\$7,134	\$7,803	\$7,166	\$6,728	\$6,334	\$6,630	\$6,541	\$6,522	\$6,586	\$6,682	\$6,881
Utilization:	94%	84%	79%	78%	75%	70%	66%	67%	80%	72%	68%	59%
Available Days:	3,233	3,276	3,363	3,418	3,487	3,933	3,870	4,327	4,542	4,527	4,500	5,499

Offshore Marine Services' operating income was \$21.2 million on operating revenues of \$134.3 million compared with operating income of \$0.8 million on operating revenues of \$123.3 million in the preceding quarter.

In the U.S. Gulf of Mexico, operating income was \$13.3 million higher in the third quarter, of which \$9.1 million was due to an increased contribution from Seacor's liftboat fleet and \$4.6 million was due to gains on asset dispositions, of which \$4.1 million had been deferred in prior periods. The liftboat fleet contributed an additional \$6.8 million of time charter revenues primarily due to reduced drydocking activity and the positive impact of seasonal market conditions. Time charter revenues for the other vessel classes declined by \$0.8 million in total during the current quarter. In overall terms including liftboats, fleet utilization was 77.3% compared with 71.1% in the preceding quarter and average day rates increased from \$12,610 per day to \$13,394 per day. During the quarter, Seacor cold-stacked three anchor handling towing supply vessels. As of June 30, 2012, Seacor had no vessels in cold-stack. Operating expenses were \$3.0 million lower primarily due to reduced drydocking activity.

In international regions, operating income was \$7.1 million higher in the third quarter, including higher gains on asset dispositions of \$1.4 million. Time charter revenues were \$5.0 million higher primarily due to a seasonal time charter in Asia and reduced drydocking activity during the third quarter. Excluding Seacor's fleet of wind farm utility vessels, utilization was 86.3% compared with 83.3% in the preceding quarter and average day rates increased from \$11,631 per day to \$12,162 per day. Operating expenses were \$2.2 million lower primarily due to decreased drydocking activity and the cost of vessel mobilizations between geographic regions during the preceding quarter.

In the third quarter, the total number of days available for charter for Seacor's fleet, excluding the wind farm utility vessels, decreased by 197 days, or 2% primarily due to net fleet dispositions. Overall utilization increased from 77.4% to 82.0% and overall average day rates increased by 5% from \$12,068 per day to \$12,718 per day. During the third quarter, drydocking costs were \$4.3 million compared with \$10.8 million in the preceding quarter.



Seacor's unfunded capital commitments as of September 30, 2012 were \$365.0 million and consisted of: twelve OSVs for \$131.4 million; an interest in a jack-up drilling rig for \$30.3 million; twelve helicopters for \$138.3 million; seven inland river tank barges for \$15.1 million; three inland river towboats for \$9.4 million; four harbor tugs for \$23.0 million; and other equipment and improvements for \$14.9 million. In addition, Seacor notified the lessee of its intent to purchase two harbor tugs currently operating under capital leases for \$2.6 million.

During the nine months ended September 30, 2012, capital expenditures were \$257.0 million. Equipment deliveries during that period included two offshore support vessels, one wind farm utility vessel and two inland river towboats, plus other equipment. During the same period, Seacor sold four offshore support vessels, two inland river towboats, one RORO vessel, two harbor tugs and other equipment.

Marcon International, Inc.

Crew Boat Market Report – November 2012

GulfMark Offshore, Inc. reported net income of \$13.0 million on revenues of \$101.9 million for the quarter ended September 30, 2012. Bruce Streeter, President and CEO, commented, "Overall activity levels in the third quarter were lower than expected and our results for the quarter reflect an unusual set of circumstances that included a tougher operating environment, but also some operational changes and incremental investments that better position and outfit our fleet for the future. Although revenue topped the \$100 million level, it was below our initial guidance of between \$105 and \$110 million. Despite continued strength in our term charter business in the North Sea, spot market demand in the North Sea, particularly in the Norwegian sector, was weaker than expected and we did not get the summer season benefit we anticipated. The Gulf of Mexico also experienced some softness of demand during the quarter. Although the volatility of our industry can result in rapid swings in near-term profitability, our focus remains on long-term value creation, and at times that means taking advantage of short-term weaknesses to enable even better long-term results. The third quarter was an example of such a time. As the quarter unfolded, it became apparent that activity levels were going to be less than we anticipated, so we took the opportunity to bring some fourth-quarter drydocks forward to the third quarter. We had anticipated approximately \$5 million of drydock expense in the third quarter, and we spent \$9.5 million. This was a combination of additional drydock expense for those drydocks we advanced into the quarter, some expansion in the scope of planned work, and higher than anticipated costs on the drydocks of our Brazilian-based vessels. "All of these factors resulted in lower than anticipated profitability for the third quarter. But we expect that what we are doing this year will have a larger benefit in 2013 and beyond, and we continue to believe that revenue for 2012 will be stronger than 2011. We continue to evaluate opportunities as we have demonstrated with our current vessel construction program, and remain focused on maintaining a strong balance sheet. We are positive on the near term and we have continued high expectations for the future."



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

	2012				2011				2010			2009
	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec	30-Sep	30-Jun	31-Mar	31-Dec
Utilization	82.7%	90.2%	74.0%	85.4%	81.5%	84.3%	70.5%	73.0%	76.0%	91.7%	79.8%	64.8%
Avg. Day Rates	\$17,939	\$16,761	\$15,634	\$14,867	\$14,766	\$14,217	\$14,194	\$14,674	\$15,830	\$13,486	\$13,362	\$14,395
No. Vessels	30.8	32.7	34.4	35.0	35.0	35.0	35.0	21.0	35.0	35.3	36.0	36.0

Consolidated revenue for third quarter 2012 was \$101.9 million, a decrease of 3%, or \$3.0 million, from the second quarter of 2012. The sequential decrease in quarterly revenue was the result of lower than anticipated activity during the summer season in the North Sea and slightly weaker utilization in the Americas region, partially offset by an increase in revenue in Southeast Asia as a result of improving utilization. Consolidated operating income was down \$7.7 million, or 30%, from the prior quarter. The sequential decrease in quarterly operating income was driven mainly by the decrease in revenue, combined with larger than forecasted drydock expense, an impairment charge of \$0.9 million and \$1.9 million of non-recurring charges related to recent organizational changes.



Revenue for the Americas region was \$42.5 million, a decrease of \$2.0 million, or 4%, from the second quarter amount. The decrease was driven by both a decrease in utilization of 8 percentage points, to 83%, and a decrease in the average number of vessels operating in the region due to the sale of three vessels during the previous two quarters and two during the third quarter. Offsetting these factors was an increase in the average day rate for the region of 7% from the prior quarter. The average day rate for the Americas region has continued its sequential quarterly increase since the first quarter of 2011 and now stands at \$17,939.

GulfMark operates five crewboats or FSVs from 50m to 55m in length in the U.S., Trinidad and Mexico.

Marcon International, Inc.

Crew Boat Market Report – November 2012

Compared with the third quarter of 2011, **Bourbon** posted revenues of €306.1 million, up 21.4% (+13% at constant exchange rates) owing to the addition of 31 vessels to the fleet. Growth is especially substantial in the Shallow water offshore vessels segment (+49.1%). Compared with the second quarter of 2012, Bourbon's revenues were up 5.6%, thanks to the three Marine Services segments, and more particularly to the Shallow water offshore vessels segment (+10%). *"In a favorable oil and gas services market, Bourbon's growth is in line with the Bourbon 2015 Leadership Strategy. Average daily rates are rising regularly and apply to an ever growing fleet,"* says Christian Lefèvre, Bourbon's Chief Executive Officer. *"Revenues from the Shallow water offshore vessels segment are up sharply for the quarter at €92 million, driven by a number of factors such as long-term contracts signed for three Bourbon Liberty 300 vessels in Asia and the Persian Gulf."*



Compared with third quarter of 2011, revenues from **Marine Services** grew 27.1% to €254.5 million. That growth is evident in all three segments but more noticeable in the Shallow water offshore vessels segment. Compared with second quarter 2012, revenues from this activity were up 6.8%, driven by three high-growth segments. Compared with third quarter of 2011, third quarter 2012 revenues posted by **Crewboats** were up 22.2% at €69.7 million, thanks to significant increase in average daily rates (+11.7%), to favorable impact of the dollar and to continued expansion of the fleet. Compared with second quarter 2012, revenues are up 4.8%, thanks to increase in average daily rates and to expansion of the fleet.

Bourbon's Crewboat Fleet Utilization Rates

	Q3 2012	Q2 2012	Q1 2012	Q4 2011	Q3 2011	Q2 2011	Q1 2011	Q4 2010	Q3 2010	Q2 2010
No. of Crewboats	267	260	260	257	257	251	250	243		237
Avg. utilization	78.40%	78.60%	81.00%	82.10%	80.60%	81.40%	80.50%	80.50%	77.40%	78.60%
Avg. daily rate (\$/d)	\$4,923	\$4,763	\$4,447	\$4,349	\$4,369	\$4,361	4,263	4,160	3,863	\$4,021

In 2013, demand for offshore vessels is expected to be steady, buoyed by investments by oil and gas company clients which are expected to rise by around 13%. More than 60 new drilling rigs should be commissioned during 2013, and order books of offshore construction companies and subsea production equipment manufacturers are fuller than ever. In shallow water offshore, speeding up the job of replacing old vessels on the market deemed obsolete seems vital for oil and gas companies to meet increasing requirements in terms of risk management. In deepwater offshore, the international fleet continues to grow, with new vessels commissioned, mainly large PSVs. In line with its strategy of factoring in the risk of over-capacity, Bourbon has little exposure in this market and is focusing on medium-sized vessels, for which there is always a high demand on global markets. On the subsea services market, the demand for IMR vessels should be steady, sustained by the planned installations of subsea well heads, the support to contractors and the increase in maintenance operations for existing underwater equipment. The benefits of Bourbon's strategic choices are now visible on the market. Standardization, high maneuverability and low fuel consumption are fully recognized by clients. The technical availability rates of the vessels are improving, and training sessions for crews at sea and onshore are now of the highest quality.



Marcon International, Inc.

Crew Boat Market Report – November 2012

Featured Listings

File: CB12523 Crew Boat - 125.0' loa x 26.0' beam x 12.5' depth x 8.70' loaded draft. Built in 1980 by Camcraft. U.S. flag. GRT: 98. USCG COI exp. May 2014. Deck Cargo: 50lt on 57' x 21' deck. FO: 9,000g. FW: 500g. DW: 15,000g. Main Engines: 4 x Cummins KTA19-M4 total 2,100BHP. 4 - FP 35" x 36" prop(s). Speed about 17-22kn on 100gph. Genset(s): 2 - 30kW / GM 3-71. Quarters: 4. Air Conditioned. Galley. Passengers: 60. Completed USCG dry-docking March 2012 which included paint, new interior, deck boards, engine work, etc. Working, but may develop. **U.S. Gulf Coast.**



File: CB12043 Crew Boat - 119.5' loa x 43.8' beam x 21.5' depth x 12.00' loaded draft. Built in 1998 by Eastern Shipbuilding; Panama City, U.S. flag. GRT: 99. Class: ABS + 100A1, U.S. Coastguard Sub Ch. "K" lapsed. FO: 15,800g. Main Engines: 2 x Allison 501-KF total 10,400BHP. CP Lips 72" 4-blade prop(s). Diesel burning turbines. Bowthruster 200HP. Speed about 25-30kn on 703gph. Genset(s): 2 - 315kW / Cummins. Passengers: 250. Swath design. Stabilizing system. 600nm range. All aluminum. Reportedly operational. **U.S. Gulf Coast.**

File: CB12023 Crew Boat - 125.0' loa x 48.0' beam x 10.5' depth x 4.75' light draft x 7.50' loaded draft. Built in 1979 by Swiftships Inc.; Morgan City, LA. Rebuilt: 2000. Italy flag. GRT: 148. Class: RINA. Deck Cargo: 50LT on 17.3m x 5m clear deck. FO: 45m³. FW: 65m³. Main Engines: 3 x GM 12V92TA total 2,025BHP. Last Overhauled: 1996 3 MEs. MEs installed '97. Speed about 21-23kn on 82gph. Genset(s): 2 - 40kW Delco / GM3-71. Quarters: 6 in 3 cabins. Air Conditioned. Galley. Passengers: 56. Vessel reportedly in good working condition and trading in spot market. Sold to current Owner via Marcon. Marcon also sold about five or six other vessels to owner over the last 15 years. **Africa West Coast.**



File: CB12034 Crew Boat - 115.0' loa x 25.3' beam x 10.5' depth x 5.50' light draft x 7.50' loaded draft. Built in 1981 by Swiftships; Morgan City, LA. U.S. flag. GRT: 91. Class: USCG COI exp 2017. Deck Cargo: 90LT on 53' x 18' clear deck. FO: 5,000g. FW: 13,300g. Main Engines: 3 x CAT 3412 total 2,200BHP. Rebuilt 2005. Speed about 23kn. Genset(s): 2 - 50kW / GM 4-71. Quarters: 5 in 3 cabins. Passengers: 45. All aluminum. Can be sold with an extra spare engine. **U.S. Gulf Coast. Prompt.**

File: CB11053 Crew Boat - 110.0' loa x 25.0' beam x 7.3' depth x 6.00' light draft x 8.00' loaded draft. Built in 1980 by Gulf Craft Inc; Patterson, LA. U.S. flag. GRT: 99. Class: USCG COI renewed 5 year July 2012. Deck Cargo: 39LT on 20' x 50' clear deck. FO: 6,600g. FW: 6,600g. DW: 6,600g. Main Engines: 4 x Cummins KTA 1150 total 2,100BHP. 4 - FP prop(s). Range - 1,500nm. Speed about 20-22kn. Genset(s): 2 - 30kW / GM3-71. Air Conditioned. Passengers: 51 max. Reportedly good condition. Working. Certified for 55 persons total - 200nm offshore. **U.S. Gulf Coast.**



File: CB10539 Crew Boat - 105.0' loa x 20.0' beam x 8.0' depth x 2.50' light draft. Built in 1981 by Swiftships, Inc.; Morgan City, LA. U.S. flag. GRT: 85. Class: USCG COI - 50 persons total (exp. 01/05/2015). Deck Cargo: 34LT on 43' x 17' clear deck. FO: 2,400g. FW: 1,000g. Main Engines: 3 x GM 12V71TI total 1,530BHP. 3 - FP prop(s). Speed about 25kn max on 75gph. Genset(s): 2 - 30kW / GM3-71. Quarters: 4+1 crew. Air Conditioned. Galley. Passengers: 45. Aluminum high speed crew boat. **U.S. Gulf Coast.**

File: CB10538 Crew Boat - 105.0' loa x 22.0' beam x 7.0' depth x 5.00' light draft. Built in 1980 by Camcraft, LA. U.S. flag. GRT: 95. Class: USCG COI - 62 total. Deck Cargo: 25LT on 43' x 15' clear deck. FO: 2,400g. FW: 600g. Main Engines: 3 x GM 12V71TI total 1,800BHP. 3 - FP prop(s). Speed about 25kn on 75gph. Genset(s): 2 - 30kW / GM3-71. Quarters: 4+1. Air Conditioned. Galley. Passengers: 58. All aluminum crew boat. Working, but can be developed for sale. **U.S. Gulf Coast.**



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File: CB10523 Crew Boat - 105.0' loa x 22.5' beam x 8.0' depth x 3.00' light draft x 7.00' loaded draft. Built in 1982 by Swiftships, Inc.; Lafitte, LA. U.S. flag. GRT: 87. Class: USCG Inspected - 100nmi offshore Gulf of Mexico total 50 persons. Deck Cargo: 35LT on 44' x 16' clear deck. FO: 2,800g. FW: 1,000g. DW: 3,000g. Main Engines: 3 x GM 12V71TI total 1,530BHP. 3 - 36" x 36" 3 blade bronze prop(s) on 3.5"x17' shaft(s). Range: 750nm. Speed about 19-20kn max on 75gph. Genset(s): 2 - 30kW / GM3-71. Firefighting: 3" 5HP fire/bilge pump. Quarters: 6 berths in 3 cabins. Air Conditioned. Passengers: 45. All aluminum. Stern controls. **U.S. Gulf Coast.**

File: CB10114 Crew Boat - 101.7' loa x 22.3' beam. Built in 1979 by Halter Marine Inc.; Gulfport, MS. Rebuilt: 2008. Italy flag. GRT: 119. Class: RINA. Deck Cargo: 30T on 16m x 5.5m clear deck. FO: 18m3. FW: 18m3. Main Engines: 3 x Cummins KT19M total 1,551BHP. 3 FP prop(s). Speed about 20kn. Passengers: 39. Steel hull. **Mediterranean.**



File: CB10051 Crew Boat - 100.0' loa x 21.6' beam x 8.8' depth. Built in 1975 by Swiftships Inc; Morgan City, LA. Rebuilt: 2007. Italy flag. GRT: 114. Class: RINA Continuous Hull Survey 11/2012. Deck Cargo: 30T on 13.5m x 5m clear deck. FO: 19m3. FW: 29m3. Main Engines: 3 x Cummins total 2,040BHP. FP prop(s). Speed about 20kn. Passengers: 47. Aluminum hull. **Mediterranean.**

File: CB10020 Crew Boat - 100.0' loa x 21.0' beam x 10.2' depth x 4.92' loaded draft. Built in 1980 by Cal Marine Pte Ltd., Singapore. India flag. GRT: 153. Class: BV and IRS. Deadweight: 130T. 13m x 6m clear deck. FO: 30T. FW: 10T. Main Engines: 2 x GM 16V92TA total 1,760BHP. 2 - FP prop(s). Speed about 13-15kn. Genset(s): 2 - 25kW / Perkins 440v 50Hz. Quarters: 12 bunks. Air Conditioned. Galley. Passengers: 42. Steel hull crew / utility boat. Seating can be increased to 50 passengers. 3 - 25 pax liferafts, 1 - 8 pax rescue boat. Although not officially on the market, we may be able to develop for sale or charter on a private & confidential basis. Call for guidance. **Southwest Asia.**



File: CB10003 Crew Boat - 105.0' loa x 21.0' beam x 9.0' depth. Built in 1978 by Swiftships; Morgan City, LA. U.S. flag. GRT: 80. Class: USCG Certified. Deck Cargo: 30T on 51' x 19' clear deck. FO: 3,100g. FW: 875g. Main Engines: 3 x GM 12V71TI total 1,530BHP. Speed about 23kn. Genset(s): 2 - 40kW / GM3-71. Quarters: 4. Air Conditioned. Passengers: 65. Full nav aids. Aluminum. Stern controls. **U.S. Gulf Coast.**

File: CB09422 Crew Boat - 95.0' loa x 21.0' beam x 10.2' depth x 4.92' loaded draft. Built in 1980 by Cal, Singapore. India flag. GRT: 143. Class: BV & IRS. Deadweight: 130T. 13m x 6m clear deck. FO: 30T. FW: 10T. Main Engines: 2 x GM 16V92TA total 1,760BHP. 2 - FP prop(s). Speed about 13-15kn. Genset(s): 2 - 25kW / Ashok Leyland 440v 50Hz. Quarters: 12 bunks. Air Conditioned. Galley. Passengers: 22 seats. Steel hull crew / utility boat. Business class aircraft seats. Seating increase to 50 persons. 6 person rescue boat. 3 - 25 person liferafts. **Southwest Asia.**



File: CB09400 Crew Boat - 95.0' loa x 24.1' beam x 9.5' depth x 6.00' loaded draft. Built in 1981 by Gulfcraft, USA. Italy flag. GRT: 124. Class: RINA. Deck Cargo: 30T on 42.64' x 22.96' clear deck. FO: 18.5MT. FW: 1.3MT. Main Engines: 4 x MTU 8V396TC82 total 3,480BHP. Speed about 32kn max. Genset(s): 2 - 30kW / GM3-71. Quarters: 6 in 3 cabins. Air Conditioned. Passengers: 47. Aluminum hull. Sold to present Owner via Marcon. **Mediterranean.**

File: CB08528 Crew Boat - 85.0' loa x 23.0' beam x 7.4' depth. Built in 1973 by Monark Custom Craft Inc., USA. U.S. flag. GRT: 90. Class: USC COI exp. March 2017. FW: 3,000g. Main Engines: 2 x GM 12V71 total 680BHP. 2 - FP prop(s). Has a cradle / space for a third ME. Genset(s): 2 - 30kW / GM diesel powered. Air Conditioned. Aluminum construction. Reportedly in very good overall condition. **U.S. Gulf Coast.**

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File: CB08525 Crew Boat - 85.3' loa x 22.0' beam x 9.0' depth x 5.00' loaded draft. Foreign flag. Class: BV. Deck Cargo: 20T max on 45m2 clear deck. FO: 15,000L. FW: 5,000L. Main Engines: 2 x CAT C18 total 1,430BHP. 2 prop(s). Speed about 16-22kn on 139.4Lph. Genset(s): 2 - 40kVA / Yanmar. Firefighting: CO2 system. Quarters: 2 crew. Air Conditioned. Galley. Passengers: 36. Aluminum 5083-H321 alloy hull. Seller can build a unit with delivery in about 10 months, or might be able to develop a 2009 built unit. **Southeast Asia.**



File: CB07817 Crew Boat - 78.5' loa x 17.5' beam x 8.5' depth. Built in 1975 by John Manly Ltd.; B.C., Canada. Canada flag. GRT: 96. Class: Transport Canada (NC2, Limited HT4). CSI certificate due July 31, 2013. Light Disp.: 43lt. Hold Capacity: 160m3 in one hold. FO: 2,600g. FW: 300g. Crane: Hiab Model 060-2 (new 2003). Main Engines: 2 x GM 12V-71TI total 1,020BHP. 2 - FP 3 blade 32" x 28.75" prop(s) on 3.5" shaft(s). Range; abt. 875nm at 15kn. Speed about 15-17kn. Genset(s): 1 - 37.5kVA / GM4-71 120/240vAC 60Hz. Firefighting: CO2 for Engine room + dedicated FiFi pump. Quarters: None. Air Conditioned. Galley. Passengers: 40. Breaux's Bay Craft design. All welded aluminum construction. Planing hull design. Last drydocked 2008. 1 spare tailshaft, and 2 spare propellers (33" x 29" stainless 3 bladed). Cargo crib (4.5' x 6') in hold with elevator to deck level. 5' storage height in hold below aft deck hatch. 2 stretcher sized bunks in the sick bay area. Vessel is now surplus and Owners are keen to sell. Light duty with weekly runs for 3-4 hours. Vessel reportedly in good overall condition. July 2011 survey available. **Canada West Coast.**



File: CB06512 Crew Boat - 65.0' loa x 18.0' beam x 7.7' depth x 3.00' light draft. Built in 1978 by Breaux's Bay Craft; Loreauville, LA. U.S. flag. GRT: 57. Class: USCG COI - 34 pax + 3 crew max valid thru March 2014. Deck Cargo: 5ST on 20' x 13' clear deck. FO: 1,100g. FW: 100g. DW: 1,000g. Main Engines: 2 x GM 12V71N total 1,020BHP. 2 - FP prop(s). Speed about 25kn max on 45gph. Genset(s): 1 - 23kW / Isuzu. Air Conditioned. Passengers: 34. Aluminum crew boat. **U.S. Gulf Coast.**



File: CB06416 Crew Boat - 64.0' loa x 16.0' beam x 8.4' depth. Built in 2012 by Servicios Ind. de la Marina; Peru. Peru flag. GRT: 55. FO: 1,549g. Main Engines: 3 x Deutz TCD 2015V08M total 2,013BHP. 3 Hamilton HJ364 prop(s). on 66-120gph Genset(s): 1 - 20kW 120/140v. Firefighting: 1 - 1,750gph pump. Quarters: 2 cabins/3crew. Passengers: 24. Fast response vessel / crewboat. Three sisters available. **South America West Coast.**

File: CB05419 Crew Boat - 54.8' loa x 19.7' beam x 5.6' depth. Built in 2008. Foreign flag. GRT: 22. Main Engines: 2 x Iveco total 453BHP. Launch. **Mediterranean. Prompt.**

File: CB05021 Crew Boat - 50.0' loa x 15.0' beam x 5.8' depth x 4.00' loaded draft. Built in 1982 by USA. Rebuilt: 2009. U.S. flag. GRT: 29. FO: 650g. FW: 200g. Main Engines: 2 x GM 6-71 total 400BHP. 2 - FP 20" x 18" prop(s) on 2" shaft(s). Speed about 11kn. Genset(s): 1 - 12kW Yanmar. Quarters: 4 berths. Air Conditioned. Galley. Passengers: 15. Crew/Utility/ Pilot type vessel with USCG rating for 15 passengers, new interior, new bulwarks, recently blasted & coated. Heavily fendered for ship pilot work. **U.S. Gulf Coast.**



File: CB04814 Crew Boat - 55.0' loa x 14.0' beam x 7.5' depth x 7.00' light draft x 7.50' loaded draft. Built in 1963 by Breaux's Bay Craft; Loreauville, LA. Rebuilt: 1998. U.S. flag. GRT: 43. Class: USCG COI lapsed 09/2011. Deck Cargo: 8,686lbs on 12.8' x 7.9' clear deck. FO: 1,000g. FW: 100g. Main Engines: 2 x John Deere 6125-12.5L total 900BHP. 30" x 31" 3 - blade prop(s) on 2.25" SS shaft(s). 800 mile range Repowered in late 2002 with new main engines. Keel cooled. Speed about 20kn. Pump(s): Jabsco 60gpm fire. Quarters: 2 crew. Air Conditioned. Passengers: 31. Welded steel hull and aluminum house. Max height 15.5'. Fore & aft steering

stations. Kobelt cable engine controls. Extensive engine & bilge alarm system. **U.S. West Coast.**

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File: CB04714 Crew Boat - 47.0' loa x 15.0' beam x 5.5' depth. Built in 1982 by Rivtow Industries Ltd.; Vancouver, BC. Canada flag. GRT: 31. Transport Canada (NC2, Limited HT4). CSI certificate valid thru Dec 2014. Light Disp.: 16lt. FO: 170g. Main Engines: 2 x Yanmar 6LYA-STP total 720BHP. 2 - FP 5 blade stainless prop(s). Range: abt. 250nm at operating speed. Speed about 25-31kn. Genset(s): 1 - 7.8kW / Yanmar 120/240vAC 60Hz. Firefighting: Halon 1301 for E-room. Quarters: None. Air Conditioned. Galley. Passengers: 23. Bus style Prevost seating for 30 persons max. Aluminum construction. Planing hull / single chine / low deadrise. Last drydocked June 2010. Konrad 520 1.57:1 Outdrive legs. Trim Tabs. Three (3) separate hydraulic systems (steering, outdrive, and trim tabs). 1 - head. Spares available. Owners keen to sell. Light duty with weekly runs for 3-4 hours. Vessel reportedly good overall condition. June 2011 survey available. **Canada West Coast.**



File: CB05218 Crew Boat - 52.5' loa x 16.4' beam x 6.6' depth x 4.92' loaded draft. Built in 1996. Foreign flag. Class: Danish Regulations. FO: 1,056g. FW: 105g. Main Engines: 2 x MTU 12V183TE61 total 1,068BHP. 2 - 32" prop(s). Bowthruster 60HP. Speed about 16kn. Genset(s): 1 - 16kVA. Passengers: 36. Crew / supply tender. Disp. 19.9T. Cargo deck & survey room. Steel hull / aluminum house. **Europe Northern.**

File: CB03510 Crew Boat - 35.7' loa x 11.4' beam. Italy flag. GRT: 12. Class: RINA. Deadweight: 1T. Deck Cargo: 1T on 6m2 (3m x 2m) clear deck. FO: 800L. FW: 300L. Main Engines: 2 x Aifo 8061 total 220BHP. Speed about 22-25kn. Passengers: 10. Fiberglass hull. Reportedly in good working condition and currently trading in spot market. Marcon has sold 6 or 7 boats to this Owner over the last 15-20 years. **Mediterranean.**



We are also interested in receiving information on any other vessels which you may have surplus to your requirements and available for sale or charter on either a published or a private and confidential basis.

Check www.marcon.com for latest crewboat listings, updates and market reports on other industry segments.

